

Issue 694

PS

September  
2010

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-694

Approved for  
Public Release;  
Distribution is  
Unlimited

THIS MAINTENANCE IS  
SO BORING... AND  
MESSY! I'D RATHER  
BE A PILOT!

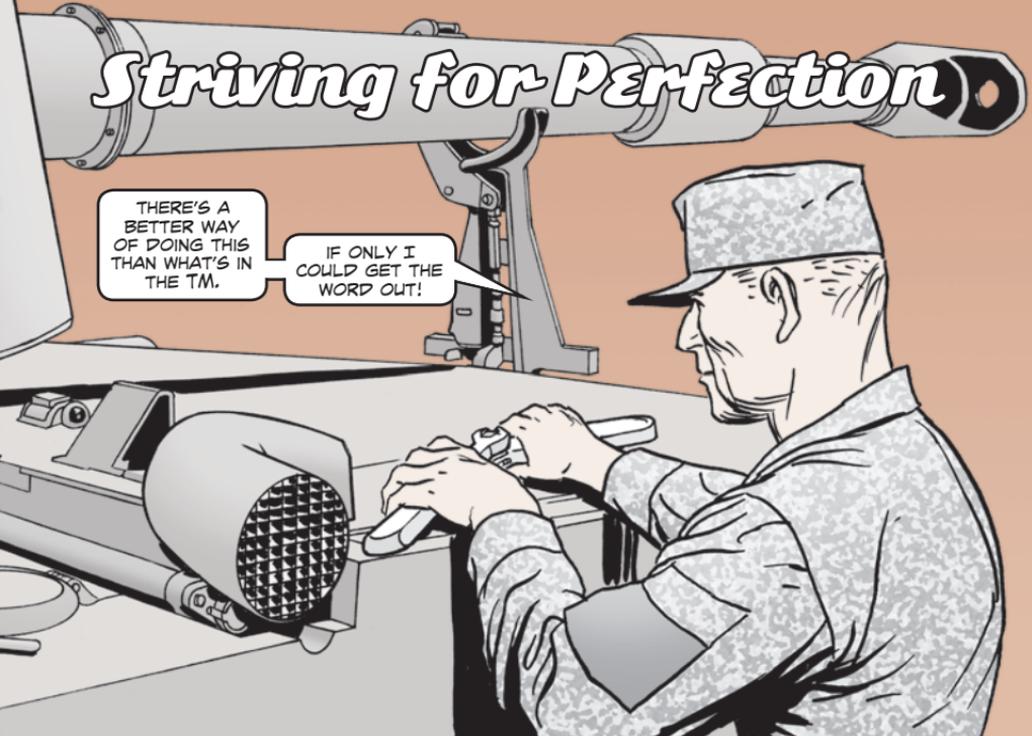
## PM ATOLL

Where Dreams  
Become  
Reality!

SOUNDS LIKE  
*SOMEONE*  
NEEDS A TRIP TO  
PM ATOLL.

JOE  
KUBER

# Striving for Perfection



**T**op-notch equipment, excellent training, and highly-motivated Soldiers. It sounds like a perfect combination for success, doesn't it?

The trouble is, there's no such thing as perfection. You work with Army equipment every day, so you know that some things work well and others don't. The question is, do you do anything about it?

Suppose your TM lists the wrong NSN for a part. You go to the trouble of tracking down the right one, but do you share it with others? Maybe you find a maintenance procedure that's incomplete and can cause mistakes. Do you just go ahead and do it the "right" way or do you also spread the word?

DA Form 2028 is the vehicle for getting the word out. The form tells the command that's responsible for that TM what needs to be fixed.

Submitting a DA Form 2028 is now an automated process. Just go to:

<https://aeprs.ria.army.mil/aeprspublic.cfm>

Once there, click on **Submit DA FORM 2028** under Public Applications. Then fill out and submit the form.



BUT THAT DOESN'T MEAN YOU CAN'T STRIVE FOR PERFECTION- AT LEAST WHEN IT COMES TO YOUR EQUIPMENT TMS.

**PS****THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

TB 43-PS-694, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders.

**ISSUE 694 SEPTEMBER 2010****COMBAT VEHICLES**

Armored Knight, BFIST, Stryker Software Updates	2
M1A2 SEP Tank DAGR Power Cable	3
M2/M3-Series Bradley Ramp Light Switch	4
M88A1 Recovery Vehicle Splash Guard Fenders	5
AVLB Track Tension Check	6-7
M577A2 Command Post Carrier Battery Tip	7
M109A6 Paladin, M992A2 Ammo Carrier Powerpack	8
M119A2 Towed Howitzer Brake Hose Check	9

**WHEELED VEHICLES**

HMMWV Ball Joint Inspection	10-11
HMMWV Brush Guard Locking Pins	12
HMMWV Seat Covers	13
FMTV Oil Overfilling	14-15
FMTV Driveshaft Inspection	16
Leftover Diesel Fuel Disposal	17
PLS DDEC III/IV Engine NSN	17

**SMALL ARMS**

M2 Machine Gun Cocking Lever Tool	18-19
Small Arms Demilling Policy	20
M16 Rifle, M4/M4A1 Carbine Bolt Tips	21
M1200 Shotgun Replacement	22
Shotgun Safety Caution	22
M249 Machine Gun Feed Tray Pawls	23
M9 Pistol Rack Guides	23
Small Arms Field Support Clues	24-26

**AVIATION**

HGU-56P AIHS Helmet Care	35-37
IHADSS Care	38-39
UH-60 Seat Adjustment	39
Primary Survival Gear Carrier	40
Aircraft Modular Survival System Kits	41

**COMMUNICATIONS**

Lithium Non-Rechargeable Battery Safety	42-43
SINGARS RT Antenna Connection	44
AN/PYQ-10(C) Simple Key Loader Advice	45
New Edition of SB 11-6 Arrives	45
AN/TAS-8(V)1, (V)2, (V)3 LRA53 Installation	46
5-kW DED Generator Parts Manual Change	47

**CBRN**

M40/M42-Series Mask Maintenance	48-49
M41 PATS Calibration Reminder	50
AN/PDR-75 Radiacmeter Cleaning	51
M12A1 Decon Diesel Changeover	52-53
M12A1 Decon Mounting	52-53

**LOGISTICS MANAGEMENT**

PQDR URL Changes	54-55
EPIC Policy Search Tool Online	56-57
Field Manual Now Available as Audio Book	56-57
Supply Request Paperwork Tips	58-59
ISO Containers Get New FSC	60

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

Just write to:

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

Or email to:

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

Internet address:

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

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 General, United States Army Chief of Staff

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*Joyce E. Morrow*

**JOYCE E. MORROW**  
 Administrative Assistant to the Secretary of the Army

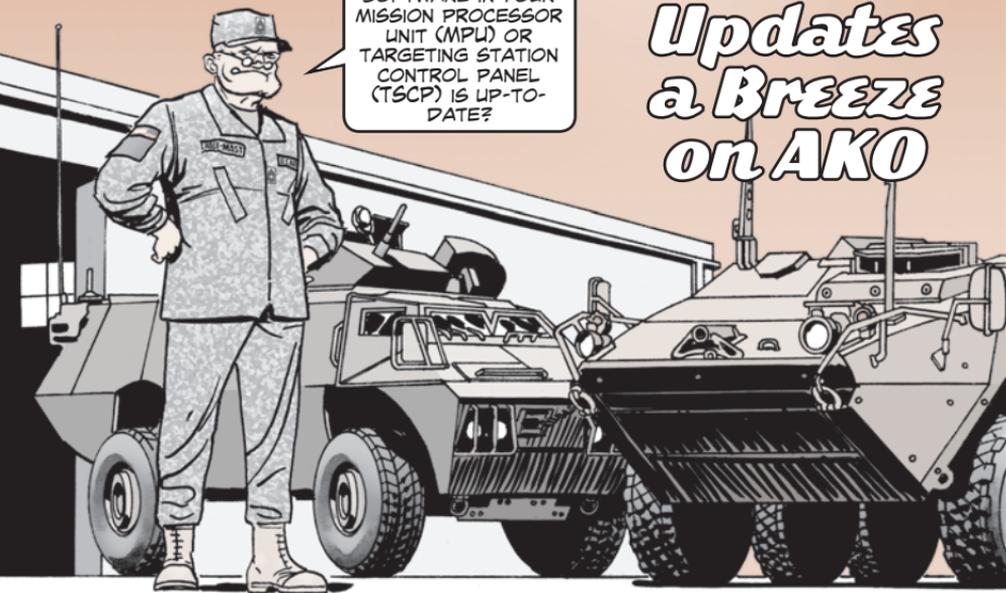
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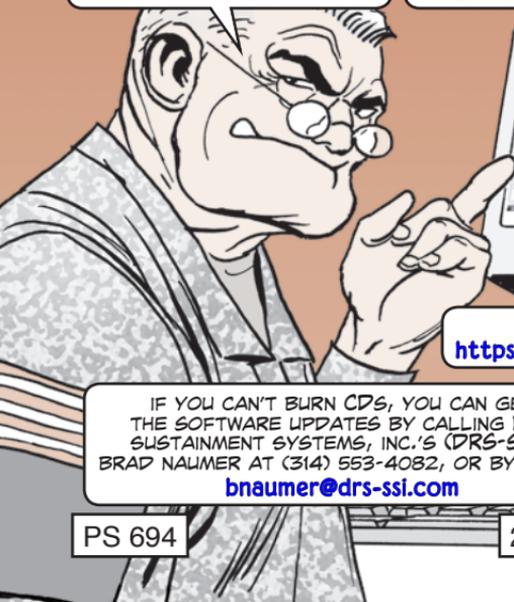
NOT SURE IF THE SOFTWARE IN YOUR MISSION PROCESSOR UNIT (MPU) OR TARGETING STATION CONTROL PANEL (TSCP) IS UP-TO-DATE?

# Software Updates a BREEZE on AKO



NO WORRIES. THERE'S NOW A ONE-STOP AKO WEBSITE THAT LISTS THE MOST CURRENT SOFTWARE VERSIONS.

AND, IF YOUR SOFTWARE HAPPENS TO BE OUT-OF-DATE, YOU CAN DOWNLOAD AND BURN THE NEW MISSION LOADER/VERIFIER (MLV) SOFTWARE FILES TO A CD FOR INSTALLATION ON YOUR MPU AND TSCP.

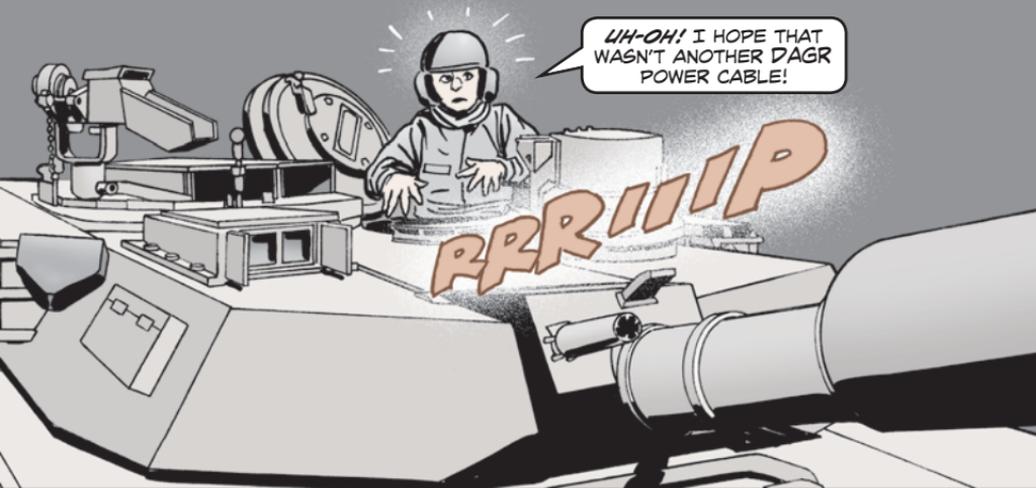


JUST GO TO:  
<https://www.us.army.mil/suite/page/453627>

IF YOU CAN'T BURN CDS, YOU CAN GET THE SOFTWARE UPDATES BY CALLING DRS SUSTAINMENT SYSTEMS, INC.'S (DRS-SSI) BRAD NAUMER AT (314) 553-4082, OR BY EMAIL: [bnaumer@drs-ssi.com](mailto:bnaumer@drs-ssi.com)

QUESTIONS? CONTACT TACOM-ROCK ISLAND'S ANDREW MCCALLEY, DSN 793-3976, (309)-782-3976, OR BY EMAIL: [andrew.mccalley@us.army.mil](mailto:andrew.mccalley@us.army.mil)

# Loose Cable Like a DAGR in the Back



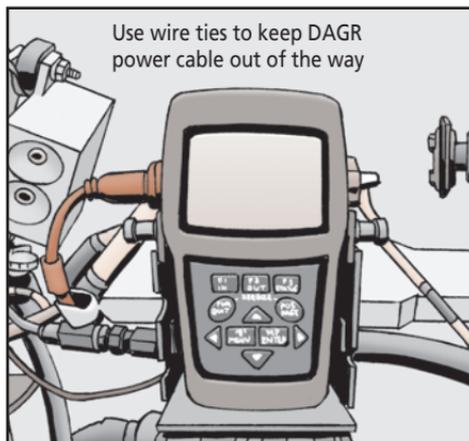
**S**pace is always tight when you enter and exit a tank. But it can be **exceptionally** tight when moving through the loader's hatch on your M1A2 SEP tank.

Problem is, that darn 1W106A-7 DAGR power cable, NSN 6150-01-557-4006, keeps getting in the way, especially if you're wearing body armor. Once snagged, the cable gets jerked loose or damaged. Then you lose power to the DAGR.

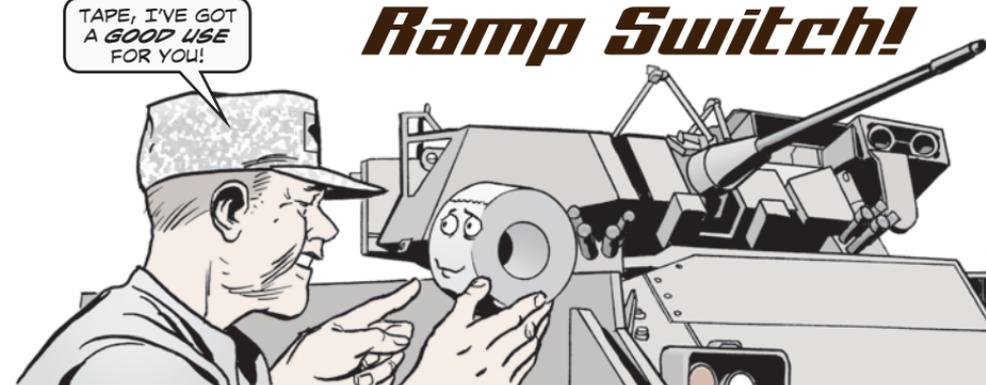
The DAGR's mounting location isn't changing. So you need to take steps to keep that cable out of the way.

When installing the DAGR, make sure the power cable is fitted into its storage slots. Then use some plastic wire ties, like NSN 5975-00-111-3208, to hold any drooping cable out of the way.

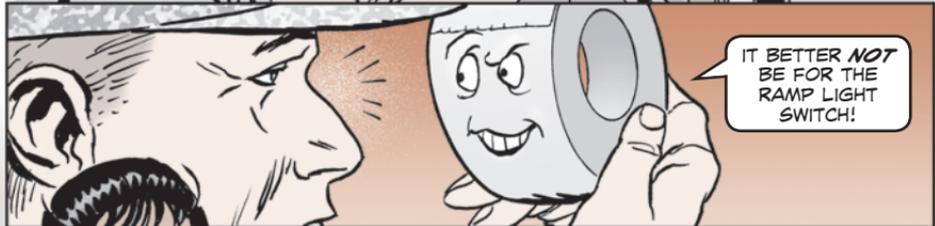
A caution note will be added to the DAGR installation and removal instructions in a future change to WP 0325 in TM 9-2350-388-10-2. A similar update will be added to the cable replacement procedures in WP 0416 of TM 9-2350-388-23-2-3.



# Hands Off the Ramp Switch!



TAPE, I'VE GOT A GOOD USE FOR YOU!



IT BETTER *NOT* BE FOR THE RAMP LIGHT SWITCH!



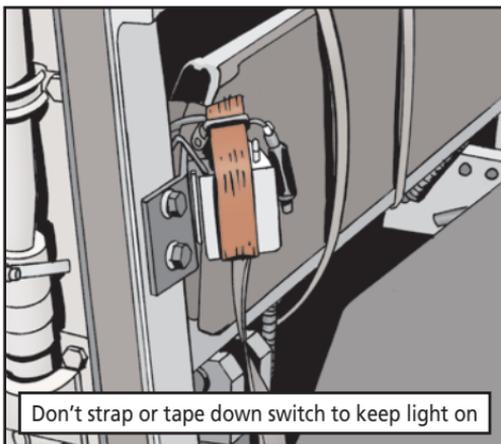
CREWMEN, THE RAMP LIGHT SWITCH, NSN 5930-00-247-3357, ON YOUR BRADLEY HAS A JOB TO DO—IF YOU'LL LET IT, THAT IS.

The switch is released when the ramp is lowered. That turns off the interior dome lights and keeps you from being an easy target on a dark battlefield.

Using tape, cargo straps, rubber bands or anything else to keep the switch depressed—and the light on—not only blows your light security, but causes damage as well.

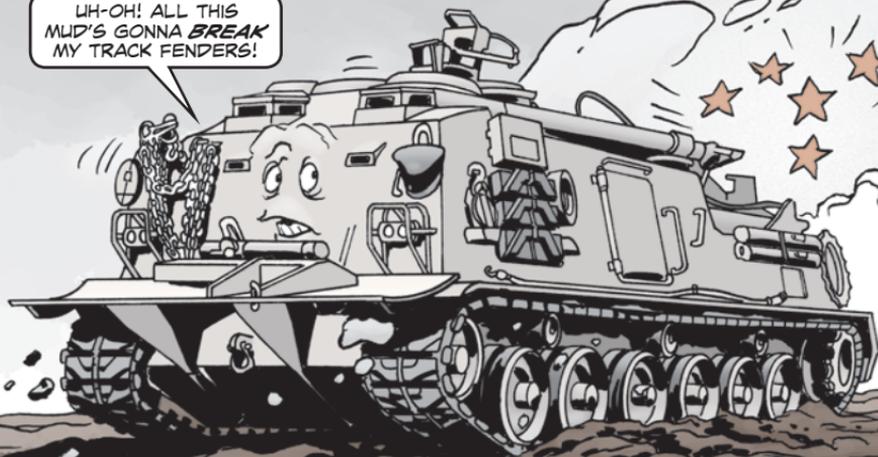
The extra layers on the switch make it stick out too far. When the ramp closes, it can crush the switch and short out the 1W19 cable, NSN 5995-01-306-5871.

A new cable will set you back more than \$900, so let the switch do its job. Keep the tape and other stuff away.



# A MUDDY REMINDER

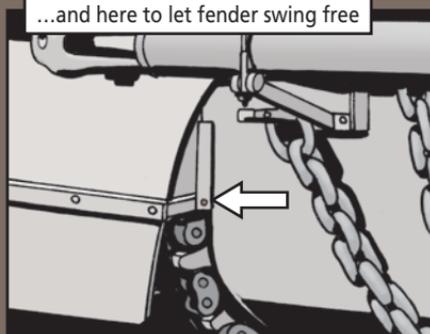
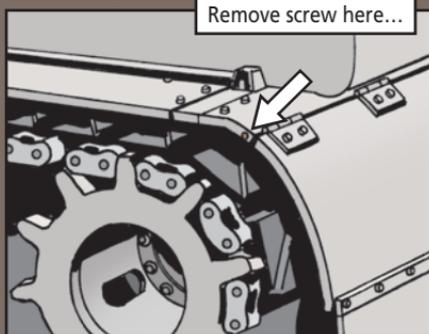
UH-OH! ALL THIS MUD'S GONNA *BREAK* MY TRACK FENDERS!



**T**hick, sticky mud is a real hazard for your M88A1 recovery vehicle's splash guard fenders, drivers.

As your vehicle plows along, the tracks throw gobs of mud against the fenders. Enough of that mud will damage or break the hinges that fasten the fenders to the hull. Then your unit pays to replace the fenders.

Before traveling over muddy terrain, remove the two screws that hold each of the fenders in place. The fenders can then swing freely on their hinges, lessening the impact of the mud.

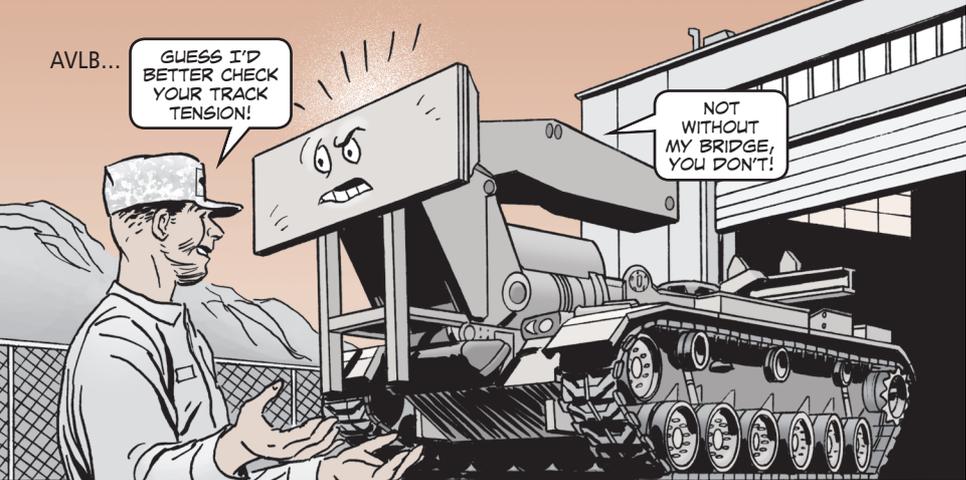


Reinstall the screws when you reach your destination or when mud is no longer a problem. The fenders protect Soldiers and other vehicles from rocks thrown by the tracks.

AVLB...

GUESS I'D BETTER CHECK YOUR TRACK TENSION!

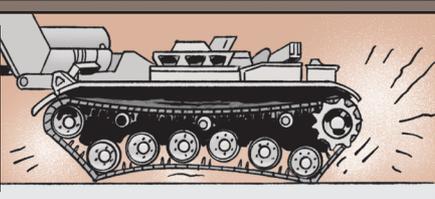
NOT WITHOUT MY BRIDGE, YOU DON'T!



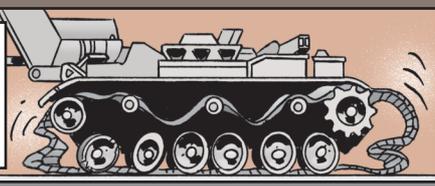
# CHECKING TRACK CAN BE TENSE

AN AVLB WITH BAD TRACK TENSION IS A MAINTENANCE NIGHTMARE.

TRACK THAT'S TOO TIGHT CLIPS SPROCKET TEETH AND STRAINS SHOE PINS AND END CONNECTORS.



LOOSE TRACK GETS THROWN AND THAT DAMAGES ROADWHEELS AND SUPPORT ROLLERS.



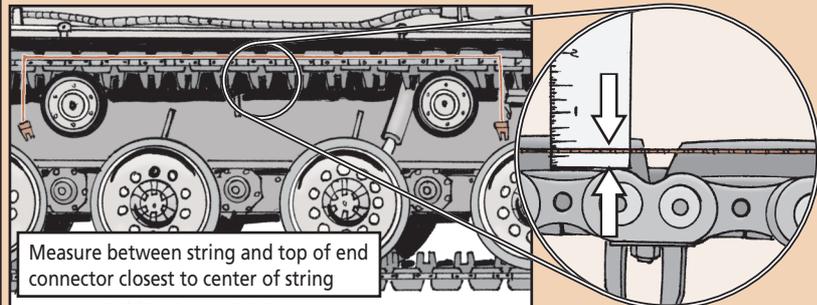
KEEP TRACK TENSION JUST RIGHT BY CHECKING IT AFTER EVERY OPERATION.

HERE'S HOW...



1. Load the bridge on your AVLB. If you adjust track tension without it, the track will be too loose when the bridge is in place. That could result in a thrown track.
2. Move the AVLB backward at least two vehicle lengths. Then move forward and let the vehicle coast (no brakes!) to a complete stop on firm, level ground.
3. Clean off any dirt or mud from the outboard end connectors between the first and second support rollers.

4. Get a strong, 10-ft string and tie a weight, such as an extra centerguide or end connector, to each end. Place one end of the string over the first end connector in front of the No. 1 support roller. Extend the string past the No. 2 support roller and over the next end connector. The weights should hang freely.



Measure between string and top of end connector closest to center of string

5. Find the center of the string and mark the nearest end connector with a piece of chalk.
6. Measure the distance between the string and the top of the marked end connector. If the measurement is between 3/8 and 9/16 inch, track tension is good. A measurement below 3/8 inch means the track is too tight. Above 9/16 inch means the track is too loose.

Adjust the track following the instructions in TM 5-5420-202-10 (Aug 85 w/Ch 9, Dec 06). For AVLBs that have mechanical track adjusting links, the instructions start on Page 3-53. Follow the instructions starting on Page 3-56 for vehicles with grease-actuated links.

M577A2

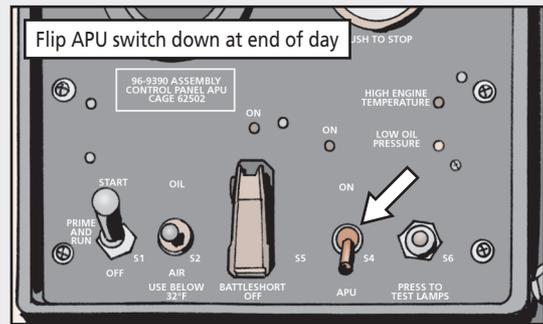
Command Post Carrier...

# SAVE THE BATTERIES!

If you've been using the 5-kW auxiliary power unit (APU) generator in your M577A2 command post carrier, there's more involved than shutting down the generator at the end of the day.

You also need to shut off the APU switch on the remote control panel. If the switch is left on, the panel keeps drawing power. That drains the vehicle's batteries.

So remember to flip that switch off to keep your batteries fresh.



Flip APU switch down at end of day

M109A6 Paladin, M992A2 Ammo Carrier...

UH-OH, LOOKS LIKE SIMMONS IS HAVING TROUBLE PULLING A POWERPACK AGAIN!

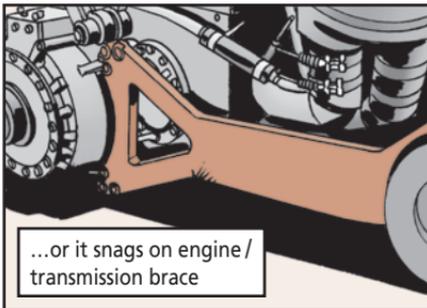
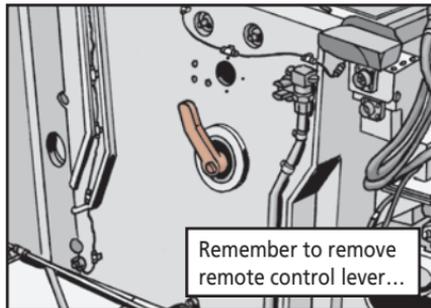
@#&%^&\*!

## PULLING PACK = PLENTY OF PROBLEMS

You know how it goes, mechanics. You're pulling the pack on a Paladin or ammo carrier. Everything's going smoothly until something catches. You look and look, trying to figure out where the pack is hung up. Frustration mounts, your blood pressure rises, until...

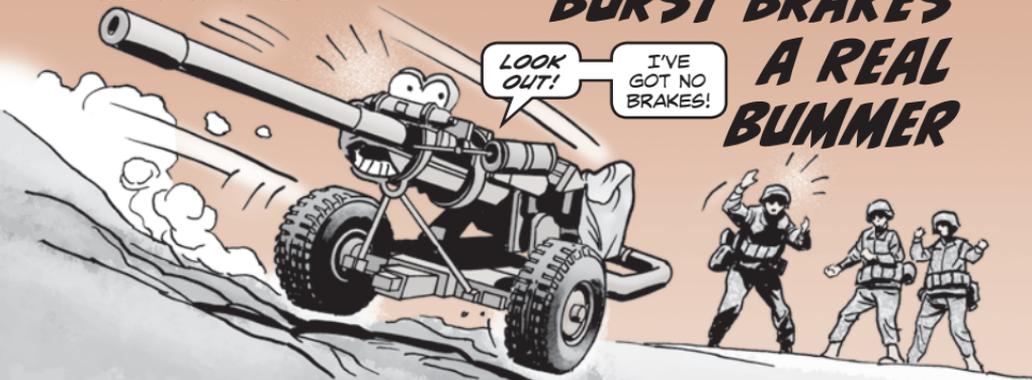
Well, let's keep this PG-rated, shall we?

One of the most common snagging points when pulling a pack is the remote control lever, NSN 2530-00-179-5482, on the brake pedal's control linkage. If you forget to remove the lever first, it snags on the pack's engine/transmission brace. That powerpack is going nowhere.



So do yourself and your blood pressure a favor. Make sure you remove the remote control lever before pulling the powerpack, just like the TM says.

# BURST BRAKES A REAL BUMMER



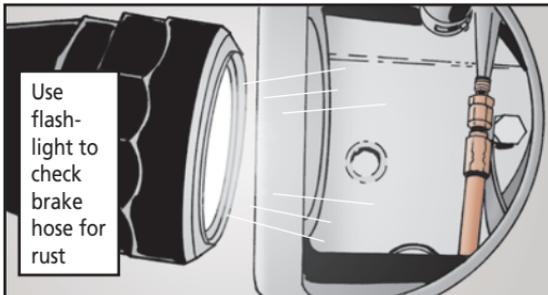
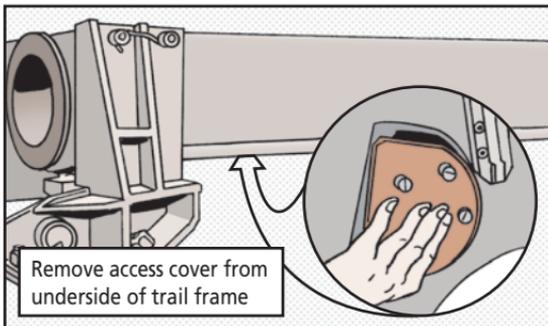
Dear Editor,

While performing scheduled services, we've noticed that the M119A2's brake hose, NSN 4720-01-344-6034, is badly rusted about 80 percent of the time. Those rusty hoses can easily burst during brake tests and normal operation.

We recommend that operators keep a close eye on this brake hose and that it also be checked during every service.

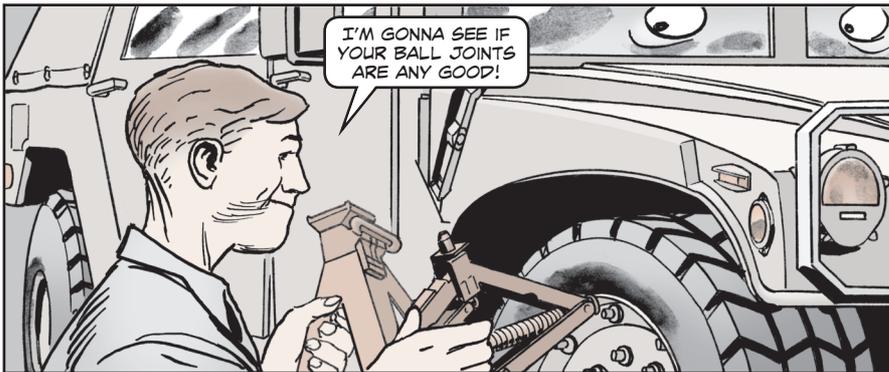
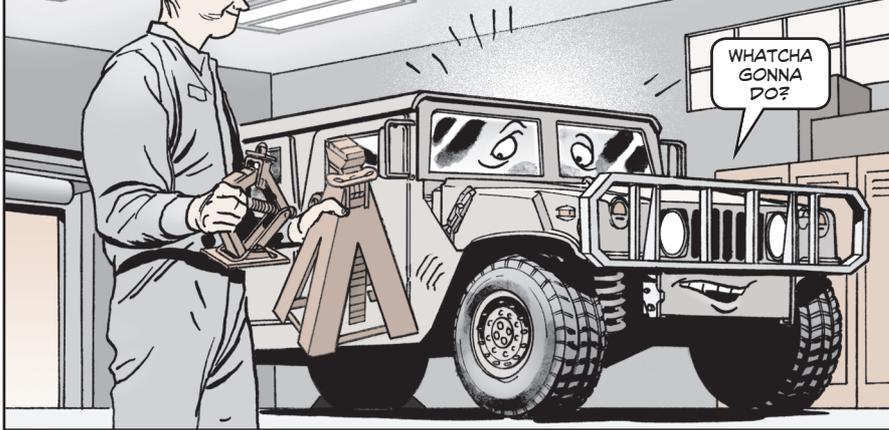
The brake hose is easy to reach. Just open the right-hand (curbside) access cover, PN 12591232, on the underside of the trail frame. Then use a flashlight to look at the brake hose inside the frame chamber. If it's rusty, get the brake hose replaced right away.

Wilfried Heitzer  
Jochen Rankel  
Michael Schwabe  
Peter Kohler  
Gerhard Scherm  
Hans-Juergen Pirner  
Maintenance Activity Vilseck, Germany



**Editor's note:** An excellent suggestion, gentlemen. The procedure for replacing the brake hose is in WP 0045 00 of TM 9-1015-252-34 (Aug 06, w/Ch 1, Feb 08).

# HOW TO INSPECT BALL JOINTS!



Dear Half-Mast,

A mechanic recently came to me and said he needed to replace his HMMWV's ball joints. I asked him, "Why are you replacing them? What makes you think they are bad?" To my surprise, he answered, "Someone told me if I could move the halfshaft with my hand it was no good."

Now, you and I both know that's not the right answer! Can PS please clarify the correct way to inspect HMMWV upper and lower ball joints? I'm concerned that money is wasted when good parts are mistakenly replaced.

Mr. J.H.

Dear Mr. J.H.,

Glad to help you with that.

To get the guidance you need for maintaining your HMMWV's ball joints correctly, take a look at your HMMWV's operator and maintenance manuals.

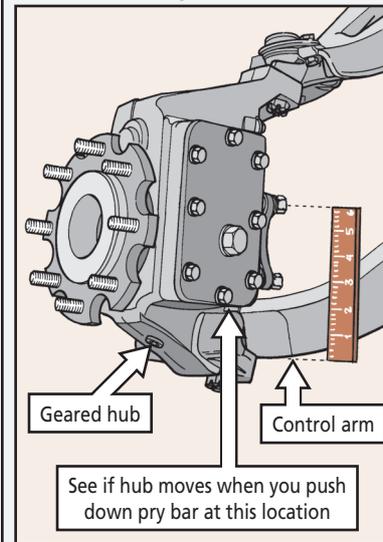
The -10 tells you to visually check halfshaft CV boots and ball joint boots for presence, rips, tears or cuts.

And the -20 tells you to check for proper operation of ball joints using these steps:

1. Chock rear wheels front and back.
2. Raise front wheels about two inches off the ground and support on a jack stand.

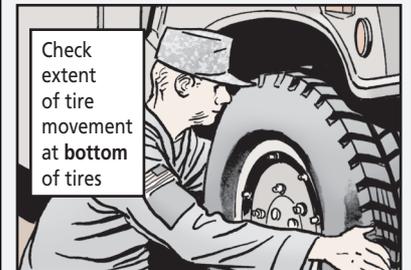
**For lower ball joints:**

- a. Mark a line across the head of the top bolt holding the steering arm cover. Make sure the mark is parallel to the lower control arm.
- b. Put a pry bar between the cover control arm and geared hub.



- c. Set a 6-in ruler upright between the lower control arm and the marked screw.
- d. Push down the pry bar to try to move the hub.
- e. Measure movement in the hub assembly. If movement is more than 1/8 inch, replace the lower ball joint.

You can also check for looseness in the lower ball joints by grasping the bottom of tires and attempting to move tires in and out. If tire movement at the bottom outer edge of tires is 1/2 inch or more, replace the lower ball joints.



**For upper ball joints:**

- a. Check for looseness of upper ball joints by grasping the top of tires and attempting to move tires in and out.



- b. Measure any movement at the top outer edge of tire. Replace upper ball joints if tire movement is 3/8 inch or more.

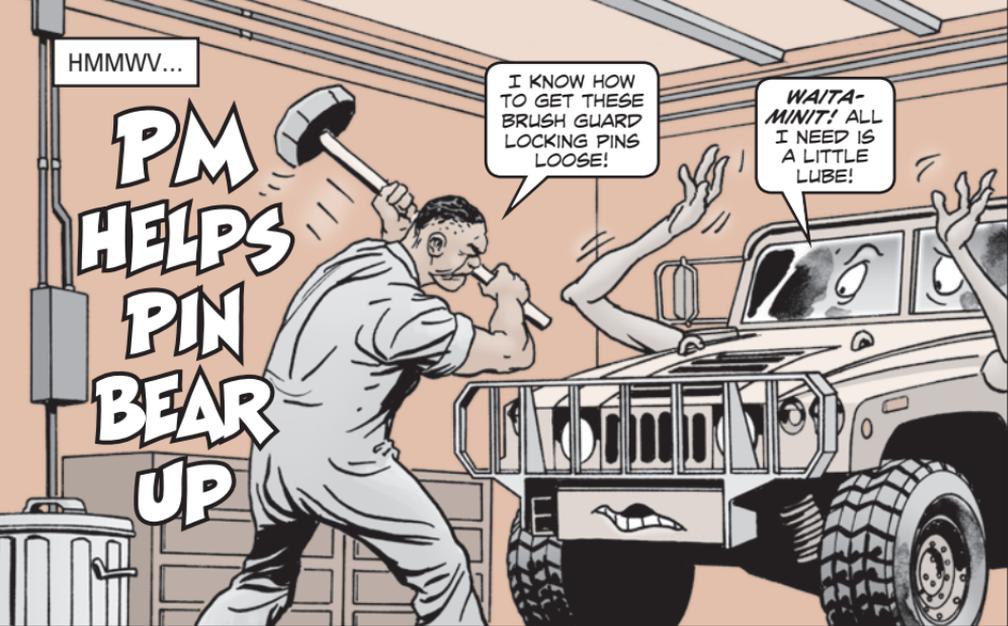
Half-Mast

HMMWV...

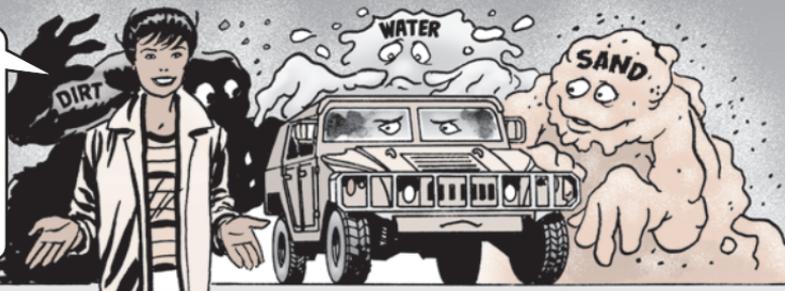
# PM HELPS PIN BEAR UP

I KNOW HOW TO GET THESE BRUSH GUARD LOCKING PINS LOOSE!

WAITA-MINUT! ALL I NEED IS A LITTLE LUBE!



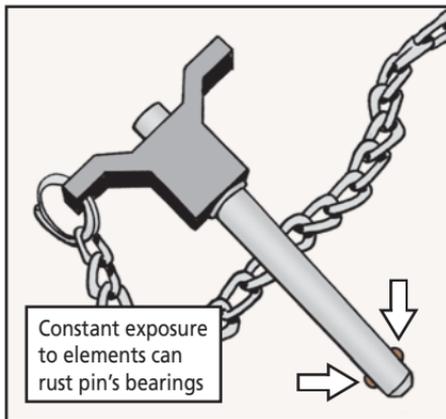
WITHOUT PM, ANYTHING MECHANICAL THAT'S CONSTANTLY EXPOSED TO WATER, DIRT, SAND AND MUD IS GOING TO GET A LITTLE ORNERY.



That's true of the retractable ball bearings on the HMMWV brush guard's quick-release pin, too. All that constant exposure to the elements eventually rusts the bearings in place.

Then you're stuck with a pin that won't release and a brush guard that can't be raised or lowered.

Keep the pin's bearings moving with a shot of lubricating spray, NSN 9150-00-458-0075, as required. Just give the ball bearings a squirt, then slide the pin in and out of the brush guard a few times to work in the lube.



# DISCOVER SEAT COVERS



»SIGH»  
ANOTHER  
UNREPAIRABLE  
SEAT!

ARE YOU  
SURE?  
HOW ABOUT  
HEAVY DUTY  
TAPE?

HOW ABOUT  
WE ASK  
HALF-MAST  
WHAT TO  
DO!

Dear Half-Mast,  
Does a seat cover exist for M998A1s with bucket-type front seats? When the seats rip, it seems like we shouldn't have to replace the entire seat assembly! Is there a more economical fix?

SSG J.C.J.

Dear Sergeant J.C.J.,  
There is! But since there's no NSN, you'll have to order directly from the vendor, Isringhausen, Inc.  
Use CAGE code 62226 and the part numbers from this chart to order what you need:

Item	Part Number	Color
Back rest cover	929383	Green
Back rest cover	917921	Tan
Seat bottom cover	929384	Green
Seat bottom cover	917922	Tan

Contact the vendor at (269) 484-5333 (OCONUS) or (800) 468-4774 (CONUS) or email:  
[sales@isriusa.com](mailto:sales@isriusa.com)

*Half-Mast*

# OIL-OVER-FILLING FIX



If your unit has FMTVs with serial number 100,001 or higher, listen up! Trucks equipped with C7 engines can experience oil blow-by problems due to overfilling.

Overfilling engines can blow the extra oil out of the engine breather tube. That's why Caterpillar and TACOM have decided to lower the engine oil levels in the C7 engine crankcases from 24 to 22 quarts. This should solve the problem.

During normal PMCS oil change intervals, or whenever needed, units can re-mark their current C7 dipsticks, NSN 6680-01-568-9447, PN 252-0507, to the new 22-qt range or purchase a new 22-qt dipstick, NSN 6680-01-568-9447, PN 348-6030. FMTV LTAS (long term armor strategy) trucks with serial number 705248 and above should already have this new dipstick. They were installed at the factory.

## FMTV TM Changes to Come



- At normal oil change intervals, allow the oil to drain from the oil pan for at least 20 minutes.

- Remove and replace the engine oil filter and use Caterpillar oil filter, NSN 2910-01-519-3768, PN 1R1807.



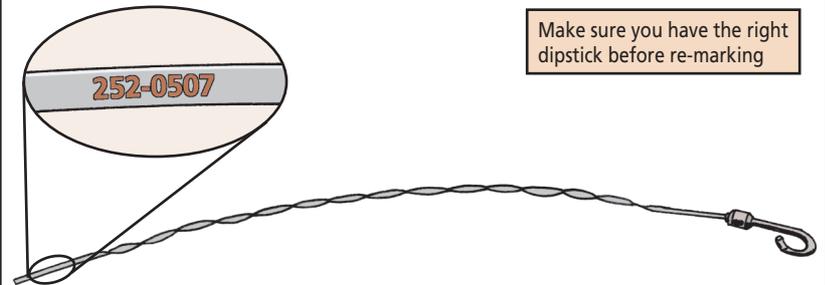
Do not remove engine oil filter while engine is hot. Failure to comply may result in severe injury to personnel.

- Fill the C7 engine with 22 quarts of oil.
- Start and run the engine for at least 10 minutes and then shut it off.
- Wait at least 20 minutes before checking the oil level again.



- After removing and wiping the dipstick, insert and remove it and observe the new oil "Full" level. If the oil level does not line up with the original dipstick "Full" range marks, etch a new "Full" line on the backside of the dipstick.

— Caution: Before re-marking your dipstick, ensure your original dipstick has part number 252-0507 stamped on the lower end.



- Note: Due to unknown quantities of residual oil draining back from engine components and cavities, re-marking of the dipstick may not always be necessary.
- If a new "Full" line was made, measure 1/2 inch down from that line and etch a new "Add" line.
- Using a suitable tool, make the old range markings on the front side of the dipstick unreadable.
- If the dipstick has been modified, keep future oil capacity levels between the new "Full & Add" marks made on the backside.

### Helpful Hint

Never add oil to an engine that has just been shut down. Wait at least 20 minutes to allow the oil level to stabilize in the crankcase. Checking and adding oil when the engine is first shut off will likely result in overfilling the engine!

## DRIVESHAFT INSPECTION TOLERANCE



...UH...

HEY, PAL! DO YOU KNOW THE RIGHT AMOUNT OF PLAY ALLOWED FOR MY DRIVESHAFT HINGING?

Dear Editor,

When we (the FMTV team) at TACOM LCMC published Maintenance Action Message (MAM) 09-018, *PS* wrote about it on Page 16 of *PS* 681 (Aug 09). However, the PMCS driveshaft inspection tolerances given in that maintenance message were wrong! They're called out in reverse.

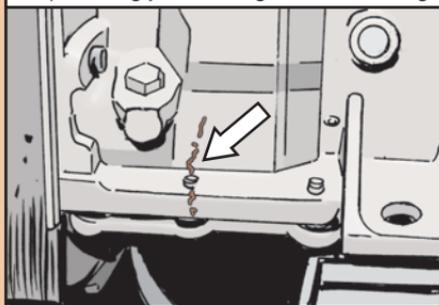
That's why the paragraph found in the last bullet of that *PS* article should be corrected to say:

*Perform the driveshaft hinging inspection. No more than 0.020 inch of play is allowed. Also, perform the radial end play inspection. No more than 0.006 inch of play is allowed. After the inspection is done, lube your truck's driveshaft universal joints.*

We'll tell the field to correct their MAM. Would you get word about this change to your readers?

Paul Kaminski  
FMTV Equipment Specialist  
TACOM LCMC, Warren, MI

Proper lubing prevents engine block cracking



**Editor's note:** Consider it done, Paul. Thanks for this important update. Also, FMTV operators must lube the driveshaft monthly.

Diesel Fuel...

# Leftover Fuel Rule

OPERATORS, YOUR FIELD EXERCISE IS OVER AND YOU'VE GOT PARTIALLY-FILLED 5-GAL CANS OF LEFTOVER FUEL.

WHAT DO YOU DO WITH IT?



YOU PUT THE FUEL INTO ANY VEHICLE THAT NEEDS IT, BUT **DON'T** STORE IT IN THE CAN!

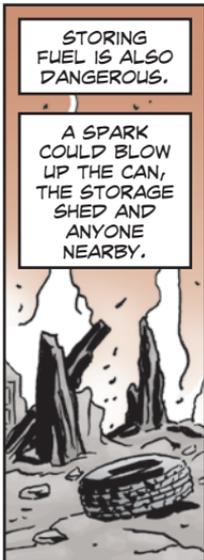


STORED CANS GET MOISTURE INSIDE OF THEM FROM CONDENSATION AND RAIN.

MOISTURE CONTAMINATES FUEL.



CONTAMINATED FUEL CAN RUIN AN INJECTOR PUMP AND SHORTEN THE LIFE OF AN ENGINE.



STORING FUEL IS ALSO DANGEROUS.

A SPARK COULD BLOW UP THE CAN, THE STORAGE SHED AND ANYONE NEARBY.

PLS...

## DDEC III/IV Engine NSN

Dear Half-Mast,

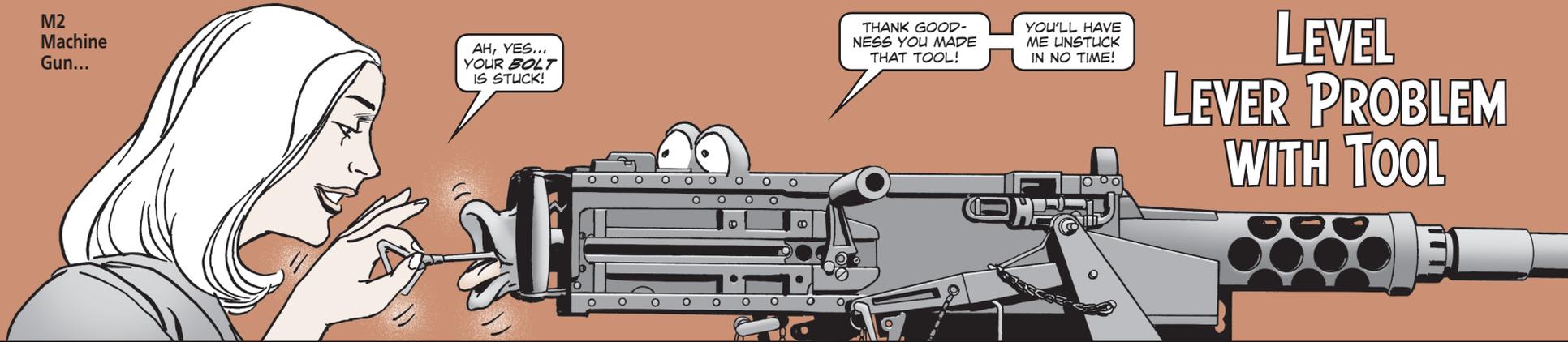
We hear there's a new NSN for the DDEC III/IV engine used on M1074/M1075 PLS' with the Allison 4500SP transmission. Can you tell me what it is?

SSG D.B.

Dear Sergeant D.B.,

I can! You need NSN 2815-01-576-5292. And if you have any PLS with the old 775 transmission in your unit, keep using the engine that comes with NSN 2815-01-457-4835.

Half-Mast



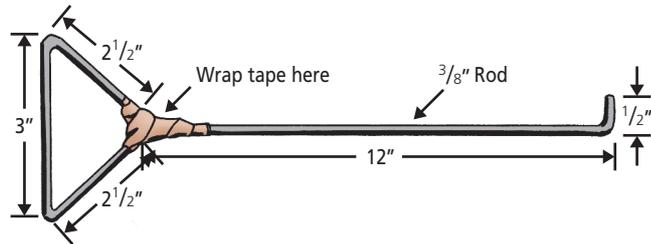
# LEVEL LEVER PROBLEM WITH TOOL

If you plan on being an armorer for long, you should also plan on dealing with an M2 machine gun whose bolt is stuck in the receiver with the cocking lever up. Someday a Soldier in your unit will slide the bolt in the receiver with the cocking lever forward. Count on it.

## The Tool

But with this tool you can level the lever problem. Here's how to make it:

Order a 2-ft length of  $\frac{3}{8}$ -in brass rod, NSN 9525-00-249-7441. Cut it down to 20  $\frac{1}{2}$  inches. Bend it like this:

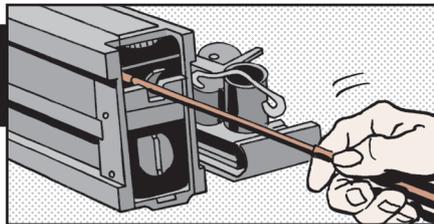


To strengthen the handle and protect your hand, wrap tape several times around the point where the triangle joins the shaft.

To use the tool, remove the backplate, driving rod spring and bolt pin.

Hook the tool over the cocking lever, halfway up the lever. If you get it higher, the lever will jam.

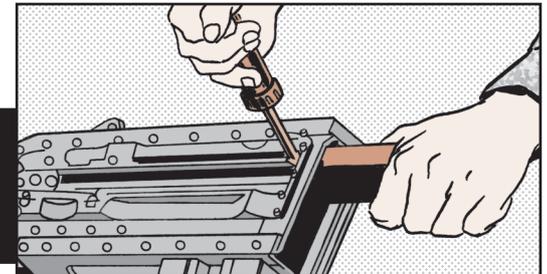
Press down hard on the lever as you pull back with several hard yanks of the tool. The bolt should come unstuck.



## The Screwdriver

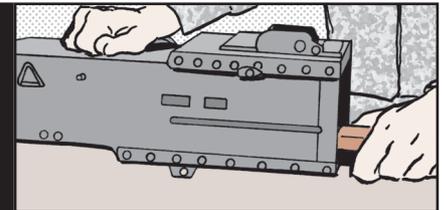
Of course, in the field you may not have the tool handy. In that case, the screwdriver method sometimes does the trick:

After you remove the backplate, driving rod spring, and bolt pin, retract the bolt as far as you can.

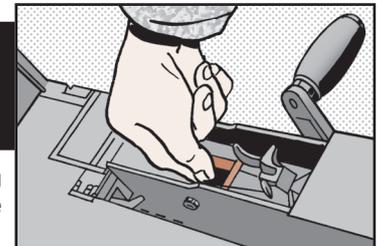


Press in on the buffer detent spring with a screwdriver as you slide out the buffer assembly about two inches.

Slide the bolt forward as you pull the buffer to the rear. The bolt forces the accelerator down and allows the buffer to be removed. You may need to slide the bolt back and forth several times before you can pull the buffer out.

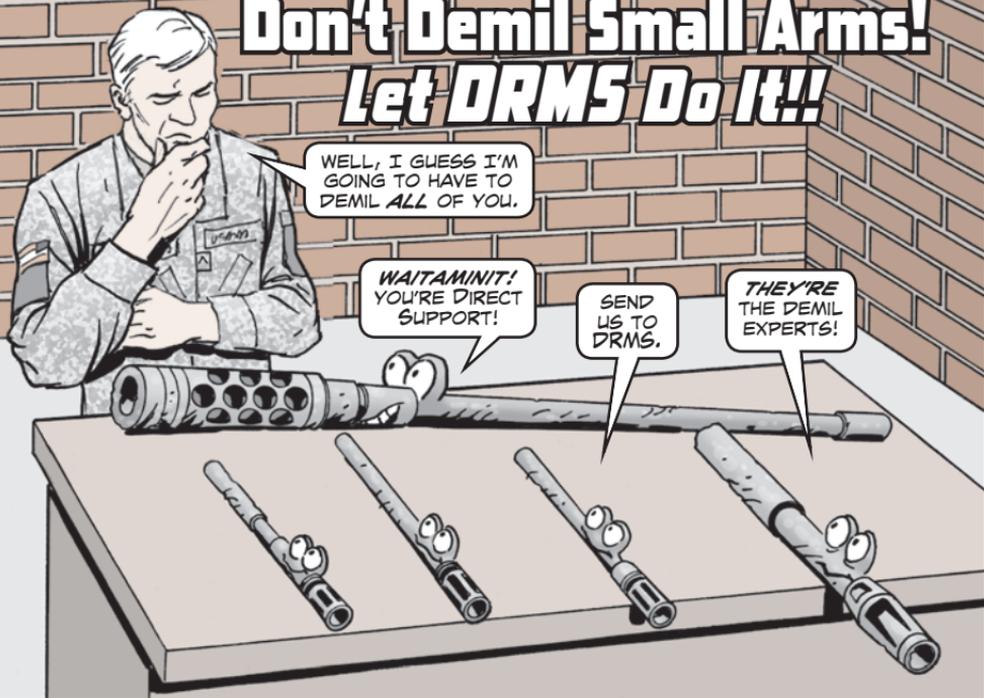


Push down on the front of the barrel extension. Slide the bolt out of the receiver. If the bolt hangs up, pull the extension forward and up until the bolt slides out.



Save yourself all this trouble by training your M2 gunners never to slide the bolt in the receiver with the cocking lever forward.

# Don't Demil Small Arms! Let DRMS Do It!!



Dear Editor,

In my work with Ft Drum's Command Maintenance Evaluation and Training Team (COMET), I'm running into local direct support units who are not following demil procedures for unserviceable small arms parts.

Instead of sending off the parts to an authorized Defense Re-utilization and Marketing Service (DRMS) facility, they are trying to demil the parts locally. Demilling locally is time-consuming, costly and takes away manpower from their mission.

Grouping like items such as unserviceable M16 rifle barrels and turning them in to the local supply support activity (SSA) to be sent to DRMS is much more efficient. This is especially true after a unit's small arms have gone through RESET and many unserviceable parts must be demilled.

Please help get the word out to units to not waste their time demilling small arms parts.

Robert Owens  
COMET  
Ft Drum, NY

*Editor's note:* We will do that. If you have any questions about demilling, contact TACOM-RI's James Rollins at DSN 793-1797, (309) 782-1797, or email

[james.rollins@us.army.mil](mailto:james.rollins@us.army.mil)

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

READ AND  
HEED, RIFLE-  
MEN.

THESE GUYS KNOW  
WHAT THEY'RE  
TALKING ABOUT.

# PM for a Healthy Bolt

Dear Editor,

Through our work supporting units here at Ft Lewis, we've come up with a couple of bolt tips to keep your M16 rifle and M4/M4A1 carbine firing reliably.

**Carefully check for cracks around the bolt lugs.** We've run into several cases of a bolt lug actually shearing off.

That, of course, ends firing. So when you clean your rifle or carbine, you need to carefully check around the lugs for hairline cracks. But first thoroughly clean around the lugs or you won't be able to spot the cracks. The two lugs beside the extractor are the most likely to develop cracks. Also check the bolt cam pin and both sides of the pin hole for cracks.

If you spot any cracks, it's time for a new bolt.

**Use an old chamber brush to clean inside the bolt carrier.** Carbon really builds up inside the carrier. If you don't clean out the carbon, the bolt has trouble seating, which causes misfires.

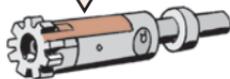
The best way to clean out that carbon is with an old chamber brush. Don't use a new brush, because this will ruin the brush for chamber cleaning.

Put a few drops of CLP inside the carrier. Connect the old brush to your cleaning rod and twist the brush up and down in the carrier until all the carbon is gone.

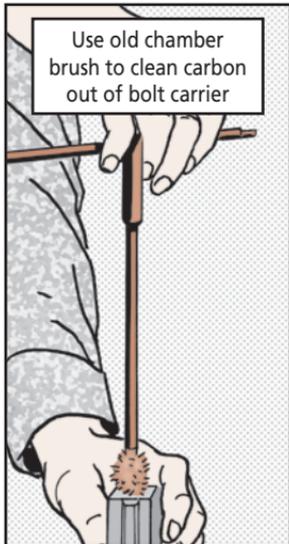
What you don't want to do is use a sharp object like the firing pin or a hanger to scratch out the carbon. That scratches the inside of the carrier, which leads to an even worse carbon buildup. Plus it blunts the tip of the firing pin.

Aubrey Nabb  
Jacob Moore  
SGT Edward Groudin  
Ft Lewis, WA

Inspect bolt lugs for  
hairline cracks, especially  
around extractor

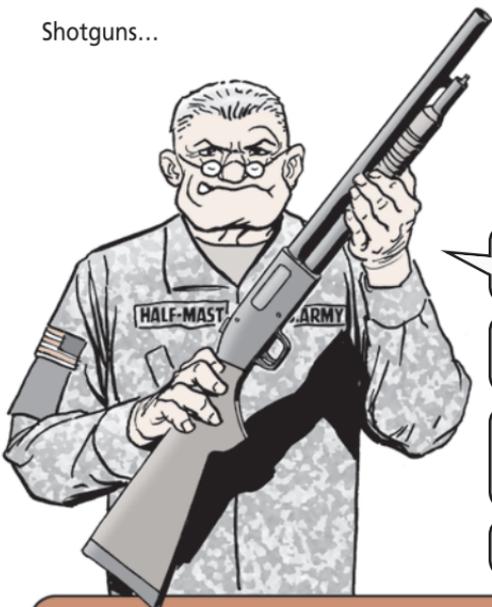


Use old chamber  
brush to clean carbon  
out of bolt carrier



Shotguns...

# Replace M1200 Shotgun with M500



IF YOUR UNIT HAS M1200 SHOTGUNS, IT SHOULDN'T. THE M1200 IS **OBSELETE** AND IS NO LONGER SUPPORTED BY THE ARMY.

REPLACE THE M1200 WITH THE M500 MOSSBERG SHOTGUN, NSN 1005-01-295-1832.

IF YOU NEED HELP DOING THIS, CONTACT TACOM-ROCK ISLAND'S FLORA TAYLOR AT DSN 793-1943, (309) 782-1943, OR EMAIL: [flora.taylor@us.army.mil](mailto:flora.taylor@us.army.mil)

THE M500 IS COVERED BY TM 9-1005-338-13&P.

## Don't Chamber Until Ready to Fire



**D**rop testing of both the Mossberg M500/M590 and Remington M870 shotguns has shown that they can fire if dropped muzzle first **even with the safety set.**

That could cause a fatal accident.

As a result, the following warning is being added to TM 9-1005-338-13&P:

“Operators should not chamber a round into the shotgun until they are ready to fire. Accidental discharge and injury could occur from dropping the shotgun in the muzzle down position.”

Armors, make sure everyone in your unit who uses a shotgun is aware of the warning.

# APPALLED BY MISSING PAWLS?

Dear Half-Mast,

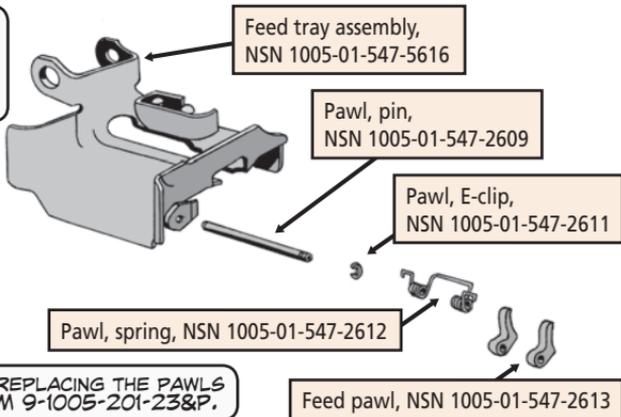
When the M249 machine gun's new feed tray is missing pawls, do you have to replace the whole feed tray or can you replace the pawls?

CPL J.S.

CORPORAL J.S.,  
YOUR FIELD SUPPORT  
CAN REPLACE MISSING  
PAWLS WITH THESE  
NSNs...



THE PROCEDURE FOR REPLACING THE PAWLS  
WILL BE ADDED TO TM 9-1005-201-23&P.



# RACK GUIDES FOR PISTOLS

Dear Half-Mast,

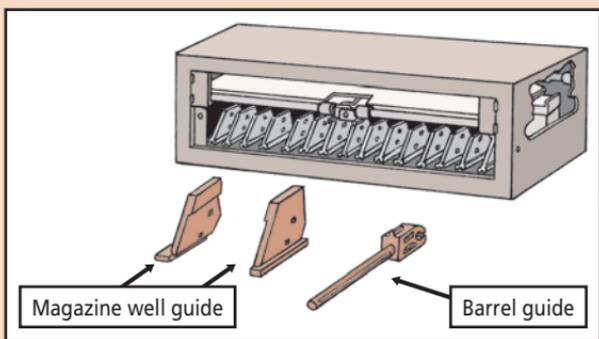
Where do you get the plastic clips for the M14 rack that the M9 pistol magazine well fits in?

SSG E.R.

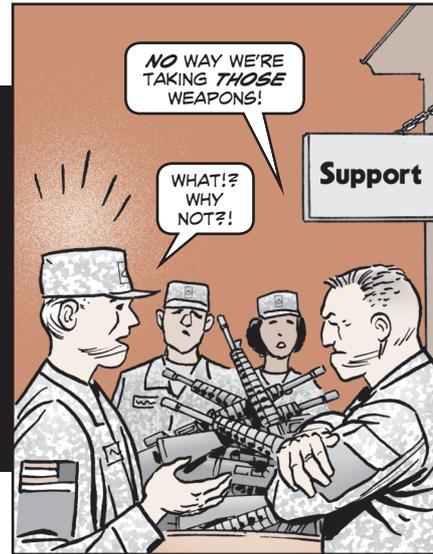
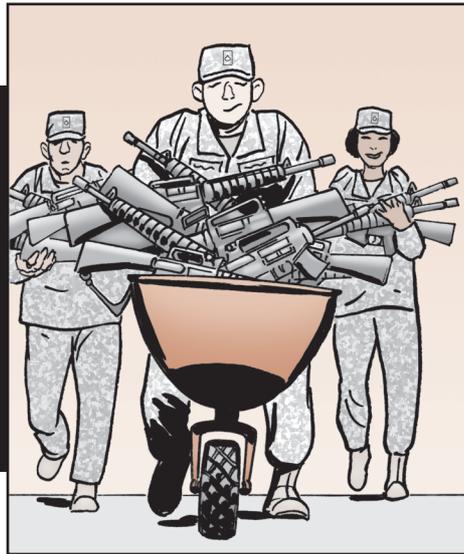
Dear Sergeant E.R.,

They're called  
magazine well guides  
and they come with  
NSN 1005-01-259-  
2898. You'll also need  
barrel guides, NSN  
1005-01-259-2897.

*Half-Mast*



# Let Field Support Support You!



Dear Editor,

Through our work repairing weapons here at the Ft Polk DOL, we've come up with several ways armorers can let their support support them:

**Clean weapons thoroughly before you take them for gaging or repair.** It is a waste of everyone's time to bring a dirty weapon to field support. A dirty weapon can't be gaged accurately, particularly for headspacing and barrel straightness. A dirty weapon will almost always flunk those two tests.

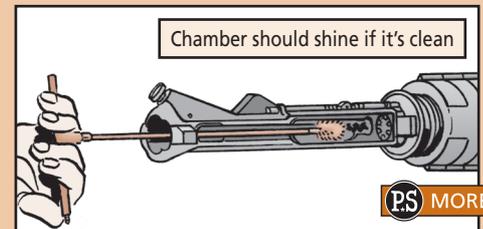
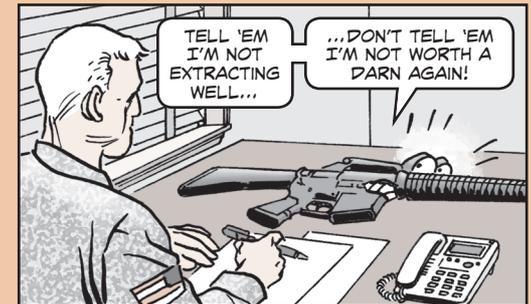
If we receive a dirty weapon, we immediately kick it right back to the unit, which means the armorer has to redo the paperwork. The armorer should check every weapon for cleanliness *before* he sends it to support.



**Be as specific as possible about what's wrong when you fill out paperwork for repairs.** Sometimes we receive forms that say nothing more than "Doesn't work." Then we have to try to figure out what the problem is. The more specific you are, the quicker we can repair the weapon.

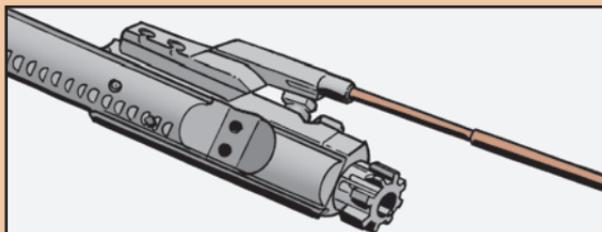
**Pay special attention to the chamber.** Armorers can save trips to support if they make sure the chambers of all their weapons are kept clean. A dirty chamber leads to extracting problems, which leaves shells stuck in the barrel. Once the barrel cools and contracts, it's sometimes impossible for us to get the shell out. Then we have to replace the barrel.

Some Soldiers think CLP alone will get the chamber clean. That's wrong. You need CLP (or RBC for the MK 19), a chamber brush, and lots of elbow grease to clean the chamber. A clean chamber should shine. You can check by shining a flashlight in the chamber.



**Check the M16/M4 bolt carrier key.** If the carrier key gets plugged up with carbon, the bolt won't go back far enough to chamber the next round. We're still finding Soldiers who are using cotton swabs to clean the carrier key. The cotton comes off inside the carrier key and plugs it up. Armorers should stress to their unit the only right way to clean the carrier key is with a worn out bore brush and CLP.

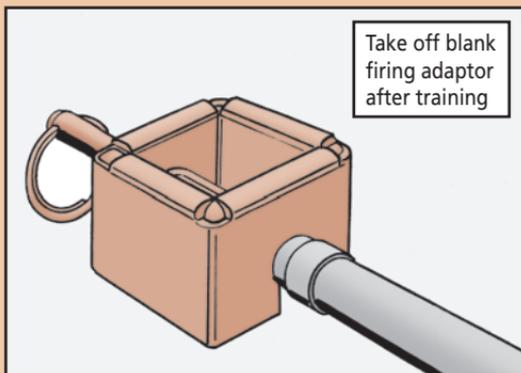
We recommend to armorers that they keep an old gas tube on hand. When they're checking weapons, they can stick the gas tube in the carrier key. If the tube sticks, they know the carrier key probably needs cleaning.



Use old gas tube to check if carrier key is OK

**Remove the blank firing adapter ASAP.**

Some units that spend most of their time training with blanks leave the blank adapters attached to the weapons, even when they're stored in the arms room. If the blank adapters are left on for a long time, they can become permanently stuck to the barrel. Then we have to replace the barrel. Remove the adapter when you're through training.



Take off blank firing adaptor after training

**Remember that carbon hardens.**

The longer you leave carbon in a weapon, the harder it is to clean out.

If carbon is left in your weapon, the next time you fire the carbon deposit just gets thicker and harder to remove. So cleaning your weapons immediately after firing will not only help your weapons, but also make cleaning easier in the future.

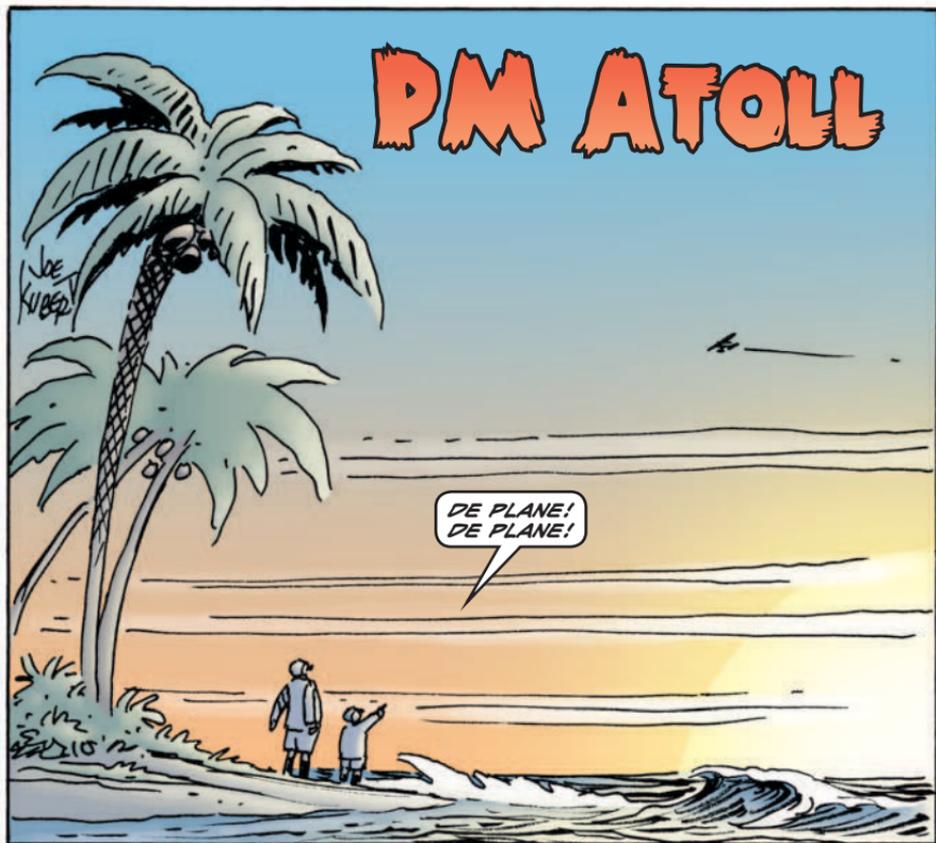


**Editor's note:** You guys are indeed the voices of experience. Thanks for sharing.

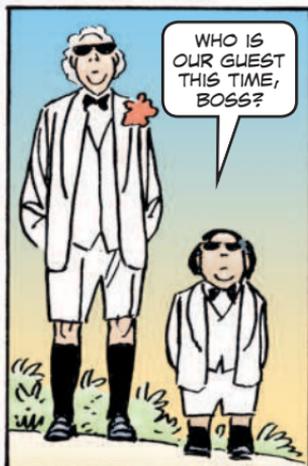
John Mayo  
Terry Goynes  
Ft Polk, LA

PS  
END

# PM ATOLL



DE PLANE!  
DE PLANE!



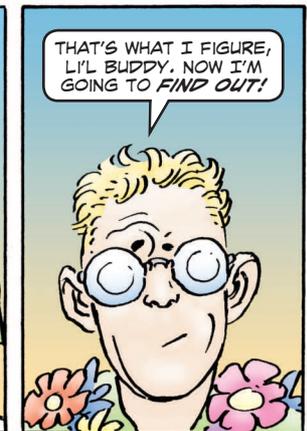
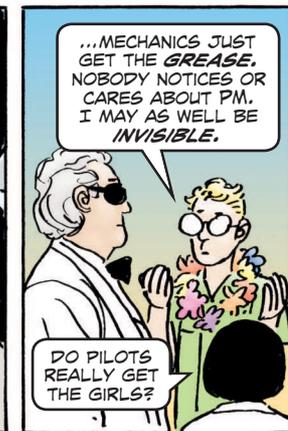
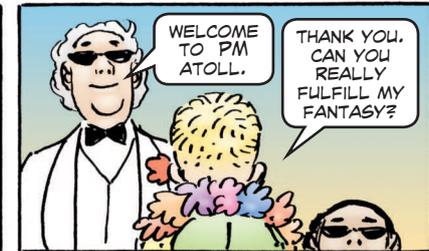
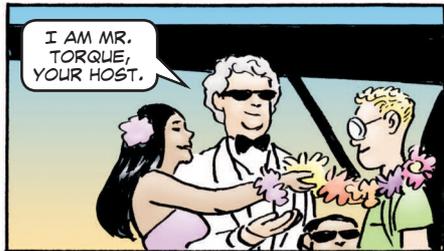
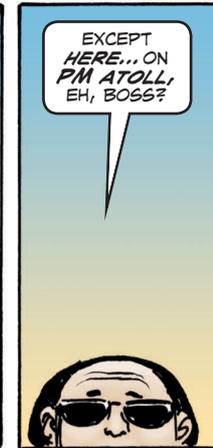
WHO IS  
OUR GUEST  
THIS TIME,  
BOSS?

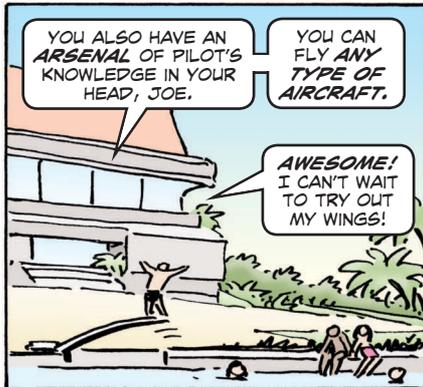
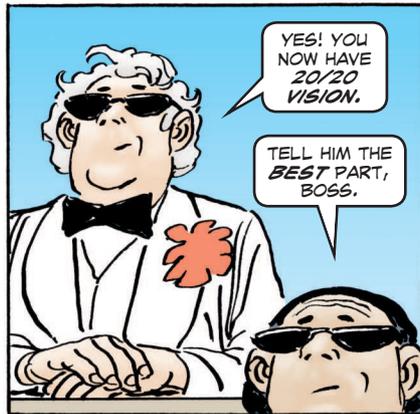
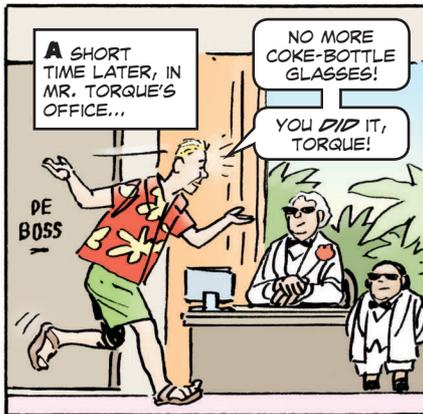


AN ARMY MECHANIC  
BY THE NAME OF JOE  
SNOW, BAMBOO.



HE IS A STAFF  
SERGEANT IN THE  
ARMY... AND...







AREN'T YOU GOING TO WISH ME LUCK?

I'M GOING TO PROPOSE TO CINDY.



I'M GOING TO SWOOP THE BIRD IN... LAND ON THE BEACH... AND SURPRISE HER.

I TOLD HER TO MEET ME AT NOON. I BETTER GO NOW.



OKAY, JUST PLAIN JOE... *GOOD LUCK.* BUT WITH THAT ROCK, YOU DON'T NEED IT.

JOE... WE WISH YOU THE VERY BEST. NOW YOU WILL LEARN WHAT IT MEANS WHEN DREAMS COME TRUE.



A SHORT TIME LATER...

**KOFF KOFF**

**GAH!** IT WON'T TURN OVER!

IT KEEPS COUGHING AND QUITTING!



HMM... LET'S SEE NOW...



ALL I NEED TO DO IS REPLACE THE -UH- THINGAMIJIG TO THE WHAT-CHA-MA-CALL-IT... NO...



...WAIT. *THAT* DOOHICKEY GOES *HERE*, DOESN'T IT?



MY GOSH! I'VE FORGOTTEN ALL MY MECHANICAL KNOWLEDGE!

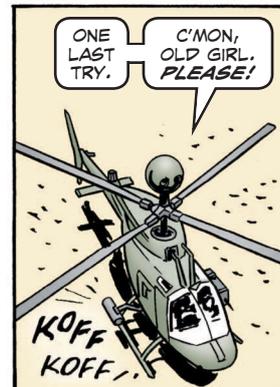


WAIT! THERE'S STILL THE *TM!*



OH, *NO!* THIS *TM* HASN'T BEEN UPDATED SINCE THE DARK AGES.

AND CINDY'S STILL WAITING FOR ME.



ONE LAST TRY.

C'MON, OLD GIRL. PLEASE!



NO-O-O-O



MUCH, MUCH LATER...

I'VE LEARNED MY LESSON, MR. TORQUE.

YES. YOU CHOSE TO SWAP ONE ABILITY FOR ANOTHER. BUT... AT WHAT *COST?*

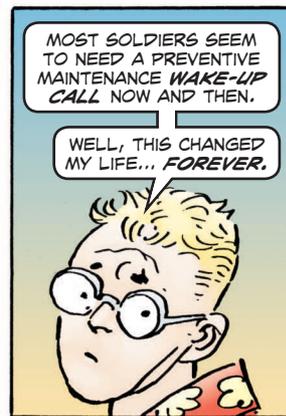


MR. TORQUE, YOU'VE TAUGHT ME HOW *IMPORTANT* MY *REAL* JOB IS.

I *DIDN'T* REALLY WIN A TRIP HERE, DID I?

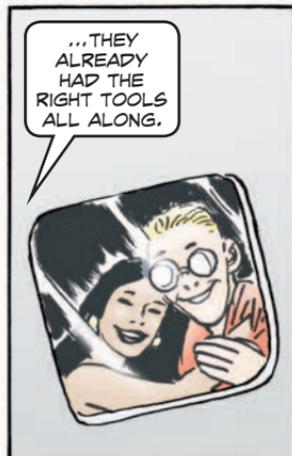
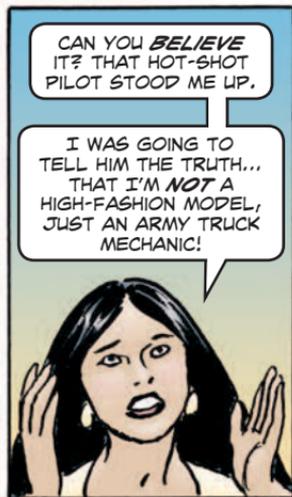
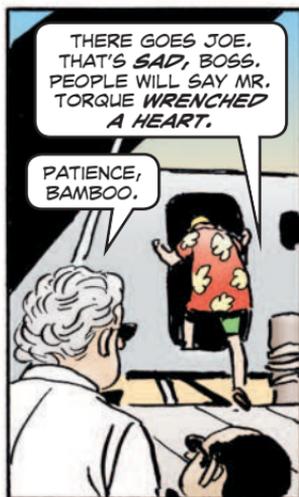


NO. MEMBERS OF YOUR UNIT PITCHED IN TO SEND YOU HERE.

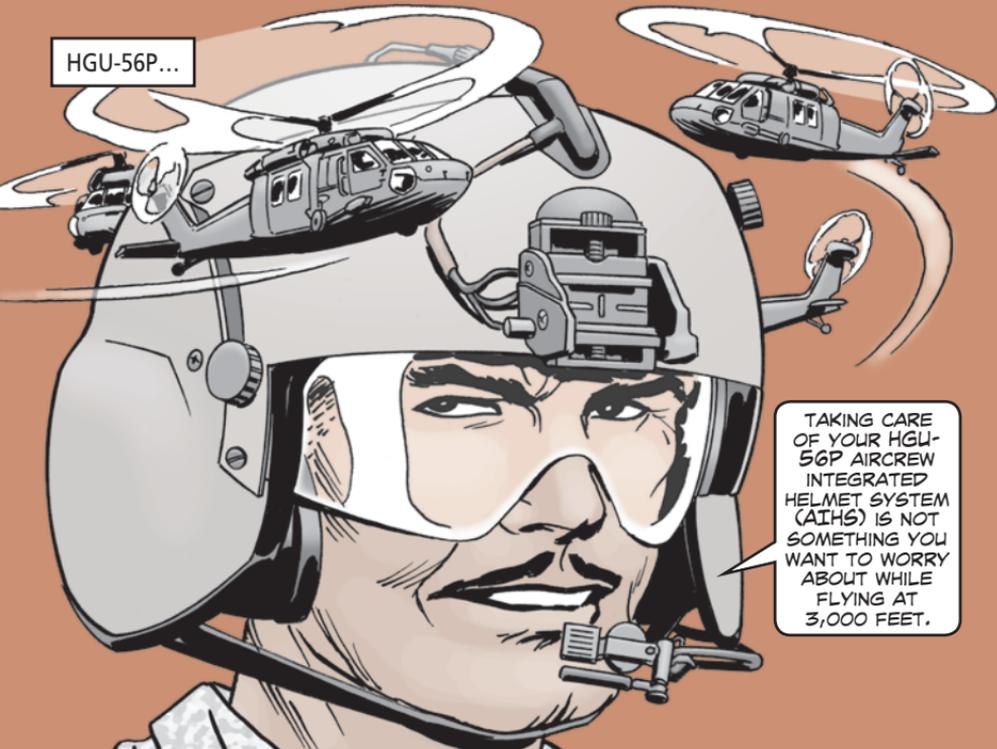


MOST SOLDIERS SEEM TO NEED A PREVENTIVE MAINTENANCE *WAKE-UP CALL* NOW AND THEN.

WELL, THIS CHANGED MY LIFE... *FOREVER.*



HGU-56P...



TAKING CARE OF YOUR HGU-56P AIRCREW INTEGRATED HELMET SYSTEM (AIHS) IS NOT SOMETHING YOU WANT TO WORRY ABOUT WHILE FLYING AT 3,000 FEET.

# AIHS Helmet Care

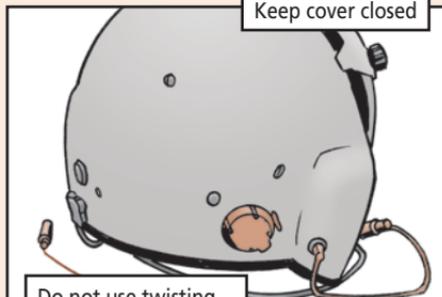
## Helmet

The connector assembly on the right side of the helmet shell is covered by a hinged dust cover. It is secured by a thin hook-and-pile patch. If you leave the cover open, dust gets in the helmet or the cover gets torn. Either way, dust will irritate your eyes and nose. That's not good while flying.

So keep the cover closed and if it gets damaged, let your ALSE shop know.

When using the communication ear plug (CEP), NSN 5965-01-504-0077, never remove the cable from the back of the helmet with a twisting motion. That could loosen the locknut or the back side of the connector and allow it to turn. If that happens, the soldered wires behind the connector assembly can come loose or short out.

Keep cover closed



Do not use twisting action to remove CEP

PS MORE

Remove the CEP by pulling it straight out of the connector.

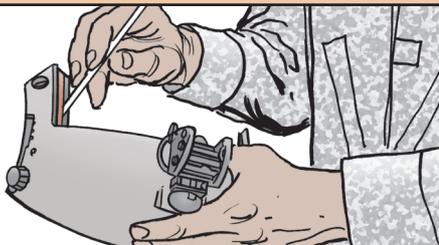
Some crews can't resist pulling on the helmet actuator knobs to force the visors down. That can break the actuator knobs and then the helmet is NMC until your ALSE shop replaces the visors.

To keep the visors in smooth operation, use low pressure air to blow out grit and sand from its tracks. Or use a pipe cleaner to remove gunk.

Visors sticking?  
Go easy on actuating knobs



Keep visor tracks clean

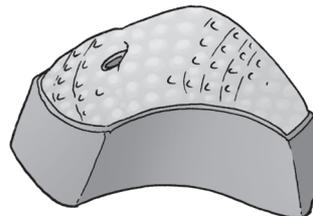


### Chin Strap and TPL Liner

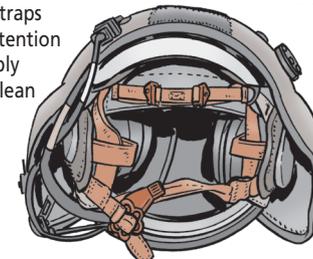
Taking care of your helmet means you should always keep your chin strap and thermal plastic liner (TPL), NSN 8415-01-395-0001, clean. That includes the retention assembly cloth, NSN 8515-01-394-8023. When sweat, body and hair oil, dirt and grease stink up the helmet, it's time to clean it.

Clean the TPL cover like it says in EM 0205, TM 1-1680-377-13&P. You can hand or machine wash the cover on the gentle cycle using liquid detergent, NSN 7930-00-282-9699.

Keep TPL clean



Keep straps and retention assembly cloth clean

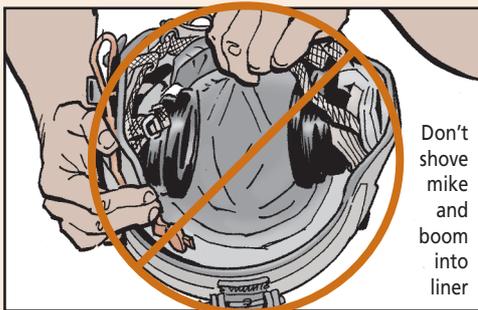


### Microphone and Boom

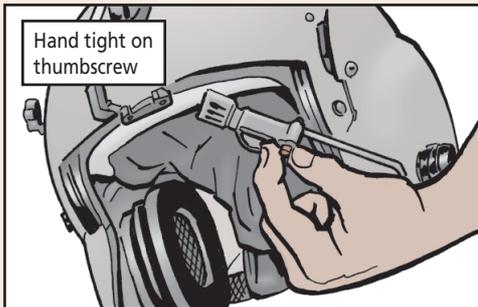
When you take off the helmet, don't shove the microphone and boom into the helmet liner. Move the mic and boom alongside the helmet.

Shoving the microphone and boom into the helmet liner can put a gouge in the liner. If that happens, the helmet is NMC until ALSE replaces the liner.

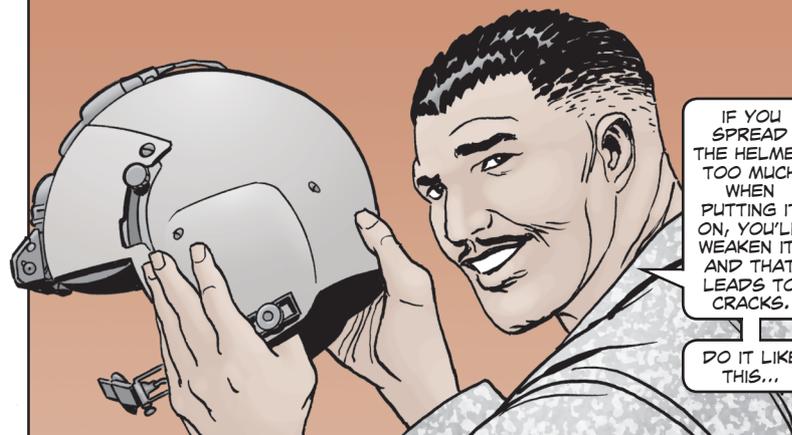
The microphone is held on the boom with a thumbscrew. Hand tight is all you need to keep it secure. If you overtighten the thumbscrew, you'll break the microphone and boom. Then it will flap, and you know you can't fly your bird holding a flapping mike with one hand and flight controls in the other.



Hand tight on thumbscrew



### Putting on Your Helmet



1. Hook your thumbs under the ear cups and spread the helmet slightly.
2. Place the front edge of the helmet firmly against the forehead.
3. Rotate the helmet rearward and down onto your head.
4. Press the helmet down firmly with both hands on top of the helmet.
5. Adjust the nape. When adjusting the nape straps, do not pull on the straps simultaneously. Pull on one and then the other in a see-saw fashion for a snug fit.
6. Adjust the chin strap.

PS  
END

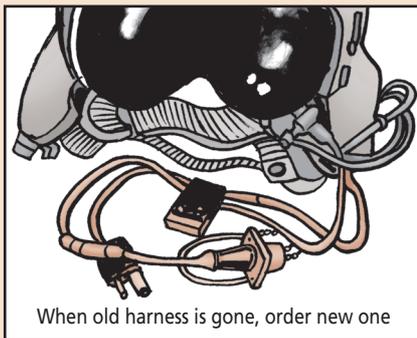
ALSE...

# Heads Up On IHADSS



This new harness will replace the legacy branched wiring harness, NSN 6150-01-186-8601, by attrition. Continue to request the legacy harness. When stocks are depleted, you will automatically receive the new harness.

When you receive the new harness, you will need assembly/disassembly procedures for it. They are not listed in TM 9-1270-233-23&P or TM 1-1520-Longbow/Apache.



So, eyeball TACOM MAM 09-002, *Helmet Unit, Branched Wiring Harness*, for the disassembly and assembly procedures. The MAM also lists materials and parts.

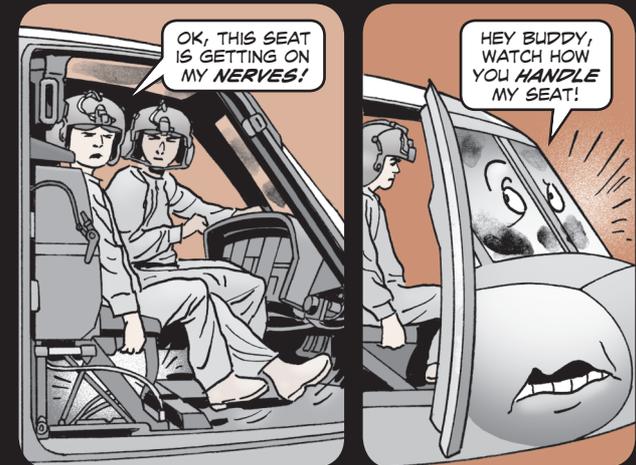
The instructions, figures and call-outs for this are also posted on the Air Warrior web site: <https://airwarrior.redstone.army.mil>

The new wiring harness info includes procedures for replacing defective parts. Replacing the harness is a field-level repair and can be tested with the helmet operational level tester (HOLT), NSN 4931-01-534-1228. Check out the manufacturer's user's guide that comes with the shipment.

ALSE repairers should use care when installing the sensor alignment scope on aircraft with the new wiring. That's because the electronic component assembly has less clearance around the sensor scope mounting nut-plate. Over-tightening the sensor scope screw could damage the circuit card housing and the card.

UH-60 Series...

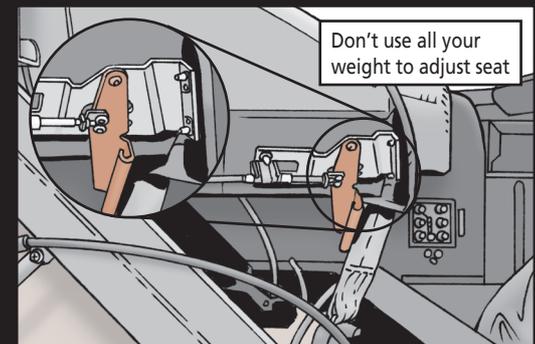
## Lift and Shift



Your Black Hawk pilot and co-pilot seats are not designed to allow the full force of your body weight to free fall into the seat.

When adjusting the seat it is a good practice to sit in the seat normally. Then move your body around and lift your body to adjust the seat.

Plopping into the seat, or slamming onto or bouncing on the seat to force adjustment can break or bend the vertical bracket under the seat. If that happens, your bird is NMC and the mission never gets off the ground.



ALSE...

WHEN IT COMES  
TO STUFFING  
YOUR PSGC'S  
POCKETS...

...KEEP IT  
SIMPLE!



The ALSE tech follows EM 0250 for packing items in the air warrior's primary survival gear carrier (PSGC).

After signing out the PSGC, go to the aircraft and see how you fit. If the radio, flashlight, magazine pouches, or utility pouch interferes with the aircraft controls, move them to a different place on the vest.

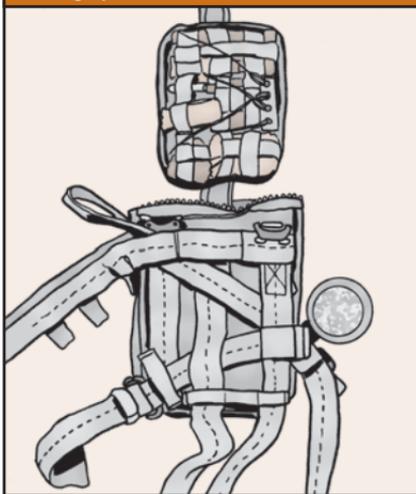
The magazine pouches are optional pockets. You are not required to carry your M4 magazines on the vest.

Some items in the PSGC are specifically arranged to help in an emergency, like when a buddy needs them to save your life. Rearranging those may put your life in harm's way.

Moving the tourniquet, first aid platform, signaling platform and extraction strap means your buddy has to go on a hunting trip to find those items in an emergency. Time matters when your life is on the line.

Larger items like the radio are easy to find and are not as critical in an emergency as the first aid items.

Arrange pockets to interface with aircraft



### Follow Inspection Date

When any equipment is signed out from the ALSE shop, such as the PSGC, helmets or vests, don't wait until the service inspection date is past due to turn them in.

Check the inspection date on DD Form 1574—that's the yellow tag—and head for the ALSE office when your time comes. If everyone overlooks the due date, you can be sure of long lines and an angry ALSE tech.

ELSE...

# PROTECT CONTAINER CONTENTS

*PEE-YOO!* MY WATER  
PACKETS MUST HAVE RUPTURED  
INSIDE HERE AGAIN!

MAYBE NEXT TIME YOU'LL  
PUT THOSE PACKETS IN A  
PLASTIC BAG



Dear Blade,

The Aircraft Modular Survival System (AMSS) kits we issue for missions usually have no problems. We pack 'em up and don't reopen them until the yearly inspection. During that time, they get moved around frequently.

Lately, during our yearly inspection, we opened the AMSS cases and found many of the 18 water packets ruptured or punctured.

When this happens, mildew sets in and ruins unprotected items in the case, like tents and food items. It's a really stinky mess to clean up. Some items in the kit are ruined and have to be thrown away and replaced.

We decided the best way to protect the contents of the kits from water damage is to put the water packets in a plastic bag with tear tabs. So if they break open, the water is contained in the bag and won't ruin everything in the kit.

Protect water packets  
before placing into  
AMSS kit

SSG Mike Thompson  
3-25 Medevac



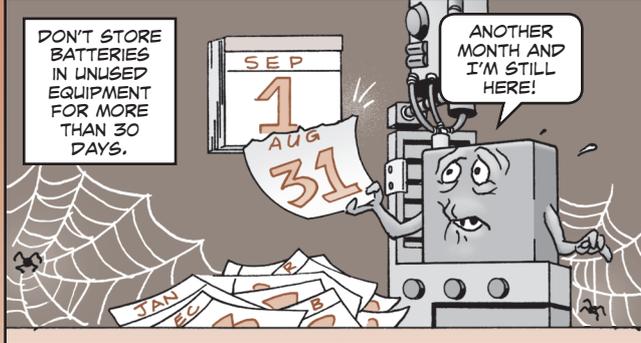
*GOOD JOB!* IT  
LOOKS LIKE YOU  
HAVE THIS PROBLEM  
ALL MOPPED UP.



# SEVEN FOR SAFETY!

AS A SOLDIER, YOU LIVE IN A WORLD OF LITHIUM NON-RECHARGEABLE BATTERIES AND THAT WORLD CAN BE A DANGEROUS ONE.

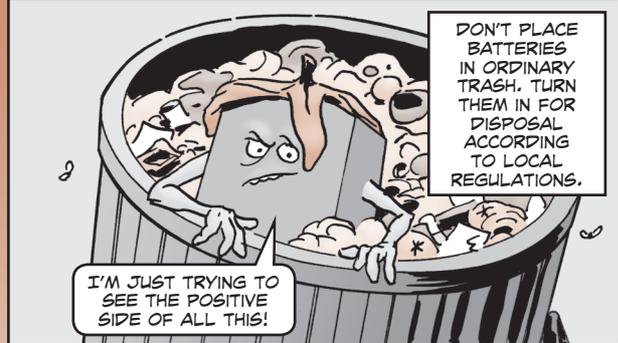
HERE ARE SEVEN SAFETY TIPS FOR YOU TO REMEMBER AND OBSERVE...



DON'T STORE BATTERIES IN UNUSED EQUIPMENT FOR MORE THAN 30 DAYS.

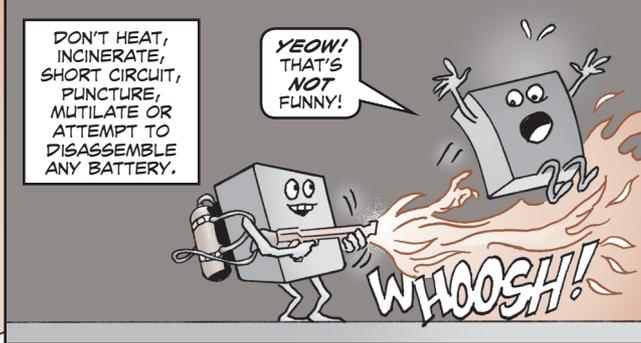
ANOTHER MONTH AND I'M STILL HERE!

DON'T USE ANY BATTERY WHICH SHOWS SIGNS OF DAMAGE, SUCH AS BULGING, SWELLING, DISFIGUREMENT, LEAKING OR STAINING INSIDE THE PACKAGING. KEEP ALL BATTERIES IN THEIR ORIGINAL PACKAGING UNTIL USE.



DON'T PLACE BATTERIES IN ORDINARY TRASH. TURN THEM IN FOR DISPOSAL ACCORDING TO LOCAL REGULATIONS.

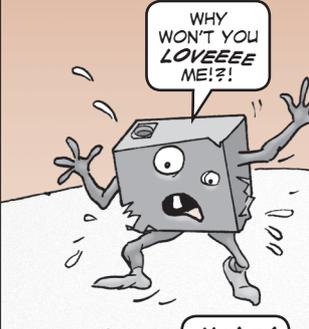
I'M JUST TRYING TO SEE THE POSITIVE SIDE OF ALL THIS!



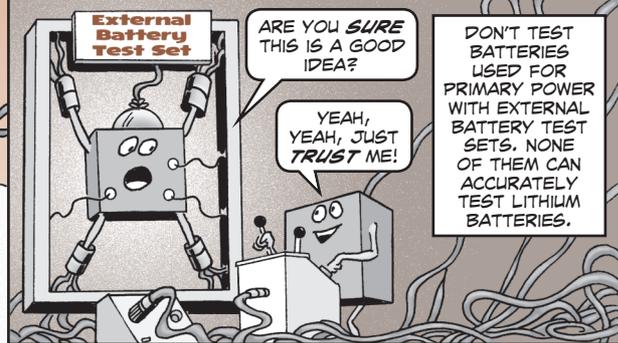
DON'T HEAT, INCINERATE, SHORT CIRCUIT, PUNCTURE, MUTILATE OR ATTEMPT TO DISASSEMBLE ANY BATTERY.

YEOW! THAT'S NOT FUNNY!

WHOOOSH!



WHY WON'T YOU LOVEEE ME!?!

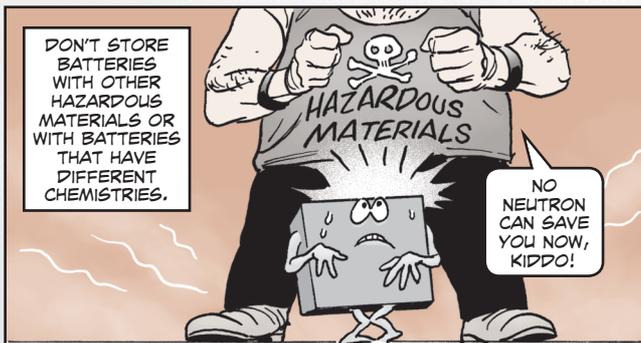


External Battery Test Set

ARE YOU SURE THIS IS A GOOD IDEA?

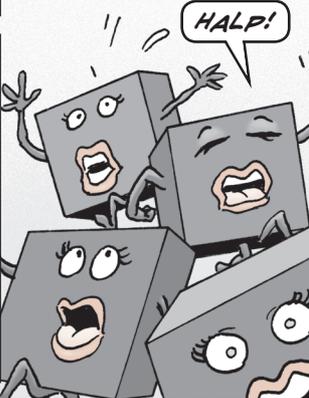
YEAH, YEAH, JUST TRUST ME!

DON'T TEST BATTERIES USED FOR PRIMARY POWER WITH EXTERNAL BATTERY TEST SETS. NONE OF THEM CAN ACCURATELY TEST LITHIUM BATTERIES.

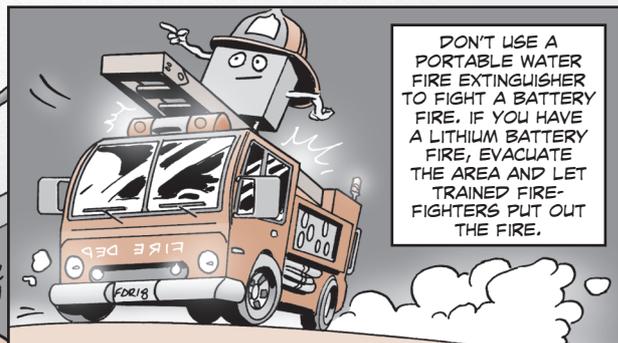


DON'T STORE BATTERIES WITH OTHER HAZARDOUS MATERIALS OR WITH BATTERIES THAT HAVE DIFFERENT CHEMISTRIES.

NO NEUTRON CAN SAVE YOU NOW, KIDDO!



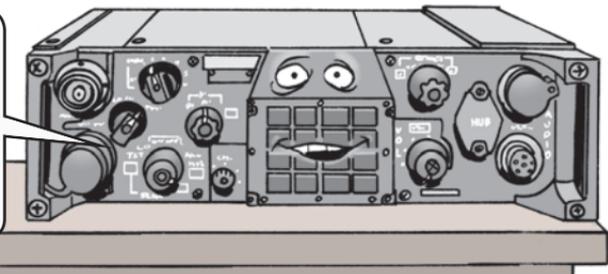
HALP!



DON'T USE A PORTABLE WATER FIRE EXTINGUISHER TO FIGHT A BATTERY FIRE. IF YOU HAVE A LITHIUM BATTERY FIRE, EVACUATE THE AREA AND LET TRAINED FIRE-FIGHTERS PUT OUT THE FIRE.

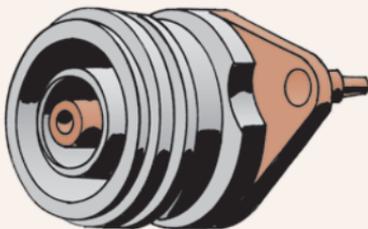


# MAKE THE *RIGHT* ANTENNA CONNECTION!



Dear Editor,

There is a new external antenna connector that you will receive when you order NSN 5935-01-386-0360. It's shown as Item 15 in Fig 52 of TM 11-5820-890-30P-1 for the RT-1523, -1523B and -1523C.



Item number	SMR Code	NSN	CAGEC	Part number	Description and usable on codes (UOC)	Qty
15	PAOZZ	5935-01-386-0360	80063	A3167886-1	Connector, receptacle UOC: JER	1

The old connector had to be soldered to the internal circuit board. The new connector—now the only connector you can get—does not need to be soldered. It snap fits!

So far, so good, but the new connector needs a new internal circuit card in order to work. The old circuit card, NSN 5998-01-384-4004, Item 21 in Fig 52 of TM 11-5820-890-30P-1, will not work with the new connector.

Item number	SMR Code	NSN	CAGEC	Part number	Description and usable on codes (UOC)	Qty
21	PAFZZ	5998-01-384-4004	80063	A3190963-1	Circuit card assembly antenna switching	1

To solve this problem, CECOM has bundled a new connector and a new circuit card in one package. Order it with NSN 5895-01-384-4645.

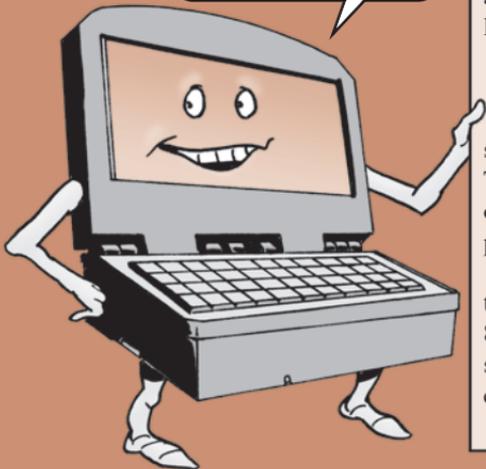
So, if you need a new connector, order the package instead and change the connector and the circuit card at the same time.

Ira Weiner  
Tactical Radio Branch  
Ft Monmouth, NJ

*Editor's note: Ira says this replacement is a snap! CECOM LARS, make sure the units you support get this info, so they don't have a compatibility issue between the new connector and the internal circuit card.*

# MORE SIMPLE KEY LOADER ADVICE!

I'VE GOT **GOOD**  
ADVICE FOR ALL YOU  
AN/PYQ USERS!



**T**here are two things you need to know about the AN/PYQ-10(C) simple key loader (SKL).

First, bookmark this website:

[https://rdit.army.mil/AKMS\\_GSC](https://rdit.army.mil/AKMS_GSC)

This website provides great info on the simple key loader, like the latest version of TM 11-5810-410-13&P and information on how to upgrade the software to the 6.0 package.

Second, write down and keep handy the toll-free number to the SKL Help Desk: 1-866-651-1199. They're ready to help you solve all your SKL problems. You can also email them:

[acesct3helpdesk@css-inc.biz](mailto:acesct3helpdesk@css-inc.biz)

## A NEW SB 11-6 IS HERE!

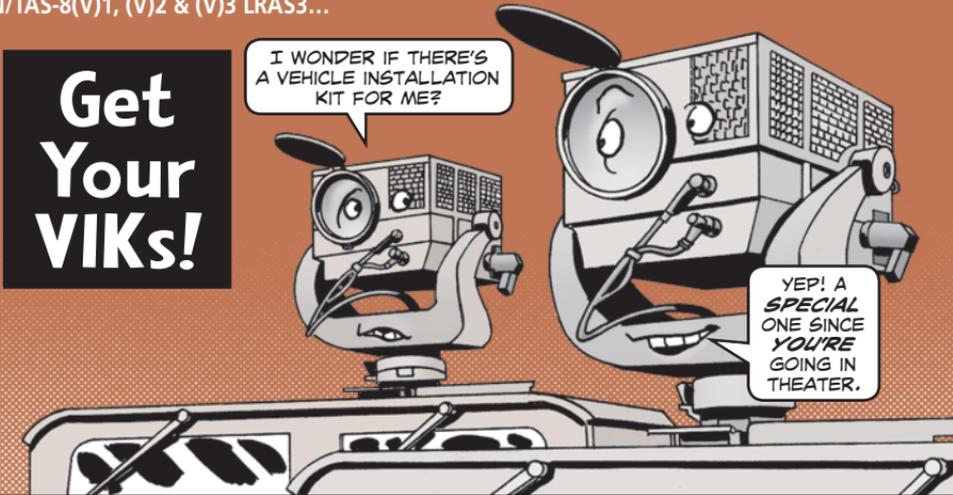


SB 11-6, COMMUNICATIONS-ELECTRONICS BATTERIES SUPPLY AND MANAGEMENT DATA (FEB 10), HAS ARRIVED AND REPLACES THE JUNE 01 EDITION.

YOU CAN **DOWNLOAD** IT ON THE LOGSA ETM WEBSITE.

IT CONTAINS A **WIDE VARIETY** OF COMMO BATTERY INFORMATION INCLUDING STORAGE, SHELF-LIFE, DISPOSAL, SAFETY, REQUISITIONING AND TRANSPORTATION.

# Get Your VIKs!



I WONDER IF THERE'S  
A VEHICLE INSTALLATION  
KIT FOR ME?

YEP! A  
**SPECIAL**  
ONE SINCE  
**YOU'RE**  
GOING IN  
THEATER.

Dear Editor,

I am an ILS manager for the long range scout surveillance system (LRAS3) AN/TAS-8(V)1, (V)2, & (V)3. I need to get the word out to units using LRAS3 systems that vehicle integration kits (VIKs) are available for vehicles in theater. A VIK lets the LRAS3 be mounted on vehicles that have installed equipment that would prevent a standard installation.

First, a VIK is available to integrate the LRAS3 onto vehicles equipped with the objective gunners protection kit (OGPK) and associated battery-power, motorized-traversing unit (BPMTU). That VIK is the MK-3049/TAS, NSN 5895-01-567-0814.

The MK-3049/TAS works on all versions of the HMMWV and MRAP platforms including the M-ATV.

However, these integration kits do not let you put the LRAS3 on vehicles that have the OGPK overhead armor protection.

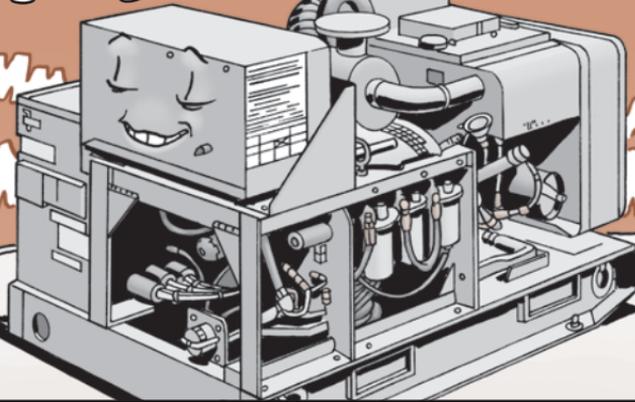
Second, a VIK is available to integrate the LRAS3 onto vehicles like M1025 and M1026 HMMWVs equipped with the standard manual turret. That VIK is the MK-2959/TAS, NSN 5895-01-567-0822.

Third, a VIK is available to integrate the LRAS3 onto vehicles like M-1151 and M-1114 HMMWVs equipped with the GPK non-powered turret. That VIK is the MK-3146/TAS, NSN 5895-01-584-4305.

Robert E. Youngblood  
LRAS3, ILS Manager  
Ft Belvoir, VA

**Editor's note:** As always, Robert, you have good, absolutely need-to-know, info for LRAS3 users. Also, listen up! Deploying units should not take any component parts of the CONUS VIKs to either theater of operations. These kits are not compatible and will not work properly.

# Keeping the Ol' Gal Hummin'



Dear Half-Mast,

When it comes to equipment, sometimes the National Guard gets no respect. For example, we've got some really old MEP-002A 5-kW diesel generators that we need to keep running. It's always been tough, but now it's even tougher. The parts manual, TM 5-6115-584-24P, is obsolete! What should I do? I'm running out of baling wire and spit.

SGT W.R.M.

SERGEANT W.R.M., I FEEL YOUR PAIN.

ONCE I KEPT A DEUCE-AND-A-HALF RUNNING WITH POP-SICLE STICKS AND CHEWING GUM.



LUCKILY, YOUR PROBLEM IS *EASIER* TO SOLVE. THERE STILL IS AN ACTIVE PARTS' MANUAL FOR THIS GENERATOR.

THE FIRST NUMBER HAS CHANGED FROM A 5 TO A 9.



THE PARTS' MANUAL IS NOW TM 9-6115-584-24P. THE OTHER MANUALS, THE -12, -34 AND -HR, ARE STILL TM 5-6115-584-.

ALL THE MANUALS, INCLUDING THE PARTS MANUAL, ARE ON THE LOGSA ETM WEBSITE AND ON EM 0086.



# How to Get Along with Your Mask!

LET'S WORK TOGETHER!

WE'LL EACH DO OUR PART TO PROTECT EACH OTHER!



You and your M40/M42 mask are in this together. You expect your mask to protect you against chemical/biological agents that can cause agonizing death. And your mask expects you to protect it from things that can cause it agony. Here are a few ways to help you get along with your mask:

**Store it right!** The No. 1 killer of masks is folding a mask to put it in its carrier. That usually shears off the drink tube, punctures or deforms the facepiece, or cracks the eyelenses.



The No. 2 killer is sitting on the mask carrier or piling stuff on it. Your mask can't stand up to that weight, especially if it's also folded in the carrier.

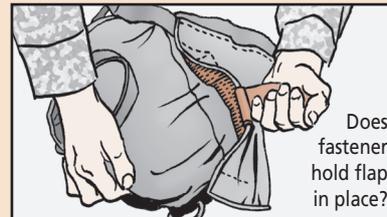


Don't put anything else in the carrier besides the mask and its accessories. Jamming other equipment in the carrier can damage critical mask components.

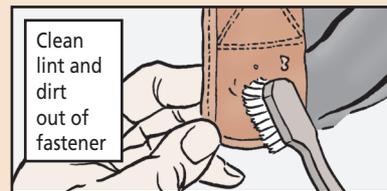
The proper way to store both the M40 and M42 mask in their carriers is upright with the eyelenses facing away from your body. See WPs 0005-29 and 0005-42 of TM 3-4240-346-10 for more details.



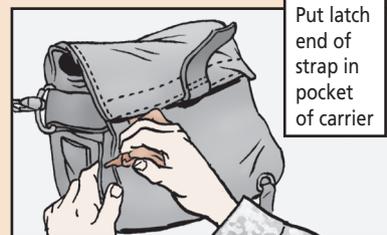
**Take care of the carrier.** It's usually ignored. If it's in bad shape, your mask can fall out and disappear. The carrier's hook-and-pile fastener is often what goes bad first. If the fastener can't hold, the carrier flap comes loose and everything inside tumbles out. Make sure the fastener securely holds the flap in place. If it doesn't want to stick together, tell your CBRN specialist that you need a new carrier.



The fastener will do a better job if you clean lint and dirt out of it with the nylon brush that comes with the mask.



Don't let the carrier straps dangle. Otherwise, they can catch on things in the field. Put the latch end of the strap that's not being used in a pocket of the carrier. Don't put the strap in the carrier where the latch can scratch the eyelenses.



**Use the outserts.** If they're scratched up, they can be replaced. If the eyelenses are too scratched up to see through, the whole facepiece must be replaced.

After you wash out the mask, make sure the outserts and eyelenses are completely dry before you store the mask. Your CBRN specialist should have cheesecloth for wiping the mask dry. Water trapped between the outserts and eyelenses can spot and fog the lenses.



**Drink nothing but water through the drink tube.** Soft drinks and sports drinks leave a residue in the drink tube. That residue turns to sludge and fouls the drink tube and can cause it to leak. Then you're in for a bad day on a hot day while wearing your mask.

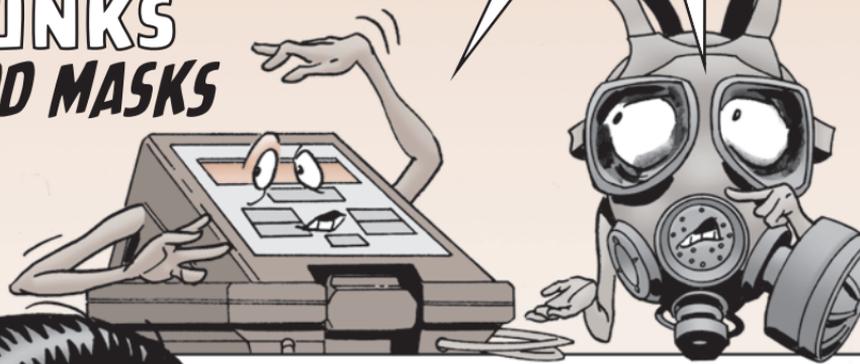


# NO CALIBRATION FLUNKS GOOD MASKS

MASK,  
WHAT  
MASK?

I DON'T  
SEE ANY  
MASK!

I THINK THIS  
PATS IS  
OVERDUE FOR  
CALIBRATION.



THE M41 PATS  
(PROTECTION  
ASSESSMENT TEST  
SYSTEM) WON'T STAY  
ACCURATE FOREVER.

IF PATS GOES YEAR  
AFTER YEAR WITHOUT  
CALIBRATION, IT STARTS  
FLUNKING PERFECTLY  
GOOD MASKS.

Unfortunately, PATS calibration is being widely ignored by CBRN specialists. The Army reports a huge drop in the number of PATS coming in for calibration. If you CBRN specialists ignore the PATS calibration requirement, it will cause you even more work trying to figure out why your unit's masks are flunking the PATS test.

Save yourself trouble by making sure PATS is sent off to TMDE for calibration every 18 months. TMDE completely disassembles PATS, cleans it, checks out all components and accessories and repairs them if necessary, and re-calibrates it. They also install a diagnostic upgrade. When they're finished, PATS is better than new.

It's easy to tell if your PATS is ready for a trip to TMDE. Look at its calibration sticker. It gives the due date for the next calibration. If it's missing the sticker, your TMDE should have a record of when the PATS was last calibrated.



Check sticker for next  
calibration due date

GEE, I'VE  
BEEN SITTING  
FOR MONTHS!

I REALLY NEED A  
BATH IF I'M GOING  
TO BE ACCURATE!



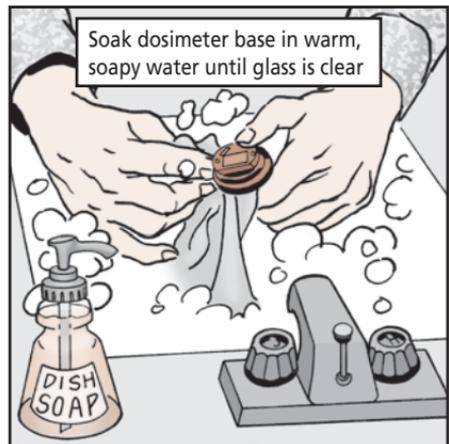
## DOSIMETER BEEN SITTING? IT MAY NEED A BATH!

**I**f the DT-236 dosimeters, NSN 6665-01-043-2191, for the AN/PDR-75 radiacmeter have been sitting for a long time, they may have lost their accuracy. If that's the case, the dosimeters will give readings on the CP-696/PDR-75 computer indicator that are out of tolerance on the low side.

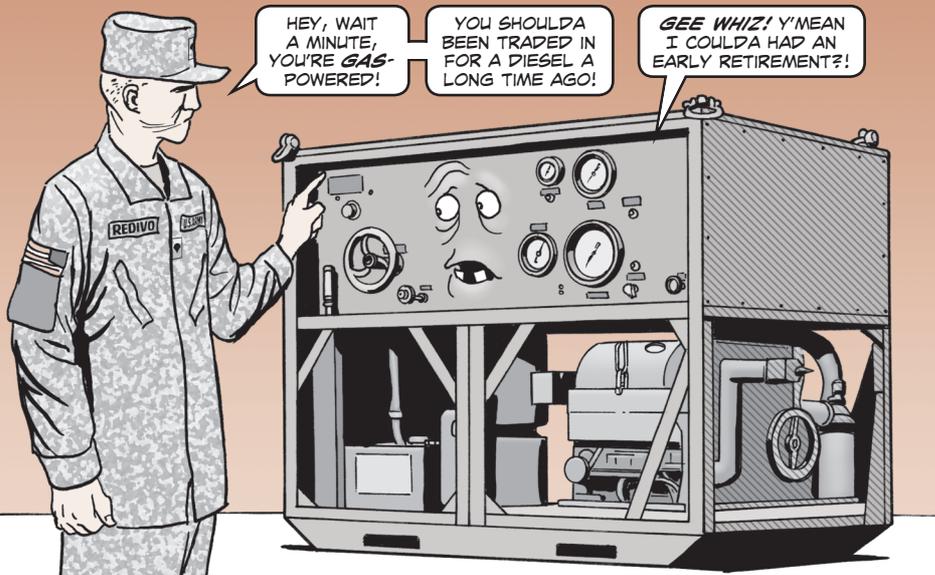
If your dosimeters have been sitting, they may need a simple cleaning to correct the problem. CBRN specialists, to check if a dosimeter needs cleaning, open it following the procedure in Para 2.6 of TM 11-6665-236-12. With the cover removed, see if the phosphate glass is clear. If the glass is clear, the dosimeter doesn't need cleaning. Put it back together.

But a milky white coating on the surface of the glass means the dosimeter base needs cleaning. Place the dosimeter base in a solution of warm water and liquid dishwashing detergent and let it soak for 5-10 minutes. Rinse the dosimeter base in plain water and let it dry completely. If the glass is now clear, reassemble the dosimeter. If it's not clear, repeat the cleaning process until it is clear.

To make sure your dosimeter keeps working correctly, remember to check it annually like the TM says.



# Are Your M12s Diesel Yet?



If you still have gas-powered M12A1 decons, you are way out-of-date. All the M12 gas versions should have been traded in for the diesel M12 by now.

If you still have the gas version, the Army wants to know about it. Please contact TACOM-RI's Derek Meredith at DSN 786-2749, (586) 786-2749, or email:

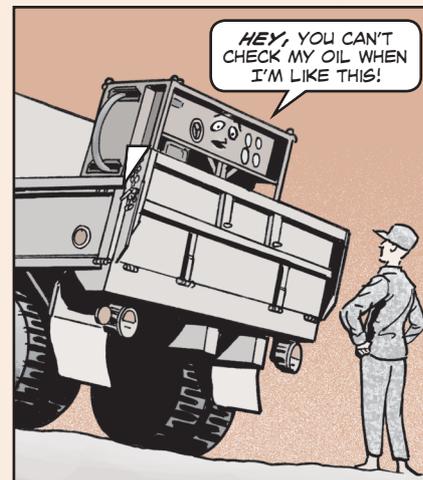
[derek.b.meredith@us.army.mil](mailto:derek.b.meredith@us.army.mil)

He will provide disposition and shipping instructions for your M12.

## Diesel Differences

There are a few differences with the diesel version you need to remember. You don't need to remove all the engine compartment panels for the diesel. Just the back one will do. But don't forget it when you do operate. Otherwise, the exhaust has no place to go.

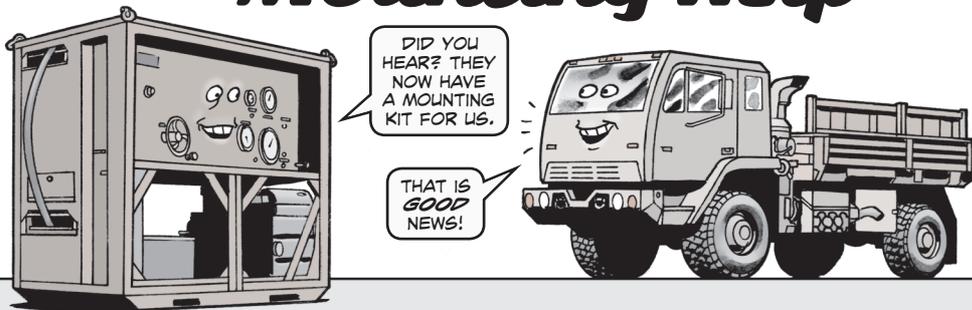
Changing the oil is much easier with the diesel. Change the engine oil after the first 20 hours of operation or at the end of the first month after you receive the M12. After that, change the oil every 100 hours of operation or annually, whichever comes first. When you check the oil, make sure the M12 is on level ground and the engine is stopped.



The oil from the diesel drains slowly and it may take two hours to completely drain it. Run the engine for at least 5 minutes before you change the oil and follow the proper shutdown procedures when you turn off the engine.

Slowly pour 1 3/4 quarts of new oil into the filler cap hole, periodically checking the dipstick for the proper fill level. After you've finished adding oil and installing a new oil filter, run the engine for 1 minute and look for leaks. Stop the engine and wait a couple of minutes. Check the dipstick to make sure the oil level is between the tick marks.

# Mounting Help



If you mount your M12A1 decons on FMTV trucks, you now have mounting help. An FMTV mounting kit can be ordered with NSN 4230-01-510-0256.

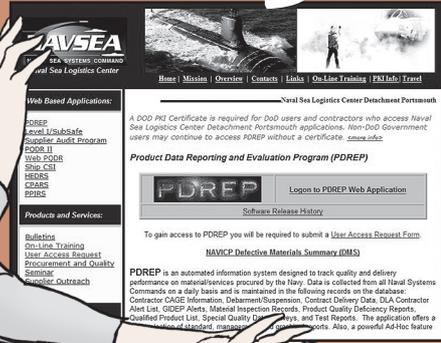
For mounting the M12 on 800- and 900-series 5-ton trucks, you are left with two choices, ratchet straps or angle iron. NSN 3990-01-204-3009 brings straps rated for up to 10,000 pounds.

For the angle iron, cut a piece to fit each skid of the M12, heater, and tank. Drill two holes in each piece of angle iron and bolt them to the truck bed. But it's still a good idea to use the ratchet straps, even with the angle iron. Just make sure to remove the straps when you're ready to operate so that they don't interfere with the M2 heater top cover.

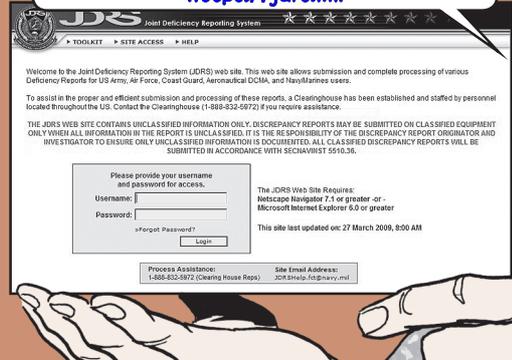
# PQDR URL Changes!

MIND YOUR Ps AND Qs, SOLDIERS!

THE WEBSITE FOR SUBMITTING NON-AVIATION/MISSILE WARRANTIES, EIRS AND PQDRs HAS CHANGED!



THAT'S TRUE, CONNIE, BUT WE ALSO NEED TO REMIND SOLDIERS THAT ALL AVIATION AND MISSILE DEFICIENCY REPORTS, WARRANTY CLAIMS OR PQDRs SHOULD BE SUBMITTED TO THE JOINT DEFICIENCY REPORTING SYSTEM AT <https://jdrs.mil>



THE ARMY IS CONSTANTLY CHANGING AND SO ARE ITS URLS. WEBSITES YOU MAY HAVE USED FOR YEARS CAN SUDDENLY VANISH. AND OLD WEB SURFING HABITS ARE HARD TO ERASE—JUST LIKE THOSE BELOVED BROWSER BOOKMARKS!



## PDREP PQDR

This is the preferred method for submitting PQDRs or warranty claims. You'll need your common access card (CAC). If you're a first-time user, request initial access to PDREP by clicking on [User Access Request](#). Complete the form, making sure you check off which PDREP application(s) you need to access. Note: A government sponsor or supervisor must sign off on your request. Fax the completed form to (207) 438-6535. You'll get back an email from the Naval Sea Logistics Center with your user ID and password. The benefits of the PDREP PQDR method include real-time tracking of PQDRs, auto-fill forms and data entry validation. Search functions, reports and notifications are fully enabled.

If you need to submit Product Quality Deficiency Report (PQDRs) or product warranty claims, the Army Electronic Product Support System (AEPS) is no longer the place to do it.

Now, Army users must submit all non-aviation/missile warranty, equipment improvement reports, and CECOM-managed (B16) items to the Product Data Reporting and Evaluation Program (PDREP) site:

<http://www.nslcptsmh.csd.disa.mil/pdrep/pdrep.htm>

There are two ways you can access and use PDREP for submitting reports or claims. Note: When using either PQDR or EZPQDR for a warranty claim, answer "yes" in block 19a of the form.

## EZPQDR

This option works better for users with limited bandwidth, like deployed Soldiers. You'll still need your CAC. From the PDREP website, choose [Web PQDR](#), then [EZPQDR](#). Choose [Army EZPQDR](#). Click on this link, sign in with your CAC and complete and submit the form.

A PDREP account is not required in this method, but there is limited data validation, no auto-fill form, and no direct access to the benefits of a PDREP PQDR account.

## Training and Help

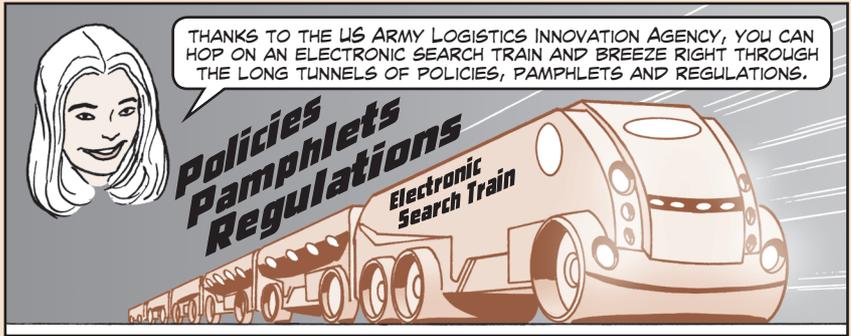
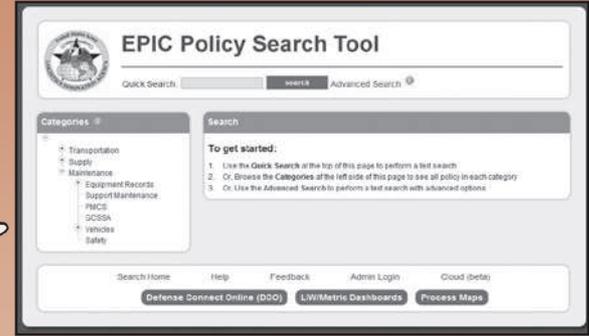
From the main website, choose [Online Training](#) for a list of downloadable training modules. For step-by-step PQDR or EZPQDR instructions, click [Online Training](#), then [Product Quality Deficiency Report](#) and [Army Originator Instructions](#).

For customer support and technical issues, contact the PDREP help desk at DSN 684-1690, (207) 438-1690, or email: [webptsmh@navy.mil](mailto:webptsmh@navy.mil)

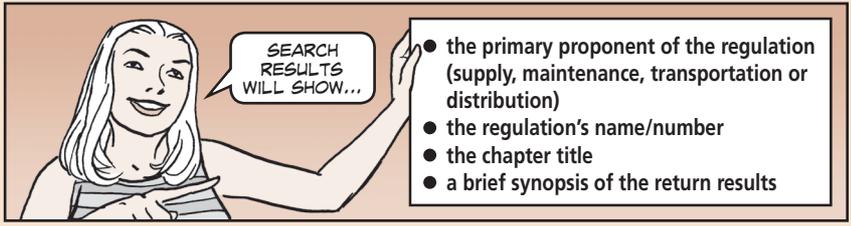
# INTRODUCING AN EPIC SEARCH TOOL

FINDING SOLUTIONS FOR LOGISTICAL PROBLEMS CAN BE TOUGH...

...BUT WADING THROUGH YEARS OF ARMY POLICY DOESN'T HAVE TO BE.



THANKS TO THE US ARMY LOGISTICS INNOVATION AGENCY, YOU CAN HOP ON AN ELECTRONIC SEARCH TRAIN AND BREEZE RIGHT THROUGH THE LONG TUNNELS OF POLICIES, PAMPHLETS AND REGULATIONS.



SEARCH RESULTS WILL SHOW...

- the primary proponent of the regulation (supply, maintenance, transportation or distribution)
- the regulation's name/number
- the chapter title
- a brief synopsis of the return results

The Enterprise Policy Interactive Capability (EPIC) is a web-based quick reference tool that was designed to end those time-consuming searches through official publications.

Like commercial search engines, EPIC allows simple word or complex phrase searches. Its search can retrieve exact paragraphs from publications.

Policies can be grouped by topic, and results sorted vertically by discipline or horizontally across cross-disciplines. This function allows cross-checking of conflicting policies. You can click on any links that surface to view full documents. EPIC also includes all ALARACTs sent out since 2003 in its search results.

Check out the EPIC policy search tool: <https://epic.lia.army.mil>

Soldiers are encouraged to submit feedback or comments at the website.

For more information about EPIC, contact Demetrius Glass, DSN 771-4776, (717) 770-4776, or email: [de.glass@us.army.mil](mailto:de.glass@us.army.mil)

For website technical issues, email: [epic.nclt@conus.army.mil](mailto:epic.nclt@conus.army.mil)

# Army Offers FM as Audio Book



WHEN YOUR EYES GET TIRED, WHY NOT LET YOUR EARS TAKE OVER?

LEARNING HAS NEVER BEEN EASIER FOR SOLDIERS ON-THE-GO!

Listen up, Soldiers! Field Manual (FM) 4.0, *Sustainment*, is now available as an audio book. It's the first FM offered in this format. So instead of straining your eyes while reading, why not train your brain while listening? Now you can listen and learn while you travel or work out.

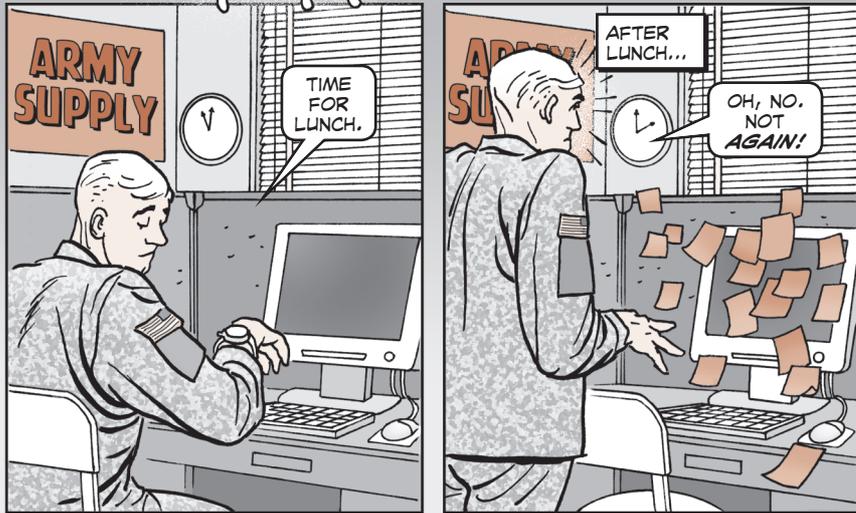
Sustainment covers logistics, personnel services and health services support. So this FM touches on many subjects, including Soldiers' medical, financial and legal resources.

Understanding how sustainment enhances Army combat power and readiness and also supports you, the Soldier, is key to a well-rounded military education.

The audio book is separated into chapters that can be played on any device that reads mp3s. Download the mp3s and the matching text pdf for FM 4.0 here:

<https://www.us.army.mil/suite/page/627218>

# DO SWEAT THE DETAILS



**A**rmy supply clerks juggle mounds of papers and patience every day, and yet one complaint they hear is that certain supplies were not ordered and/or never received.

Remember, there are two sides to every story. Supply clerks tell *PS* that order forms ranging from hard copy DA Form 2765-1 *Request for Issue*, individually-created (but unapproved) forms, or even sticky note “orders” are left on their desks while they are out.

Important information is often missing on these requests. It’s not uncommon to discover that even the name or contact information of the person who wants to place the order is missing. This sort of situation makes it difficult for supply clerks to follow through.

Some supply clerks may make phone calls in an attempt to track down the owners of incomplete orders, but most do not have the time. It’s common sense: Orders missing necessary information **cannot** be filled.

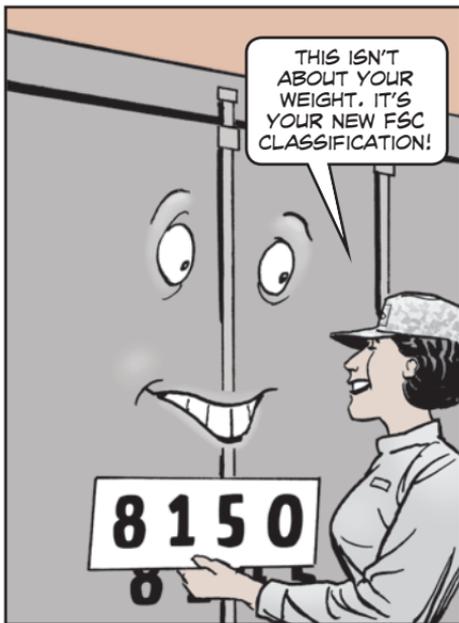
Another issue is legibility and accuracy. It’s important to be sure NSNs are correct on your order, because transposed numbers can lead to incorrect orders, or orders that cannot be placed.



- ensure your handwriting is legible on written requests? (Or would your scribbling make a doctor's look neat by comparison?)
- confirm that NSN or part numbers are printed correctly and clearly? Or could that 7 be easily mistaken for a 2?
- provide your contact information with the order in case the supply clerk has questions?
- keep a photocopy of the completed order form in your own files to remind yourself of what you ordered and when, so you can follow up if necessary?



# ISO Containers Get New FSC



**ISO** configured containers now have a unique federal supply class (FSC). The FSC has changed from 8145 to 8150.

This change improves unit property accountability by distinguishing between ISO configured and non-ISO configured containers. Non-ISO configured, long-life reusable containers will keep FSC 8145.

ISO configured containers have also changed from Class IX (expendable) to Class II (non-expendable). The new FSC has an accounting requirement code of "N" and a recoverability code of "L".

All Army ISO configured containers centrally managed by the Army Intermodal and Distribution Platform Management Office (AIDPMO) will be managed and accounted for in the Army Container Asset Management System (ACAMS).

AIDPMO centrally managed and issued containers will be hand-receipted to units by an installation transportation office/mobilization site when deploying, and accounted for in the ACAMS instead of on the unit's property book in PBUSE.

Unit-owned containers will be added to property books and recorded in PBUSE, and will also be managed and reported in ACAMS.

For more information, email: [toby.aidpmo@conus.army.mil](mailto:toby.aidpmo@conus.army.mil)



## M548A3 Fuel Line Fitting

To order a new pipe-to-tube elbow for the fuel lines on your M548A3 cargo carrier, use NSN 4730-01-570-2492 (PN SAEJ5146-4070203CZ, CAGE 81343). It replaces NSN 4730-00-289-2378, which is shown as Item 1 in Fig 33 of TM 9-2350-247-24P (Mar 03, w/Ch 1, Aug 05).

## PBUSE Servers Switch Equals URL Change

The PBUSE servers have moved due to expansion needs. The switch in server locations also means the PBUSE portal access URL has changed. Now it's:

<https://pbuse.lee.army.mil/>

Got questions? Call the Regional PBUSE Support Center nearest you:

- Afghanistan: DSN 318-421-6099 or 841-2459, VSAT 2155901
- Iraq: DSN 318-433-2056/2962/2963/2964
- Kuwait-South: DSN 318-438-3042/3514 or 430-6679
- Kuwait Theater CSSAMO: DSN 430-7404/5039/5085 or 438-3514/3042/8022
- CONUS and FORSCOM: DSN 259-8619, (866) 547-1349
- US Army Pacific: DSN 455-1411/0848, (808) 655-1411/0848

## Army Aircraft Maintenance FM

If you've been looking for the bible on Army Aviation Maintenance, FM 3-04.500 (FM 1-500) (Aug 2006), it's been superseded. The field manual is now a training circular, TC 3-04.7, *Army Aviation Maintenance* (2 Feb 10). You can view the new circular on the Army Publishing Directorate website:

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

or you can go to the training circular link:

[http://www.army.mil/usapa/  
doctrine/TC\\_1.html](http://www.army.mil/usapa/doctrine/TC_1.html)

## T55 Engine is Not Kiowa Warrior

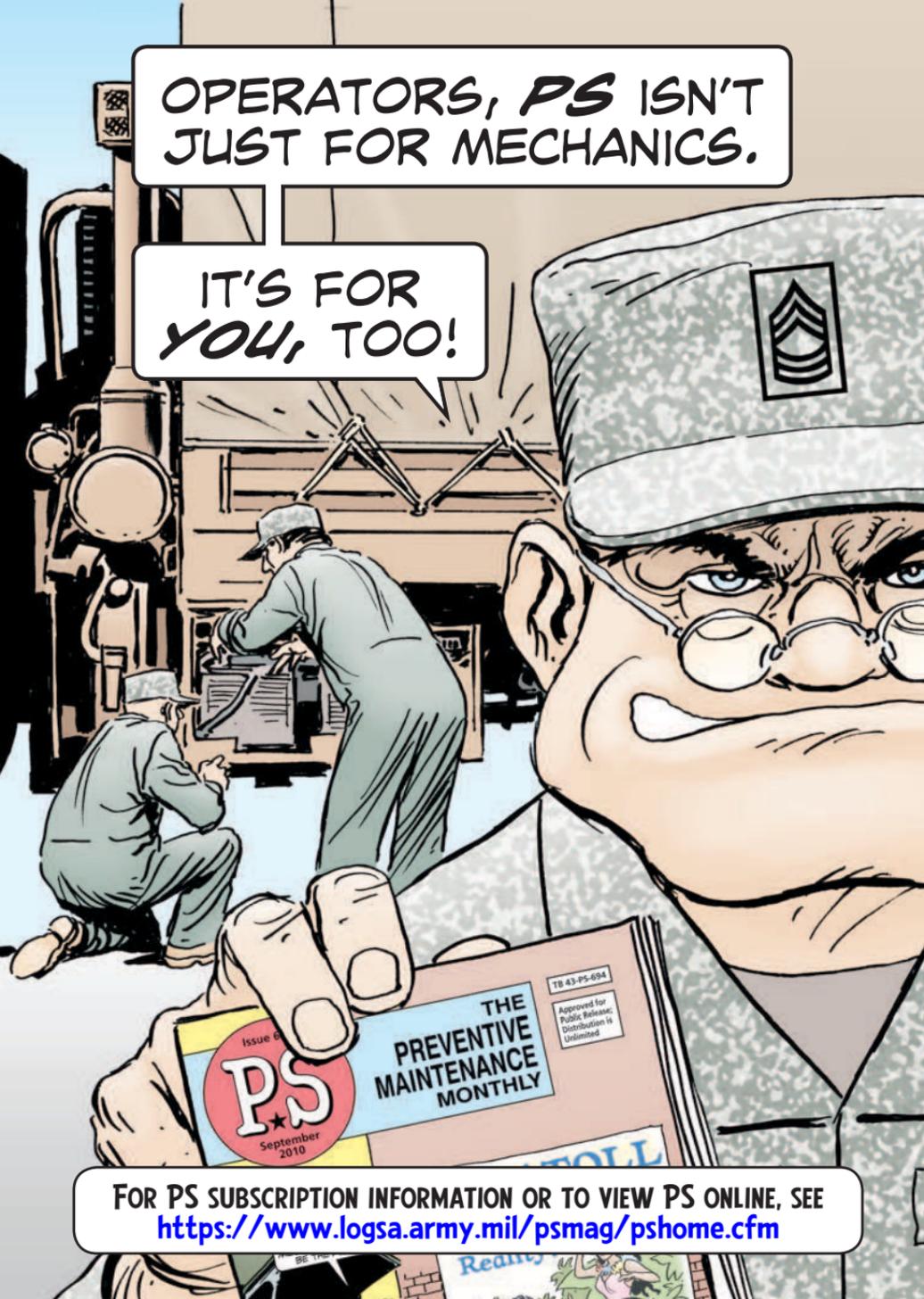
We told you on page 37 of PS 669 (Apr 08) that the T55 was used on the Kiowa Warrior engine. That's not correct. The Kiowa Warrior engine for the D-model is T703-AD-700. It uses caps and plugs too.

## NEED EAR PLUGS?

Need some ear plugs to protect your hearing? NSN 6515-00-137-6345 brings a box of 12 disposable ear plugs.

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

Would You Stake Your Life <sup>right now</sup> on  
the Condition of Your Equipment?



OPERATORS, *PS* ISN'T  
JUST FOR MECHANICS.

IT'S FOR  
*YOU*, TOO!

Issue 8  
**PS**  
September  
2010

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

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