

Issue 779

PS

October
2017

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-779

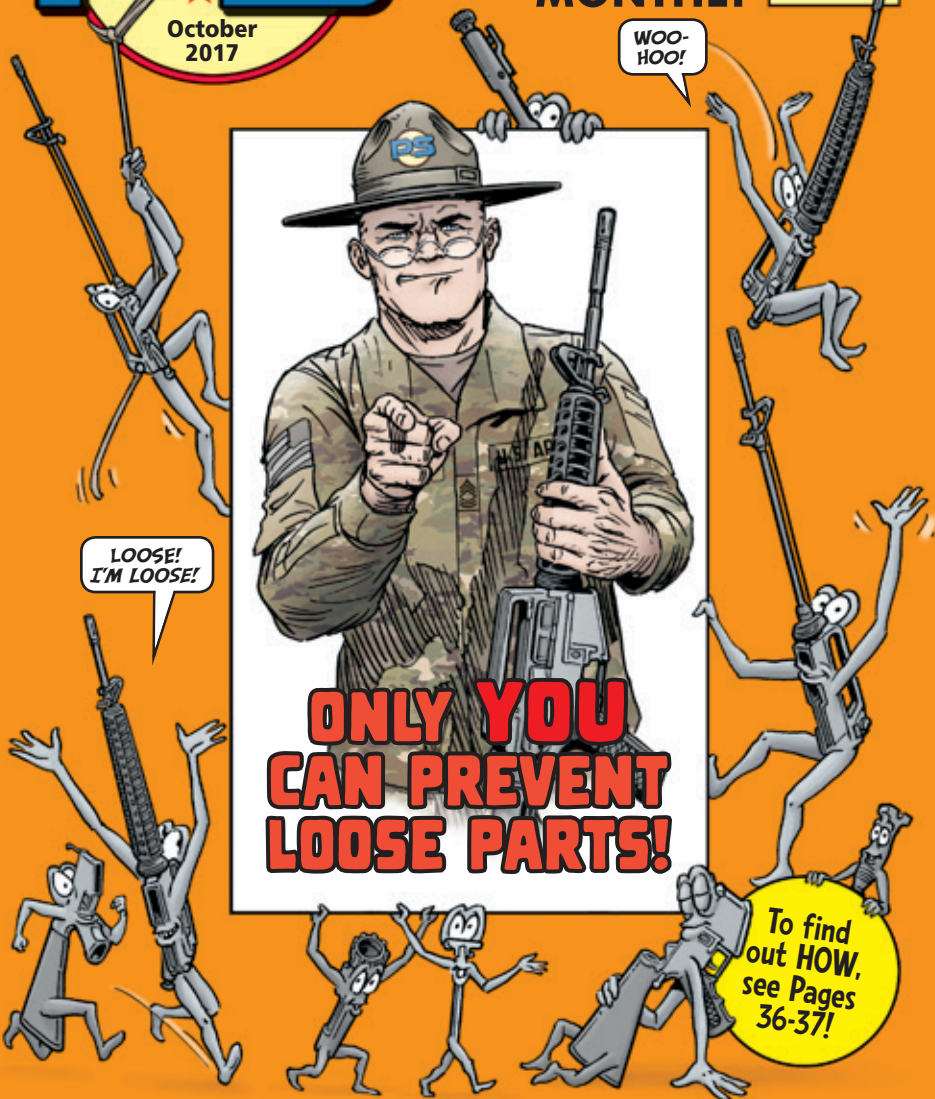
Approved for
Public Release;
Distribution is
Unlimited

WOO-
HOO!

LOOSE!
I'M LOOSE!

ONLY YOU CAN PREVENT LOOSE PARTS!

To find
out HOW,
see Pages
36-37!





**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 779 OCTOBER 2017



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TB 43-PS-779, 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.

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Just write to:

MSG Half-Mast

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Internet address:

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

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MARK A. MILLEY

General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1720861

DA Form
2028...

Help Your Fellow Soldiers



MORE THAN ONE SOLDIER HAS HAD THE EXPERIENCE OF CRACKING OPEN THE LATEST VERSION OF A TM AND NOTICING THAT THE NSN FOR A CERTAIN PART IS **WRONG. AGAIN!**

JUST LIKE IT WAS IN THE LAST THREE TM RELEASES.

YOU GRAB AN INK PEN, LINE OUT THE WRONG NSN AND JOT DOWN THE **CORRECT** NUMBER.

THE DAY IS SAVED AND ALL IS RIGHT WITH THE WORLD. BUT...

...THAT'S **NOT** ENOUGH!

IF SOMEONE ORDERS A PART WITH THE **WRONG** NSN, THEY'LL GET SOMETHING THEY **CAN'T** USE. IF SOMEONE USES A PROCEDURE THAT'S **INCORRECT**, THEY MIGHT **DAMAGE** THEIR EQUIPMENT OR **GET HURT**.

EITHER SCENARIO COSTS TIME AND MONEY.

SO YOU SHOULD DO **MORE** THAN CORRECT THE MISTAKE IN YOUR TM.

YOU SHOULD SUBMIT A DA FORM 2028.



WHEN YOU FIND A TM MISTAKE, IT EXISTS IN EVERY COPY OF THAT TM FOR THAT PIECE OF EQUIPMENT. YOU'VE FIXED **YOUR** TM COPY, BUT SOLDIERS ALL OVER THE WORLD STILL HAVE **INCORRECT** INFORMATION.

SUBMITTING A DA FORM 2028 DOESN'T JUST SAVE YOU TROUBLE, IT HELPS **OTHER** TROOPS, TOO.

SO IF YOU CATCH A TM ERROR, CORRECT IT AND THEN **IMMEDIATELY** FILL OUT AND SUBMIT A DA FORM 2028.

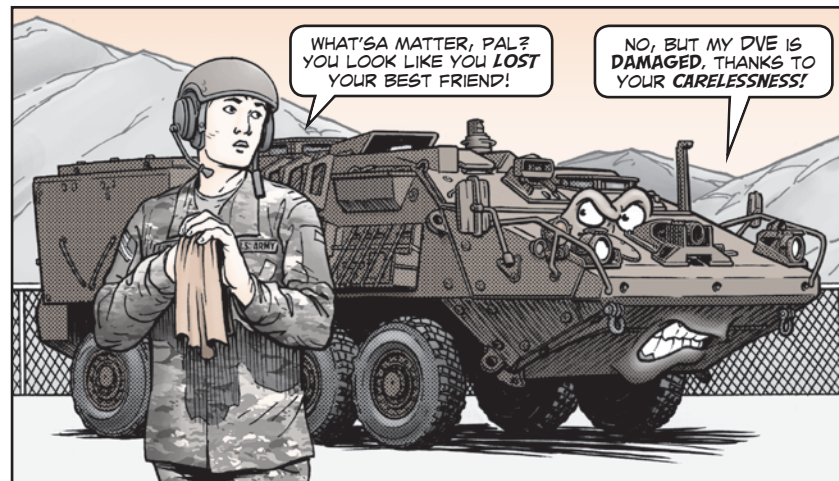
YOU'LL FIND INFO ON **WHERE** AND **HOW** TO SUBMIT THE FORM ON PAGES 58-59 OF THIS ISSUE:
<https://www.logsa.army.mil/psmag/archives/PS2017/779/779-58-59.pdf>

- Power Off Surge Threat
- Don't Skip the Idle
- Don't Blow the Tow!
- Prevent Shackle Hardware Damage
- Don't Repair Inlet Screen!
- Bad Transmission?
- Not So Fast!
- Battery PM Keeps You Charged to Fight!



Stryker...

POWER OFF SURGE THREAT



Dear Editor,

The Stryker's driver's vision enhancer (DVE) comes in pretty handy, but it doesn't work very well if it's damaged by careless start-up and shut-down procedures.

Sometimes drivers get in a hurry at the end of a mission and forget to turn off the power to the DVE before they shut down the engine and power off the vehicle.

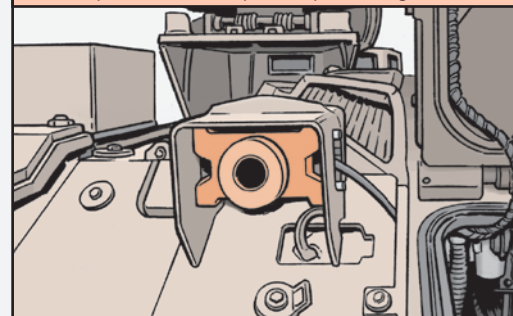
That leaves the DVE camera, NSN 5855-01-588-3763, and the DVE screen, NSN 5980-01-525-1688, vulnerable to power surges. And replacing those two items isn't cheap.

Always turn off power to the DVE before you shut down the engine and power off the vehicle. You'll also want to double-check that the DVE is shut down before applying power to the vehicle and starting the engine.

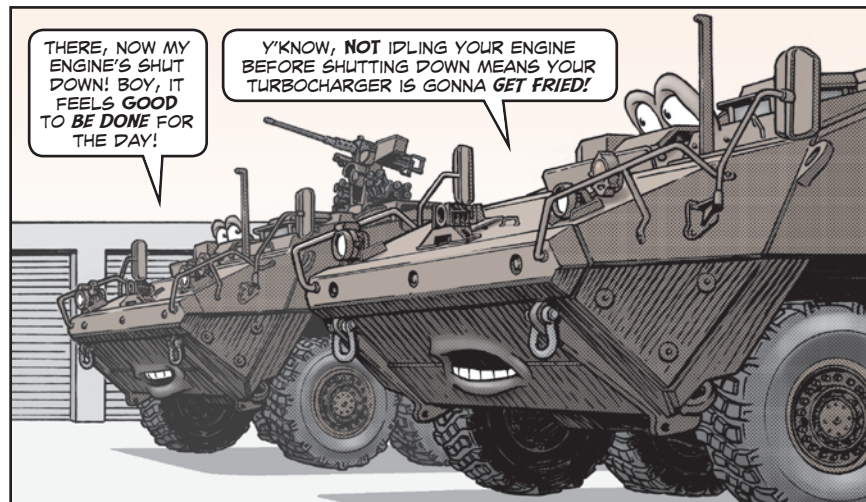
CW2 Jamie Brown
Ft Bliss, TX

Editor's note: Drivers, follow these tips to stop the surge.

Turn off power to DVE to prevent power surge to camera



Don't Skip the Idle



DRIVERS, IT'S EASY TO GET IN A HURRY, **ESPECIALLY** WHEN YOU'RE MOVING OUT ON A MISSION.

BUT BEING IN A HURRY IS **NO EXCUSE** FOR **NOT** STARTING UP YOUR STRYKER THE RIGHT WAY.



GRAVITY DRAINS OIL OUT OF THE TURBOCHARGER WHEN THE STRYKER'S BEEN SITTING FOR A WHILE. SO MAKE SURE YOU IDLE THE VEHICLE AT 650-700 RPM FOR 30 SECONDS OR SO BEFORE HEADING OUT. AND **DON'T REV** THE ENGINE WHILE YOU'RE WAITING!

IDLING LETS ENOUGH OIL **CIRCULATE** TO THE TURBOCHARGER'S BEARINGS TO **PREVENT** ANY DAMAGE.

IF YOU SKIP THE IDLING, CHANCES ARE YOUR UNIT IS SOON GONNA BE SHELLING OUT SOME **BIG BUCKS** FOR A NEW TURBOCHARGER.

AND YOU NEED TO **BE PATIENT** WHEN THE MISSION'S **DONE**, TOO!



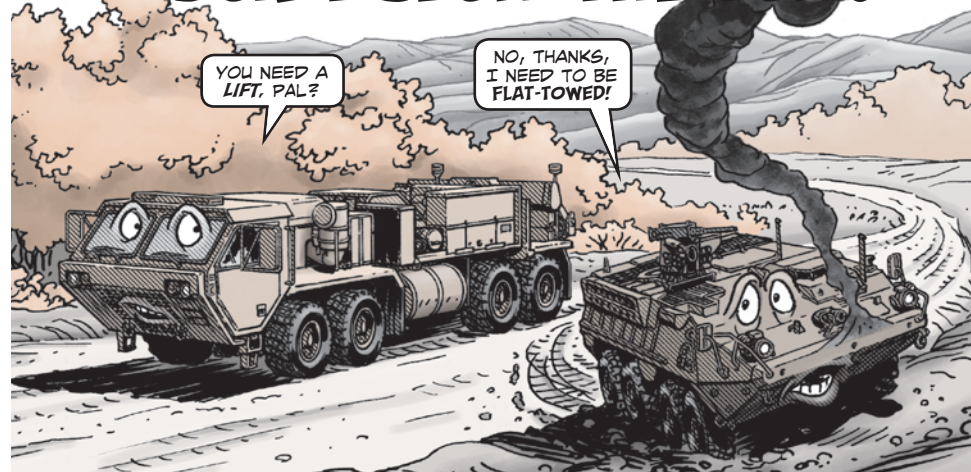
THE TURBOCHARGER CONTINUES TO SPIN FOR A SHORT TIME AFTER SHUTDOWN. BUT THE OIL STOPS CIRCULATING AS SOON AS YOU SHUT OFF THE ENGINE.

THAT MEANS YOU NEED TO **COOL DOWN** THE TURBOCHARGER **BEFORE** SHUTTING DOWN THE ENGINE.

RUN THE ENGINE AT LOW IDLE FOR AT LEAST THREE MINUTES BEFORE SHUTDOWN.

THE CIRCULATING OIL **COOLS** THE TURBOCHARGER AND **LUBES** THE BEARINGS SO THERE'S **NO OVERHEATING** AFTER THE ENGINE IS SHUT DOWN.

DON'T BLOW THE TOW!



Dear Editor,

I see too many Strykers damaged because crews don't know the right way to tow a disabled vehicle. The best way is to flat-tow a disabled Stryker with another Stryker using a tow bar.



Best way to tow disabled Stryker is with another Stryker and a tow bar

Towing the right way prevents costly damage to the transfer, the turbocharger and tires. Follow the towing procedures found in the -10 TM and you'll be all right.

And remember that if a Stryker is so damaged it can't be flat-towed, mechanics **shouldn't** use a HEMTT wrecker to tow with the Stryker's front end suspended.

Not only will towing damage the rear suspension and hubs on the Stryker, but it can also break the HEMTT's lift cylinders. Instead, call for an M916 tractor truck with an M870A1 semitrailer.

If Stryker is too damaged to flat tow, use trailer



CW3 Brian Robinson
Ft Bliss, TX

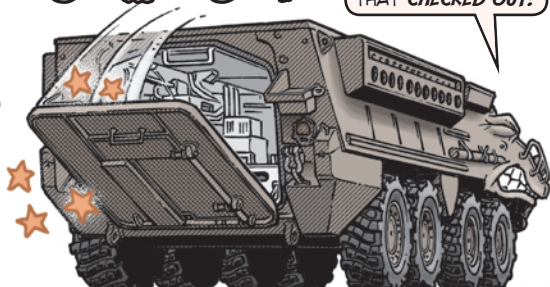
Editor's note: Thanks for hooking us up with some good Stryker towing tips!

Stryker...

Prevent Shackle Hardware Damage

CRUNCH!

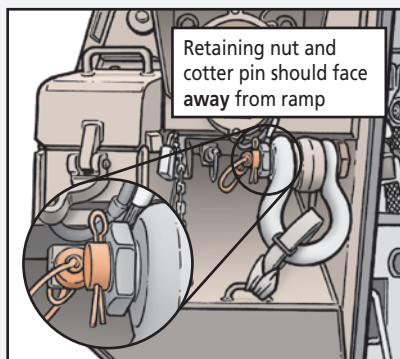
YOWCH! I'M GONNA HAVE T'GET THAT CHECKED OUT!



Drivers, be sure to take a minute to check the recovery lug shackles on the back of your Stryker.

If the retaining nut and cotter pin are installed on the wrong side of the shackle, they can get damaged when the ramp is raised or lowered.

Prevent damage by making sure the retaining nut and cotter pin are installed on the **outside** of the shackle, facing **away** from the ramp. Then check them each time you do before-operation PMCS.



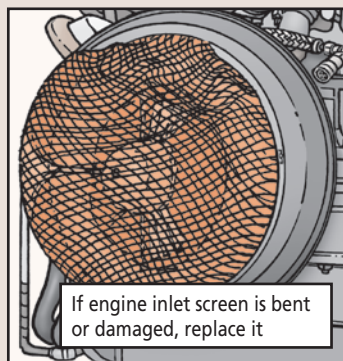
M1-Series Tanks...

DON'T REPAIR INLET SCREEN!

Mechanics, repairing the engine inlet screen, NSN 2510-01-607-6386, on M1-series tanks is no longer authorized.

By trying to save your unit \$4,000 by repairing the screen, you could damage the AGT 1500 engine and cost your unit over \$500,000!

So don't attempt a repair if the inlet screen is bent or damaged. Replace it instead.

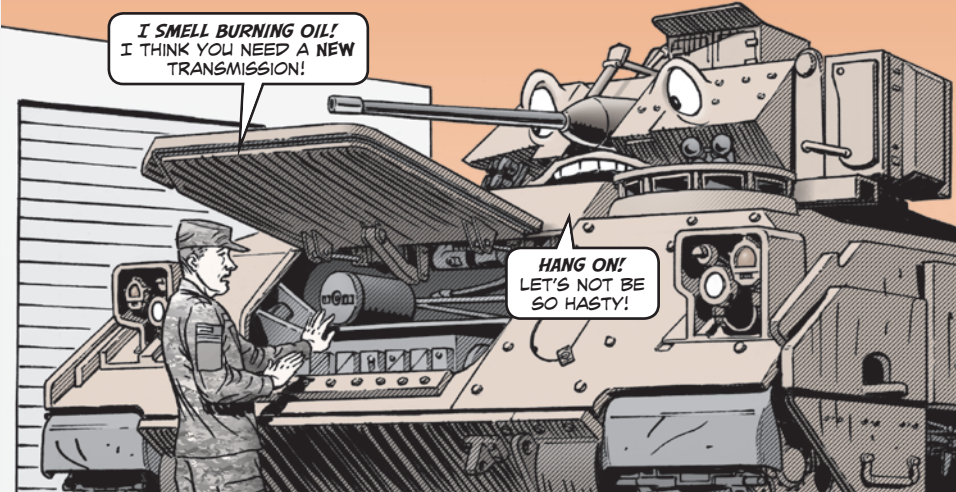


M2/M3-Series Bradleys, MLRS...

BAD TRANSMISSION? NOT SO FAST!

I SMELL BURNING OIL! I THINK YOU NEED A NEW TRANSMISSION!

HANG ON! LET'S NOT BE SO HASTY!



SOME UNITS ARE TURNING IN BRADLEY AND MLRS HMPT-800 TRANSMISSIONS, NSN 2520-01-626-5061, THAT HAVE BEEN DIAGNOSED AS NEEDING REPLACEMENT WHEN THE TRANSMISSIONS ARE ACTUALLY FINE.

REPLACING A "BAD" TRANSMISSION WHEN THE PROBLEM IS SOMETHING ELSE IS A **BIG WASTE OF TIME, EFFORT AND MONEY!**

IF A TRANSMISSION EMITS A BURNT OIL SMELL, HAS A FAULTY TRANSMISSION CONTROL MODULE (TCM) OR OTHERWISE ISN'T PERFORMING LIKE IT SHOULD, THE PROBLEM **COULD BE FIXABLE.**

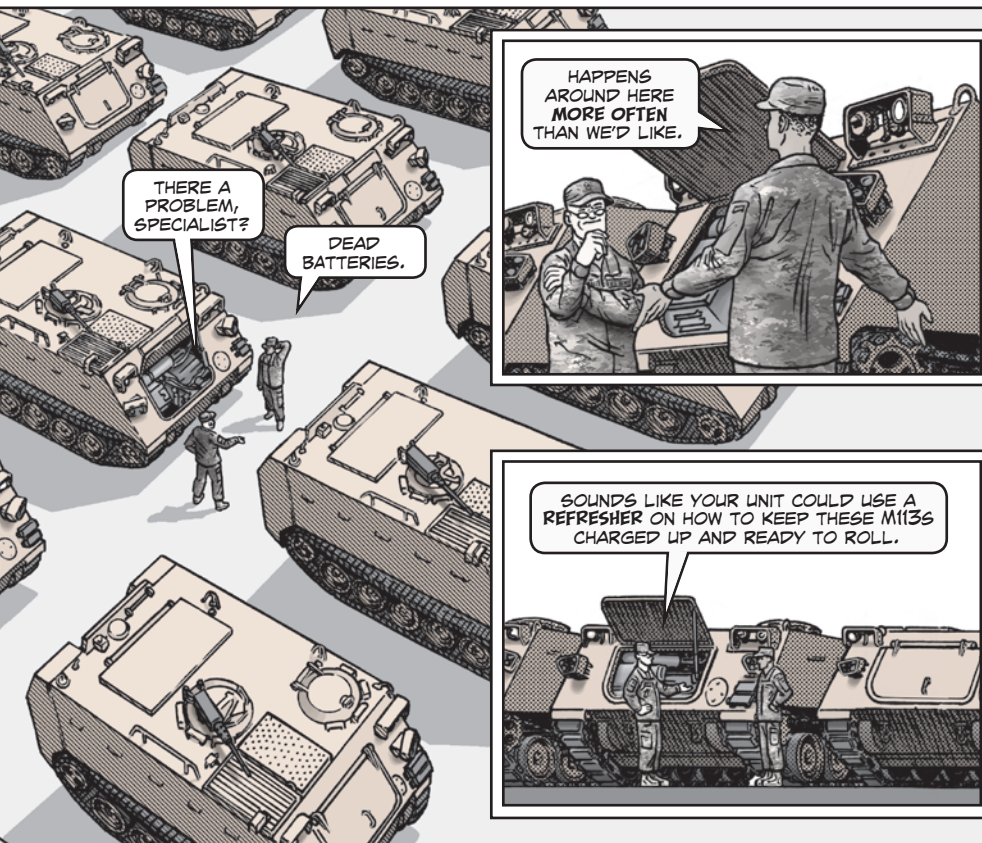
CREWS SHOULD DO A **THOROUGH PMCS** BY THE BOOK, INCLUDING LOOKING FOR TRANSMISSION OIL AND COOLANT SYSTEM **LEAKS**. THE PROBLEM MIGHT BE A RELATIVELY SIMPLE FIX INSTEAD OF A COSTLY TRANSMISSION REPLACEMENT.

BUT IF A BAD TRANSMISSION IS SUSPECTED, LET A FIELD SERVICE REPRESENTATIVE (FSR) CHECK IT OUT AND DECIDE WHETHER IT CAN BE REPAIRED BY FIELD-LEVEL MAINTENANCE, OR IF A REPLACEMENT IS NECESSARY.

FOR MORE INFORMATION AND A LIST OF REGIONAL FSRs, CHECK OUT TACOM MAINTENANCE INFORMATION MESSAGE 17-017 AT:

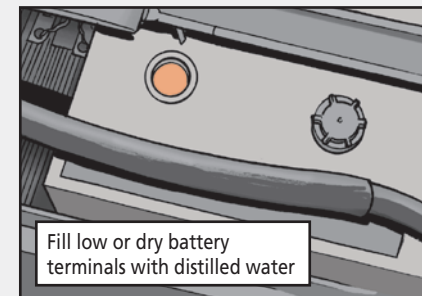
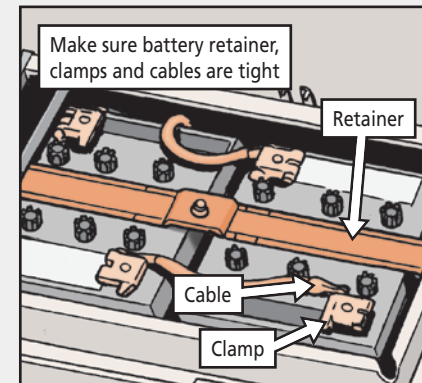
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M17-017.html>

BATTERY PM KEEPS YOU CHARGED TO FIGHT!



CREWMEN, CHECK OUT THESE PMCS TIPS SO YOUR VEHICLE'S BATTERIES DON'T FIZZLE OUT **BEFORE** YOUR MISSION BEGINS.

1. Use both hands to check the battery retainers and clamp. If the batteries move or seem loose, let your mechanic know.
2. Same thing with the battery connections. If you can move the clamp on the battery post with your thumb and first two fingers, it needs to be tightened.
3. Check to see if the cables are connected tightly to the clamp. If not, report 'em.
4. For wet cell batteries, the electrolyte should cover the plates and reach the bottom edge of the vent plugs. If any are low or completely dry, fill them with distilled water. You'll get six 1-gallon bottles of distilled water when you order NSN 6810-00-682-6867.
5. Take a rag and clean the battery, making sure to wipe off the battery case and surrounding metal parts. While you're at it, look for missing or damaged rubber boots on the terminal covers. Tell your mechanic and he'll replace 'em with NSN 2530-01-089-4992.
6. Give each terminal a light coat of silicone compound to prevent corrosion. Get a 3-oz tube with NSN 8040-01-331-7133 or a 1-pt can with NSN 8040-01-331-7134.



GET THE **COMPLETE SCOOP** ON KEEPING YOUR M113'S BATTERIES IN **TOP SHAPE** BY CHECKING OUT WP 0085 OF TM 9-2350-261-10 (AUG 05) AND WP 0104 OF TM 9-2350-277-10 (MAR 12; W/CH 1, DEC 13).



FOR EVEN MORE BATTERY INFO, CHECK OUT

TM
9-6140-200-13
(May 11),

Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries.

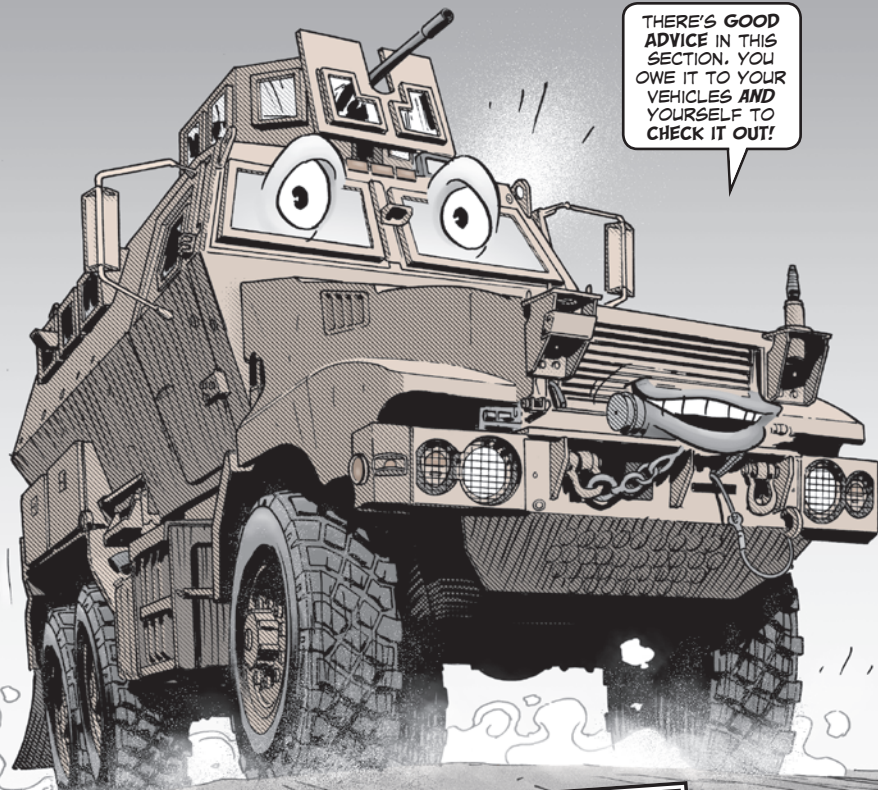


THANKS, HALF-MAST. OUR BATTERIES **SURE** NEEDED THAT BOOST OF PM HOW-TO!

JUST REMEMBER, A LITTLE PM GOES A **LONG** WAY TOWARD KEEPING YOUR VEHICLES AND EQUIPMENT **COMBAT READY!**



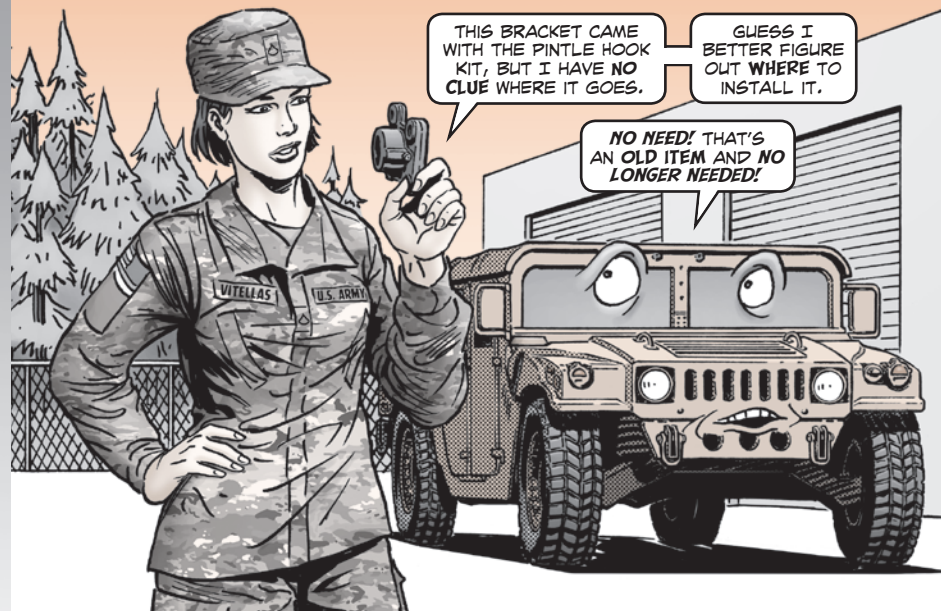
PS TACTICAL VEHICLES



- Abandon the Bracket!
- Replace Hydraulic Manifold Solenoids
- New Cap Protects Hydraulic Fluid!
- Right Assembly Makes a Difference

HMMWVs...

ABANDON THE BRACKET!



Dear Editor,

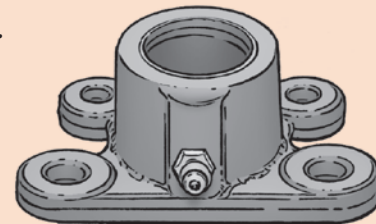
When ordering the pintle hook kit, NSN 2540-01-189-2193, for our HMMWVs, we've noticed that it often includes a pintle mounting bracket, NSN 5340-00-408-2432.

That bracket was designed to strengthen weaker bumpers like those on base model M998-series vehicles. But when MWO 9-2320-280-20-7 was issued, those bumpers were reinforced with a slightly smaller bracket, NSN 5340-01-506-7986.

We thought it would be a good idea to let mechanics know so they won't try to install the -2432 bracket from the kit. It's just big enough to prevent proper installation of the castle nut.

1SG Garth Creekmore
SSG James Evans
OHARNG

Pintle mounting bracket
no longer needed



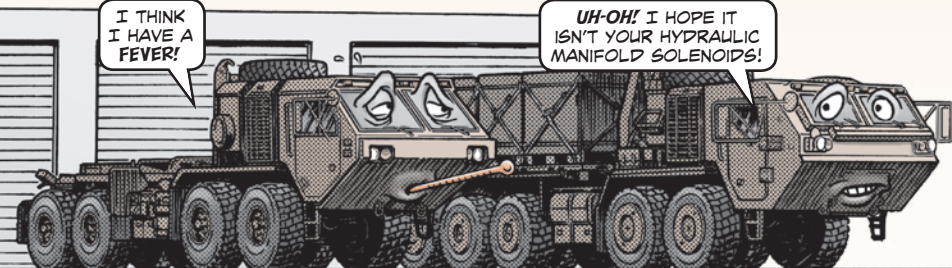
Editor's note: An excellent point, Sergeants! Mechanics, if you receive a kit that includes the bracket, leave it in the box.

HEMTT A4,
PLS A1...

Replace Hydraulic Manifold Solenoids

I THINK
I HAVE A
FEVER!

UH-OH! I HOPE IT
ISN'T YOUR HYDRAULIC
MANIFOLD SOLENOIDS!



WAS YOUR HEMTT A4 OR PLS A1 MANUFACTURED BEFORE 2016? THEN YOU NEED TO **REPLACE** THE SOLENOIDS ON THE HYDRAULIC DISTRIBUTION MANIFOLD **RIGHT NOW**.

SOME OF THOSE
SOLENOIDS MAY
OVERHEAT AND
CATCH FIRE!

Replace HEMTT A4's four solenoids...

SV2 Solenoid

SV1 Solenoid

SV3 Solenoid

SV4 Solenoid

SV4 Solenoid
(not visible)

SV5 Solenoid

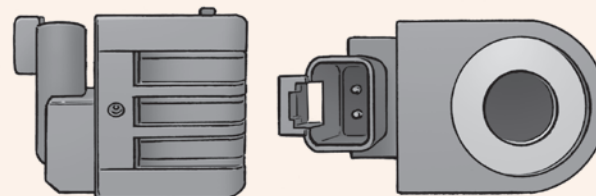
SV1 Solenoid

SV2 Solenoid

SV3 Solenoid

...and PLS A1's five solenoids...

...with new replacement solenoid, PN 38400082



THE **GOOD NEWS** IS THAT NEWLY REDESIGNED SOLENOIDS ARE **FREE ISSUE** TO UNITS.

FOR REPLACEMENT SOLENOIDS, SEND A SOLENOID REQUEST FORM TO:
usarmy.detroit.peo-cs-css.mbx.pm-ts-htv-ils@mail.mil

**DOWNLOAD
THE FORM AT:**

https://tulsa.tacom.army.mil/Safety/download.cfm?filename=soum/tacom_wn/RequestForm.pdf

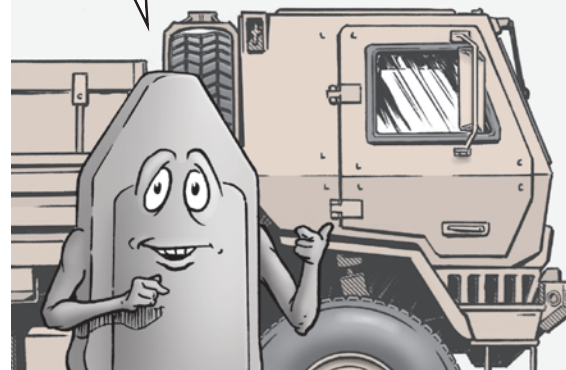
YOU'LL FIND THE HEMTT A4 SOLENOIDS LISTED AS ITEM 10 IN FIG 423 OF TM 9-2320-326-13&P ON IETM EM 0288 (DEC 15). THE PLS A1 SOLENOIDS ARE SHOWN AS ITEM 3 IN FIG 768 OF TM 9-2320-319-13&P ON IETM EM 0298 (MAR 10).

FOR MORE INFORMATION, CHECK OUT TACOM SAFETY-OF-USE MESSAGE 17-004:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUI7-004.html>

A1P2 FMTVs...

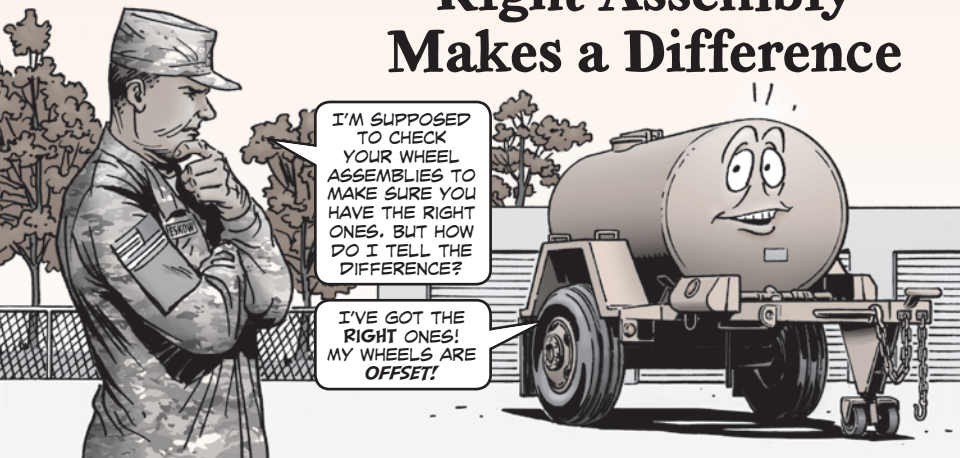
NEW CAP *PROTECTS* HYDRAULIC FLUID!

YOU NEED ME TO
KEEP WATER **OUT**
OF YOUR EHPU'S
HYDRAULIC TANK!



A1P2 FMTV trucks were fielded without the protective (breather) cap on the electric hydraulic power unit (EHPU). As a result, the EHPU fluid gets contaminated with water. That leads to failing or stalled cab lift hydraulic components. So order a new breather cap with NSN 5340-01-646-6963. That keeps water out of the EHPU's fluid.

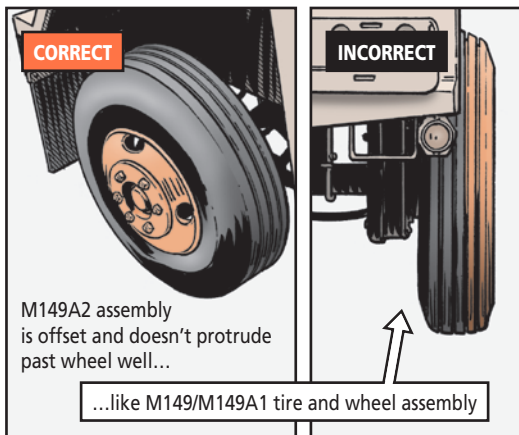
Right Assembly Makes a Difference



Dear Editor,

I've noticed quite a few units that have the **wrong** tire and wheel assembly installed on their M149A2 water trailers.

The **correct** wheel assembly for the M149A2 is NSN 2530-01-611-7619. It has an offset rim, so the 10R22.5 tire doesn't protrude past the fender well.

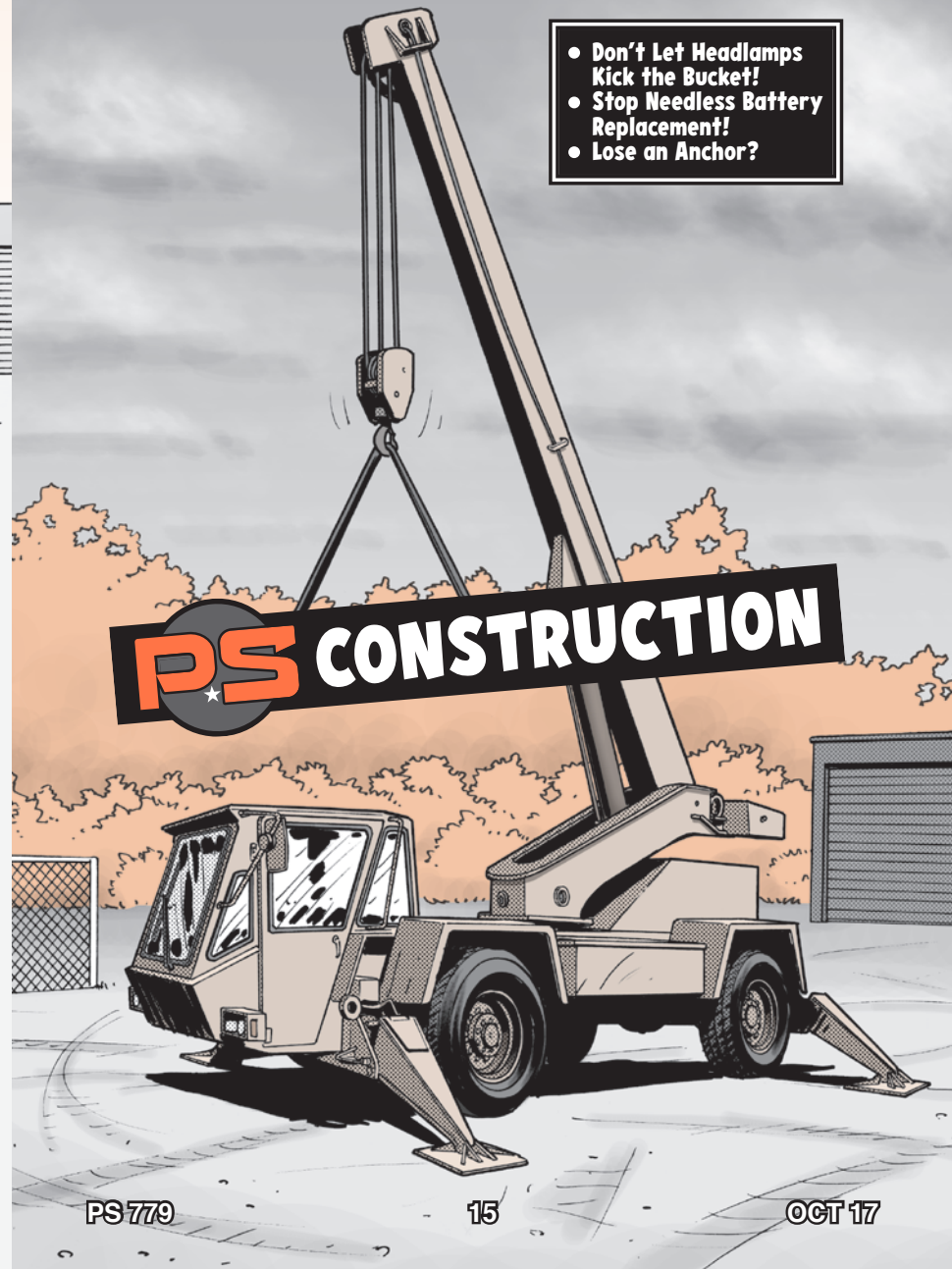


But some M149A2 trailers are **incorrectly** equipped with NSN 2530-01-528-9461. While it has the same tire as the other assembly, the rim isn't offset. So when installed on the M149A2, the tire sticks out past the fender well. That makes the trailer wider than it should be and can be dangerous.

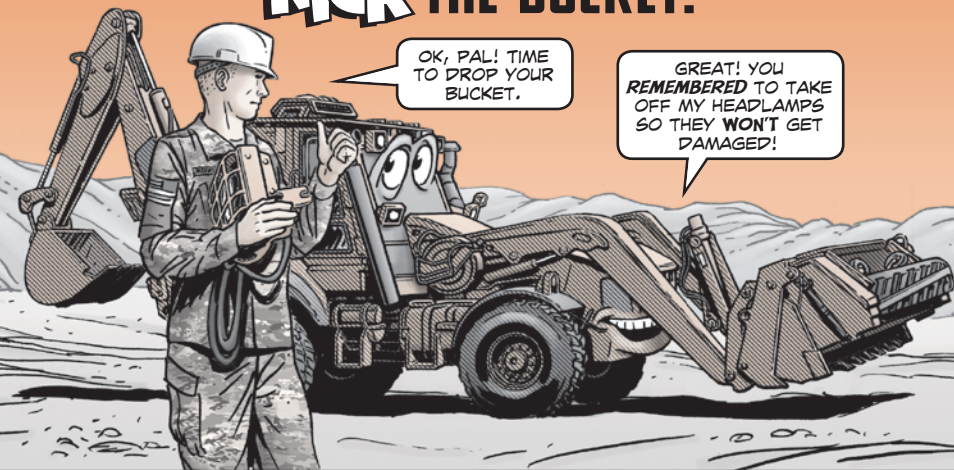
1SG Garth Creekmore
OHARNG

Editor's note: Operators, check your trailers now. If the wrong assembly is installed, notify your mechanic. And check out TACOM GPA 17-015 for more details on tire and wheel assemblies for small trailers:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA17-015.html>



DON'T LET HEADLAMPS KICK THE BUCKET!

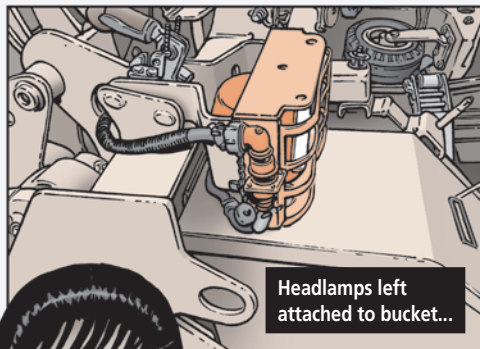


OK, PAL! TIME TO DROP YOUR BUCKET.

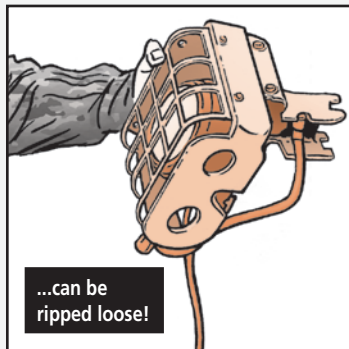
GREAT! YOU REMEMBERED TO TAKE OFF MY HEADLAMPS SO THEY WON'T GET DAMAGED!

Operators, remember to detach the front bucket headlamps whenever you're unloading the HMEE-1's bucket and BII boxes.

If you don't, the headlamps, NSN 6220-01-549-6135, and their electrical cables will get ripped loose from the bucket. At \$130, those headlamps aren't cheap to replace, either!



Headlamps left attached to bucket...

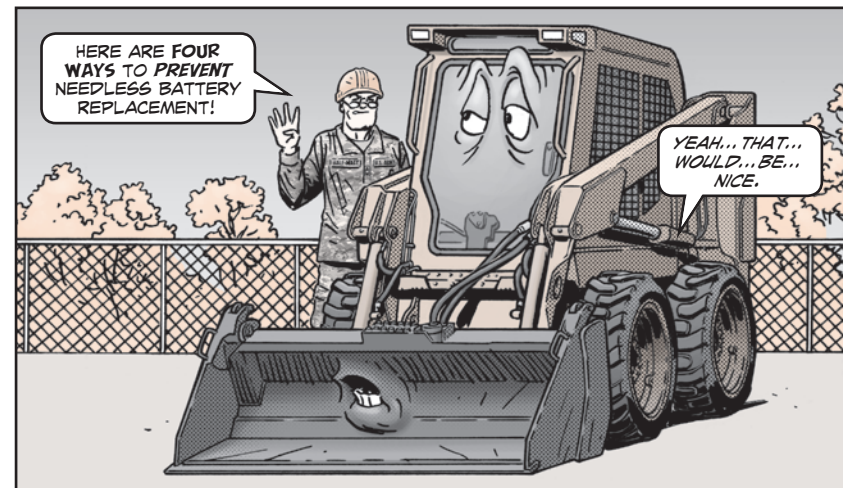


...can be ripped loose!

AND DON'T MAKE THE MISTAKE OF TOSSING THE LAMPS IN THE BUCKET AFTER THEY'RE DETACHED. THAT'S A GOOD WAY TO LOSE OR DAMAGE THEM.

INSTEAD, REATTACH THE LAMPS TO THEIR OFF-ROAD POSITION ON THE CAB A-POSTS UNTIL YOU'RE READY TO REINSTALL THEM.

STOP NEEDLESS BATTERY REPLACEMENT!



HERE ARE FOUR WAYS TO PREVENT NEEDLESS BATTERY REPLACEMENT!

YEAH... THAT... WOULD... BE... NICE.

OPERATORS, IT'S NO SECRET THAT M400W COMPACT-SKID LOADERS HAVE AN ONGOING PROBLEM WITH BATTERY DRAIN.

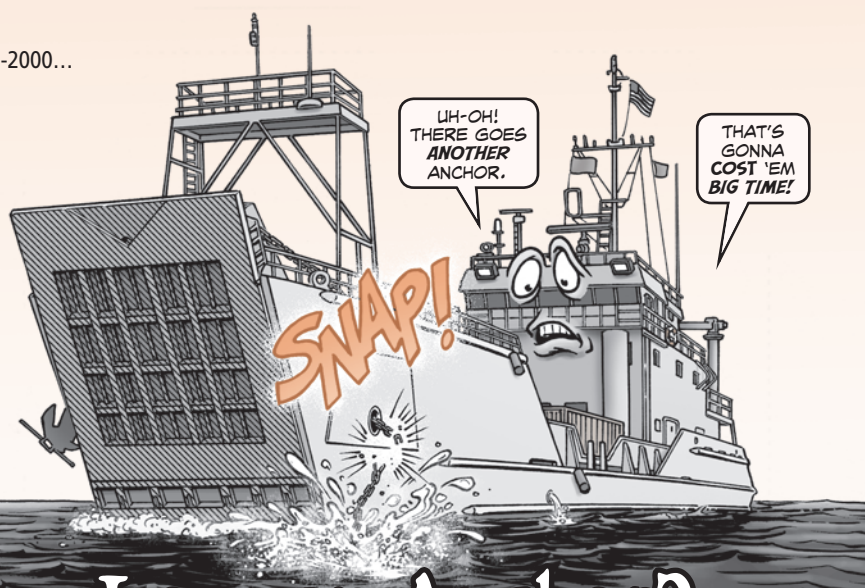
MOST OF THESE VEHICLES USE THE YELLOW-TOP OPTIMA BATTERIES.

EVEN THOUGH THEY'RE HIGH QUALITY BATTERIES, THEY CAN'T STAND THE CONSTANT DRAIN BY THE LOADER'S ELECTRICAL SYSTEM. THE CONSTANT DISCHARGE LEADS TO SULFATED PLATES.

OVER TIME, THE OPTIMA BATTERY CAN NO LONGER BE CHARGED AND HAS TO BE REPLACED. THE END RESULT IS WAY TOO MANY DEAD BATTERIES IN THESE SKID LOADERS! AND THE CYCLE CONTINUES.

HERE ARE FOUR WAYS TO STOP NEEDLESS BATTERY REPLACEMENT:

- Start the skid loader weekly and run it for an hour.
- Every other week, plug a charger into the vehicle's NATO receptacle and fully charge the battery set. The ProHD, NSN 6130-01-500-3401, is an approved charger that comes with the SATS.
- For long-term storage, make sure you disconnect the skid steer loader's batteries.
- For skid loaders stored outdoors in the motor pool, use a solar charging system, like the Solar Pulse Monitor System, NSN 6130-01-558-5371. It simply plugs into the NATO receptacle and no modifications are needed.



Lose an Anchor?

Army mariners, losing an anchor on the landing craft utility (LCU) is a big, expensive deal! At \$3,100 an anchor, that's a lotta bucks to leave on the ocean floor!

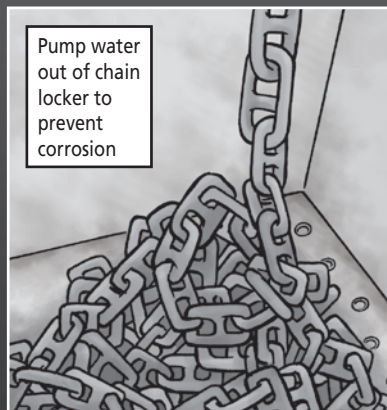
Missing anchors are the result of neglected anchor chain components that corrode from constant exposure to salt water. The salt's not going away any time soon, so it's up to you to wash down the chains regularly.

Make sure they're clean of any mud, silt and debris after you've raised anchor and stored the chains in their locker. Also, you'll want to pump out any standing water and contaminants in the chain locker. Letting the chain stew in a locker full of water is an open invitation to corrosion!

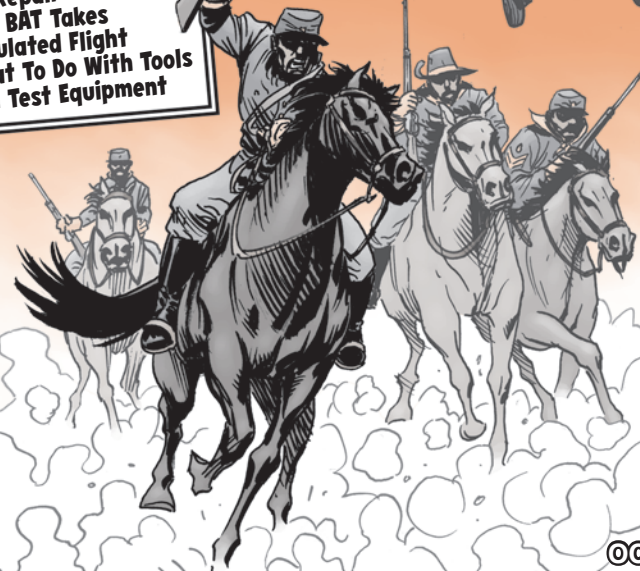
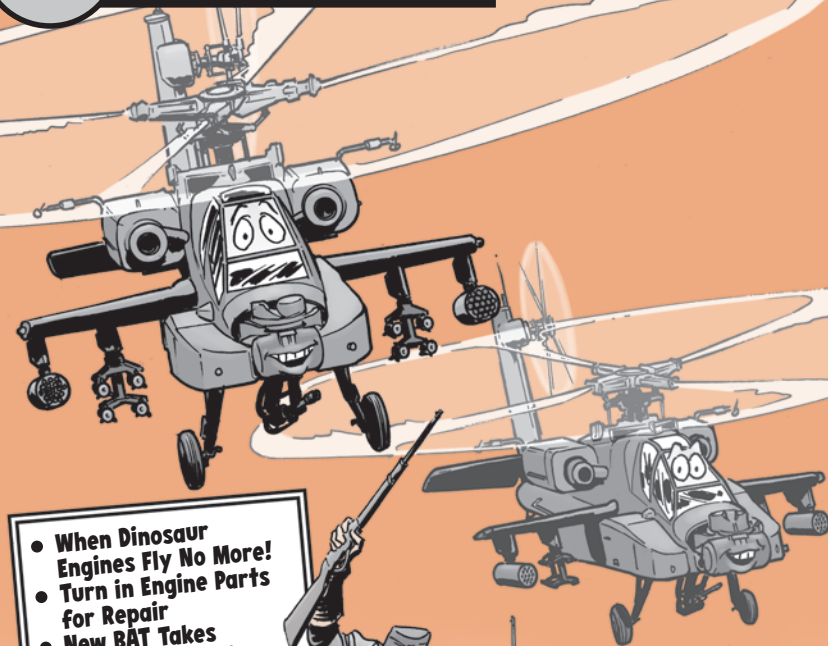
This same info will be added to Item 126 of the PMCS charts in TM 55-1905-223-10 (Jan 89, w/Ch 12, Jul 09).

And don't forget to inspect the anchor chain components for wear and damage. See Item 22 in the PMCS chart and Para 4-10 in TM 55-1905-223-24-15 for more information. Another great reference for anchor chain component care is TC 4-15.51, *Marine Crewman's Handbook*. Download a copy at the APD website:

<http://armypubs.army.mil/ProductMaps/PubForm/ActiveSearchFull.aspx>



PS AVIATION



T700-GE-700 Aircraft Engines...

YOU GUYS HAVE
FLOWN WITH T700
ENGINES FOR A
LO-O-ONG TIME!

40 YEARS! BUT
NOW THE T700
IS BECOMING
EXTINCT!

TIME TO TURN IN ALL
YOUR ENGINE PARTS THAT
ARE NO LONGER NEEDED!

OUT WITH THE
OLD AND IN WITH
THE NEW!

WHEN DINOSAUR ENGINES FLY NO MORE!

**EVERYTHING THAT HAS A BEGINNING
HAS AN EVENTUAL END.**

THE T700-GE-700 ENGINE LINE IS
SWIFTLY APPROACHING THAT POINT
AFTER 40 YEARS OF HARD WORK.

ALL NATIONAL GUARD AIRCRAFT FLYING T700S
HAVE RETIRED THE LAST FEW AIRCRAFT
WITH -700 ENGINES. ACTIVE DUTY UH-60AS
WITH -700 ENGINES ARE EITHER RETIRED OR
UPGRADED EXCEPT FOR 35 UH- AND EH-60AS.

THOSE REMAINING AT FT RUCKER WILL BE
RETIRED AND REPLACED WITH THE MORE
CAPABLE UH-60LS AND UH-60MS OPERATING
-701D ENGINES WITH COMMON CONTROLS.

WHAT
DOES THIS
MEAN TO
YOU?

H-60 UNITS NEED
TO CHECK THEIR
HANGAR FOR
EXCESS ENGINES,
AS WELL AS -700
ENGINE AND AIRFRAME
COMPONENTS. IF YOU FIND
ANY, TURN THEM IN AND REPLACE
THEM WITH THE SIMILAR H-60L
OR H-60M ITEMS YOU REALLY
NEED TO STOCK.

THE
FOLLOWING
ARE LISTS
OF -700
ENGINE AND
AIRFRAME
PARTS NO
LONGER
NEEDED IF
YOU AREN'T
OPERATING
-700
ENGINES ON
H-60AS:

T700-GE-700 Excess Airframe Items

Item	NSN	PN
SDC	6630-01-342-0470	70450-01043-126
CDU	2520-01-342-0497	70450-01043-126
Engine inlet anti-ice valve	4810-01-116-7091	70306-10012-107
Bleed-air shutoff valve	4810-01-108-7364	70306-02102-103
L/H engine to airframe harness	5995-01-101-9852	70552-10101-101
R/H engine to airframe harness	5995-01-102-6086	70552-10101-101

T700-GE-700 Excess Engine Components

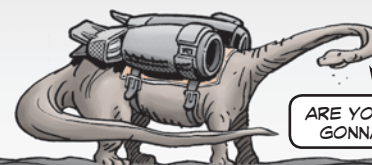
Item	NSN	PN
Engine T700-GE-700 assembly	2840-01-070-1003	6035T00G01
Cold section module	2840-01-094-5547	6035T02G01
Combustion liner	2840-01-344-5923	6064T55G01
Inlet particle separator duct	2840-01-121-5295	6043T40G01
GG rotor	2840-01-342-9017 2840-01-295-8125	6055T20G05 6055T20G03
Air compressor seal	2840-01-128-4405	6064T98G01
Lubricating oil pump	2840-01-126-4129	5034T11P04
STG1 turbine nozzle	2840-01-193-3349	5043T24G14
Power turbine module	2840-01-245-6002	6064T98G01
Fuel injector assembly	2915-01-247-7136	4045T30G05
Pressurizing manifold	2915-01-171-7785	3046T18G01
Primer nozzle	2915-01-093-5369	4046T78P05
Pressurizing and overspeed unit	2915-01-171-7761	4076T64G01
HMUs	2915-01-326-4224	5074T79G02
	2915-01-326-4223	5074T79G03
	2915-01-326-4225	5074T79G05
	2915-01-325-8315	5074T79G07
	2915-01-319-3953	4046T52G19
	2915-01-332-2838	4046T52G23
ECUs	2615-01-492-4556	4046T52G39
	Alternator stator	2925-01-340-5504 6038T46P02
	Engine history recorder	2995-01-120-8714 4046T26G03
		2995-01-128-1736 4046T29G06
		2995-01-155-6595 4046T29G07
		2995-01-161-1455 4046T29G09
		2995-01-160-3913 4046T29G10
		2995-01-181-3971 4046T29G11
		2995-01-245-9830 4046T29G12
		2995-01-259-0338 4046T29G13

NATIONAL
GUARD UNITS
SHOULD CONTACT
THEIR TAGMG
FOR ASSISTANCE
WITH EXCESS
PROPERTY.
THERE MAY BE
OPPORTUNITIES
TO BUNDLE
THE ITEMS
AND HARVEST
ANOTHER -701D
SET FROM A
BEST OR RECAP
AIRCRAFT.

ALL ACTIVE
DUTY UNITS CAN
TURN THEIR ITEMS
BACK IN TO THE
SUPPLY SYSTEM
OR CONTACT THE
T700 ENGINE
FOLKS FOR
DETAILS.



GOT QUESTIONS? CONTACT MICHAEL WEIST, AT (256) 313-1335, OR BY EMAIL:
michael.e.weist2.ctr@mail.mil



ARE YOU SURE THESE ARE
GONNA HELP ME FLY?



AH, YOU'RE ALREADY
EXTINCT! WHADAYA GOT
T'LOSE?

Turn in Engine Parts for Repair

LOOKS LIKE IT'S TIME FOR A NEW ENGINE.

MAKE SURE THAT UNSERVICEABLE ENGINE COLD SECTION IS TURNED IN TO CORPUS CHRISTI ARMY DEPOT FOR REPAIR.



Mechanics, check your area for:

UNSERVICEABLE COLD SECTION MODULES, NSN 2840-01-284-4013 (PN 6071T25G01)

AND

OUTPUT DRIVE SHAFT ASSEMBLIES, NSNs 2840-01-482-1870, 2840-01-630-1878 AND 2840-01-629-7392.

Cold section

IF YOU FIND ANY UNSERVICEABLE COMPONENTS, TURN THEM IN TO CORPUS CHRISTI ARMY DEPOT FOR REPAIR ASAP.

THAT ENSURES THE SUPPLY CHAIN IS STOCKED AND HELPS OTHERS GET THE SERVICEABLE PARTS THEY NEED **WHEN** THEY NEED THEM.

Turn in unserviceable engine cold section modules

EXCESS SERVICEABLE T701C/D GAS TURBINE SHAFTS ARE NEEDED, TOO. TURN THEM IN TO 852. HERE ARE THE SHAFTS NEEDED:

- NSN 2840-01-482-1870 (PN 3065T21G01)
- NSN 2840-01-630-1878 (PN 3065T21G04)
- NSN 2840-01-629-7392 (PN 3065T21G05)

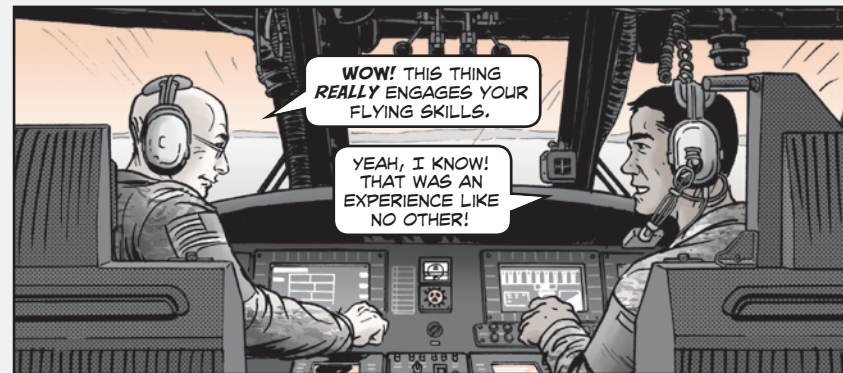
MARK THE UNSERVICEABLE ASSETS FOR THE 817 ACCOUNT AND SHIP THEM TO:

WOMU USA DEP Corpus Christi
540 First ST, SE Bldg 1846
Corpus Christi, TX, 78419-5255

New BAT Takes Simulated Flight

WOW! THIS THING REALLY ENGAGES YOUR FLYING SKILLS.

YEAH, I KNOW! THAT WAS AN EXPERIENCE LIKE NO OTHER!



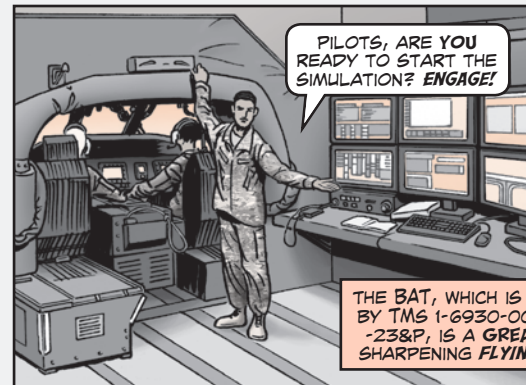
UH-60M PILOTS, STAYING UPDATED ON HELICOPTER SIMULATOR FLIGHT TRAINING IS A KEY TO SUCCESSFUL OPERATION OF M-MODEL BLACK HAWK HELICOPTERS.



TO HELP WITH THE ARMY'S SIMULATOR TRAINING NEEDS, THE UTILITY HELICOPTER PROJECT OFFICE IS FIELDING A NUMBER OF BLACK HAWK AIRCREW TRAINERS (BATs), NSN 6930-01-652-9233.



PILOTS, ARE YOU READY TO START THE SIMULATION? **ENGAGE!**



THE BAT, WHICH IS COVERED BY TMS 1-6930-001-10 AND -23&P, IS A GREAT AID IN SHARPENING FLYING SKILLS.

TM 1-6930-001-23&P-2

FIELD MAINTENANCE MANUAL
INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST

BLACK HAWK AIRCREW TRAINER (BAT)

PN 1113502

(NSN 6930-01-652-9233)

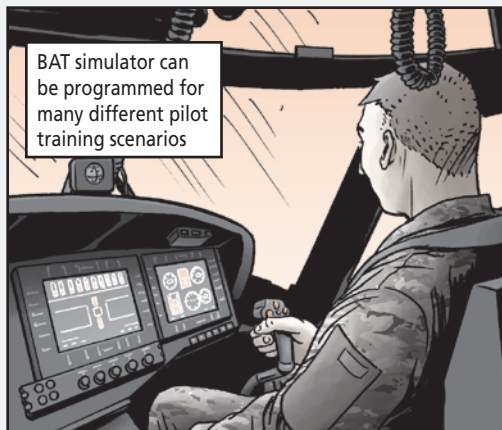


1 June 2016

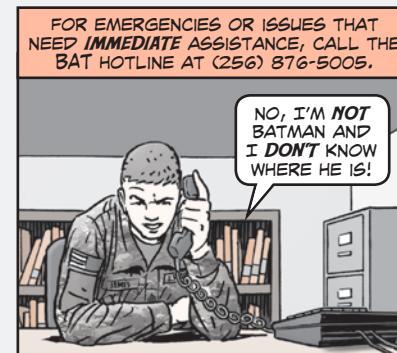
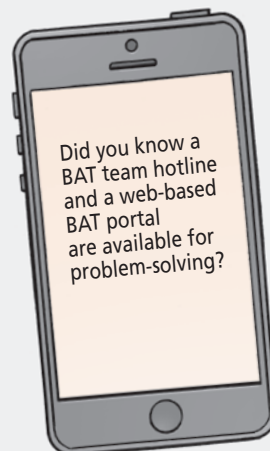
EVERYTHING YOU NEED TO KNOW ABOUT THE BAT IS IN YOUR TMS...

...AND **DON'T FORGET TO REGISTER FOR THE BAT PORTAL!**

PS MORE



SCENARIOS INCLUDE EMERGENCY EVASIVE MANEUVERS THAT MIGHT BE CATASTROPHIC AND DEADLY IF ATTEMPTED AS PART OF REGULAR AIRCRAFT TRAINING.



FIRST, CREATE A LOGIN NAME.

THEN CLICK ON **CREATE AN ACCOUNT** UNDER THE LOGIN BUTTON. **NO CAC CARD** IS REQUIRED, BUT ACCESS IS **ONLY** GRANTED TO KNOWN AND CERTIFIED MEMBERS OF THE BAT COMMUNITY.

FOR **NEW** MAINTAINERS AND OPERATORS, YOUR COMPANY, AGENCY OR UNIT MUST SUBMIT A ROSTER OF NAMES AND EMAIL ADDRESSES TO THE BAT TEAM.



GOVERNMENT ORGANIZATIONS SHOULD SUBMIT A REQUEST TO THE BAT TEAM FOR VETTING.

ONCE IDENTIFIED AS A NEW PORTAL USER, THE BAT TEAM WILL SEND AN E-MAIL MESSAGE WITH YOUR ACCOUNT INSTRUCTIONS.

INITIAL TRAINING ON THE BAT TAKES THREE DAYS.

BAT TRAINEES AWAITING FORMAL TRAINING CAN STILL ACCESS THE PORTAL'S DOCUMENTATION TAB TO DOWNLOAD:

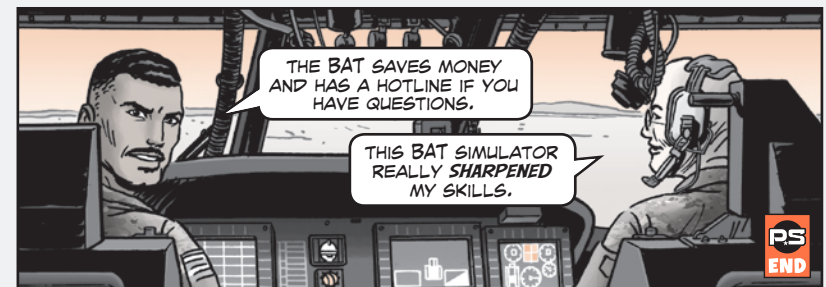
- TMs
- course material
- technical bulletins
- training videos
- training schedules
- commercial manuals

AS NEW INFORMATION IS ADDED TO THE PORTAL, USERS WILL RECEIVE A MASS E-MAIL OUTLINING WHAT'S AVAILABLE.

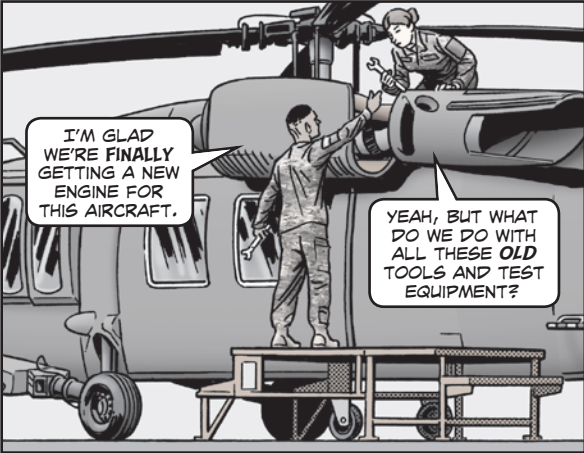
THE SITE'S SUPPORT TAB ALLOWS YOU TO POST OBSERVATIONS OR QUESTIONS. YOU CAN ALSO SUBMIT TROUBLE TICKETS. THE TICKET IS FORWARDED TO AN ENGINEER OR TECHNICIAN FOR RESOLUTION.

FINAL SOLUTIONS ARE POSTED TO THE BAT PORTAL SO **ALL** USERS CAN STAY UP-TO-DATE ON CURRENT ISSUES.

CURRENT PLANS ARE TO FIELD BATs TO FTS HOOD AND CARSON, AS WELL AS THE PAARNG (FT INDIANTOWN GAP), OKARNG (TULSA) AND IAARNG (CAMP DODGE).



WHAT TO DO WITH TOOLS AND TEST EQUIPMENT



Mechanics, those T700-GE-T700 and T700-GE-T701 engines will eventually no longer be used in the Black Hawk and Apache fleet. As they're switched out for T700-GE-T701C or T700-GE-T701D engines, certain tools and test equipment may not be needed anymore.

THE CHART LISTS T700-GE-T700 AND T700-GE-T701 ENGINE TOOLS AND TEST EQUIPMENT THAT WILL BE EVENTUALLY PHASED OUT.

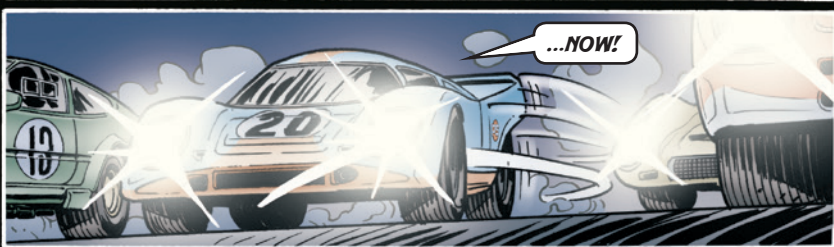
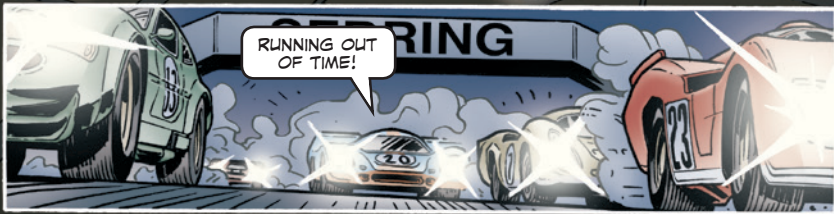
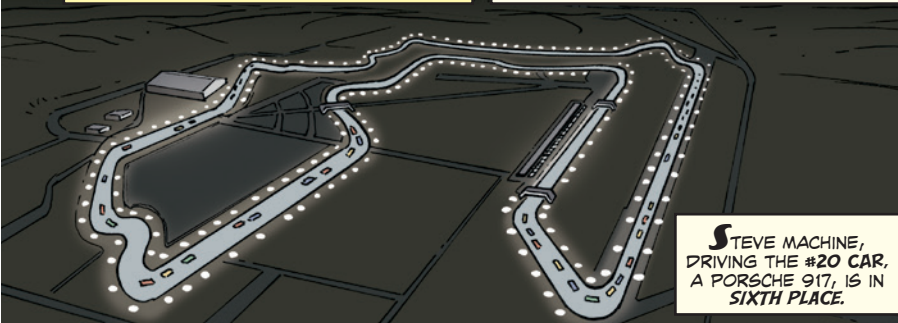
IF YOU HAVE THESE ITEMS IN YOUR ENGINE SHOP AND THEY'RE NO LONGER USED, **TURN THEM IN** TO THE SUPPLY SYSTEM!

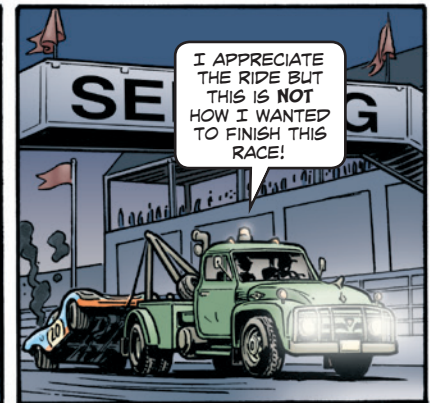
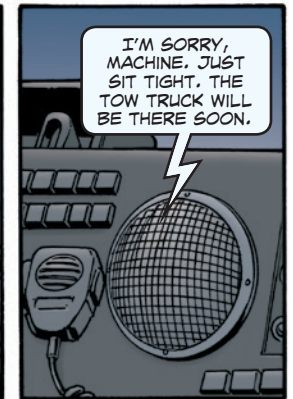
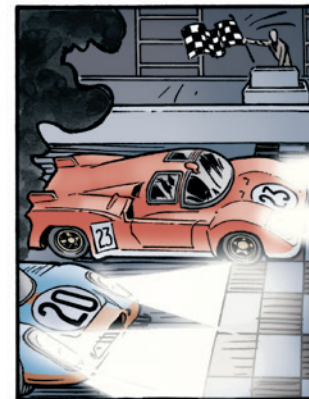
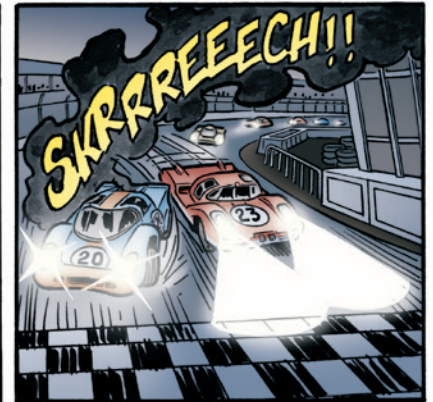
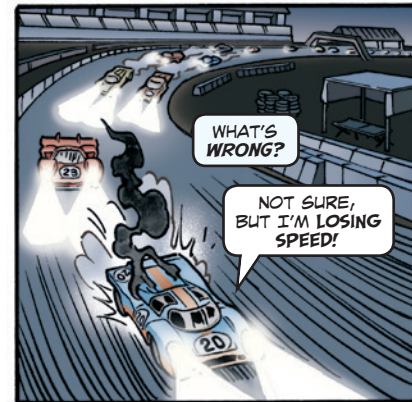
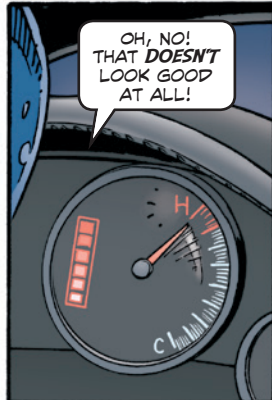
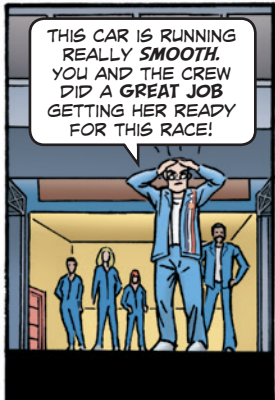
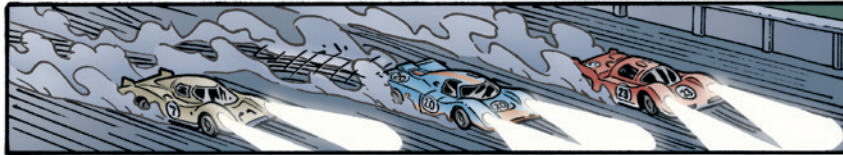
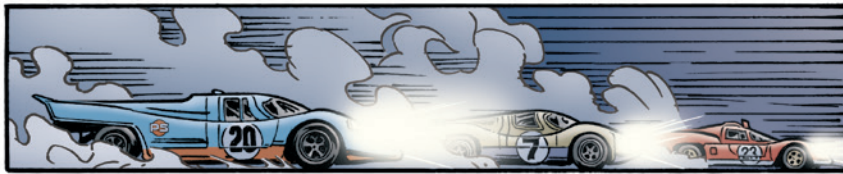
Item	Engine Model	NSN	PN
Aircraft maintenance fixture	T700-GE-700 & 701	4920-01-317-7895	21C7731G01
Blade guide	T700GE-700 & T700	5120-01-136-9670	21C7419G01
Set gage lead edge	T700-GE-700	4920-01-234-2179	21C77784P01
Borescope	T700-GE-700	N/A	201003079-10
Cable adapter	T700-GE-700	4920-01-170-0940	201003079-20
Metal light carrier	T700-GE-700	4920-01-170-2917	201003079-21
Lamp	T700-GE-700	6240-01-170-2916	201003079-22
Light supply	T700-GE-700	4920-01-170-1230	201003079-23
Fuse	T700-GE-700	N/A	201003079-38
Aircraft engine test set	T700-GE-701	4920-01-319-3960	21C7085G02

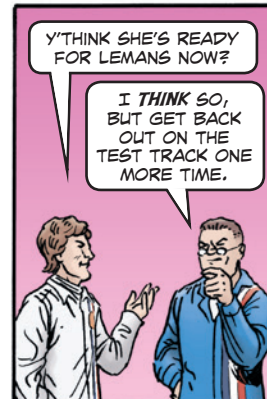
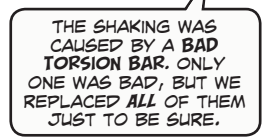
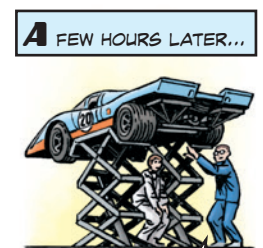
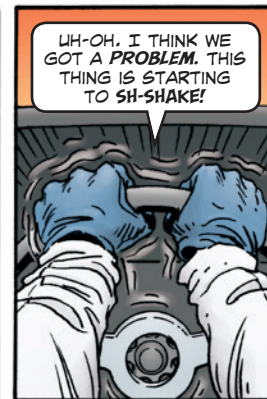
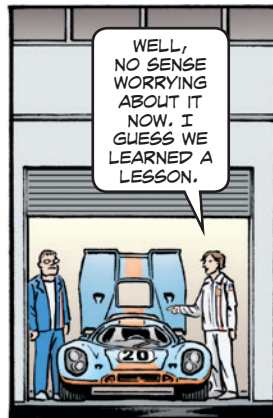
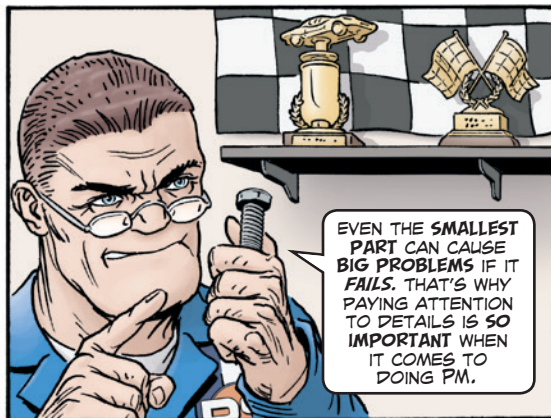
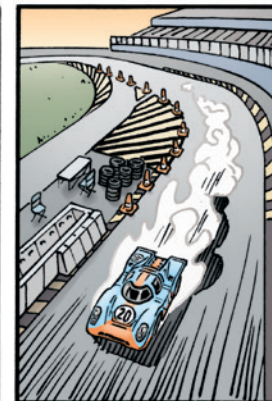
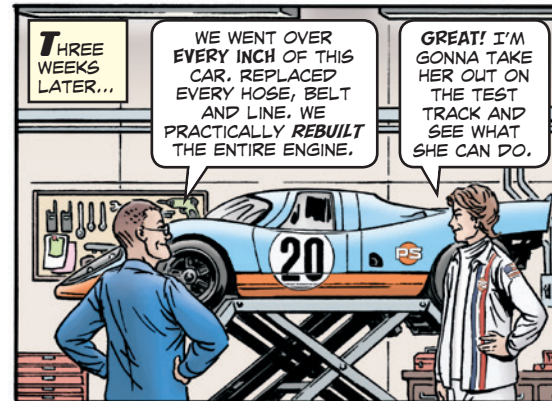
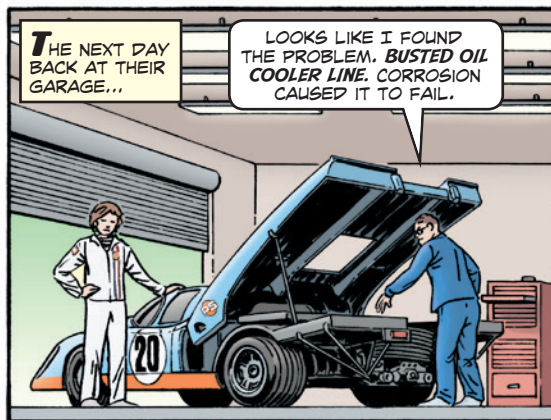
A Race for PM

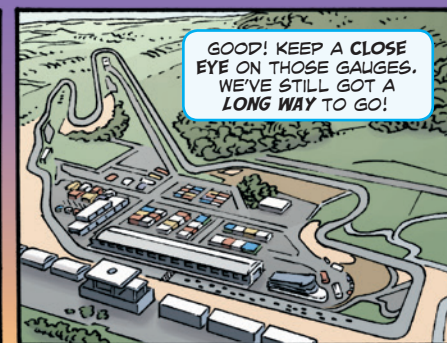
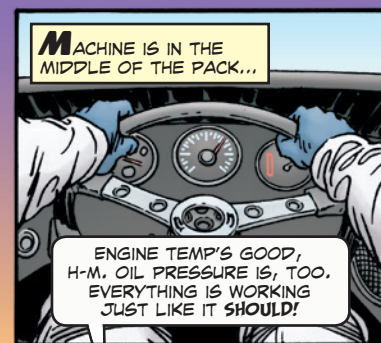
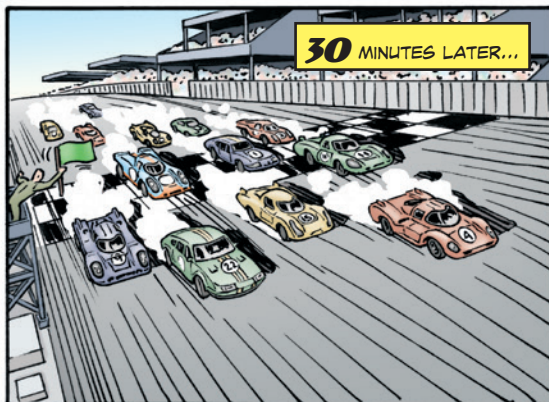
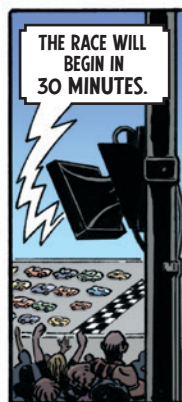
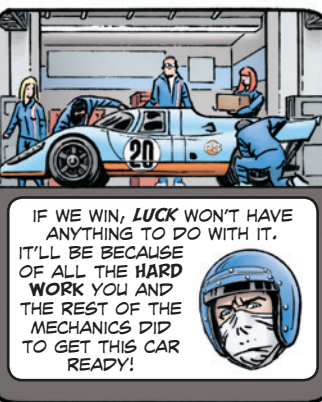
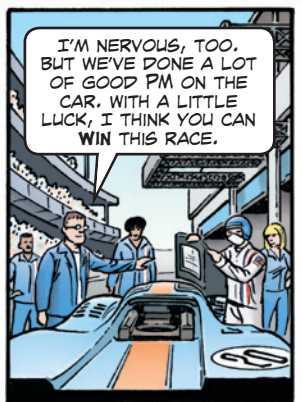
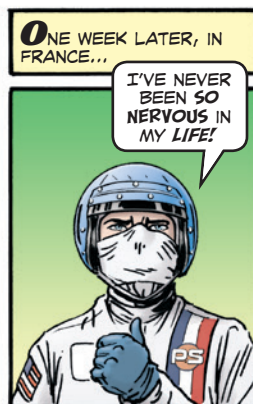
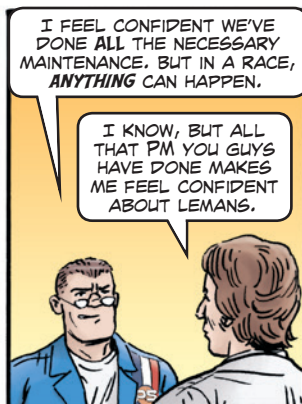
Sebring International Raceway

THE WORLD-FAMOUS 12 HOUR ENDURANCE TEST IS IN ITS FINAL LAPS.

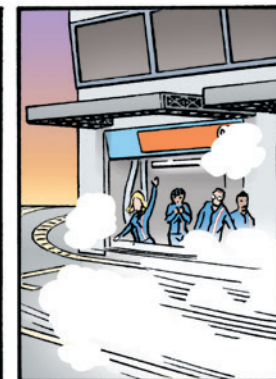
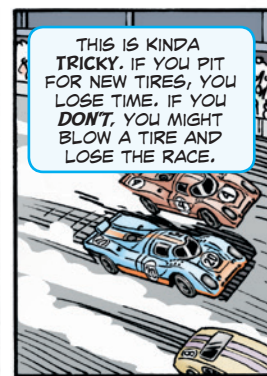
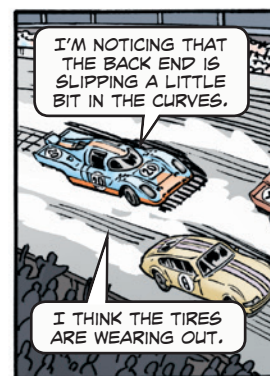


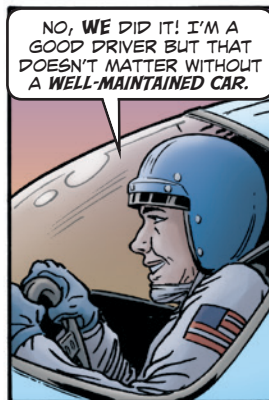
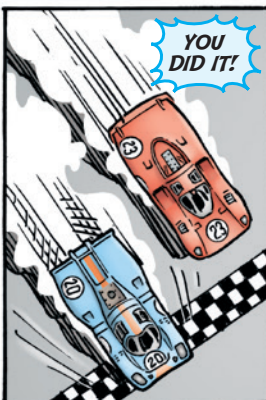
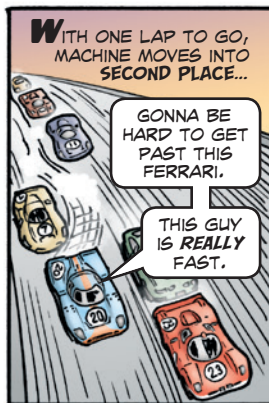






HOURS LATER...
MACHINE HAS WORKED HIS WAY INTO THE TOP 5 WITH **JUST** 90 MINUTES LEFT IN THE RACE!





PS SMALL ARMS

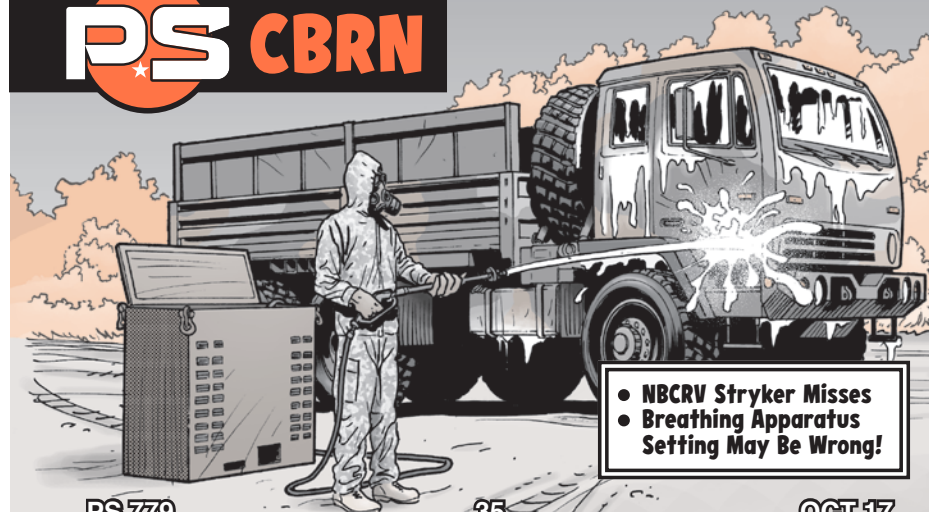
- Catch Loose Parts
- Our Guide to BFAs
- Don't Get Stuck by Stuck Rounds!
- M855A1 Ammo Requires Different Gaging
- Loose Sling Insert Fix



**ALSO
FEATURING
MISSILES**

• Get the Most
Out of MITAS!

PS CBRN



- NBCRV Stryker Misses
- Breathing Apparatus Setting May Be Wrong!

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

I'M LOOSE!
I'M LOOSE!
WOOO!

UH-OH. LOOKS
LIKE WE'VE GOT
A LOOSE PARTS
PROBLEM AGAIN.



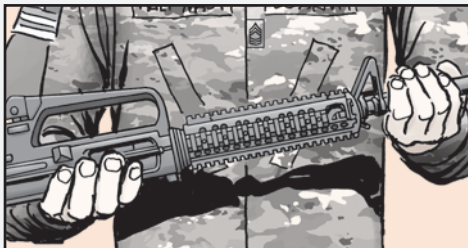
CATCH LOOSE PARTS

Dear Editor,

The explosive kick of fired rounds is eventually going to loosen parts on your M16-series rifle and M4/M4A1 carbine. It's important to find and fix loose parts before they stop your weapon in its tracks.

The most important check is the barrel. After so many fired rounds, the barrel starts to back out. A loose barrel affects accuracy and headspace and could even blow up!

Don't hold the lower receiver when you feel the barrel for looseness. There will normally be movement between the upper and lower receivers. Separate the receivers and hold the bottom of the upper receiver while twisting the barrel. Grip the barrel around the front sight assembly for better leverage. If you feel any movement, report it.



Hold bottom of upper receiver with one hand and barrel around front sight with the other, then twist barrel to see if it's loose

Feel the pistol grip for looseness. If it gets too loose, the selector switch spring can bend. The switch could switch itself or it could be difficult to turn. If the grip is loose at all, report it.



Feel pistol grip
for looseness

Also check the rear sling swivel. If the swivel screw comes out, you can't use the sling. Just tighten the screw if it's backing out.

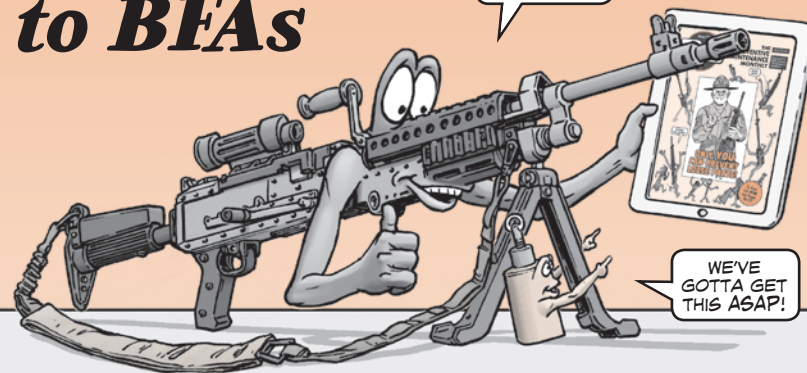
SPC Benjamin Credeur
Camp Beauregard, LA



Small Arms...

Our Guide to BFAs

FINALLY, A
BFA GUIDE!



Dear Editor,

In our role as TACOM LARS, we run into some confusion about which blank firing attachments (BFA) to use on the various small arms. Using the wrong BFA can hurt weapon performance and even damage the weapon.

Unfortunately, some small arms TMs still haven't caught up with new BFAs.

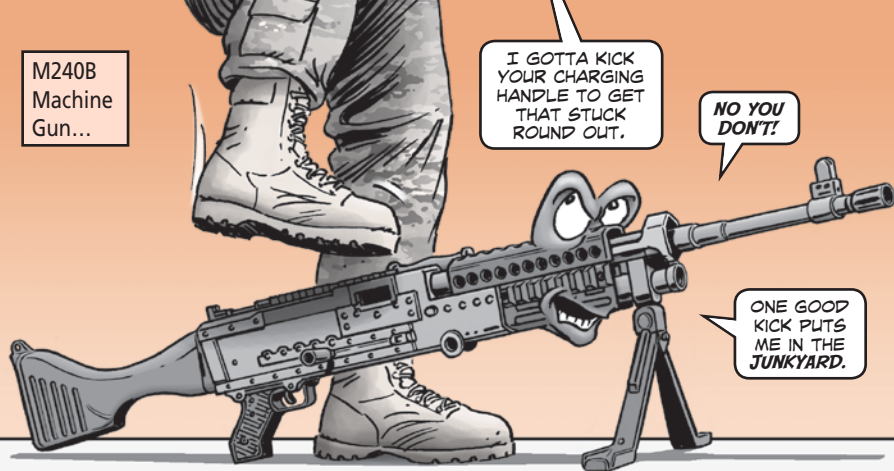
To clear up confusion, we developed a comprehensive list of what BFAs go with which weapons, including those used with the various versions of the M240 and those for the M240 and M249 standard and short barrels.

Every armorer should get a copy.

James Garner
JBLM, WA
Gary Crippen
Ft Riley, KS

Editor's note: We agree. If you would like a copy of James and Gary's BFA guide, email us at:
usarmy.redstone.logsa.mbx.psmag@mail.mil

M240B
Machine
Gun...



DON'T GET *Stuck* BY STUCK ROUNDS!

Dear Editor,

We've run into a few cases where gunners tried to unstuck a stuck round in a M240B machine gun by kicking the charging handle. That's an **extremely** bad step to take. Kicking the handle loosens the rivets on the charging rails on the side of the receiver. The M240B is finished.

Don't hit the carrying handle to get the barrel off, either. That can break off the handle, which means having to get a new barrel.

Stuck rounds are usually caused by corroded rounds or a dirty chamber. So the best ways to prevent stuck rounds are to first examine all rounds for corrosion and dirt. If any rounds are corroded, don't use them. If they're dirty, clean them.

Then thoroughly clean the chamber with your cleaning rod and CLP. If you're firing lots of rounds, stop and clean the chamber again.

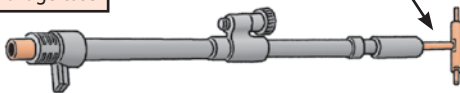
But if you do get a stuck round, carefully follow the procedure in the TM:

1. Charge the gun and put the safety on safe (S).
2. Push the cocking handle to the forward locked position.
3. Wait until the barrel is cool and remove the barrel.

4. Push your cleaning rod through the muzzle and gently tap out the round.

Stuck cartridge case

Cleaning rod



Scott Taylor
Small Arms Repair
Ft Benning, GA

Editor's
note:

Gunners should stick with your suggestions on stuck rounds, Scott. Thanks.

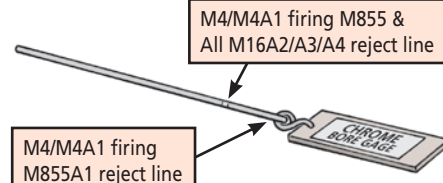
M4/M4A1
Carbine...

M855A1 Ammo Requires **DIFFERENT** Gaging

M4/M4A1 CARBINES WILL FAIL THE BARREL EROSION GAGE TEST AFTER FIRING JUST A FEW THOUSAND M855A1 ROUNDS. THAT'S BECAUSE THE CURRENT MARK ON THE BARREL EROSION GAGE IS SPECIFIC TO M855 AND M193 AMMO.

BUT THE MARK IS **NOT** ACCURATE FOR M855A1 ROUNDS. SO FOR M4S THAT FIRE ALL OR MOSTLY M855A1 ROUNDS, THE GAGING PROCEDURE IS **CHANGED**. THE REJECT MARK IS MOVED 2.3 INCHES FROM THE CURRENT REJECT MARK.

EVENTUALLY, A GAGE WILL BE AVAILABLE FOR CHECKING M4 BARRELS THAT FIRE PRIMARILY M855A1 AMMO.



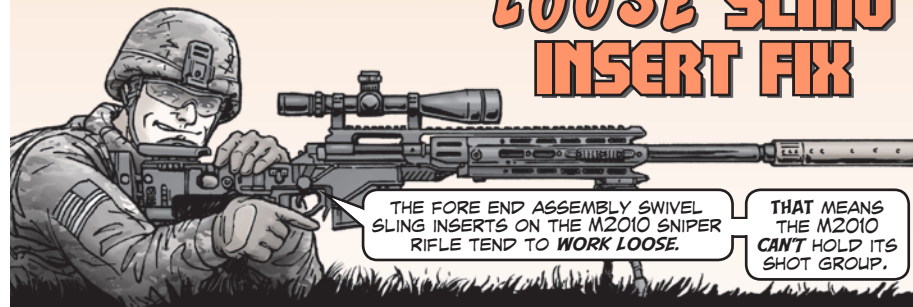
THE NEW MARK CORRESPONDS TO THE CENTER OF THE TAG HOLE LOCATED ON THE CURRENT BORE EROSION GAGE, NSN 5220-01-014-8183.

M16 RIFLES WILL CONTINUE TO BE GAGED THE SAME REGARDLESS OF THE AMMO THEY FIRE.

FOR MORE INFO, SEE TACOM LCMC MAINTENANCE INFORMATION MESSAGE 17-018:
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M117-018.html>

M2010 Sniper Rifle...

LOOSE SLING INSERT FIX



Operators need to check for loose inserts. First see if the fore end sling inserts are staked. You should see a small indent. No stake? Tell your repairman.

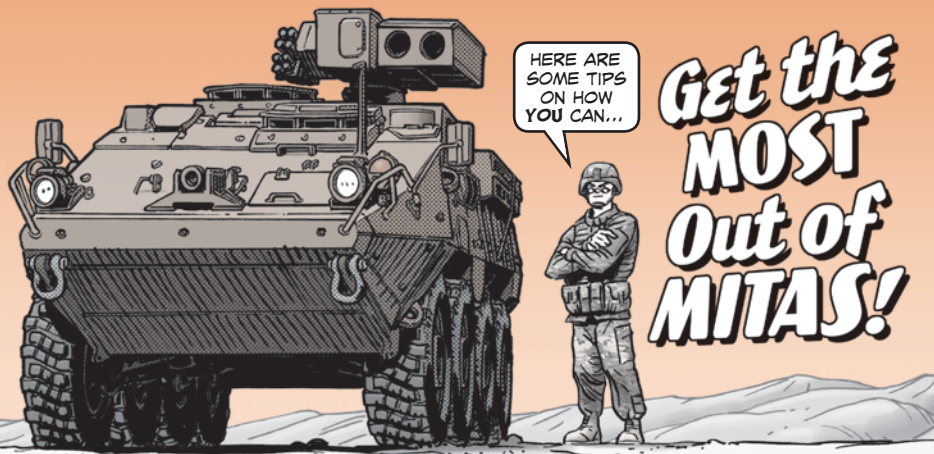
Grasp the fore end and buttstock and twist. If the fore end assembly twists at all, it needs to be replaced.

For replacement instructions, send the weapon's serial number to the sniper team equipment specialists:

michael.b.price.civ@mail.mil or
eugene.v.meade2.civ@mail.mil

For more information, see TACOM LCMC maintenance action message MA17-021 at:
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA17-021.html>

Fore end sling inserts staked?



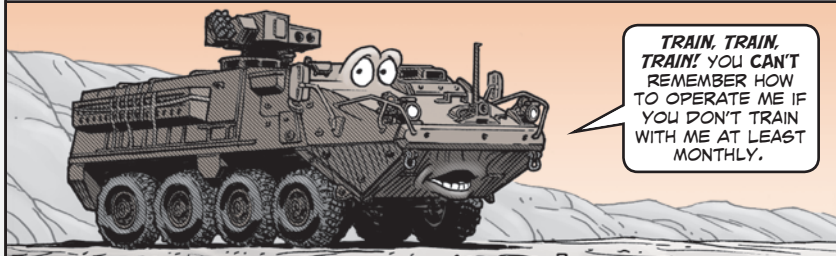
Dear Editor,

While supporting the modified improved target acquisition system (MITAS), I've picked up a few tips to help units get the most out of MITAS:

Train, train, train. The only formal training available for MITAS is at Ft Benning's Stryker Master Gunner Course. Units should send qualified and experienced NCOs to the course and then those trained gunners should help train others in their units.

The training needs to happen every month so it stays fresh in operators' minds. Gunners and crews should first master actual MITAS turret operations (raise, stow, scan, load and unload) then practice MITAS sight picture adjustments, target passive ranging and using aided target tracker. Then they can practice target engagement and gunnery skills with the anti-tank guided missile (ATGM) basic skill trainer (BST) and the Stryker TOW simulator (STS).

Without monthly training, operators forget simple things like first unlocking the turret. Then the turret motor burns out.



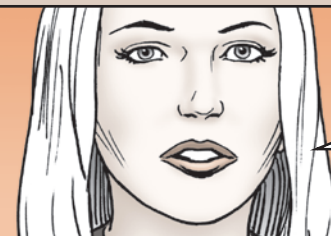
Don't muscle up on the missile locking handle. Especially during crew drills, Soldiers try to force the handle to lock. Bad move! If the handle won't lock in place easily, the missile is probably misaligned. Reposition the missile and try again. Forcing the handle can break the tension adjustment, the arming control unit or the handle itself.

Hammerhead drifting? Suspect the elevation motor lock worm. If the hammerhead drifts up on its own, try this quick check. With the power off, pull down on the launcher. If it moves down, the elevation motor lock worm needs to be replaced. This has been a frequent problem for us.

CW3 Michael Denny
Ft Bliss, TX

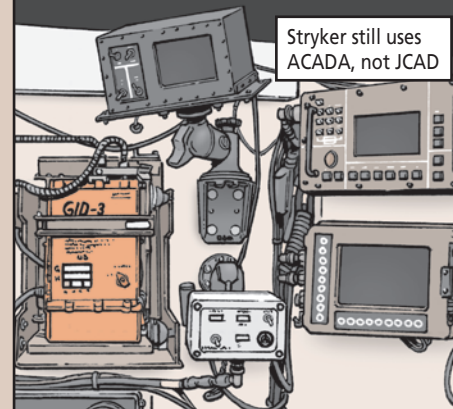


NBCRV Stryker Misses

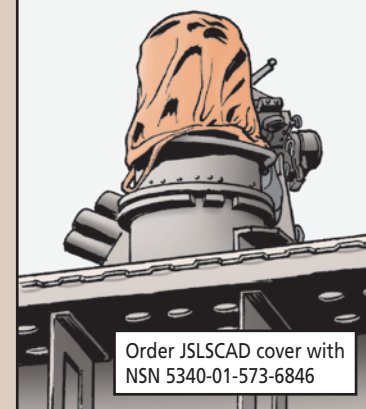


THE PM STRYKER BRIGADE COMBAT TEAM HAS POINTED OUT THERE WERE A COUPLE OF MISSES ON PAGES 36-37 IN PS 773 (APR 17):

- The M1135 NBCRV Stryker still uses the ACADA, not the newer JCAD. So before you hit the road, make sure the ACADA, AN/VDR-2 and AN/UDR-13 are securely clamped in place. Otherwise, a rough bump can send them flying. That damages them and you if you're in the wrong place.



- The joint service lightweight standoff chemical agent detector (JLSCAD) has a real cover, not a piece of foam as pictured. Order the canvas cover with NSN 5340-01-573-6846. And use it. It protects the expensive lens.



Breathing Apparatus Setting May Be **WRONG!**

SOME SELF-CONTAINED BREATHING APPARATUS (SCBA) HARNESSES THAT ARE PART OF THE M159 AND M164 CBRN DISMOUNTED RECONNAISSANCE SETS, KITS AND OUTFITS (DR SKO) MAY HAVE THE **WRONG SETTING FOR THE LOW-AIR ALARM THRESHOLD.**

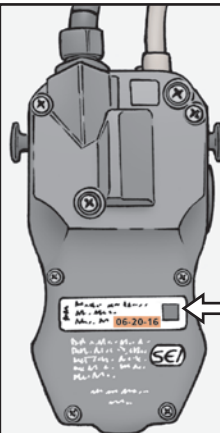


THE WARNING LIGHT ON THE SCBA MASK'S HEADS-UP DISPLAY SHOULD BE TRIGGERED WHEN THERE IS **LESS THAN 33 PERCENT** BREATHABLE AIR REMAINING IN THE SCBA AIR CYLINDER.



Alarm should sound when needle reaches 33 percent

BUT SOME SCBAs ARE SET FOR 25 PERCENT.



TO DETERMINE IF YOU HAVE AN SCBA WITH THE **WRONG SETTING**, CHECK THE LABEL ON THE GAUGE OR PASS CONSOLE. IT WILL SHOW THE MANUFACTURING DATE AS MONTH-DAY-YEAR.

IF THE DATE IS **PRIOR TO JULY 20, 2016**, GET THE SCBA'S FIRMWARE **UPDATED**.

SCOTT SAFETY, INC. WILL DO THIS FOR FREE.

TO SCHEDULE THE UPDATE, CONTACT SCOTT SAFETY AT (800) 247-7257 AND CHOOSE THE TECHNICAL SUPPORT OPTION. OR EMAIL: ScottTechsupport@tycoint.com

IN THE MEANTIME, THE SCBA IS STILL SAFE TO USE.

JUST REMEMBER TO MONITOR THE AIR PRESSURE GAGE AND TO FIND CLEAR AIR WHEN THE SCBA REGULATOR'S VIBRATION ALERT GOES OFF. THAT ENSURES YOU HAVE ENOUGH AIR TO SAFELY LEAVE THE HOT ZONE AND COMPLETE YOUR MISSION.

FOR CBRN DR SKO QUESTIONS IN GENERAL, CONTACT **SCOTT LUBAG** AT (410) 417-3523 OR EMAIL: scott.c.lubag.civ@mail.mil

PS COMMUNICATIONS

- Replacement Available For JV5 Display
- Keep Quick in Quick Erection Mast
- No Cables, No Go! Protect Them!



Replacement Available For JV5 Display

HEY, THIS
DISPLAY UNIT
IS DEAD. WE'D
BETTER ORDER
A NEW ONE.

YEAH, BUT
THE NSN IS A
TERMINAL ITEM!

OPERATORS, THE JV5 DISPLAY,
NSNs 7025-01-526-5612 AND 7025-01-
598-1454, USED WITH YOUR FORCE XXI
BATTLE COMMAND BRIGADE-AND-BELOW
(FBCB2) OR JOINT BATTLE COMMAND-
PLATFORM (JBC-P) IS NO LONGER
REPAIRABLE, AND THE -5612 NSN IS
A TERMINAL ITEM.

**SO WHAT DO
YOU DO FOR A
REPLACEMENT?**

**THE FIRST THING
TO CHECK IS
THE SOFTWARE
VERSION.**

IF YOU'RE USING VERSION 6.5 SOFTWARE,
THE REPLACEMENT DISPLAY IS STILL
NSN 7025-01-598-1454.

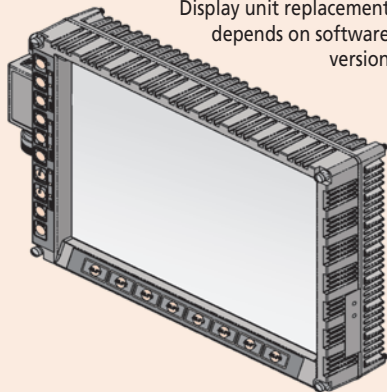
FOR OTHER SOFTWARE VERSIONS, ORDER
THE MOBILE FAMILY OF COMPUTER
SYSTEMS (MFOCS) 12-IN DISPLAY UNIT,
NSN 7025-01-622-8848.

THIS DISPLAY UNIT IS COMPATIBLE WITH
JV5 SYSTEMS.

THE JV5 DISPLAY IS USED WITH THE
FOLLOWING DIGITAL COMPUTER SETS:

- AN/UJK-128(V)1, NSN 7010-01-475-5277
- AN/UJK-128(V)3, NSN 7010-01-513-8459
- AN/UJK-128A(V)3, NSN 7010-01-597-1569
- AN/UJK-128B(V)3, NSN 7010-01-618-5798

Display unit replacement
depends on software
version



THE MFOCS DISPLAY UNIT IS PART OF THE AN/UJK-128D(V)3 DIGITAL COMPUTER SET,
NSN 7010-01-626-9244.

QUESTIONS? CONTACT LARRY HALL, DSN 648-6437, (443) 395-6437, OR EMAIL:
larry.l.hall10.civ@mail.mil

Command Post Platform...

KEEP QUICK IN QUICK ERECTION MAST

DO YOU HAVE
PROBLEMS
CRANKING YOUR
QUICK ERECTION
ANTENNA MAST?

THESE
SOLDIERS HAVE
A **SOLUTION**
FOR YOU!



Dear Editor,

The Command Post Platform comes
equipped with an AB-1386/U quick
erection antenna mast (QEAM) that
you manually crank up and down.

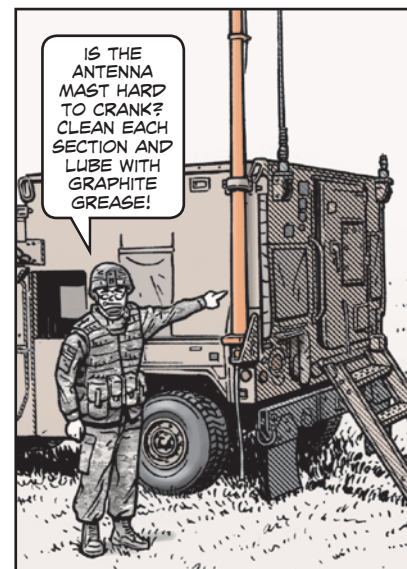
Unfortunately, over time the mast
sections get harder and harder to
move as they get dirty and their lube
quits lubricating.

We put the quick back in quick
erection by cleaning and lubing the
mast. Raise one section, clean off all
dirt and old lube, then relube, raise
the next section and repeat. It takes
15 minutes to do all four sections.
Graphite grease works best.

When the mast again becomes
difficult to crank, clean and lube
again.

SFC Nelson Garcia
SPC Carlos Hernandez
SPC Tyrone Lymos
Ft Carson, CO

IS THE
ANTENNA
MAST HARD
TO CRANK?
CLEAN EACH
SECTION AND
LUBE WITH
GRAPHITE
GREASE!



Editor's note: A quick fix for the quick erection mast! Thanks, guys.

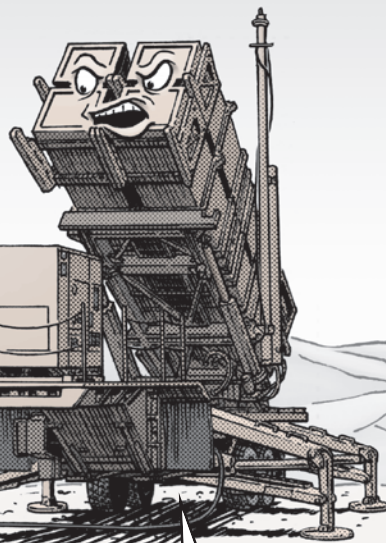
**NO CABLES,
NO GO!
PROTECT
THEM!**



OOPS!

WAY TO GO! YOUR
BIG OL' FEET JUST
COST ME A CABLE!

A CABLE PROTECTOR
WOULD'VE PREVENTED
THAT!



Dear Editor,

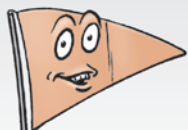
When units set up in the field, there are cables everywhere: power cables, antenna cables, commo cables—the list goes on.

The cables are critical. Just one damaged cable could shut down operations and many cost big bucks to replace. That's why it's vital units do everything possible to protect cables.

Some cables are so fragile that one step can damage them. Those cables should be buried in a shallow trench.

Cables left on top of the ground should at least be marked with flags during the day and with glowsticks at night to prevent Soldiers tripping over them and trucks driving over them.

USE ME TO
PROTECT CABLES
DURING THE DAY...

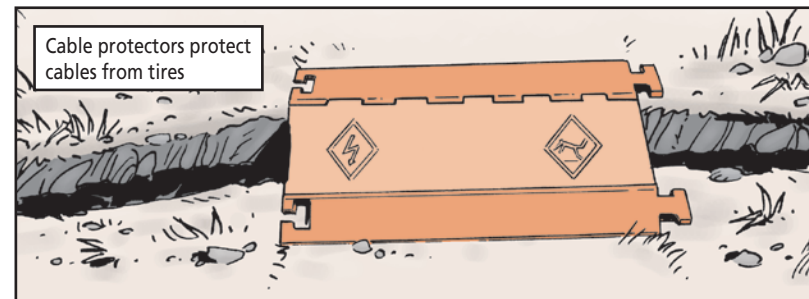


...AND
ME AT
NIGHT!



In high traffic areas, cable protectors that shield cables from vehicles are a good investment. Hundreds of protectors are available in the supply system. Just type in "cable protectors" in FED LOG for a complete list.

Cable protectors protect
cables from tires



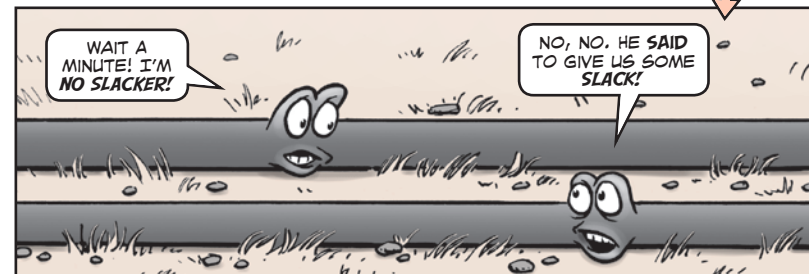
Here
are a few
to get you
started:

Length x Width (in inches)	NSN 5975-	Material
10 x 2.5	01-117-0591	Aluminum
20 x 2.187	00-782-1757	Aluminum
23.5 x 4.14	01-197-8278	Aluminum
36 x 1.5	01-253-6583	Plastic
36 x 20	01-469-0892	Plastic
47.75 x 2	01-075-7825	Aluminum
60 x 1.281	00-233-6234	Steel
60 x 2	01-470-3560	Plastic
60 x 2.188	00-247-5062	Steel
60 x 16	01-559-0051	Plastic
96 x 2.188	00-280-3983	Steel

It's also important
to leave **slack** in
cables when hooking
them up. That makes
it less likely a cable
will be ripped out of
its connector if
someone does trip
over it.

WAIT A
MINUTE! I'M
NO SLACKER!

NO, NO. HE SAID
TO GIVE US SOME
SLACK!



CPT David Anderson
Ft Carson, CO

Editor's note: Cable protection is a must and worth every minute of effort. Thanks for the suggestions, Captain.

PS SOLDIER SUPPORT

• Cleaning
Head to Toe



PS779

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OCT 17

Clothing...

Cleaning Head to Toe

I'VE GOT ALL THIS
STUFF TO TURN IN!
WHERE DO I GO?

HOLD ON, SOLDIER!
BEFORE YOU CAN
TURN IN CLOTHING
AND GEAR...



...IT HAS TO BE
CLEAN AND IN
GOOD SHAPE.



PS 779

49

SO FROM HEAD TO
TOE, HERE'S EVERYTHING
YOU NEED TO KNOW
ABOUT **CLEANING AND
CARING** FOR YOUR
CLOTHING AND GEAR!



OCT 17

Boots

YOUR HOT WEATHER AND TEMPERATE WEATHER ARMY COMBAT BOOTS ARE **ALREADY** WATER-RESISTANT.

SO DON'T WATERPROOF THEM.

THAT JUST CLOGS THE PORES IN THE LEATHER. HEAT AND MOISTURE GET TRAPPED INSIDE, TURNING YOUR BOOTS INTO A SAUNA.

CLEAN THESE BOOTS WITH A STIFF NYLON BRUSH. RINSE THEM LIGHTLY IN WARM WATER, THEN AIR DRY THEM.

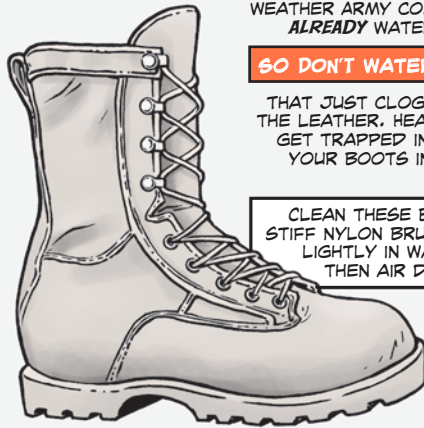
DON'T EXPOSE THE BOOTS TO EXCESSIVE HEAT LIKE HAIR DRYERS, STOVES OR HEATING VENTS TO DRY.

AND NO ALCOHOL OR OIL-BASED CLEANERS! THEY CAN DAMAGE BOOTS.

THE **SAME** THING GOES FOR POLISHING AND SPIT-SHINING.

DON'T DO IT!

THAT ALSO CLOGS PORES. THESE ARE NO-SHINE BOOTS DESIGNED TO BREATHE. BOOTS THAT BREATHE MEAN YOUR FEET STAY DRIER AND COOLER.



Army Combat Uniform (ACU)

TO LAUNDRY YOUR ACU, REMOVE ALL PATCHES FROM THE COAT.

CLOSE ALL HOOK-AND-LOOP FASTENERS.

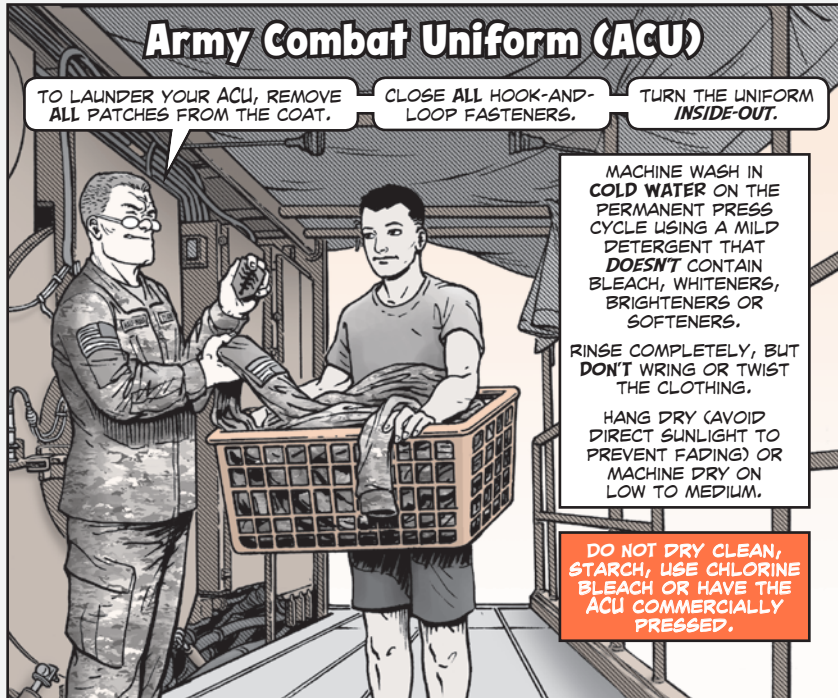
TURN THE UNIFORM **INSIDE-OUT**.

MACHINE WASH IN **COLD WATER** ON THE PERMANENT PRESS CYCLE USING A MILD DETERGENT THAT **DOESN'T** CONTAIN BLEACH, WHITENERS, BRIGHTENERS OR SOFTENERS.

RINSE COMPLETELY, BUT **DON'T** WRING OR TWIST THE CLOTHING.

HANG DRY (AVOID DIRECT SUNLIGHT TO PREVENT FADING) OR MACHINE DRY ON LOW TO MEDIUM.

DO NOT DRY CLEAN, STARCH, USE CHLORINE BLEACH OR HAVE THE ACU COMMERCIALY PRESSED.



Hydration Systems



IF YOU DON'T **REGULARLY** CLEAN YOUR HYDRATION SYSTEM, IT CAN BECOME STIFF AND UNCOMFORTABLE TO WEAR AND, EVEN WORSE, MAKE THE WATER **TASTE TERRIBLE!**

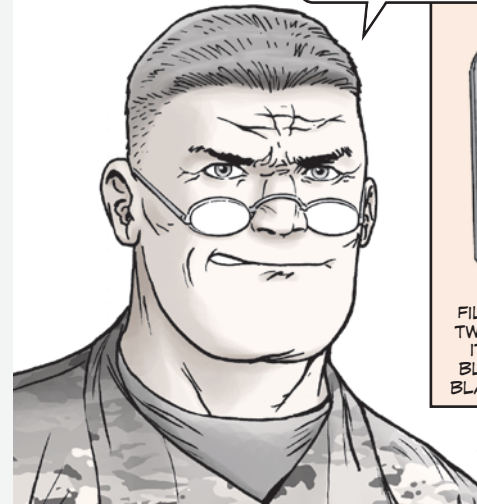
→ HAND WASH THE CARRIER IN COLD WATER WITH A MILD DETERGENT. **DON'T** USE CHLORINE BLEACH, CLEANING FLUIDS OR SOLVENTS. ←

IF POSSIBLE, REMOVE THE BLADDER FROM THE CARRIER. FILL IT WITH WARM WATER AND ADD TWO TEASPOONS OF BAKING SODA TO A FULL BLADDER OF WATER. WITH A SOFT BRUSH, SCRUB THE BLADDER (ESPECIALLY THE INSIDE), THE DRINKING TUBE AND THE BITE VALVE. LET IT SOAK FOR 30 MINUTES, THEN RINSE.



DISINFECT THE BLADDER OCCASIONALLY.

DISINFECTING IS ESPECIALLY IMPORTANT IF THE WATER STARTS TASTING FUNNY OR YOU HAVEN'T USED YOUR SYSTEM IN A WHILE.



FILL THE BLADDER WITH HOT WATER AND ADD TWO TEASPOONS OF HOUSEHOLD BLEACH. LET IT SOAK OVERNIGHT, THEN RINSE. ONCE THE BLADDER IS CLEAN, BE SURE TO AIR DRY THE BLADDER SO NO MOISTURE IS TRAPPED INSIDE.

Interceptor Body Armor (IBA)

FIRST CHECK OUT THE CONDITION OF THE IBA FOLLOWING THE INSTRUCTIONS IN TM 10-8470-208-10. THEN DISASSEMBLE AND CLEAN THE IBA LIKE IT SAYS IN THE -10.

INSPECT THE OUTER TACTICAL VEST'S CLOTH CARRIERS FOR:

- cuts, rips, tears, holes or burns
- loose stitching
- broken or missing buckles, snaps or hook-and-loop fasteners



CHECK THE SOFT BALLISTIC PANELS FOR THE SAME THING, BUT ALSO LOOK FOR BUNCHING OR LUMPS THAT CAN'T BE FLATTENED.



SMALL ARMS PROTECTIVE INSERTS SHOULD BE INSPECTED BEFORE EACH USE TO ENSURE THERE ARE NO SURFACE CRACKS THAT COULD HURT THEIR PERFORMANCE.

IF YOU SPOT ANY PROBLEMS, ASK FOR A NEW IBA. DAMAGED PANELS AND INSERTS CAN'T PROTECT AS WELL.

TO CLEAN THE IBA, USE A CLOTH OR SOFT BRUSH TO SWEEP AWAY LOOSE DIRT FROM THE CARRIERS AND THE HOOK-AND-LOOP FASTENERS.



Use a soft brush to clean IBA

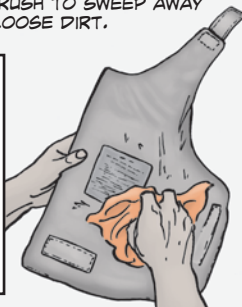
REMOVE THE BALLISTIC PANELS AND INSERTS BEFORE WASHING.

WET THE CARRIERS WITH COLD OR LUKEWARM WATER AND HAND WASH THEM WITH MILD DETERGENT AND A SOFT BRUSH. RINSE THOROUGHLY IN CLEAN, LUKEWARM WATER.

HANG THE CLOTH CARRIERS TO DRY (AVOID DIRECT SUNLIGHT TO PREVENT FADING). NEVER MACHINE DRY THEM OR HANG THEM NEAR A HEATER OR OPEN FLAME.

TO CLEAN THE SOFT BALLISTIC PANELS AND INSERTS, USE A MOISTENED CLOTH OR SOFT BRUSH TO SWEEP AWAY LOOSE DIRT.

DON'T DUNK THE PANELS AND INSERTS IN WATER. WATER CAN DAMAGE THE LAYERS OF FIBERS INSIDE. THEY DEGRADE AND CAN'T PROTECT.

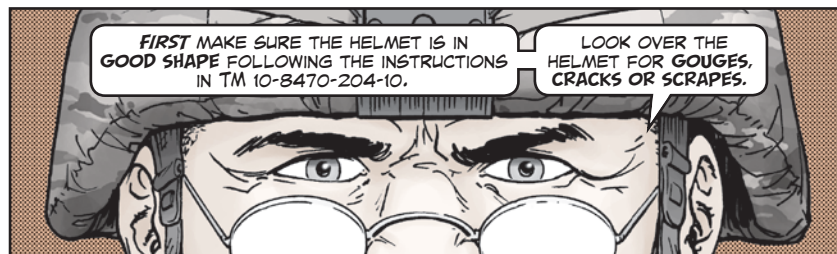


DON'T BLEACH, IRON, TAPE, MACHINE WASH OR DRY BALLISTIC PANELS. IF THE PANELS AND INSERTS GET WET, LET THEM AIR DRY FLAT. NEVER DRY THEM NEAR A HEATER OR OPEN FLAME.

Advanced Combat Helmet (ACH)

FIRST MAKE SURE THE HELMET IS IN GOOD SHAPE FOLLOWING THE INSTRUCTIONS IN TM 10-8470-204-10.

LOOK OVER THE HELMET FOR GOUGES, CRACKS OR SCRAPES.



IS THE CHIN STRAP HARDWARE WORN, CRACKED, LOOSE OR MISSING?

INSPECT THE CHIN STRAP WEBBING FOR CUTS, TEARS OR RIPPED STITCHING. LOOK FOR DAMAGED PADS.

IF THE OUTER FABRIC IS TORN AND THE INNER FOAM EXPOSED, REPLACE THE PAD.

REPAIR PARTS FOR THE ACH ARE FOUND IN TM 10-8470-204-10.

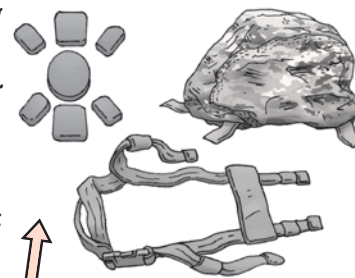
TO CLEAN YOUR ACH, ALL YOU NEED IS A CLOTH OR A SOFT BRISTLE BRUSH AND MILD LAUNDRY DETERGENT. REMOVE THE CHIN STRAP WEBBING AND TAKE OUT THE SUSPENSION PADS FROM THE HELMET SHELL. TAKE OFF THE HELMET COVER.

MACHINE WASH THE CHIN STRAP, PADS AND HELMET COVER ON THE GENTLE CYCLE WITH COLD WATER AND DETERGENT. OR YOU CAN SCRUB THEM BY HAND. FREQUENT WASHING HELPS PREVENT ODOR.

RINSE THEM THOROUGHLY WITH CLEAN WATER AND LET THEM AIR DRY, BUT NOT IN DIRECT SUNLIGHT. DON'T MACHINE DRY. THAT CAN SHRINK THE FABRIC OR DAMAGE THE PADS.

WASH THE SHELL THE SAME WAY.

Machine or hand wash chin strap, cover and pads



RINSE IT WITH CLEAN WATER AND LET IT AIR DRY (NOT IN DIRECT SUNLIGHT). USE A TOOTHBRUSH TO CLEAN DIRT AND DEBRIS FROM THE HOOK DISKS ON THE INSIDE OF THE SHELL. KEEPING THE HOOKS AND LOOPS CLEAN HELPS THE PADS STICK.

Need More Info?

TM 10-8400-201-23&P, GENERAL REPAIR PROCEDURES FOR CLOTHING,

HAS INFO ON ACUS, CAPS AND HATS, COLD WEATHER CLOTHING, WET WEATHER PARKAS AND TROUSERS AND MUCH MORE.

TM 10-8400-203-23&P, GENERAL REPAIR PROCEDURES FOR INDIVIDUAL EQUIPMENT,

COVERS EVERYTHING FROM SLEEPING BAGS, DUFFEL BAGS, RUCKS AND FRAMES, SKI EQUIPMENT AND MOUNTAINEERING GEAR.

TM 10-8400-205-23&P, GENERAL REPAIR PROCEDURES FOR PROTECTIVE EQUIPMENT,

COVERS HELMETS AND BODY ARMOR.

THE TMS CITED IN THIS ARTICLE ARE AVAILABLE ONLINE AT:
<https://liw.logsa.army.mil/etm/app/#/etm/home>



- Need Training for GCSS-Army?
- Toss Out PCMCIA Cards
- How Long Should Annual Service Take?
- Spread the Word!

Need Training for GCSS-ARMY?

I HEAR WE'RE ABOUT TO GET GCSS-ARMY.

YUP. I GUESS WE BETTER GET CRACKING ON THE TRAINING FOR IT!

Global Combat Support System-Army (GCSS-Army) is complex, takes time to learn and doesn't lend itself to shortcuts. But with proper training and effort, you can make your unit's GCSS-Army rollout successful.

The first task to complete is familiarization training on the GCSS-Army website:

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

THIS WEBSITE TEACHES THE BASIC TERMINOLOGY AND PROCESSES FOR GCSS-ARMY.

YOU CAN VIEW THE MODULES ANY TIME AND AS OFTEN AS NEEDED.

YOU'LL NEED YOUR COMMON ACCESS CARD (CAC) TO LOG ON.

The next step is web-based Training for Record. Register at this web address:

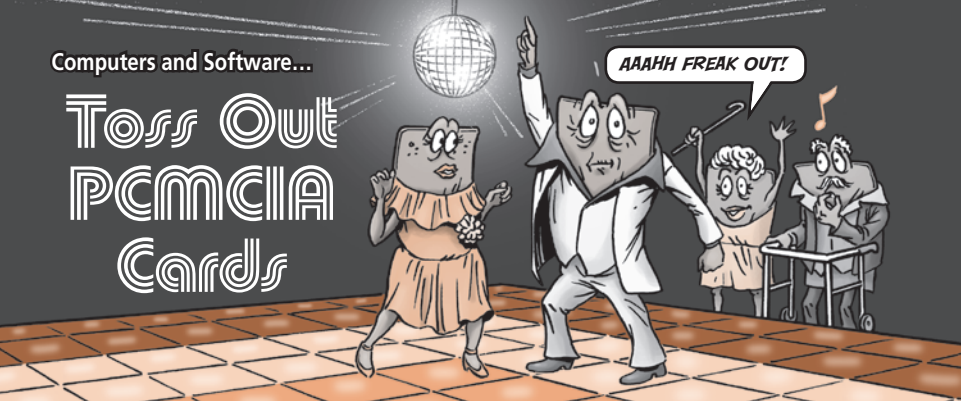
<http://gcss.army.mil/GTRAC/>

The GCSS-Army Training and Certification (GTRAC) system is mandatory. You must complete it and earn the appropriate certificates before moving on to New Equipment Training (NET).

Need more information on GCSS-Army training? Watch the short, informative video, *Learning GCSS-Army the Right Way*:

<https://www.milsuite.mil/video/watch/newvideo/14461>

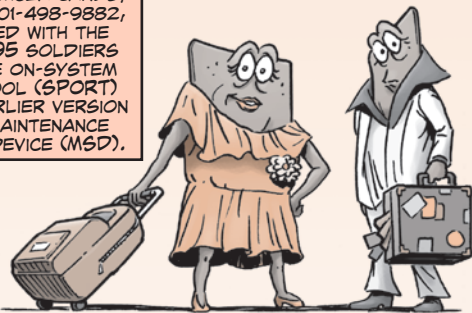
Toss Out PCMCIA Cards



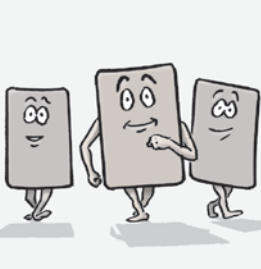
STILL HAVE DM224 PCMCIA CARDS AROUND? GET RID OF THEM!



DM224 PCMCIA CARDS, NSN 7025-01-498-9882, WERE USED WITH THE AN/PSM-95 SOLDIERS PORTABLE ON-SYSTEM REPAIR TOOL (SPORT) AND AN EARLIER VERSION OF THE MAINTENANCE SUPPORT DEVICE (MSD).



AS THE NEWER MSDs ROLLED OUT, UNITS TURNED IN THEIR SPORTS AND OLDER MSDs.



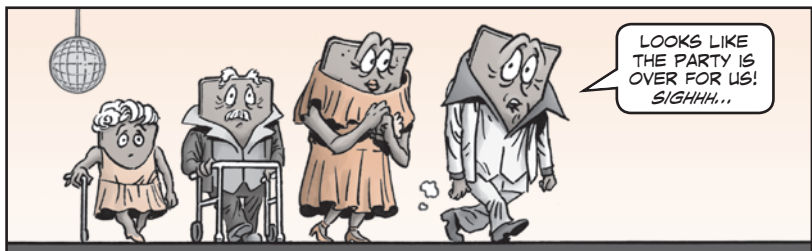
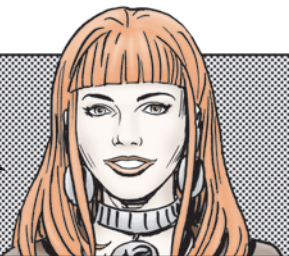
THE PCMCIA CARDS SHOULD HAVE BEEN TURNED IN TOO, BUT UNITS HAD THEM LISTED UNDER A SEPARATE NSN.



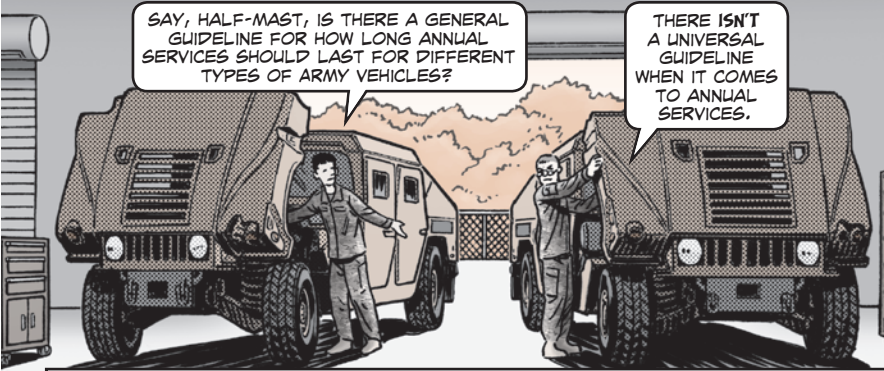
THAT MEANS THERE ARE **STILL** UNITS WITH PCMCIA CARDS ON THEIR TEST MEASUREMENT DIAGNOSTIC EQUIPMENT (TMDE) CALIBRATION MAINTENANCE ACCOUNTS. THOSE CARDS ARE STILL CALIBRATED EVERY YEAR - A **WASTE OF TIME AND MONEY**. THE CARDS ARE NOW LISTED AS **TERMINAL** ITEMS. PROCUREMENT ISN'T AUTHORIZED AND CALIBRATION IS NO LONGER NECESSARY.

IF YOU HAVE ANY OF THESE **OBsolete** CARDS IN YOUR SHOP, GET RID OF THEM.

THEY'RE LISTED AS EXPENDABLE, NON-RECOVERABLE ITEMS WITH NO DEMILITARIZATION NEEDED, SO NOTHING SPECIAL IS REQUIRED. YOU CAN JUST TOSS 'EM OUT.



HOW LONG SHOULD ANNUAL SERVICES TAKE?



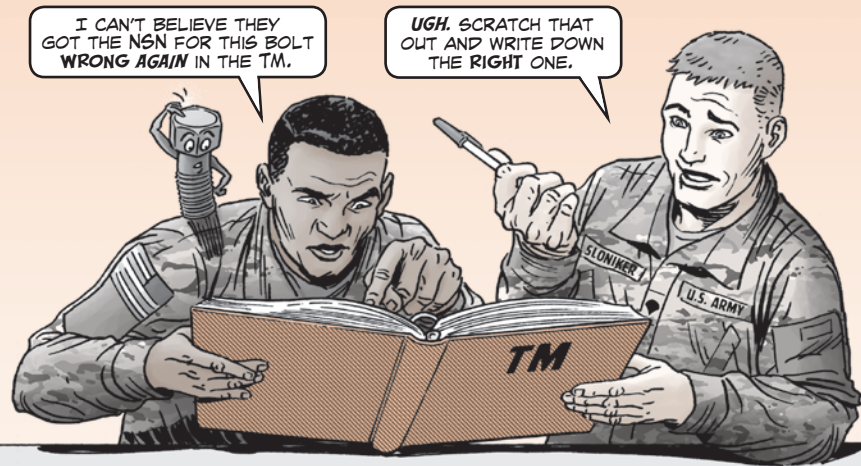
SAY, HALF-MAST, IS THERE A GENERAL GUIDELINE FOR HOW LONG ANNUAL SERVICES SHOULD LAST FOR DIFFERENT TYPES OF ARMY VEHICLES?

THERE ISN'T A UNIVERSAL GUIDELINE WHEN IT COMES TO ANNUAL SERVICES.

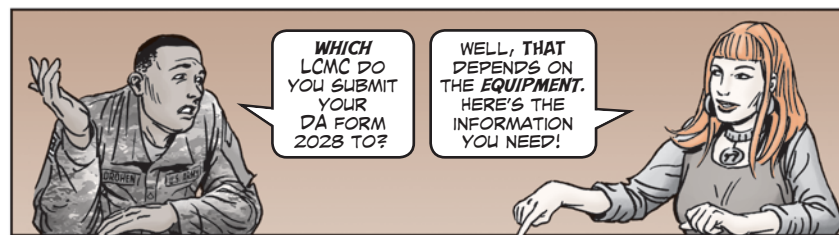
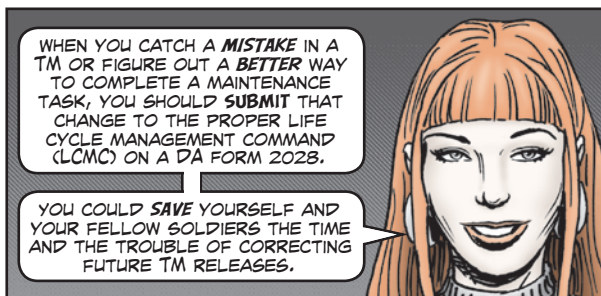


YOU'LL HAVE TO USE THE MAINTENANCE ALLOCATION CHART (MAC) FOUND IN EACH INDIVIDUAL TM TO DETERMINE HOW LONG IT TAKES TO PERFORM ANNUAL SERVICE FOR THAT PARTICULAR PIECE OF EQUIPMENT.

SPREAD THE WORD!



THEN YOU'RE LIKE **HUNDREDS** OF OTHER OPERATORS AND MECHANICS WHO'VE RUN INTO THE **SAME** PROBLEM.



TACOM LCMC

Online: <https://tulsa.tacom.army.mil/da2028/da2028.cfm>
 Email: usarmy.detroit.tacom.mbx.ilsc-techpubs@mail.mil
 Fax: DSN 786-1856 or (586) 282-1856
 Letter: ATTN: AMSTA-LCL-IMP/Tech Pubs
 MS #727
 6501 E. 11 Mile Road,
 Warren, MI 48397-5000

Note: Send TACOM your DA Form 2028 if your corrections or suggestions include TACOM supported vehicles, armaments, CBRN and Soldier support equipment.

AMCOM LCMC

Online: <https://amcom2028.redstone.army.mil/Default.aspx>
 Email: 2028@redstone.army.mil
 Fax: (256) 842-6546
 Letter: Commander
 US Army Aviation and Missile Command
 ATTN: AMSAM-MSS-LP
 Redstone Arsenal, AL 35898-5000

Note: The AMCOM 2028 website requires you to use your Common Access Card (CAC). You'll need to register the first time you log on.

CECOM LCMC

Online: <https://cecom.aep.army.mil/cecom/LRC/WebPages/DAForm2028.aspx>
 Email: usarmy.APG.cecom.mbx.amsel-lc-leo-pubs-chg@mail.mil
 Fax: DSN 848-5521 or (443) 861-5521
 Letter: Commander, US Army CECOM LCMC
 6001 Combat Drive
 Attn: AMSEL-LCL-ECM
 Aberdeen Proving Ground, MD 21005-1846

Choose email certificate

Note: When you submit a DA form 2028 to CECOM online, you'll get a control number so you can check the status of your submission.





Connie's POST SCRIPTS



HTARS Fuel and Oil Servicing Nozzle

Order the HEMTT tanker aviation refueling system's (HTARS) fuel and oil servicing nozzle with NSN 4930-01-544-2307. It replaces open port nozzle, PN 64014, NSN 4930-01-516-0839 (PN 64014), which is shown as Item 1 in Fig C-1 of TM 10-4930-247-13&P (Feb 94, w/ ch6, Nov 98).

New Bradley Busk III Battery

THE HAWKER AGM BATTERY, NSN 6140-01-662-7350, IS APPROVED FOR USE ON A2 ODS, A3 AND SA BRADLEYS WITH THE BUSK III MODIFICATION.

THE HAWKER BATTERY IS INTERCHANGEABLE WITH THE SAME BANK OF BATTERIES, WITH EXIDE'S AGM SINGLE-POST BATTERY, NSN 6140-01-582-5710. BUT **DON'T** MIX EXIDES WITH HAWKERS IN THE SAME BATTERY BOX. MIXING BATTERIES CAN CAUSE VOLTAGE REVERSAL.

THE EXIDE BATTERY WILL NO LONGER BE ISSUED TO SUPPORT THE BRADLEY FOV AS OF JANUARY 2018.



EPLRS Packaging Caution

Ready to turn in excess enhanced position locating reporting system (EPLRS) equipment? Make sure all of those items—especially receiver-transmitters, control-readout units and power adapter units—are properly packaged to prevent damage during shipping. Check out the packaging codes in FED LOG and MIL-STD-2073 for more info on packaging requirements. Questions? Contact RDECOM's David Yanosik at DSN 648-6232, (443) 395-6232, or email:

david.w.yanosik.civ@mail.mil

LS-671/VRC SINGARS Loudspeakers Needed for Turn-in

Tobyhanna Army Depot needs all your unserviceable LS-671/VRC SINGARS radio loudspeakers, NSN 5965-01-222-1420, turned in ASAP. Send them now to:

DODAAC: W25G1W
W1A8 DLA DIST-TOBYANNA
11 Hap Arnold Blvd
Bldg 11
Tobyhanna, PA 18466-5059

Questions? Contact Cathy Siegel, DSN 648-6295, (443) 395-6295 or email:

cathy.l.siegel2.civ@mail.mil

SCPL Update

Pages 11-14 of PS 768 (Nov 16) had an article on the new single common powertrain lubricant (SCPL) that caused some confusion in the field. Unfortunately, that information was published prior to coordination with TACOM. Therefore, it's important that all units continue to comply with their vehicle and equipment TMs for the type of oil to use. Also follow the SCPL guidance in TACOM Maintenance Information message 17-028:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI17-028.html>

M1078A1 LMTV 100-amp Alternator Pulley

Get the 100-amp alternator pulley for your M1078A1 LMTV with NSN 3020-01-506-0051. NSN 3120-01-524-8408, which is shown as Item 10 in Fig 508 of TM 9-2320-391-13&P, brings the alternator bushing.

M1078A1P2 LMTV Rear Cab Mount Cylinder

Get the M1078A1P2 LMTV's rear cab mount cylinder with NSN 3040-01-647-0564. It replaces NSN 3040-01-566-8628, which is shown as Item 39 in Fig 40 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15). That NSN is a terminal item.

BATTERY BOX COATING COMPOUND

Get a gallon of bituminous coating compound for your battery box with NSN 8030-00-290-5141. First use a wire brush to scrape off rust and old paint. After cleanup, protect the bare metal inside the box with a coat of the compound.

FMTV LTAS CAB DOOR SHOCK ABSORBER

Get a new shock absorber for the cab door on your FMTV LTAS with NSN 5340-01-627-6602. This replaces PN 12505335-001, which is shown as Item 34 in Fig 1041 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15).

BHL Fuel/Water Separator Filter NSN

Order a new fuel/water separator filter for your backhoe loader (BHL) with NSN 2910-01-546-3178. NSN 2910-01-546-3198, which is shown as Item 3 in the mandatory replacement parts list on WP 0088-9 of TM 5-2420-231-23-2 (Jul 13) and as Item 4 in Fig 35 of TM 5-2420-231-24P (Jun 13) is a typo and brings the wrong part.

M1070A1 HET Alternator NSN

Get a new alternator for your M1070A1 heavy equipment transporter (HET) with NSN 6115-01-655-9056. It replaces NSN 6115-01-555-6342, which is shown as Item 1 in Fig 54 of TM 9-2320-427-13&P (Jan 11).

M777A2s Still Use MSD-V2

Crewmen, the only maintenance computer authorized for the M777A2 howitzer is maintenance support device-version 2 (MSD-V2) with Windows XP.

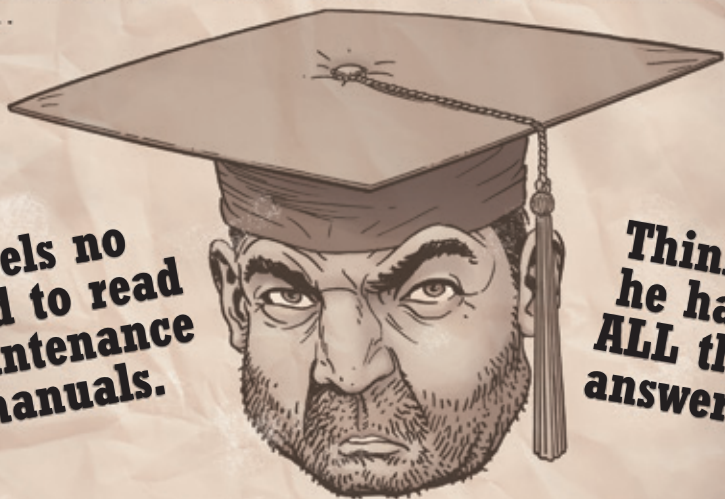
The M777A2 is not yet compatible with the MSD-V3 with Windows 7. So for now, continue to use the MSD-V2, NSNs 6625-01-536-1764, 6625-01-562-9904, 6625-01-573-3587 and 6625-01-493-8968 with Windows XP.

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

WANTED

"Know-it-all" MURPHY

Feels no
need to read
maintenance
manuals.



Thinks
he has
ALL the
answers.

REWARD

 **BETTER MAINTENANCE
AND SAFER EQUIPMENT!** 

MURPHY'S LAW #17: *Anything is possible if
you **don't** know what you're talking about.*