

Issue 798

PS

★
May
2019

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-798

Approved for
Public Release;
Distribution is
Unlimited


PREVENTIVE MAINTENANCE
KEEPS ME **ON** THE ROAD...
AND SOMETIMES ABOVE IT!

**T.R.I.P. - THREAT RESPONSE
INTELLIGENCE PLATFORM**



PM IS ALWAYS
NEEDED WHETHER
EQUIPMENT IS **SIMPLE**
OR **SOPHISTICATED**.

TREVOR DUSK



PM IS A TEAM
EFFORT. WANNA
KNOW **MORE** ABOUT
THE MAINTENANCE
TEAM THAT KEEPS
T.R.I.P. RUNNING ON
ALL CYLINDERS?
SEE PAGE 27-34.

DR. HELEN DALE



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 798 MAY 2019



COMBAT VEHICLES 2

M1 Series Tanks, Engine Oil Types/Classes	2-3
M1 Series Tanks, Ammo Compartment PM	4-5
Stryker Fuel Shutoff Switch Damage	5
Bradley Hydraulic Reservoir Fluid Level Checks	6-7
Bradley/MLRS Transmission Housing Cleaning	8
M113-Series FOV Hatch Caution	9
M1064 Mortar Carrier Ramp Pulley Housing Check	10
M88-Series Recovery Vehicle Hatch Lever Safety Latch Spring	11



TACTICAL VEHICLES 12

Service Kit NSNs	12-14
FMTV Spare Tire Wheel Assembly	15
FMTV A/C Tensioner Belt Replacement	16-17
A1P2 FMTV Door Shock Absorber NSN	17
M978 HEMTT Main Pump Motor NSN	17
HMMWV Tow Bar Bracket Modification	18-19



CONSTRUCTION 20

UTAP Training Assistance	20-21
RT-022 5K LCRFT Tire Pressure Check	21
M1231 Husky Steering Wheel Removal	22
MEL Updates for Older CCE Vehicles	22-23
CCE Parts POCs	24
120M Grader Articulation Lock Pin, Wheel Lean Lock	25
120M Road Grader Joystick Damage	26
M400W Compact Skid Loader Battery Drain	26

Dusk Driver 27-34



AVIATION 35

H-60 Parts Turn-in, Avoid Credit Reversal	35-37
Aircraft Crash Kit Component List	38-39
Chinook Spyder Crane Manual, Use	40-41



MISSILES 42

Sentinel PM Tips	42-45
------------------	-------



SMALL ARMS 46

M249 Machine Gun Scraper NSN Change	46
M12/M2A1 Machine Gun Bolt Slamming	46



CBRN 47

Mask Shelf Life vs. Service Life	47
M40, M50 Mask, Night Operation with NVDs	48



TOOLS 49

M7 FRS Hydraulic Hose Damage Checks	49-51
-------------------------------------	-------



COMMUNICATIONS 52

SATCOM Fire Extinguisher Bracket NSN	52
--------------------------------------	----



SOLDIER SUPPORT 53

Bed Net for Insect Protection	53
-------------------------------	----



LOGISTICS MANAGEMENT 54

How to Add UICs in AESIP	54-55
DD Form 1348-1A, Completion Help	56-57
Safety, Maintenance Messages, Where to Find	58-59
DLA Handbook, Online and Hard Copy Access	60

Connie's Post Scripts 61

TB 43-PS-798, *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 authority 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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1903656

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MEMORIAL DAY

WE PAUSE EVERY YEAR ON THE LAST MONDAY IN MAY...



...TO HONOR THE MEN AND WOMEN WHO GAVE THEIR LIVES IN SERVICE TO THIS NATION.



WE HONOR THE HEROES OF TODAY ALONG WITH THOSE FROM DECADES PAST.



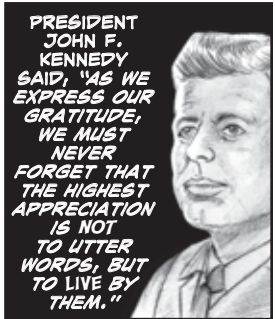
THESE HEROES SACRIFICED TO KEEP OUR COUNTRY SAFE AND FREE.



SETTING ASIDE A HOLIDAY IN THEIR HONOR IS HARDLY ENOUGH.



PRESIDENT JOHN F. KENNEDY SAID, "AS WE EXPRESS OUR GRATITUDE, WE MUST NEVER FORGET THAT THE HIGHEST APPRECIATION IS NOT TO UTTER WORDS, BUT TO LIVE BY THEM."



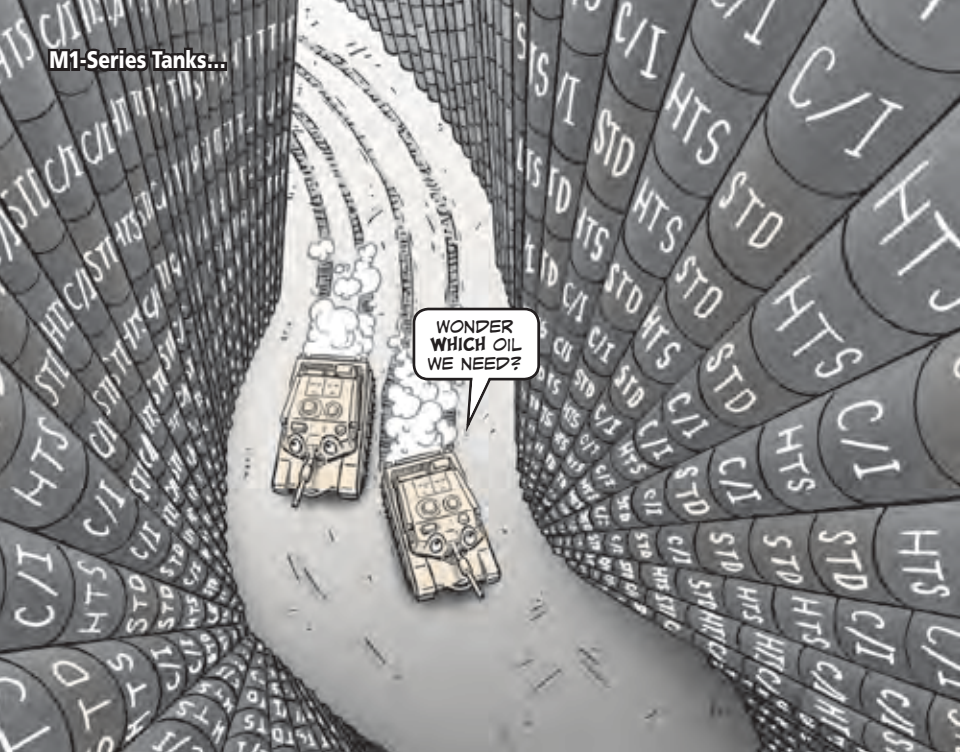
THEREFORE, IT'S UP TO EACH OF US TO HONOR THE FALLEN WITH OUR ACTIONS. NOT JUST OUR WORDS. EVEN ROUTINE ACTIONS LIKE PMCS ARE DUTIES THAT SHOW HONOR WHEN PERFORMED TO THE HIGHEST STANDARDS.

AS YOU GO ABOUT YOUR DAILY DUTIES IN THE MOTOR POOL, ON THE FLIGHT LINE, OR IN THE OFFICE, REMEMBER...



...PERFORMING YOUR DUTY ALSO HONORS THOSE WHO WENT BEFORE YOU.

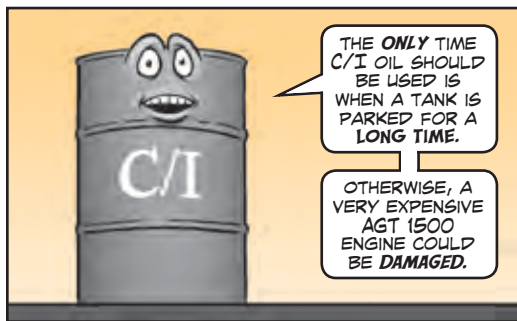




CHOOSE RIGHT OIL AT RIGHT TIME

Dear Editor,

A unit on rotation at the National Training Center showed up with corrosion inhibiting (C/I) oil in many of their M1-series tanks. That's the **wrong** oil for operational tanks!



The smart thing to do is always check the TMs and LOs for what oil to use. They say to use MIL-PRF-23699. But you need to know there are three different classes of oil under this specification, each with its own set of NSNs. The class of oil you use can either help or hurt the engine, depending on the situation.

The Classes

High Thermal Stability (HTS) Class

THIS IS THE OIL THAT SHOULD BE USED IN MOST CIRCUMSTANCES. HTS-CLASS TURBINE OIL CONTAINS SPECIAL ANTI-COKING ADDITIVES THAT HELP PREVENT BEARING AND SEAL DAMAGE. THAT MEANS MORE OPERATING HOURS BETWEEN MAJOR REPAIRS AND BIG-TIME COST SAVINGS.



Standard (STD) Class

THIS CLASS SHOULD BE USED **ONLY** AS AN **EMERGENCY SUBSTITUTE** IF HTS OIL IS UNAVAILABLE.



Corrosion Inhibiting (C/I) Class

THIS CLASS IS SPECIALLY DESIGNED FOR LONG-TERM STORAGE **ONLY**.

C/I-CLASS OIL CONTAINS ADDITIVES THAT MAKE IT FOAM-, WEAR- AND CORROSION-RESISTANT.

USE IT IN TANKS THAT WILL BE STORED OUTDOORS FOR LONGER THAN SIX MONTHS OR INDOORS FOR LONGER THAN 12 MONTHS.



While in storage, you may need to exercise, move or perform maintenance on the tank. C/I oil is OK as long as usage doesn't exceed 50 hours and the tank is going right back into storage.

When the tank is coming out of storage and back into regular operation, drain the C/I oil and replace it with HTS engine oil.

CW4 William Baker
Ft Irwin, CA

HERE'S WHAT TO ORDER!



Class	Size	NSN 9150-
HTS	8-oz	01-439-0764
HTS	1-qt	01-439-0756
HTS	55-gal	01-439-2070
STD	8-oz	01-476-1075
STD	1-qt	01-476-1074
STD	55-gal	01-476-1083
C/I	8-oz	00-180-6266
C/I	1-qt	00-985-7099
C/I	55-gal	00-681-5999

Editor's note: Thanks, Chief Baker!

Mechanics, the 2018 version of the TARDEC POL Products Guide lists turbine shaft oils in their NATO code sequence. Just remember that HTS is the #1 choice for normal operations. You can get a copy of the guide by sending an email to PS at:

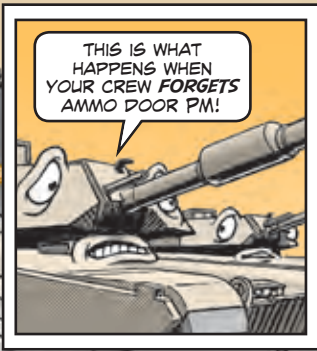
usarmy.redstone.asc.mbx.psmag@mail.mil

or TARDEC at:

usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil



YOU LOOK STOPPED UP, PAL. IS THAT WHY YOU AREN'T FIRING?



THIS IS WHAT HAPPENS WHEN YOUR CREW FORGETS AMMO DOOR PM!

PM Keeps Ammo Doors Unstuck

Dear Editor,

I can tell you from experience that having an ammo door that's stuck shut during a firing mission is no fun! But just a little PM will make sure that doesn't happen to you.

A coat of solid film lubricant (SFL), NSN 9150-01-260-2534, every six months will help keep those doors working right. Use a clean rag to wipe away any dirt or grease that'll keep the SFL from sticking. Then coat the following areas:

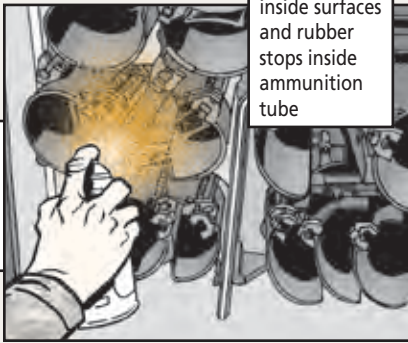


Wipe away any dirt or grease that will keep SFL from sticking

- **Ammunition doors.** Spray the door seals, sliding surfaces and rails.
- **Ready ammunition door.** Spray the four seal retainer cams and the two rail cams.
- **Stowage ammunition door.** Spray the two door cams.
- **Hook latch.** Use a grease gun to lube the hook latch with **WTR**, NSN 9150-00-944-8953.
- **Latches.** Spray the sliding surfaces of all latches.

- **Ammunition tubes.** Spray the inside surfaces and all rubber stops inside the ammunition tubes with SFL. That allows ammo to slide in and seat properly so it doesn't hit the ammo doors.

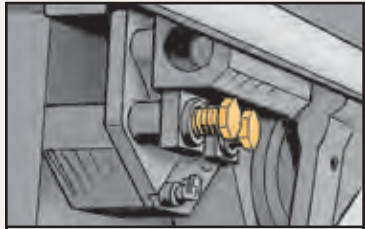
Spray SFL on inside surfaces and rubber stops inside ammunition tube



- **Hook latch and housing assembly.** Spray all moving and touching parts.

After lubing this assembly, make sure the mounting screws are tight. Vibration often loosens the screws. They can break and jam the ammo door as you try to open or close it.

Be sure to give those screw heads a close look with a flashlight every time you check out the ammo doors and racks. If they've backed out or if they're loose enough to turn with your fingers, let your mechanic know. He'll put some **locking compound**, NSN 8030-01-025-1692, on the screws before re-tightening them.



Loose screws break off and jam doors

SGT Brandon Bryan
Ft Hood, TX

Editor's note: *Thanks, SGT Bryan, for the tips on sticking ammo door PM!*

Stryker...

STEP LIGHTLY AROUND FUEL SHUTOFF



Dear Editor,

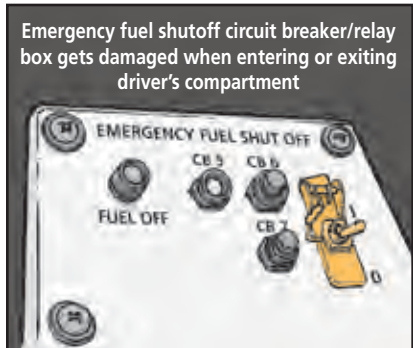
The Stryker's emergency fuel shutoff circuit breaker/relay box gets damaged if drivers aren't careful when squeezing into the driver's compartment of their Stryker.

The circuit breaker/relay box is easy to knock out of action if it's hit by a wayward boot. And then your Stryker is NMC! Replacing the circuit breaker/relay box will set your unit back as much as \$2,300.

Circuit breakers, switch guards and switches are also prone to damage from careless handling of personal gear and weapons. Taking it easy when you're getting in and out of the driver's compartment helps avoid costly damage to your Stryker.

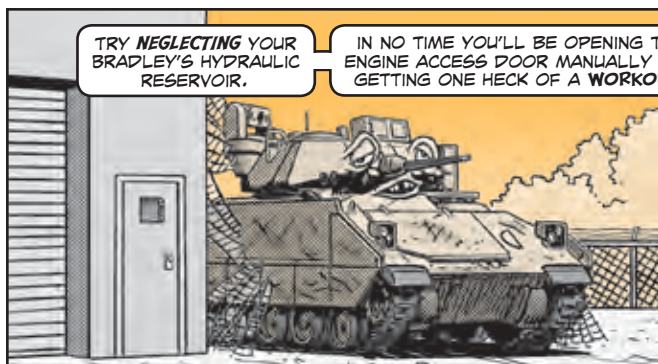
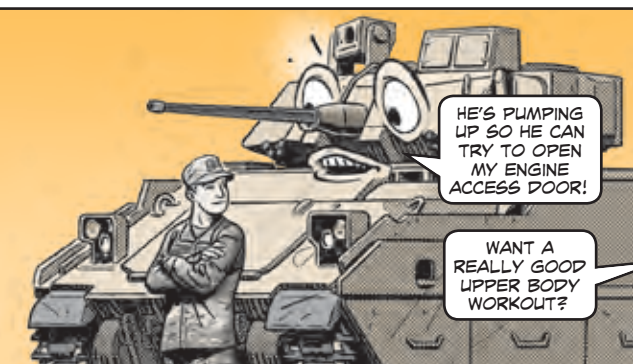
CW3 Steven Page
Ft Hood, TX

Emergency fuel shutoff circuit breaker/relay box gets damaged when entering or exiting driver's compartment



Editor's note: *You really crushed it with this reminder, Chief Page!*

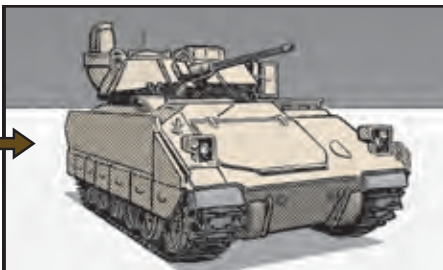
[Click here for a copy of this article to save or email.](#)



FOLLOW THESE THREE STEPS TO ENSURE THE RESERVOIR HAS THE CORRECT AMOUNT OF FLUID:

STEP 1: PARK YOUR BRADLEY ON LEVEL GROUND.

THE RESERVOIR SIGHT GLASS *WON'T* GIVE AN ACCURATE READING IF YOUR VEHICLE IS PARKED AT AN ANGLE.

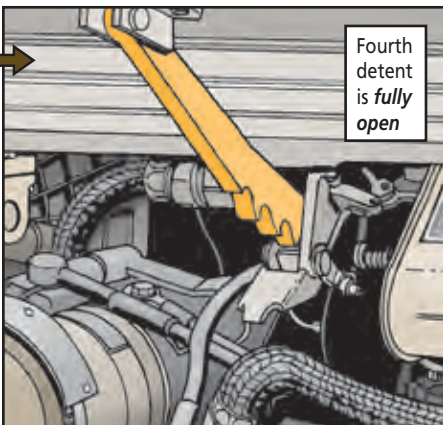


STEP 2: OPEN THE ACCESS DOOR ALL THE WAY BEFORE CHECKING THE FLUID LEVEL.

A PARTIALLY OPEN DOOR WILL CAUSE A HIGH READING BECAUSE THE HYDRAULIC CYLINDERS AREN'T FULLY EXTENDED.

IF YOU DRAIN FRH FROM THE RESERVOIR TO LOWER THAT HIGH READING, THE SYSTEM IS UNDER-FILLED. EVEN WORSE, AIR GETS IN THE SYSTEM AND KEEPS THE DOOR FROM OPENING.

AVOID THIS PROBLEM BY OPENING THE ACCESS DOOR TO THE FOURTH DETENT ON THE SUPPORT LINK. THAT'S FULLY OPEN.

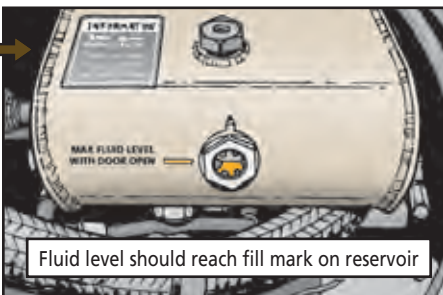


Fourth detent is fully open

STEP 3: CHECK THE FLUID LEVEL IN THE RESERVOIR.

THE LEVEL IN THE SIGHT GLASS SHOULD REACH THE FULL MARK LINE INSCRIBED ON THE RESERVOIR.

IF IT DOESN'T, ADD FRH UNTIL IT REACHES THE LINE. IF THE LEVEL PASSES THE MARK, DRAIN SOME OF THE FLUID. USE AN AOAP VAMPIRE PUMP, NSN 4930-01-119-4030, TO REMOVE THE EXCESS FLUID.



Fluid level should reach fill mark on reservoir

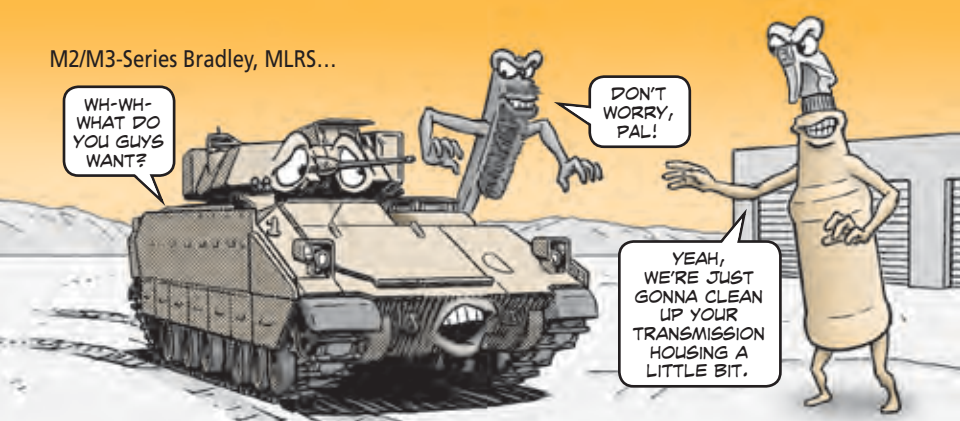
AN EXTRA STEP

PAY SPECIAL ATTENTION TO THE COLOR OF THE FLUID WHILE YOU'RE CHECKING THE SIGHT GLASS. MILKY FLUID IS PROBABLY CONTAMINATED WITH WATER. TELL YOUR MECHANIC RIGHT AWAY BECAUSE CONTAMINATED FLUID RUINS THE SEALS.



Report milky color in sight glass

M2/M3-Series Bradley, MLRS...



DON'T Use Wire Brush!

Dear Editor,

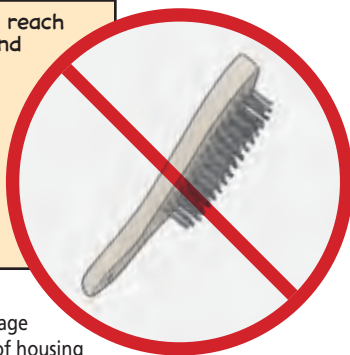
I cringe every time I see crewmen about to use a wire brush or a strong commercial cleaner to clean the aluminum transmission housing on their Bradley or MLRS vehicle. I'll tell your readers what I tell them: That's a good way to damage the housing!

Bradley and MLRS transmission housings have an anodized coating that protects the aluminum from water and air pollutants.

The coating is clear, so you might not notice it. Without it, the aluminum housing is damaged and soon has to be replaced. That costs your unit a lot of time and money.

It's tempting to reach for a wire brush and harsh cleaning solutions to spruce up those transmission housings. But do yourself and your vehicle a favor. Just **don't** do it!

Wire brushes and chemicals damage aluminum surface of housing



Clear anodized coating protects transmission housing from damage



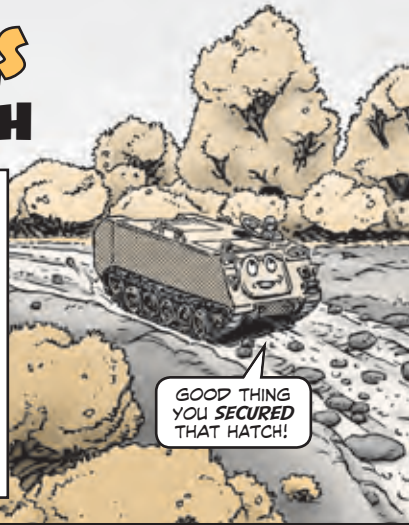
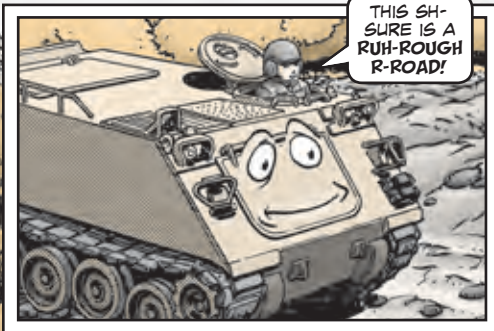
The TM says dry cleaning solvent or mineral spirits should be used, along with a stiff-bristle brush. They're your best bet when it comes to removing dirt and grease.

CW2 Francis Marion
Ft Hood, TX

Editor's note:

Thanks for the reminder, Chief Marion!

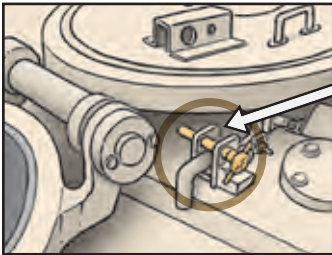
AVOID HEADACHES BY SECURING HATCH



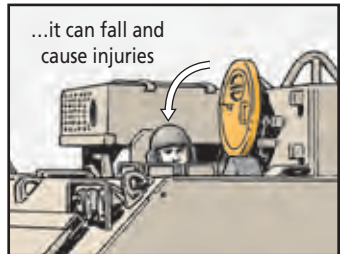
Dear Editor,

Crewmen need to know that the hatches on their M113-series carrier aren't lightweights. If a hatch falls forward while the vehicle is moving, anyone in the way will be lucky if they end up with no more than a major headache!

Unsecured hatches are way too heavy to stay open on their own. They could fly shut when your vehicle hits a big bump or the brakes are applied.



If hatch isn't secured with safety pin, NSN 5315-01-266-6508...



A hatch that's not secured and flopping around can cause the hinge to break. Worse, someone could end up with a serious injury.

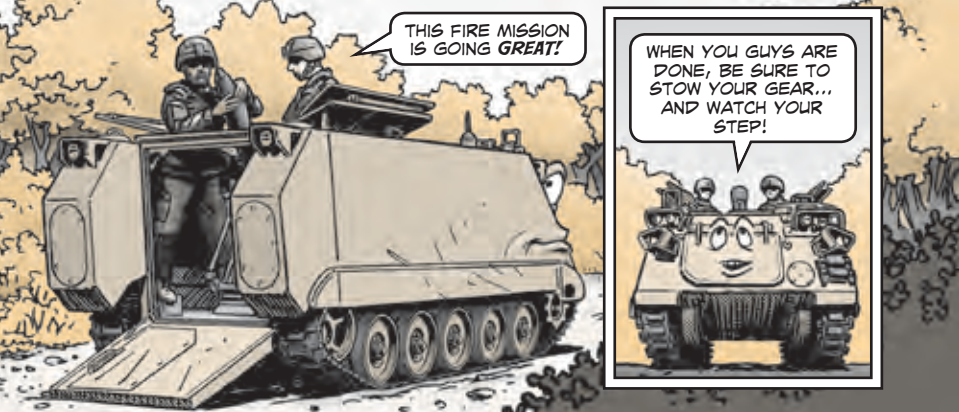
It only takes a few seconds to stick the safety pin through the bracket to lock that hatch in place. So play it safe and lock open the hatches before moving out.

If the locking pin's missing, have your mechanic install a new one with NSN 5315-01-266-6508.

CW3 Steven Page
Ft Hood, TX



DON'T TREAD ON RAMP PULLEY HOUSINGS!



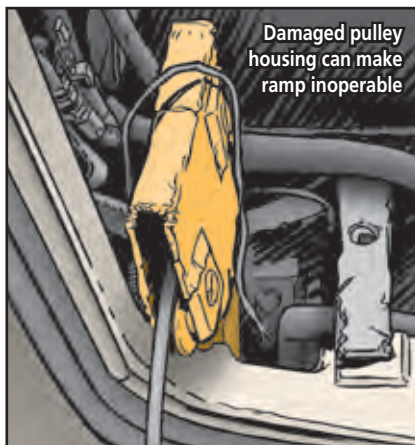
Crewmen, the ramp on your M1064-series mortar carrier can take a beating during operations. So you need to take care that the ramp pulley housings don't get too beat up.

Soldiers standing or trampling on the housing take a toll over time. And if you don't secure gear and equipment properly, it can fall onto the housing, especially when the vehicle is moving.

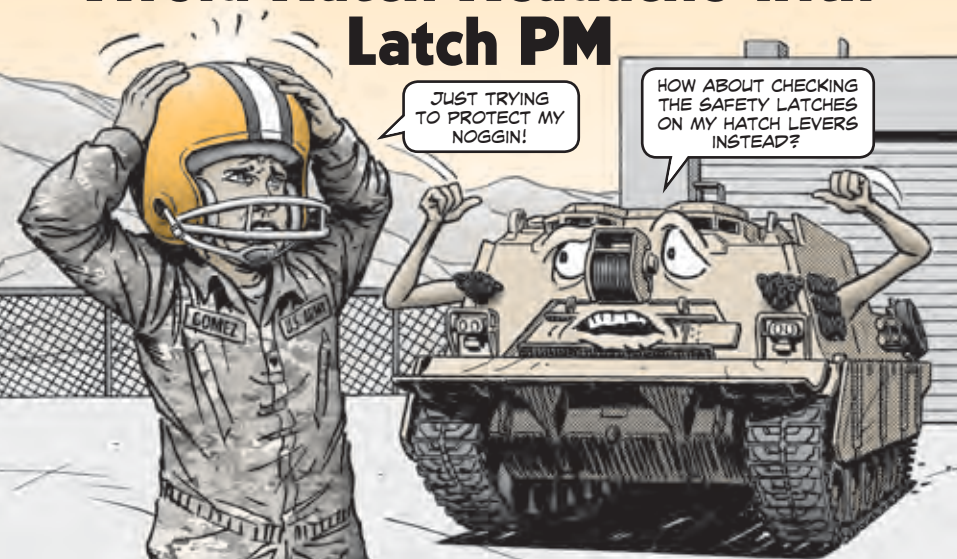
Once the housing is damaged, it's just a matter of time until the pulleys inside are also damaged and the wire rope frayed or broken. Your vehicle is NMC if the ramp can't raise and lower. If a cable breaks, the ramp could fall and seriously injure someone!

So watch where you stand and step. Make sure all gear and equipment are stowed the right way before going on a mission.

Make inspecting ramp pulley housings a regular part of PM. If you see any damage, let your mechanic know right away.



Avoid Hatch Headache with Latch PM



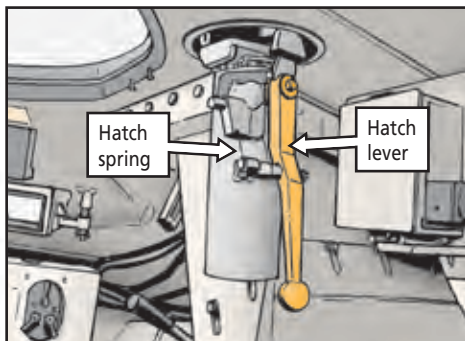
Dear Editor,

The top hatches on the M88-series vehicles are very heavy. If one closes without warning, someone could be seriously hurt! That can happen if there's a worn-out spring in the hatch lever's safety latch.

All M88 hatch levers should be inspected regularly. Follow the PMCS checks in TM 9-2350-256-10 (Oct 14) for the A1 and TM 9-2350-292-10 (Dec 18) for the A2. If the hatch lever doesn't operate smoothly or have full range of motion, replace the helical torsion spring. The **operator's hatch spring** comes with NSN 5360-00-999-5125 and the **mechanic's hatch spring** with NSN 5360-00-999-5126.

SGT Scott Means
Ft Hood, TX

THANKS FOR SPRINGING INTO ACTION WITH THESE HATCH LEVER TIPS, SERGEANT MEANS!



SERVICE KITS: YOU ASKED FOR 'EM, WE GOT 'EM!

TIRED OF
SEARCHING
FOR KIT
NSNs?

THIS COMPREHENSIVE LIST
GIVES YOU NSNs FOR ALL SERVICE
KITS CURRENTLY AVAILABLE
FOR TACTICAL, COMMERCIAL
CONSTRUCTION, COMBAT VEHICLES
AND 150-KW GENERATORS!



Tactical Vehicles	NSN (Annual except as noted)
M1117 ASV	4910-01-526-7869
M1074/M1075 PLS	2590-01-539-6378 2590-01-521-9985 semiannual
PLS A1	4910-01-621-1667 4910-01-621-1957 semiannual
M1000 HET semitrailer	4910-01-523-1410 annual 4910-01-626-0628 5-year
M1070 HET tractor	4910-01-523-1645 4910-01-523-1408 semiannual
M1070A1 HET tractor	4910-01-621-1373 4910-01-621-1380 periodic kit* 4910-01-621-1613 biennial (every 2 years)
HMMWV (these are generic kits for all models; order additional parts based on HMMWV models)	2590-01-495-6900 2590-01-496-0055 semiannual
M977, M985 HEMTT (cargo)	2590-01-496-2588 2590-01-496-3052 semiannual
M978 HEMTT (tanker)	2590-01-496-1974 2590-01-496-4057 semiannual
M978A2 HEMTT (tanker)	4910-01-591-4509
M984A1 HEMTT (wrecker)	2590-01-496-2839 2590-01-496-2097 semiannual
M984A2 HEMTT (wrecker)	4910-01-591-4489
M977A2, M985A2 HEMTT (cargo), M1120A2 HEMTT (LHS), M1977A2 HEMTT (CBT)	4910-01-591-4454
M983A2 HEMTT (LET)	4910-01-591-4463
HEMTT -A4 (all variants)	4910-01-619-4329

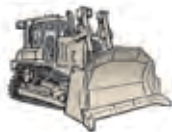
Tactical Vehicles	NSN (Annual except as noted)
M985A4 HEMTT (additional filters to combine with NSN 4910-01-619-4329 for annual service)	4910-01-619-4330
M915 tractor truck	4330-01-538-9910**
M915A1	4330-01-538-9934
M915A2	4330-01-538-9919
M915A3	4330-01-538-9926
M915A4	4330-01-539-1488
M915A5	No kit available
M916, M920	4330-01-538-9955**
M917, M918, M919	4330-01-538-9946**
M916A1, M916A2, M917A1, M917E1	4330-01-538-9923
M916A3, M917A2, M917E2	4330-01-538-9930
M939/A1-series trucks	2590-01-541-4620 semiannual (no annual kit exists; order semiannual kit plus transmission filter kit, NSN 2520-01-211-6702, to perform annual service)
M939A2-series trucks	2590-01-541-4611 semiannual (no annual kit exists; order semiannual kit plus transmission filter kit, NSN 2520-01-211-6702, to perform annual service)
FMTV MTV Serial numbers 0001 – 11,437	2590-01-528-7508
FMTV LMTV Serial numbers 0001 – 11,437	2590-01-528-7243
FMTV MTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7507
FMTV LMTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7239
FMTV MTV A1R Serial numbers 100,001 and up	2590-01-533-6748
FMTV LMTV A1R Serial numbers 100,000 and up	2590-01-533-6745
FMTV MTV A1P2 Serial numbers 700,000 and up	2590-01-603-9368
FMTV LMTV A1P2 Serial numbers 700,000 and up	2590-01-602-8178
M1235A4/A5 MaxxPro Dash	4330-01-674-1705 annual 4330-01-674-1710 biennial
M1266A1 MaxxPro LWB Ambulance	4330-01-674-1712 annual 4330-01-674-1716 biennial
MRAP M-ATV/ M1240A1/M1245A1/M1274/ M1276/M1277	4910-01-668-7925
MRAP RG-33/RG-33 PLUS/M1226/M1227 Panther MRV	2990-01-570-3733

*This kit contains items needed for periodic services, as listed in the IETM.

**Terminal item, but orders can be submitted until stock is depleted.



Forklift	250-hr Kit NSN	500-hr Kit NSN	1,000-hr Kit NSN
Atlas I	N/A	2990-01-586-9819	2990-01-586-9815
Atlas II	2990-01-600-4318	N/A	2990-01-600-4317
6K	N/A	2990-01-585-9284	2990-01-585-8958
D6K Dozer	N/A	2450-01-659-6411	N/A
D7R II Dozer	N/A	4910-01-659-7085	N/A
120M Grader	N/A	2540-01-660-6080	N/A
621G Scraper	N/A	2540-01-660-6081	N/A
924H Loader	N/A	4910-01-660-8161	N/A
966H Loader	N/A	4910-01-660-8146	N/A



Combat Vehicle	NSN (annual except as noted)
M1A1/A2 tank	4910-01-117-7943 2540-01-255-3347 semiannual
M2/M3-Series Bradley	4910-01-461-2809
M88A2	2520-01-494-6558 semiannual
Stryker w/C7 engine	4330-20-007-4533 4330-20-007-4536 semiannual
Stryker w/3126 engine	4330-20-007-0295 4330-20-007-0297 semiannual

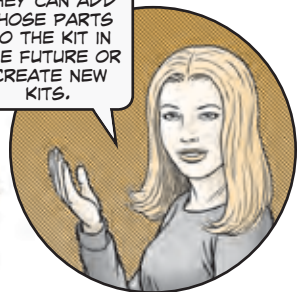


Generator	250-hr Kit NSN	1,000-hr Kit NSN
150-kW	2990-01-641-0666	2990-01-641-0709

IF YOU GET A KIT WITH ALL ITS COMPONENTS, BUT THE NECESSARY PARTS TO COMPLETE ANNUAL SERVICE **AREN'T** INCLUDED...

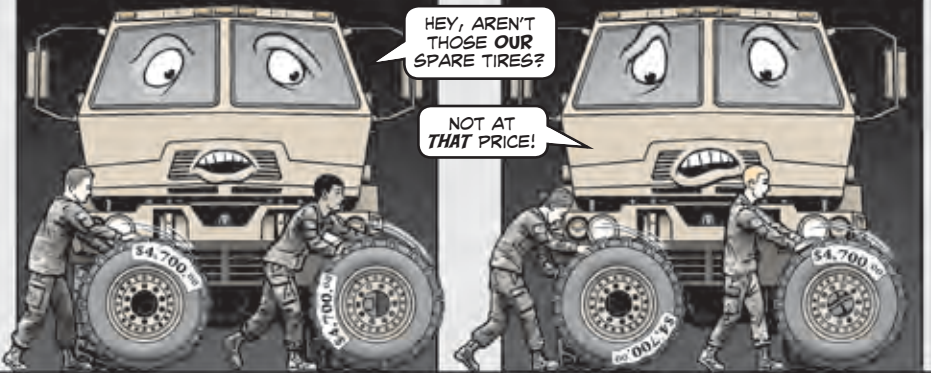
...JUST CHECK YOUR VEHICLE'S MAINTENANCE TM TO FIND **ORDERING INFO** FOR THOSE MISSING PARTS.

AND LET DLA KNOW SO THEY CAN ADD THOSE PARTS TO THE KIT IN THE FUTURE OR CREATE NEW KITS.



CONTACT DLA AT DSN 850-1759, (614) 692-1759 OR EMAIL: land.kitting.team@dia.mil

Spare FMTV Tire Costs Less!



Dear Half-Mast,

I recently ordered a replacement spare tire wheel assembly for the M1078A1P2 FMTV. There are two NSNs listed in TM 9-2320-333-13&P in IETM EM O294 (Jun 15). One is the spare tire and wheel assembly. The other just says tire and wheel assembly.

The spare, NSN 2530-01-571-5857, is \$2,000, and the other one, NSN 2530-01-578-6276, is \$4,700. As far as I can tell, the spare looks the same as the other one. Besides the price, what's the difference between the two? Can I just order the cheaper one?

Mr. R.C.C.

I APPLAUD
YOUR EFFORTS
TO SAVE
MONEY, SIR!



THE DIFFERENCE BETWEEN THE TWO IS THAT THE SPARE WHEEL AND TIRE ASSEMBLY, NSN 2530-01-571-5857, IS A STEEL WHEEL FOR USE ON FMTVS. SO ORDER THAT ONE AND SAVE MONEY.

THE OTHER ONE, NSN 2530-01-578-6276, IS AN ALUMINUM WHEEL MADE ONLY FOR THE M142 HIMARS, NOT TO BE USED ON FMTVS. IT'S BEING REMOVED FROM TM 9-2320-333-13&P IN THE NEXT REVISION. UNTIL THEN, MAKE A NOTE OF THE CHANGE.

Order cheaper
steel wheel
for FMTVs



STAY ON THE
LOOKOUT TO SAVE
MAINTENANCE
DOLLARS LIKE
YOU DID WITH THIS
TIRE PURCHASE!





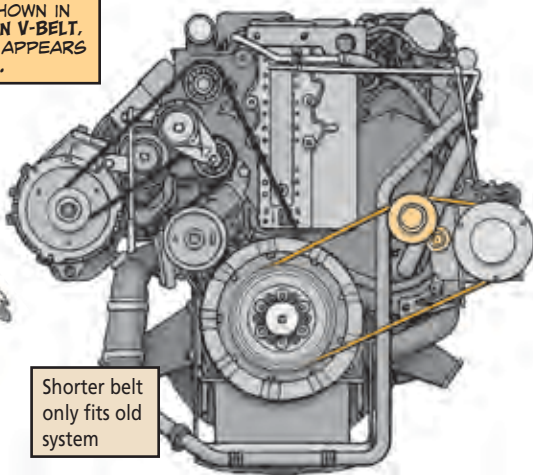
A/C Belts That Fit FMTVs

NOTHING'S MORE FRUSTRATING THAN GETTING A REPLACEMENT PART THAT DOESN'T FIT. WE FEEL YOUR PAIN. THAT'S WHY THE EXPERTS AT TACOM HAVE PROVIDED FMTV A/C TENSIONER BELT INFO HERE IN ADVANCE OF UPDATES TO TM 9-2320-333-13&P.

IT SEEMS A LOT OF UNITS RUN INTO PROBLEMS GETTING THE RIGHT SIZE BELTS FOR FMTV A/C TENSIONER SYSTEMS. THE CONFUSION WORSENERD WHEN A NEW TENSIONER SYSTEM WAS ADDED THAT USED TOTALLY **DIFFERENT** SIZED BELTS.

THE **ONLY** BELT CURRENTLY SHOWN IN TM 9-2320-333-13&P IS A 55-IN V-BELT, NSN 3030-01-528-1458, WHICH APPEARS AS ITEM 4 IN FIG 1225.

BUT THIS BELT IS **TOO SHORT** FOR FMTVs EQUIPPED WITH THE NEW A/C TENSIONER SYSTEM LOCATED TOWARD THE TOP MIDDLE OF THE ENGINE.



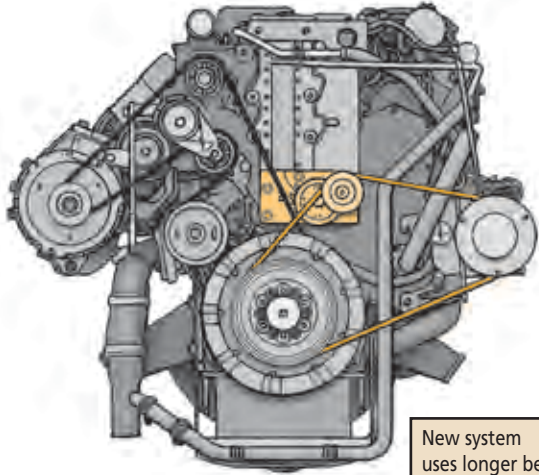
Shorter belt only fits old system

[Click here for a copy of this article to save or email.](#)

THE **CORRECT** BELT FOR THOSE VEHICLES IS A **58-IN V-BELT**. NSN 3030-00-294-9785.

IF YOU'RE USING THE TM AS A GUIDE, JUST REMEMBER BOTH FIG 225 AND 1225 IN TM 9-2320-333-13&P SHOW **ONLY** THE OLD CONFIGURATION.

THERE'S NO REQUIREMENT TO UPGRADE TO THE NEW SYSTEM. BUT FOR UNITS THAT CHOOSE TO UPGRADE, THEY WILL NEED TO REMOVE ALL THE OLD PARTS AND REPLACE THEM WITH NEW PARTS. USE THE CHART BELOW FOR THE SWAP OUT.



New system uses longer belt

Item	Old NSN	New NSN	Qty
Bolt	5306-01-371-7162	5305-01-372-4712	1
Bolt	N/A	5306-01-369-6095	4
Washer	5310-01-372-5686	N/A	1
Tensioner bracket	N/A	5340-01-630-2719	1
Tensioner pulley	3950-01-607-2049	3950-01-629-9198	1
A/C belt	3030-01-528-1458	3030-00-844-4456	1

Editor's Note: Thanks to SGT J. Gunn of IAARNG for tipping us off about the confusion!

Shocking News for FMTV A1P2 Door Shock Absorbers

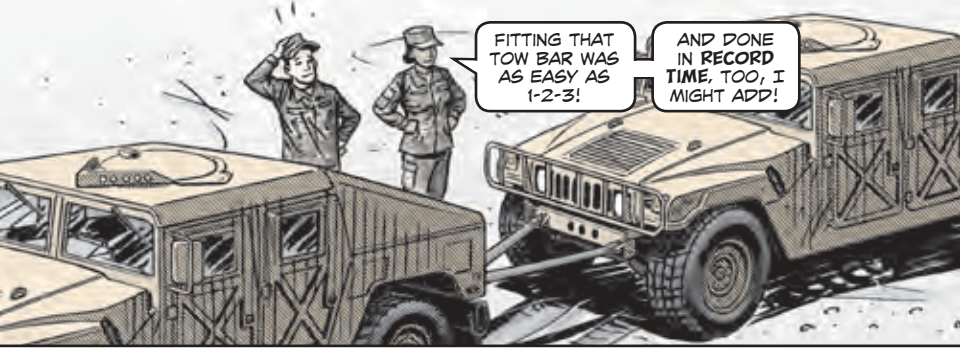
Don't order either of the two options listed in the parts information for FMTV A1P2 door shock absorbers shown as Item 34 in Fig 1041 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15). They're no longer available. Instead, use NSN 5340-01-627-6602 to order the correct door shock absorbers. Make a note until the TM is updated.

M978 HEMTT Main Pump Motor

Get a new main pump motor for your M978 HEMTT tanker with NSN 4320-01-563-3339. It replaces NSN 4320-01-147-6406, which is shown as Item 1 in Fig 551 of TM 9-2320-279-14&P in IETM EM 0290 (Jun 09). That NSN is a terminal item.

HMMWV...

BAD TOW BAR BRACKETS NEED MOD

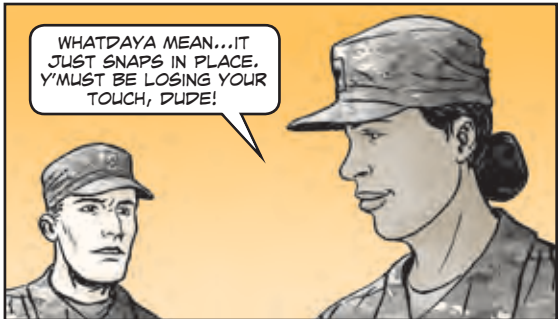


FITTING THAT TOW BAR WAS AS EASY AS 1-2-3!

AND DONE IN RECORD TIME, TOO, I MIGHT ADD!



WHAT THE... HOW'D YOU DO THAT SO FAST?



WHATDAYA MEAN...IT JUST SNAPS IN PLACE, Y'MUST BE LOSING YOUR TOUCH, DUDE!



YOU KNEW SOMETHING *DIDN'T* FEEL RIGHT. THAT HMMWV TOW BAR DIDN'T FIT. BUT IT WORKED FINE FOR YOUR BUDDY. WAS IT JUST YOU??



REST ASSURED, IT'S *NOT* JUST YOU!

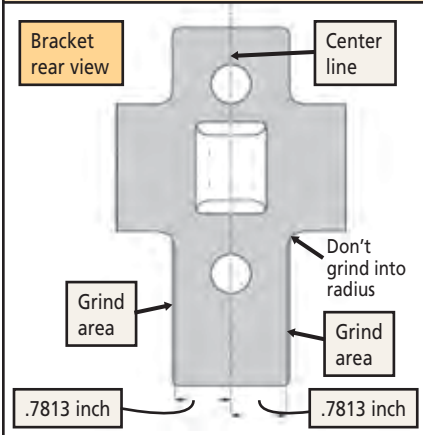
TACOM HAS IDENTIFIED A PROBLEM WITH SOME HMMWV TOW BAR BRACKETS THAT CAUSES A **BAD FIT** WITH THE TOW BAR CLEVIS.

EXCESS MATERIAL ON THE AFFECTED BRACKETS, NSN 2540-01-599-0075, INTERFERES WITH PROPER CONNECTION TO THE CLEVIS, NSN 5340-01-022-4686. IF YOU'RE FOLLOWING THE ATTACHMENT PROCEDURES OUTLINED IN TM 9-2320-387-10, WP 0031, BUT THE TOW BAR BRACKETS **WON'T** ATTACH TO THE CLEVIS, THEN THE BRACKETS NEED MODIFICATION.

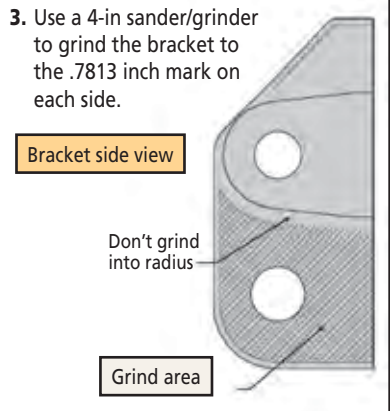
[Click here for a copy of this article to save or email.](#)

FOLLOW THESE STEPS TO MODIFY THE BRACKETS:

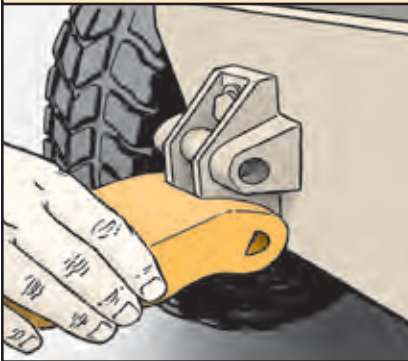
1. Remove the towing brackets from your HMMVV, following Steps 1 and 2 in IETM 9-2320-387-13&P.



2. Mark the bracket's centerline. Then mark .7813 inches (25/32) from that centerline to each side of the bracket.



4. Check to see if it will now fit with the tow bar clevis.



5. Paint the bracket's bare metal with **black polyurethane coating**, NSN 8010-01-546-7713. Let the paint dry completely.



6. Reinstall the brackets on your vehicle.

IF YOUR UNIT CAN'T MAKE THIS MODIFICATION, SUBMIT A PQDR FOR **REPLACEMENT TOW BAR BRACKETS**, NSN 2540-01-599-0075. THEY'RE REPLACEABLE AT NO COST TO THE UNIT.

FYI

A MISPRINT IN FIG 209 OF TM 9-2320-387-13&P (IETM EM 0323, MAR 14) MAY CAUSE CONFUSION IF ORDERING REPLACEMENT TOW BAR BRACKETS. ITEMS 15 AND 16 ARE TRANSPOSED. THE TOW BAR BRACKETS SHOULD BE LABELED AS ITEM 15, WHILE ITEM 16 IS A **SPRING TENSION WASHER**, NSN 5310-00-595-7486.

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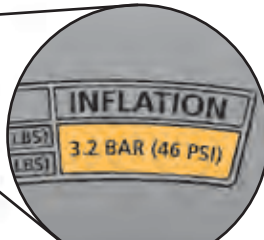
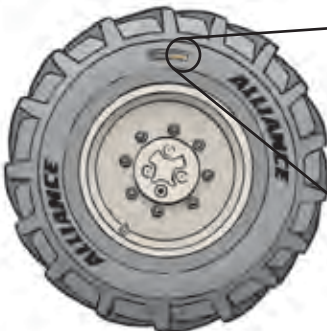
RT-022 5K Kalmar LCRTF...

Sidewall *Doesn't* Tell Whole Story



OPERATORS, SOME 5K LIGHT CAPACITY ROUGH TERRAIN FORKLIFTS (LCRTFS) COME EQUIPPED WITH ALLIANCE TIRES, PN 58015000AL, INSTEAD OF MICHELIN 380/75R20 TIRES.

THE SIDEWALL OF THE ALLIANCE TIRE IS STAMPED 46 PSI. BUT THAT PRESSURE'S ***TOO LOW!***



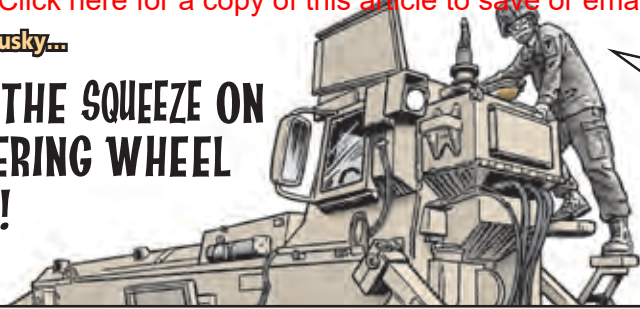
PSI listed on tire sidewall is *wrong*

WHETHER YOUR FORKLIFT HAS ALLIANCE OR MICHELIN TIRES, **ALWAYS** STICK WITH THE TIRE PRESSURE LISTED IN TM 10-3930-680-10 (DEC 13): **58 PSI.** YOU'LL FIND IT LISTED IN TABLE 7 OF WP 0002-10.

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M1231 Husky...

PUT THE SQUEEZE ON STEERING WHEEL CLIP!



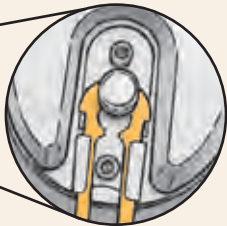
UNLESS YOU'RE REALLY SKINNY, GETTING IN AND OUT OF A HUSKY IS **HARD TO DO!**

GETTING IN AND OUT OF THE HUSKY'S CAB IS A BIT OF A SQUEEZE. NO DOUBT YOU OPERATORS DISCOVERED THAT THE FIRST TIME YOU JAMMED YOURSELF INTO THE DRIVER'S SEAT.

SOME OPERATORS AND MECHANICS PULL THE STEERING WHEEL'S RETAINING CLIP AND REMOVE THE WHEEL TO MAKE EXTRA ROOM. WITH THE STEERING WHEEL OUT OF THE WAY, IT'S EASIER TO SLIDE IN AND OUT OF THE SEAT.



Pull down on clip...



...to lift steering wheel free

JUST REMEMBER THAT ONCE THE WHEEL IS BACK IN PLACE, PUSH THE RETAINING CLIP DOWN AGAIN **BEFORE** YOU HEAD OUT AND **AFTER** YOU SHUT DOWN. OTHERWISE, YOU MAY HAVE AN ACCIDENT.

THE STEERING WHEEL MAY STILL TURN, BUT IT CAN COME OFF SUDDENLY IF THE CLIP **ISN'T** IN PLACE!

Material Handling Equipment...

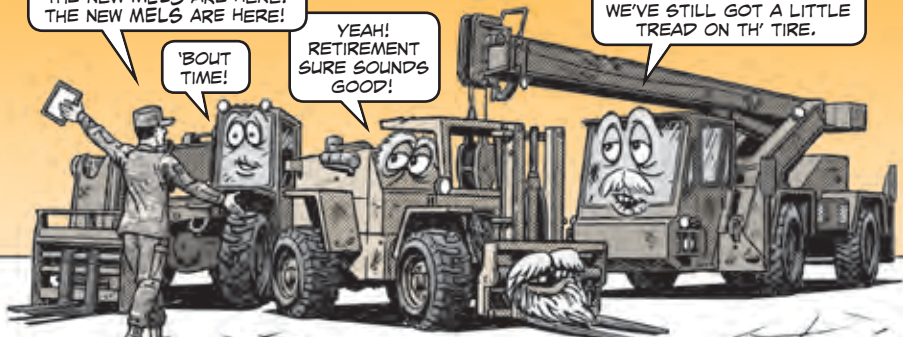
MELs Updated for Older Equipment

THE NEW MELs ARE HERE!
THE NEW MELs ARE HERE!

'BOLT TIME!

YEAH!
RETIREMENT
SURE SOUNDS
GOOD!

HOLD ON, NOW, SONNY.
WE'VE STILL GOT A LITTLE
TREAD ON TH' TIRE.



Got some older material handling equipment? Then you'll need this list of maintenance expenditure limit (MEL) percentages before beginning any repair work:

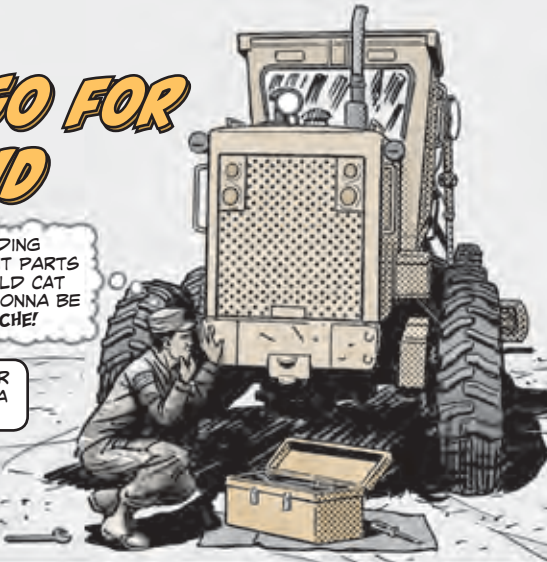
Model	NSN	MEL %
MHE270 4K Entwistle forklift w/o cab	3930-01-330-8907	75% (through remaining lifecycle)
MHE271 4K Entwistle forklift w/cab	3930-01-330-8906	50%
MHE237 M4K Case forklift	3930-01-076-4237	75% (through remaining lifecycle)
RT-022 5K Kalmar LCRTF	3930-01-599-9978	100% (first 5 years after production; then 95)
10000M 10K JLG ATLAS	3930-01-417-2886	35%
10000M 10K JLG ATLAS (armored)	3930-01-540-3830	35%
ATLAS II	3930-01-553-6676	90%
LRT-110 7½-ton Terex crane	3810-01-165-0646	50%
ATEC 22-ton Grove crane	3810-01-448-2619	60% (through remaining lifecycle)
ATEC 23-ton Grove crane (armored)	3810-01-553-7771	60% (through remaining lifecycle)
M412 53K Kalmar RTCH	3930-01-473-3998	75% (first 6 years after production; 60% after until 2020)
M412 53K Kalmar RTCH (Marine version)	3930-01-522-7364	75% (first 6 years after production; 60% after until 2020)

The following vehicles are on the Master Divestiture List (MDL). Full divestitures on the MDL don't have funded support. Units that choose to keep these vehicles are responsible for maintaining them using commercially available parts.

Model	NSN	MEL %
M467 4K Eagle warehouse tug	3930-01-382-2567	Divest all - 0%
MHE236 10K Dresser M10A forklift	3930-01-054-3833	Divest all - 0%
RT875CC 40-ton Grove RTCC	3810-01-473-3998	Divest all - 0%
RT875CCS 40-ton Grove RTCCS (SLEP)	3810-01-497-1001	Divest all - 0%
LRT-111 7½-ton Terex crane (air-mobile)	3810-01-165-0647	Divest all - 0%
RT41AA 4-ton Grove SCAMP crane	3810-01-144-4885	Divest all - 0%
DV-43 53K CAT RTCH	3930-01-082-3758	Divest all - For Production Years 1980-1999, maintained at 20%; for production Years 2000-2003, maintained at 25% until projected phase-out date of 2022
MHE269 6K Skytrack VRRFL	3930-01-458-0849	Partial divest - 20% (still supported by the Army)

CAT Construction Equipment...

WHERE TO GO FOR HARD-TO-FIND PARTS

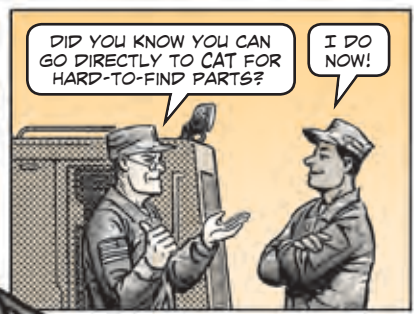


MAN! FINDING REPLACEMENT PARTS FOR THIS OLD CAT GRADER IS GONNA BE A HEADACHE!

GETTING THE **RIGHT** PART ON OLDER CAT CONSTRUCTION EQUIPMENT IS A REAL CHALLENGE.

PARTS FOR THOSE VEHICLES HAVE GOTTEN HARDER AND HARDER TO FIND.

THAT USUALLY MEANS A **REJECTED** REQUISITION WITH NO EXPLANATION.



DID YOU KNOW YOU CAN GO DIRECTLY TO CAT FOR HARD-TO-FIND PARTS?

I DO NOW!

WHETHER THE EQUIPMENT'S OLD OR NEW, CAT HAS LOTS OF SOURCING OPTIONS THAT YOU MAY NOT KNOW ABOUT. THEY CAN HELP WITH MAINTENANCE ISSUES, TOO.

First Stop, TACOM

OF COURSE, YOUR **FIRST** STOP FOR PARTS ISSUES SHOULD **ALWAYS** BE TACOM. THAT PROVIDES A WAY TO TRACK INQUIRIES AND STAY ON TOP OF SYSTEMIC ISSUES AND QUICK FIXES.

DOZERS:
usarmy.detroit.tacom.mbx.ilsc-dozers@mail.mil

GRADERS:
usarmy.detroit.tacom.mbx.ilsc-graders@mail.mil

DEUCE:
usarmy.detroit.tacom.mbx.ilsc-deuce@mail.mil

CAT POCs

FOR HELP WITH ENGINES AND MILITARY ELECTRONICS, CONTACT PAT BOWEN AT (309) 578-2351 OR EMAIL: government_truck_engine_support@cat.com

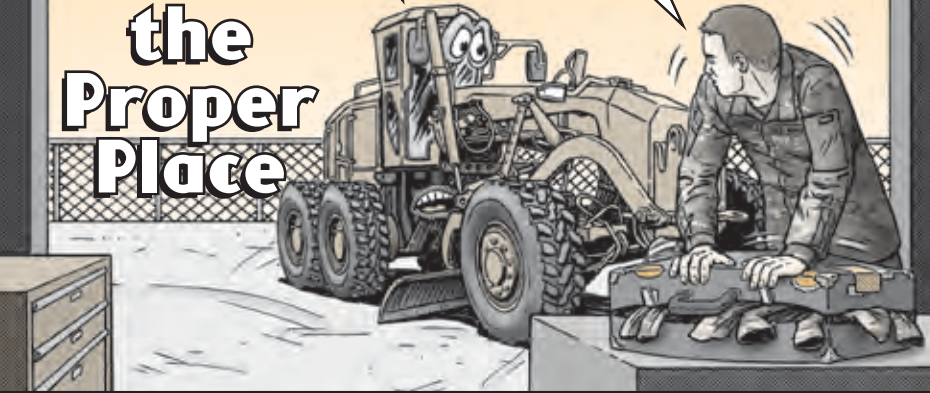
IF YOU NEED HELP WITH CONSTRUCTION MACHINES, CONTACT GREG COSTLEY AT (309) 578-3295 OR EMAIL: government_construction_equipment_support@cat.com

120M Road Grader...

Find the Proper Place

YOU GOT A TRIP PLANNED?

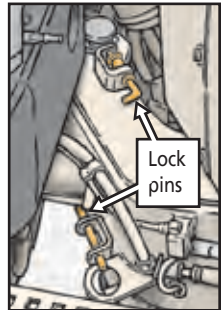
NOPE! JUST PUTTING AWAY YOUR ARTICULATION LOCK PINS AND WHEEL LEAN LOCK BOLT AND NUT. I WANT TO MAKE SURE I CAN FIND 'EM WHEN I NEED 'EM!



Articulation Lock Pins

The **articulation lock pins**, NSN 5315-01-579-3794, keeps the grader from articulating when installed. So before you put that grader to work, pull back on the spring rods to release the pins. Then make sure you stow the pins right where they belong: in the rear frame pocket. Don't keep them in the cab or you'll soon be getting new ones, and that costs some bucks!

Release and remove articulation lock pin before operation

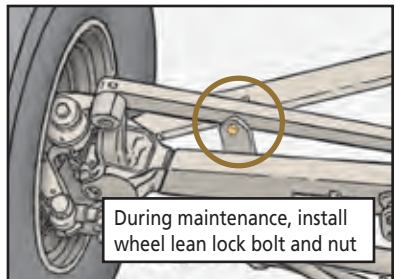


Wheel Lean Lock Bolt and Nut

Mechanics, you're supposed to use the grader's wheel lean lock bolt and nut to secure the left front axle during maintenance. That keeps the wheel from tilting.

When you're finished, make sure you remove the **bolt**, NSN 5306-01-438-9715, and **nut**, NSN 5310-01-565-6246. Then screw the two together and **stow** them in the vehicle's BII tool box. Don't toss 'em in the cab—they may never be found again!

During maintenance, install wheel lean lock bolt and nut



120M Road Grader...

No Joy in Busted Joysticks

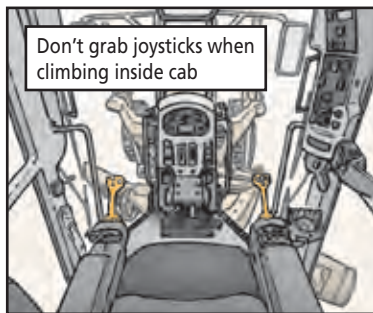


Operators, climbing in and out of the 120M road grader's cab should be second nature at the work site. Just make sure you use the handholds mounted on both sides of the cab for climbing in and out.

Don't use the joysticks as a hand-hold. The same holds true while shifting around the operator's seat. That only takes the joy out of the joystick!

Because they're designed to take only very limited pressure from your hand, the joysticks can't handle your weight. And a busted joystick puts your grader out of action until a new one is installed.

With the joystick's hefty \$2,600 replacement price, you won't be very popular with your unit commander, either!



M400W Compact Skid Loader...



SAVE THE JUICE!

OPERATORS, IF YOU HAVEN'T HEARD THIS YET, M400W COMPACT SKID LOADERS HAVE AN ON-GOING PROBLEM WITH **BATTERY DRAIN.**

SO FOR **LONG-TERM STORAGE,** HAVE YOUR MECHANIC **DISCONNECT THE BATTERIES.**

THAT'S THE **ONLY** WAY TO ENSURE YOU HAVE THE JUICE FOR A START THE NEXT TIME YOU NEED THE **LOADER.**

Dusk Driver

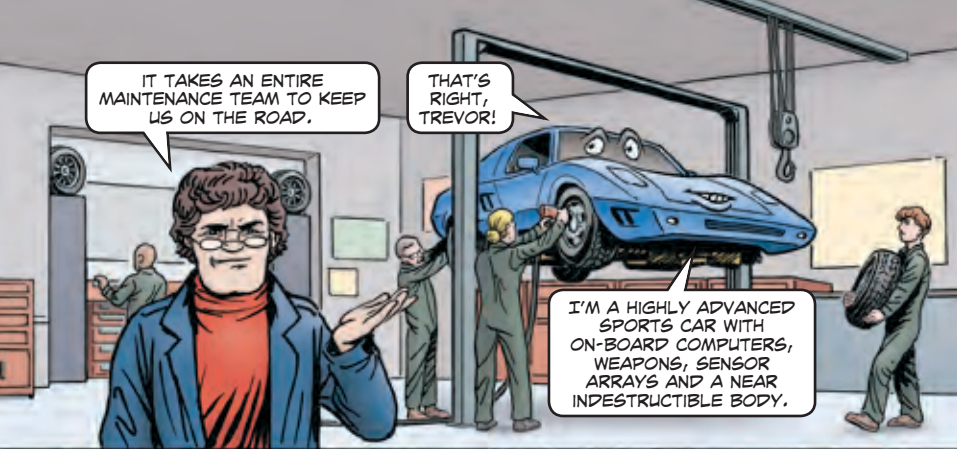
A man with glasses, a red turtleneck, and a grey jacket stands next to a blue sports car. The car has a human-like face with large eyes and a wide, toothy grin. They are in a city at dusk, with skyscrapers and a setting sun in the background.

MY NAME IS **TREVOR DUSK** AND THIS IS MY CAR, **T.R.I.P.**, THE **THREAT RESPONSE INTELLIGENCE PLATFORM.**

TOGETHER WE SOLVE **CRIMES** AND FIGHT FOR THE **WEAK** AND **DOWNTRODDEN.**

A close-up of Trevor Dusk's face, showing his glasses and a determined, slightly angry expression.

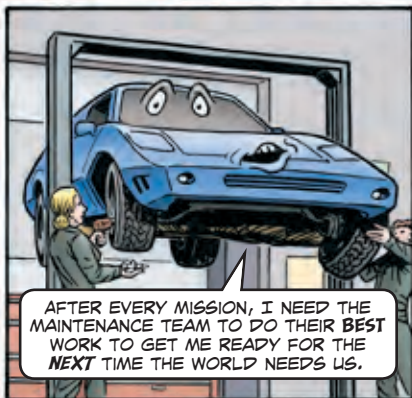
BUT WE **CAN'T** DO THAT ON OUR OWN.



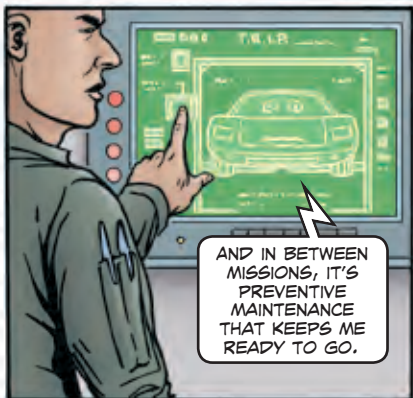
IT TAKES AN ENTIRE MAINTENANCE TEAM TO KEEP US ON THE ROAD.

THAT'S RIGHT, TREVOR!

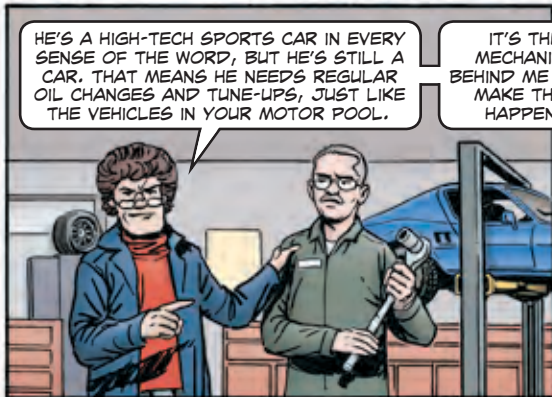
I'M A HIGHLY ADVANCED SPORTS CAR WITH ON-BOARD COMPUTERS, WEAPONS, SENSOR ARRAYS AND A NEAR INDESTRUCTIBLE BODY.



AFTER EVERY MISSION, I NEED THE MAINTENANCE TEAM TO DO THEIR BEST WORK TO GET ME READY FOR THE NEXT TIME THE WORLD NEEDS US.

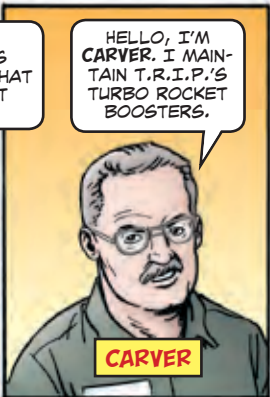


AND IN BETWEEN MISSIONS, IT'S PREVENTIVE MAINTENANCE THAT KEEPS ME READY TO GO.



HE'S A HIGH-TECH SPORTS CAR IN EVERY SENSE OF THE WORD, BUT HE'S STILL A CAR. THAT MEANS HE NEEDS REGULAR OIL CHANGES AND TUNE-UPS, JUST LIKE THE VEHICLES IN YOUR MOTOR POOL.

IT'S THE MECHANICS BEHIND ME THAT MAKE THAT HAPPEN.



HELLO, I'M CARVER. I MAINTAIN T.R.I.P.'S TURBO ROCKET BOOSTERS.

CARVER

ONCE, WHEN WE WERE TRACKING DOWN A STOLEN SHIPMENT OF FORMULA FIVE, WE HAD TO JUMP OVER AN OPEN BRIDGE.



YOU CAN'T DO THAT WITHOUT **TURBO ROCKET BOOSTERS**. WITHOUT CARVER ON THE JOB, THERE'S NO WAY I MAKE THAT JUMP AND CATCH THAT STOLEN TRUCK. WE WOULD'VE BEEN GROUNDED.



NOW ALLOW US TO INTRODUCE YOU TO OUR ARMOR TEAM.



THESE ARE THE FOLKS WHO TAKE CARE OF MY ARMOR PLATING.



HAGANS

STONE

CAMEJO

ROOKS



WITHOUT MY ARMOR PLATING, BULLETS WOULD GO RIGHT THROUGH ME. THAT WOULDN'T BE GOOD FOR ME OR TREVOR.





I'LL NEVER FORGET THE TIME WE HAD TO BREACH THE LAIR OF **MAY HAMM** TO RETRIEVE THE STOLEN DUTRIDDIUM RAY INDUCTION CANNON PLANS.

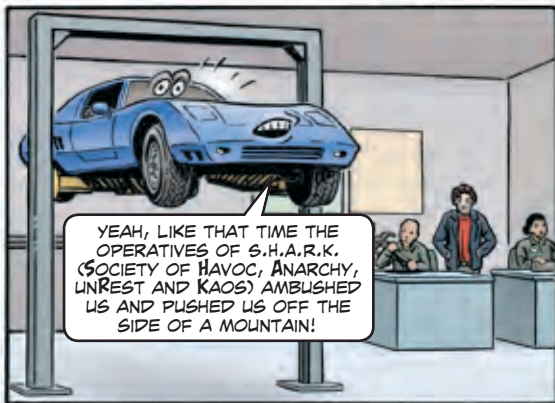
HER MINIONS WERE ARMED TO THE GILLS, LITERALLY. WITHOUT THAT ARMOR WE WOULD HAVE HAD A VERY LONG DAY.



CARO

MEET CARO AND SUTHERLAND. THEY MAKE SURE THAT WHEN WE NEED T.R.I.P.'S GRAPPLING HOOK, IT'S READY FOR ACTION.

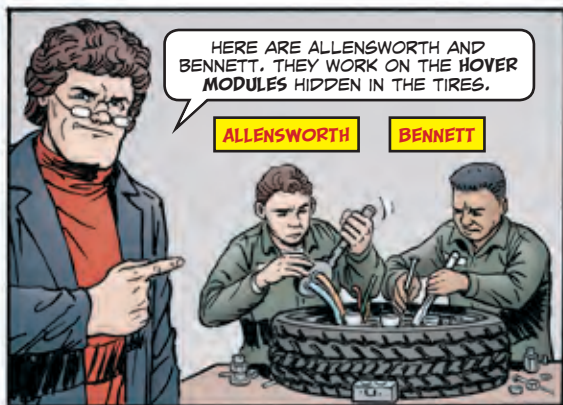
SUTHERLAND



YEAH, LIKE THAT TIME THE OPERATIVES OF S.H.A.R.K. (SOCIETY OF HAVOC, ANARCHY, UNREST AND KAOS) AMBUSHED US AND PUSHED US OFF THE SIDE OF A MOUNTAIN!



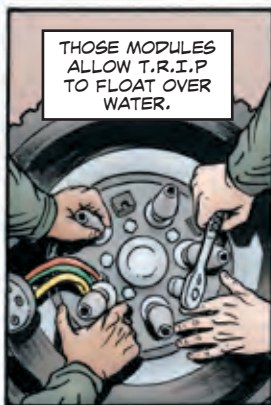




HERE ARE ALLENSWORTH AND BENNETT. THEY WORK ON THE HOVER MODULES HIDDEN IN THE TIRES.

ALLENSWORTH

BENNETT

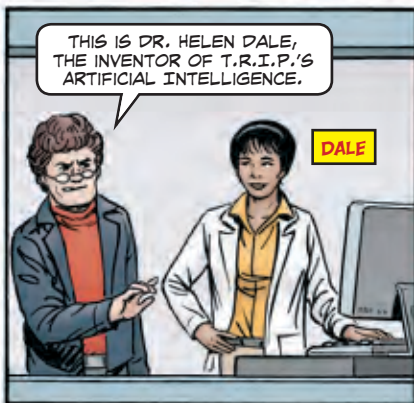


THOSE MODULES ALLOW T.R.I.P. TO FLOAT OVER WATER.

HAD TO USE THOSE WHEN WE RESCUED TENNIS LEGEND TRICIA GREATHOUSE FROM PROFESSOR MAL MANIACAL'S ISLAND LAIR JUST BEFORE IT EXPLODED.

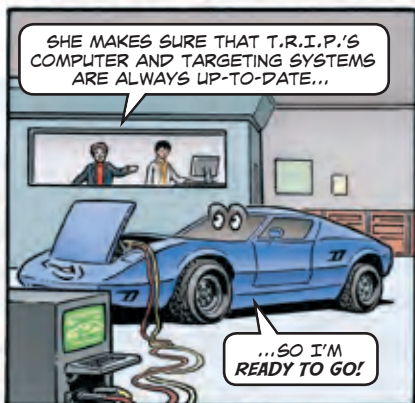


WITHOUT HOVER MODE, WE ALL WOULD'VE BEEN TOAST!



THIS IS DR. HELEN DALE, THE INVENTOR OF T.R.I.P.'S ARTIFICIAL INTELLIGENCE.

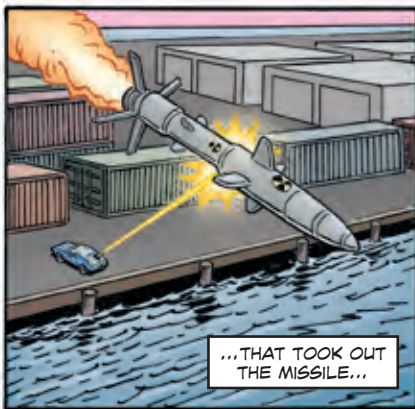
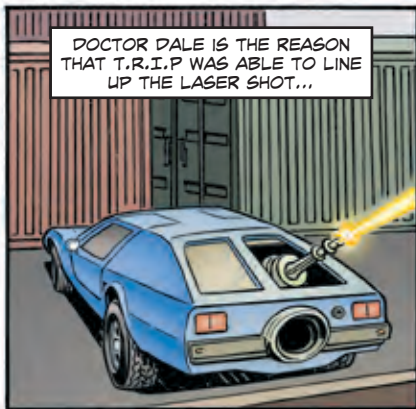
DALE



SHE MAKES SURE THAT T.R.I.P.'S COMPUTER AND TARGETING SYSTEMS ARE ALWAYS UP-TO-DATE...

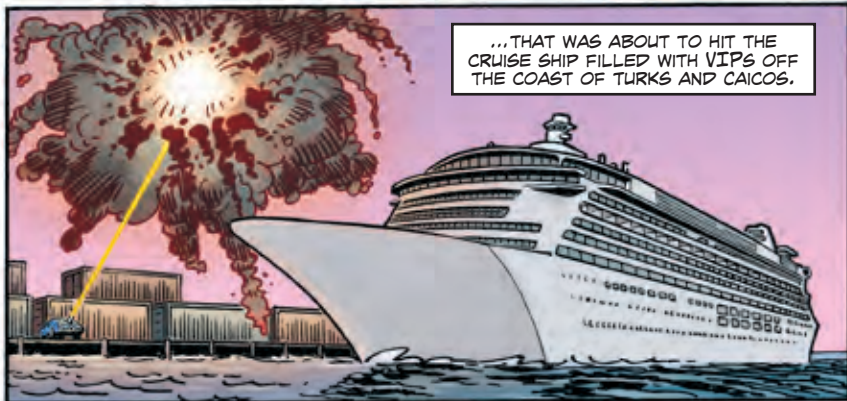
...SO I'M READY TO GO!

DOCTOR DALE IS THE REASON
THAT T.R.I.P WAS ABLE TO LINE
UP THE LASER SHOT...

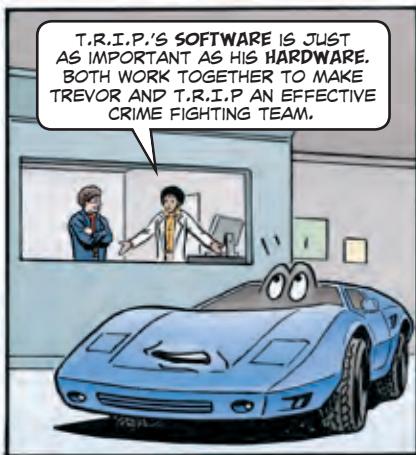


...THAT TOOK OUT
THE MISSILE...

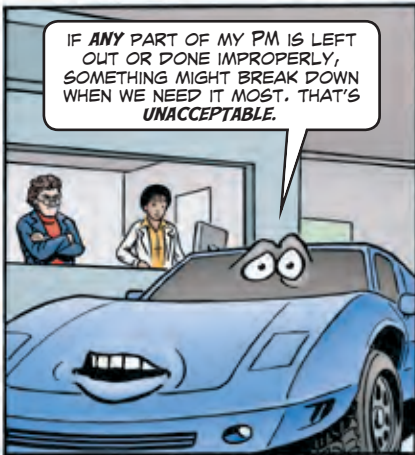
...THAT WAS ABOUT TO HIT THE
CRUISE SHIP FILLED WITH VIPS OFF
THE COAST OF TURKS AND CAICOS.

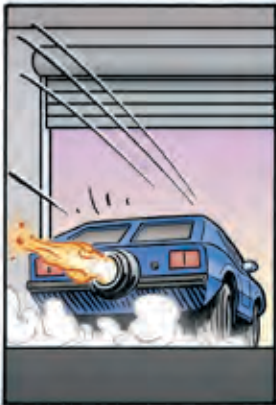
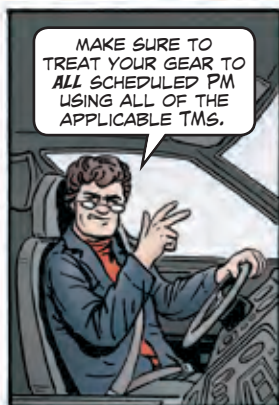
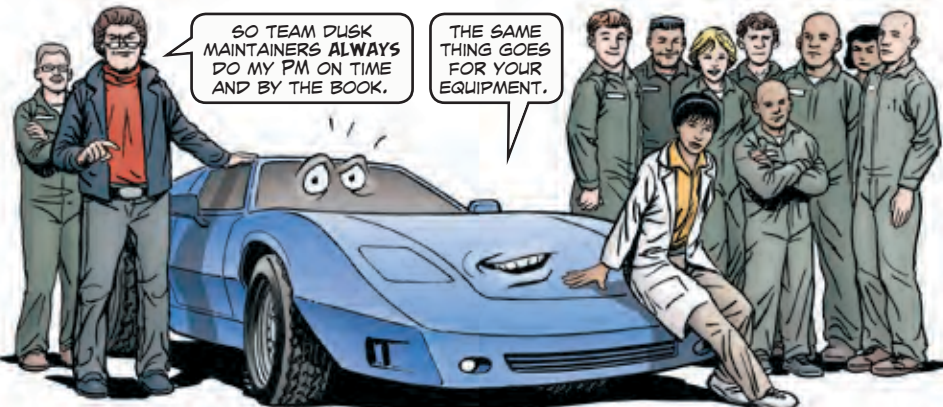


T.R.I.P.'S SOFTWARE IS JUST
AS IMPORTANT AS HIS HARDWARE.
BOTH WORK TOGETHER TO MAKE
TREVOR AND T.R.I.P AN EFFECTIVE
CRIME FIGHTING TEAM.

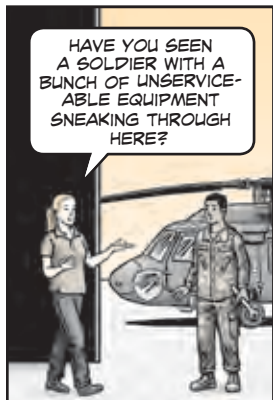


IF *ANY* PART OF MY PM IS LEFT
OUT OR DONE IMPROPERLY,
SOMETHING MIGHT BREAK DOWN
WHEN WE NEED IT MOST. THAT'S
UNACCEPTABLE.





H-60 Series... **Avoiding Turn-in Credit Reversal**

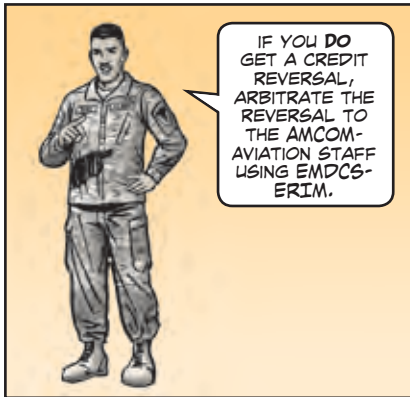


THE SCOOP!

1. Complete the return process. The unit or supply support activity (SSA) must remove the Return Advice Code of "1W" in the system. Afterwards, there will be no clock associated with this turn-in.
2. Place the buy order in the system at the same time as the turn-in if the buy order wasn't already initiated. At this stage, there is no clock associated with the buy order.
3. Once the unit receives the equipment from the buy order and the associated turn-in order (ZRL), the unit should access GCSS-Army to manually delete the ZRL. This will stop the clock associated with the issue.



NOTE: IF UNITS FOLLOW THESE INSTRUCTIONS, TO INCLUDE DELETING THE ZRL, WHICH IS A KEY STEP, THEY SHOULD **NOT** GET A CREDIT REVERSAL.



IF YOU **DO** GET A CREDIT REVERSAL, ARBITRATE THE REVERSAL TO THE AMCOM-AVIATION STAFF USING EMDCS-ERIM.

QUESTIONS?

CONTACT TORRE RAMIREZ OR
STUART FISHER AT (256) 313-1199,
(256) 313-0587 OR EMAIL:

torre.s.ramirez.civ@mail.mil
OR
stuart.e.fisher.civ@mail.mil

THE NSNS ON THE NEXT PAGE HAVE A LOW UNSERVICEABLE RETURN RATE AND NEED TO BE TURNED IN FOR REPAIR PROGRAMS.



TURN IN THE ASSETS **NOW** REGARDLESS OF WHETHER THE REPLACEMENT PART HAS BEEN RECEIVED YET.



FOR ASSISTANCE IN GETTING UNSERVICEABLE TURN-IN CREDIT **BEFORE** THE REPLENISHMENT PART IS RECEIVED, CONTACT ANY OF THE FOLLOWING ITEM MANAGERS.



Tail Rotor Servocylinder

- **NSNs:** 1650-01-305-6954, 1650-01-625-0436
- **Part numbers:** 2227000-17, 70410-06520-046, 2227000-19, 70410-06520-048
- **Item manager:** April Whisenant, (256) 313-5111 or email: april.d.whisenant.civ@mail.mil

Primary Servo Assembly

- **NSNs:** 1650—01-143-1226, 1650-01-625-0164, 1650-01-114-9538
- **Part numbers:** 274000-1027, 274000-1031, 274000-1035
- **Item manager:** April Whisenant, (256) 313-5111 or email: april.d.whisenant.civ@mail.mil

Fixed Landing Gear

- **NSNs:** 1620-01-231-1831, 1620-01-109-7195, 1620-01-111-0193, 1620-01-181-8288
- **Part numbers:** 70250-12051-042, 70250-12051-043, 70250-12051-044, 70250-12051-045
- **Item manager:** April Whisenant, (256) 313-5111 or email: april.d.whisenant.civ@mail.mil

Electro-Mechanical Actuator

- **NSNs:** 1680-01-285-0344, 1680-01-169-0858, 1680-01-242-2066
- **Part numbers:** 181950-5 and 70900-02260
- **Item manager:** William Brown, (256) 842-1106 or email: william.b.brown239.civ@mail.mil

Modulating Valve

- **NSN:** 2995-01-159-4660
- **Part number:** 70306-10012-105
- **Item manager:** Mark Rhodes, (256) 842-7835 or email: mark.e.rhodes.civ@mail.mil

Ice Detector

- **NSN:** 6340-01-332-5782
- **Part number:** 70306-10012-105
- **Item manager:** Angela Duncan, (256) 955-0147 or email: angela.m.duncan20.civ@mail.mil

Gas Turbine Power Unit

- **NSN:** 2835-01-369-2818
- **Part number:** 116305-200
- **Item manager:** Valarie Williams, (256) 313-4345 or email: valarie.l.williams.civ@mail.mil

Cowling

- **NSN:** 1560-01-319-1209
- **Part number:** 70302-10100-058
- **Item manager:** Valarie Williams, (256) 313-4345 or email: valarie.l.williams.civ@mail.mil

Alternating generator

- **NSN:** 6115-01-318-5729
- **Part number:** AGH958-1
- **Item manager:** Theletha Harris, (256) 876-3330 or email: theletha.d.harris.civ@mail.mil





SERGEANT BLADE, I'M HAVING A **HARD TIME** LOCATING AN NSN FOR THE NEW AVIATION CRASH KIT.

THE NSN IS 5180-01-629-5027.

YOU CAN GET A LIST OF COMPONENTS FROM PS OR CHECK IT OUT ON THE PS MOBILE APP.

Need Aircraft Crash Kit NSN?

Dear Sergeant Blade,
I'm looking for a new aviation crash kit NSN. Can you help?
SFC R.F.

Dear Sergeant,

We're glad to help. NSN 5180-01-629-5027 brings the new **aviation crash investigation kit**. The AGSE headshed says they haven't built a component list (CL) yet, but you can use the charts below for a list of components or write to PS for a copy at: usarmy.redstone.asc.mbx.psmag@mail.mil

SFC "Rotor" Blade

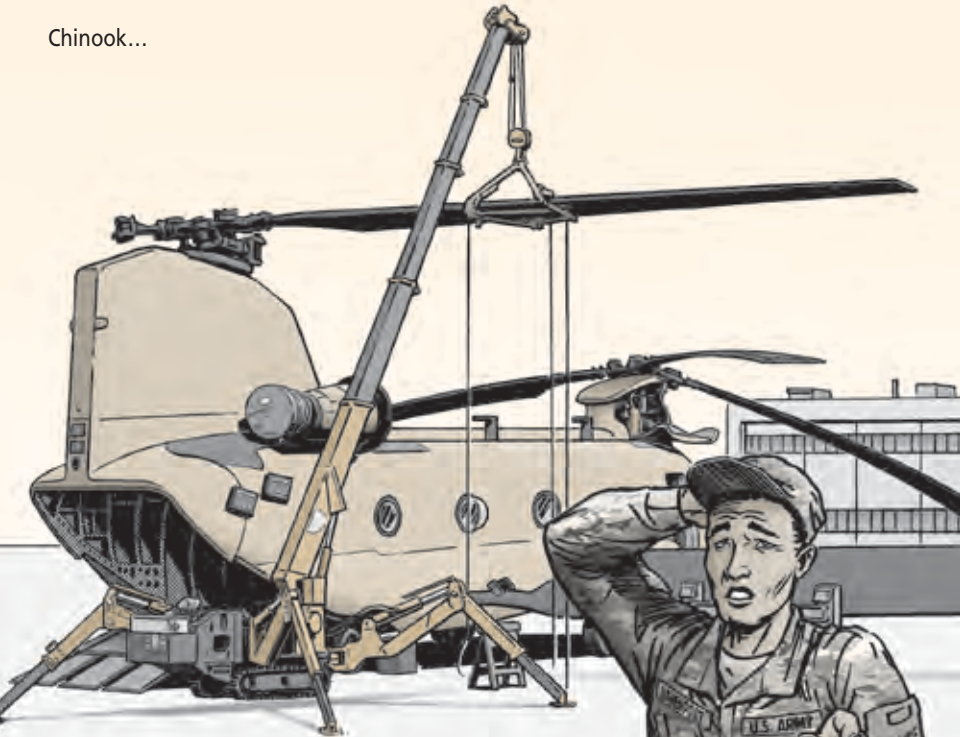
Crash Investigation Kit, Case #1					
No.	Description	NSN	PN	CAGE	Qty
1	Protective goggles		S39630C	08895	2
2	Magnifier	6650-01-323-0012	81-23-54	06175	1
3	ST 300 multi-tool	5110-01-430-5039	831105	0CAD1	1
4	Screwdriver bit handle and set	5120-01-335-1486	SSDMR4BO	55719	1
5	Crunch multi-tool	5110-01-474-0894	68010201K	0CAD1	1
6	Magnetic inclinometer compass	6695-01-581-9058	360PC/360R	0JF53	1
7	Inspection mirror		J2374	1CV05	1
8	Flashlight (2C)	6515-01-616-1609	ML100	06134	1
9	Flashlight (2AA)	6230-01-584-4416	SP-P01HK	06134	2

No.	Description	NSN	PN	CAGE	Qty
10	Semicircular protractor		12071	U0498	1
11	Machinist's rule	5210-01-397-3067	C604R-12	57163	1
12	Digital voice recorder		ICD-PX333	68379	1
13	GPS recorder	5825-01-602-8527	010-00970-20 Model ETREX30	0TRC3	1
14	Digital camera		TG-4 (Black)	5T885	1
15	Camera pouch		APEX 20 AW	53HR4	1
16	Diagonal cutting pliers	5110-00-222-2708	J207G	ICV05	1
17	Disposable gloves		NLG400	1T4D3	10
18	Marking stake flag		76433240	3MPZ5	15
19	Respirator		65021HA1-C	52170	2
20a	Duct tape		6969	52170	1 roll
20b	Caution tape		58000	75347	1 roll
21	Measuring tape		100LS	65LN0	1
22	Mason line		628	72100	1
23	Foam insert assembly		1060246	81996	1
24	Pelican™ case	6760-01-491-2817	1620NF	1N2V8	1
25	LID organizer		1609	1N2V8	1

Crash Investigation Kit, Case #2

No.	Description	NSN	PN	CAGE	Qty
26	Measuring tape, 300 foot	5210-01-469-3423	4YP87	L5418	1
27	Blue trap, 9X12		GTRP912	1PBT3	2
28	Comfort mask		8200	76381	10
29	Protective heat gloves		8314	57307	2
30	Large coverall		TF145T	2S827	2
31	Shipping tag		1547T77	39428	15
32	Backpack go bag		126	4SEN6	1
33	Tool bag		116	5Y815	1
34	Chemical gloves		178L	0BH16	2
35	Workman's gloves (large)		MG-F55-010	07LZ4	2
36	Plastic bag		31DK58	25795	15
37	Permanent marker (black)		34801	86674	6
38	Permanent marker (red)		38202	86674	6
39	Marking chalk		31144	72657	Box of 12

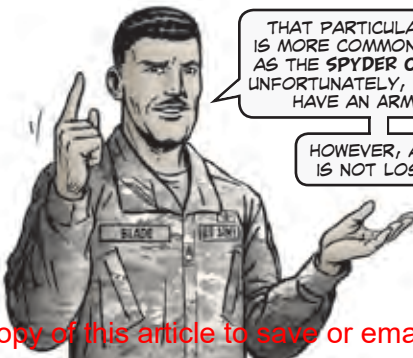
Chinook...



IS THERE A
CHINOOK SPYDER
CRANE TM?

Dear Sergeant Blade,
We have a mini-crawler
mounted crane, NSN
3810-01-598-1850, for
our Chinook, but we
can't find a TM for it. Is
there one available or any
information on how to
maintain this crane?

CW3 T.W.K.



THAT PARTICULAR
CRANE IS MORE COMMONLY
KNOWN AS THE SPYDER
CRANE, SIR.
UNFORTUNATELY, IT DOESN'T
HAVE AN ARMY TM.

HOWEVER, ALL
IS NOT LOST!

[Click here for a copy of this article to save or email.](#)

THE SPYDER CRANES WERE PURCHASED YEARS AGO AS A STOPGAP FOR DOWNED AIRCRAFT RECOVERY AND FOR USE WHEN NO OTHER CRANE WAS AVAILABLE.

A FEW OF THE CRANES WERE GIVEN TO UNITS AND SEVERAL WERE BOUGHT AND FIELDED BY CARGO PM.

THERE ARE **COMMERCIAL MANUALS** AVAILABLE FOR MAINTAINING THE CRANE.



AN OPERATION AND MAINTENANCE MANUAL (MODELS URW370C2U AND URW540C2U SERIES), A WORKSHOP MANUAL (MODELS URW376C1U AND URW546C1U) AND THE HYDRAULIC CRAWLER CRANE PARTS CATALOG (URW370ZUR) ARE ALL AVAILABLE.



IF YOU HAVE THIS CRANE IN YOUR HANGAR AND WOULD LIKE COPIES OF THE COMMERCIAL MANUALS, SEND US AN EMAIL: usarmy.redstone.asc.mbx.psmag@mail.mil

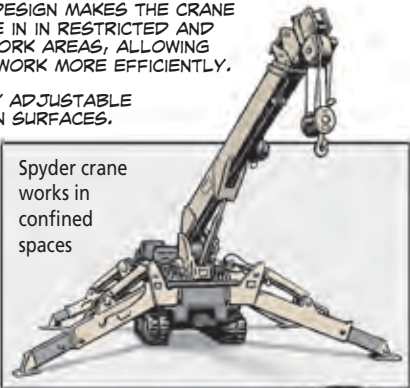
HERE'S A LITTLE MORE INFORMATION ABOUT THE SPYDERCRANE!

ITS COMPACT DESIGN MAKES THE CRANE EASY TO USE IN IN RESTRICTED AND CONFINED WORK AREAS, ALLOWING SOLDIERS TO WORK MORE EFFICIENTLY.

EACH OUTRIGGER IS INDEPENDENTLY ADJUSTABLE SO IT CAN BE LEVELLED ON UNEVEN SURFACES.

THERE'S ALSO A SAFETY FEATURE THAT CONTINUOUSLY MONITORS GROUND-BEARING PRESSURE AT EACH OUTRIGGER THAT AUTOMATICALLY SOUNDS AN ALARM TO RESTRICT UNSAFE OPERATION.

Spyder crane works in confined spaces

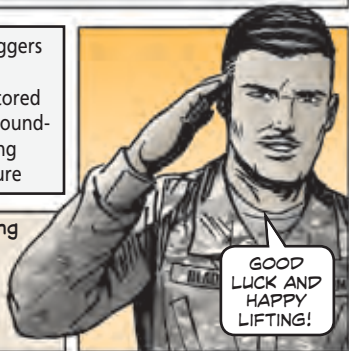


Outriggers are monitored for ground-bearing pressure



THE CRANE COMES WITH:

- a bubble-style level for outrigger leveling
- a hydraulic circuit pressure relief valve
- minimum wire rope automatic stop
- an automatic hook stow system
- over-winding prevention device
- hook safety latch

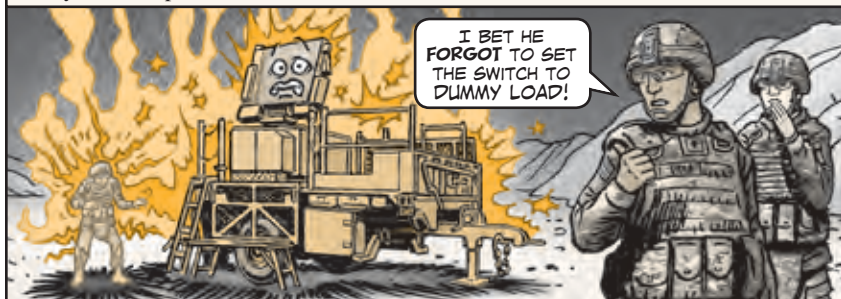


STEPS TO SENTINEL SUCCESS



- **Be careful out there!** The Sentinel produces lots of voltage and rotates very fast. Just a moment of carelessness can spell disaster.
- **Maintain cybersecurity.** See the Sentinel systems administrators manual (SAM) for how to establish and maintain cybersecurity. Your AMCOM LAR can help.

- **Before doing any maintenance, set the ANTENNA/DUMMY LOAD switch to DUMMY LOAD on the tactical control unit (TCU).** That way the Sentinel sends RF into the dummy load and not into space where it could microwave anyone on top of the Sentinel.



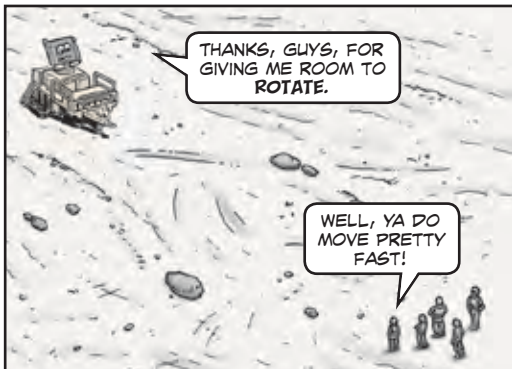
- **Check and re-check that the azimuth (AZ) drive circuit breaker is set to OFF to prevent accidental rotation before climbing on top of the Sentinel.** If the AZ circuit breaker isn't set to OFF, you could go flying if the Sentinel is activated and its antenna whirls around.

When you climb around the Sentinel, always use three points of contact. That stops falls.

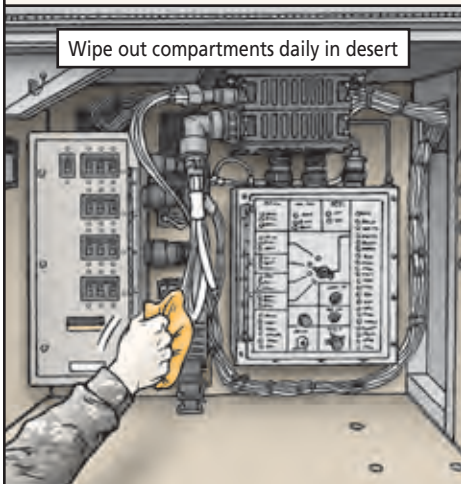


BEFORE ROTATING THE SENTINEL, **ALWAYS** MAKE SURE EVERYONE IS OUT OF THE WAY.

THAT'S ESPECIALLY IMPORTANT WHEN YOU'RE OPERATING REMOTELY.



- **Keep the compartment doors closed as much as possible.** Sand causes abrasions and other problems for electrical components. Wipe the compartment clean daily when operating.



- **Don't use rubbing alcohol to clean.** That strips the protective coating off the compartment walls, which leads to corrosion and arcing.



Use **technical isopropyl alcohol**, NSN 6810-00-753-4993, for cleaning. It's 70 percent isopropyl and 30 percent water and won't affect the walls' coating.

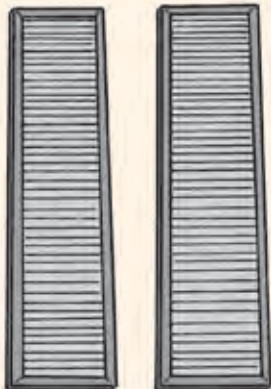
- **Clean the filters.** The Sentinel produces lots of heat. If it's not getting lots of cool air, it overheats and shuts down.

CHECK THE FILTERS. IF THEY'RE CLOGGED, CLEAN THEM EITHER WITH SOAP AND WATER OR BLOW THEM CLEAN WITH LOW-PRESSURE AIR.



Remember there are 12 filters:

- antenna intake
- antenna exhaust
- BSU intake
- BSU exhaust
- IFF intake
- IFF exhaust
- R/E intake
- 1 eRCT exhaust
- SIU exhaust (the Sentinel IETM calls this an SIU intake filter, but that's a mistake)
- 2 PAM exhaust filters
- eRCT intake



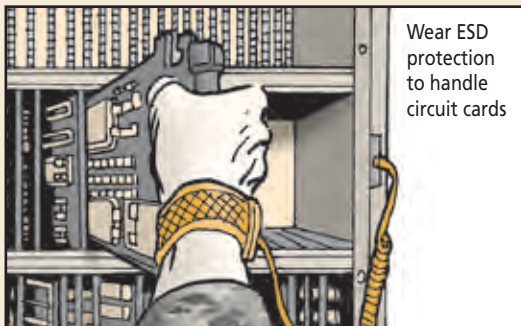
Clean all 12 filters **daily** when operating in sandy conditions

All but the PAM exhaust and eRCT intake and exhaust filters should be checked at least weekly by the crew. The PAM exhaust filters are a monthly check by the maintainers and the eRCT filters are a monthly check by the crews. But if you're operating in a sandy field environment, check all filters daily.

If you must constantly run the Sentinel, it's a good idea to get an extra set of filters. That means less downtime for your Sentinel.

- **Wear electrostatic discharge (ESD) protection to handle circuit cards.** Some of the Sentinel circuit cards cost thousands. One spark can ruin a circuit card.

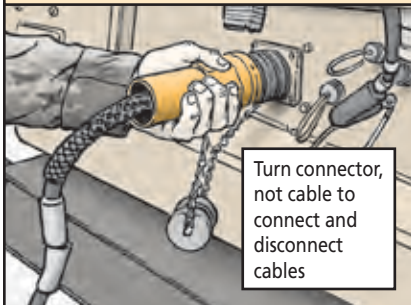
Before handling any circuit card, put on an ESD wrist strap and plug it in. Make sure the Sentinel itself is grounded or the ESD won't do any good. Never put circuit cards down on a metal surface. Lay them down on an ESD mat or place them in an antistatic pouch.



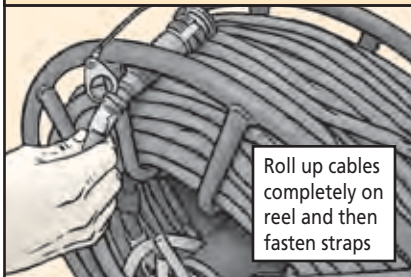
Wear ESD protection to handle circuit cards

NSN 4940-01-253-5368 brings an **ESD work station kit** with two wrist straps, a grounding cord, mat, three antistatic pouches and three barrier bags. The kit is part of the **Sentinel radar maintenance tool kit**, NSN 5180-01-407-3286.

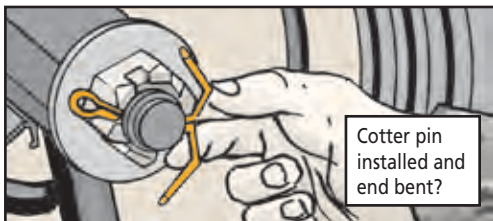
- **Protect cables.** When disconnecting cables, turn the connectors, not the cable. Twisting the cable breaks wiring.



When storing cables, roll them up completely on the reels. Put on connector caps. Make sure the cable reel straps are fastened and the cable reel nuts are tightly locked.



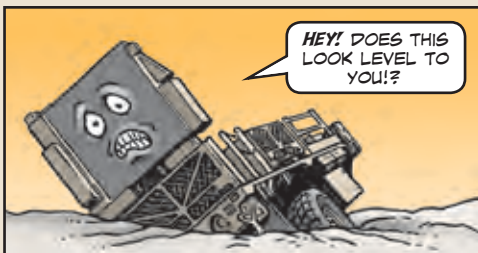
The power cable reel has a cotter pin to keep the reel's hub bolt tight. If the pin's missing, the bolt can work loose and the reel comes off. Check that the cotter pin is installed and its ends are bent so it can't work out.



The Sentinel needs to be level to operate. So when you emplace it, try to put it on as solid ground as possible. In the desert, that's not always possible. In those cases, put something solid under the jack pad, such as a flat piece of metal or sturdy plywood, to increase the footprint of the jack pad. Use heavy duty materials that can support the weight of the trailer.

When you're finished checking the circular levels, put their caps back on. If the gauges are left exposed, sun and moisture can ruin them.

On the Level



M249 Scrapper NSN Changes

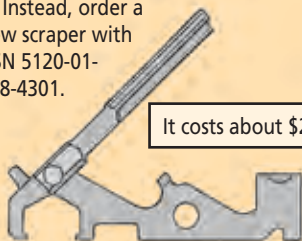


LOOKS LIKE THAT SCRAPER HAS DONE ALL IT CAN DO.

TIME TO ORDER A **NEW** ONE. REMEMBER, THE SCRAPER NSN **CHANGED!**

When your M249 machine gun's scrapper tool wears out, don't use NSN 1005-01-131-1914 to order a new one. That NSN is obsolete.

Instead, order a new scrapper with NSN 5120-01-598-4301.



It costs about \$25.

M2, M2A1 Machine Gun...

Gun Unloaded? Don't Let Bolt **SLAM!**



LETTING MY BOLT **SLAM** FORWARD WHEN I'M UNLOADED **HURTS!**

P-L-E-A-S-E SLIDE MY BOLT FORWARD.



Dear Editor,

Some Soldiers think the M2/M2A1 machine gun is indestructible. It's a heavy duty weapon, but rough treatment can still put it down.

One good example is letting the bolt slam forward when the M2/M2A1 is unloaded. Eventually, that causes the barrel's chamber end to mushroom. That leads to misfires and the only fix is a new barrel.

That can be easily prevented just by riding the bolt forward with the charging handle.

Karl Hayhurst
Ft Hood, TX

Editor's note: Great point, Karl. No slamming allowed!

CBRN...

SHELF LIFE VS SERVICE LIFE

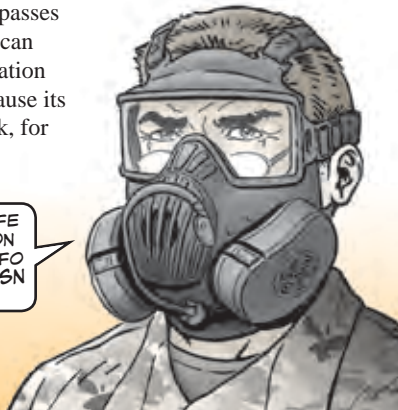


Knowing the difference between shelf life and service life can save you money in the CBRN room.

Shelf life involves items that are still in the sealed packages they came in. The item's package generally lists an expiration date for the item. Sometimes that date gets extended, depending on the item.

For example, the shelf life of an M50 joint service general purpose mask (JSGPM) is 60 months if it's never been removed from its packaging. After that, masks must be tested before use to ensure they can still protect a Soldier. Their shelf life can be extended if they pass the test.

But once an item is removed from its package, shelf life ends and service life begins. Then the criteria becomes whether the item passes the PMCS in its TMs. As long as it passes, the item can continue to be used, regardless of its shelf life expiration date. In other words, don't trash something just because its shelf life expiration date has passed. If an M50 mask, for example, is still doing its job, continue to use it.



THE BEST PLACE TO CHECK FOR INFO ON SHELF LIFE AND EXTENSIONS IS JACKS, THE JOINT ACQUISITION CHEMICAL BIOLOGICAL RADIOLOGICAL NUCLEAR KNOWLEDGE SYSTEM.

IT PROVIDES SHELF LIFE EXPIRATION, EXTENSION AND CONDEMNATION INFO ORGANIZED BY BOTH NSN AND LOT NUMBER.

To access JACKS, you'll need a CAC card or an AKO account. Go to:

<https://jacks.jpocbd.osd.mil>

Seeing in the Dark Wearing Protective Masks



**THIS IS WHY SOLDIERS
NEED TO TRAIN WITH THEIR
MASKS AND NVDs.**



Dear Editor,

An area often overlooked in training is operating in the dark while wearing the M40 or M50 mask.

Soldiers often train with their night vision devices (NVDs), but rarely while wearing their masks. To say the least, it can be tricky to keep the NVD monocle, mask lens, any optical insert and your eye all in alignment while driving or even walking. If Soldiers have at least some experience wearing their mask and an NVD, they're better prepared for operating in a chemical environment.

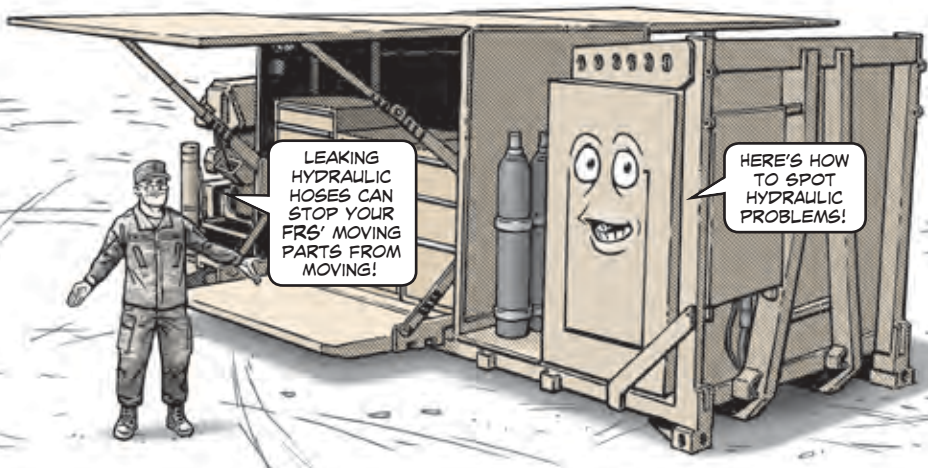
One tip is to make sure your helmet is as securely fastened as possible. That's difficult while wearing a mask. But if the helmet shifts, so does the NVD, which makes seeing in the dark even harder.

Some Soldiers may find it nearly impossible to drive while wearing a mask and an NVD. Blackout driving may be the only option and should also be included in training. Vehicle operator manuals usually have instructions on blackout driving.

COL Steve Green
MOARNG

Editor's note: *Good points, Colonel. Soldiers need to be able to see in the dark in a chemical environment. Knowing how to use an NVD while wearing a mask could be critical.*

EYE ON HYDRAULICS



Dear Editor,

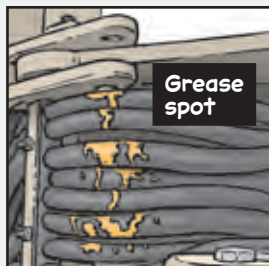
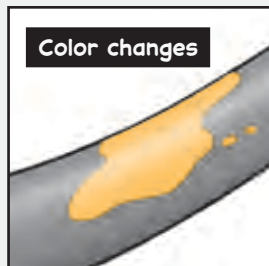
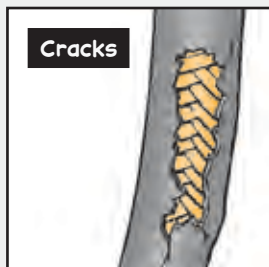
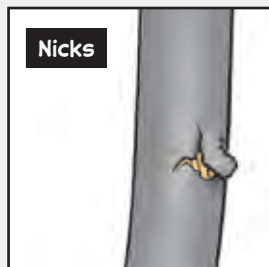
In my role as a TACOM LAR, I was recently called to check out problems with our M7 forward repair systems (FRS). I found the main problem was hydraulic hoses were in bad shape. Low hydraulic pressure kept moving parts from moving.

FRS crews need to remember the importance of checking all hydraulic hoses during their PMCS.

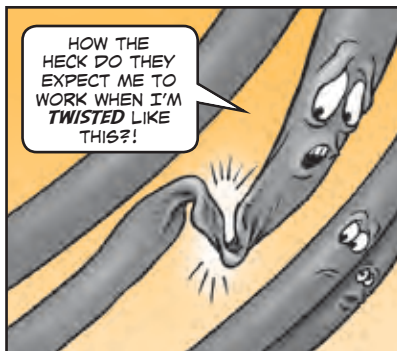
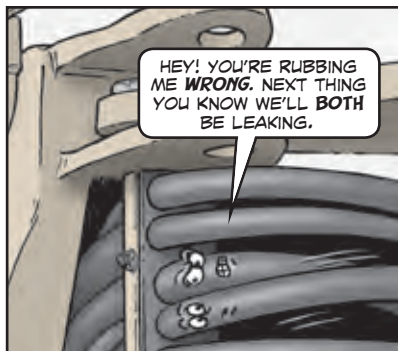
Here's what to look for:

- abrasions
- blisters
- nicks
- cracks
- hardness
- color changes
- puddles under FRS
- grease or dirt collecting in one part of the hose indicating leaks
- low fluid reservoir levels

Any of these problems should be pointed out to your repairman.

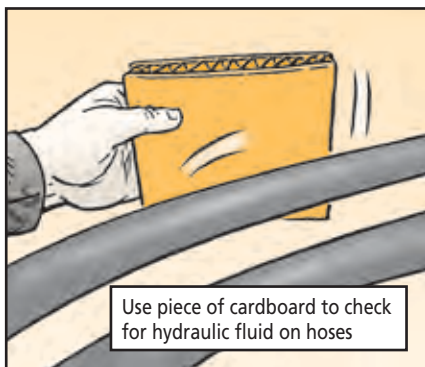


Also, make sure hoses are routed so they don't rub against each other or against metal parts. Check that they aren't near a source of extreme heat, like an exhaust manifold. Look for twisting or kinking that might limit fluid flow. Ensure the hoses have enough slack to allow for length changes during high pressure.



Never check for leaks by running your hand over hoses or hose connections. A pinhole leak under high pressure is like sliding your hand through a laser beam! Plus, you don't want hydraulic fluid on your skin. Instead, use a piece of cardboard to locate leaks.

If you're ever unlucky enough to get hot hydraulic fluid on your skin, **don't wipe it off**. That just exposes more skin to the hot fluid. Wash off the fluid with cool water. If that's not possible, wrap the area with a clean cloth and get medical attention.



EXCELLENT INFO, PORTER. BUT OPERATORS AND REPAIRERS SHOULD NOT WORRY JUST ABOUT THE FRS.

ALL ARMY EQUIPMENT THAT HAS HYDRAULIC HOSES—AND THERE ARE MANY—SHOULD GET REGULAR HOSE PMCS, INCLUDING CHECKING FLUID LEVELS.



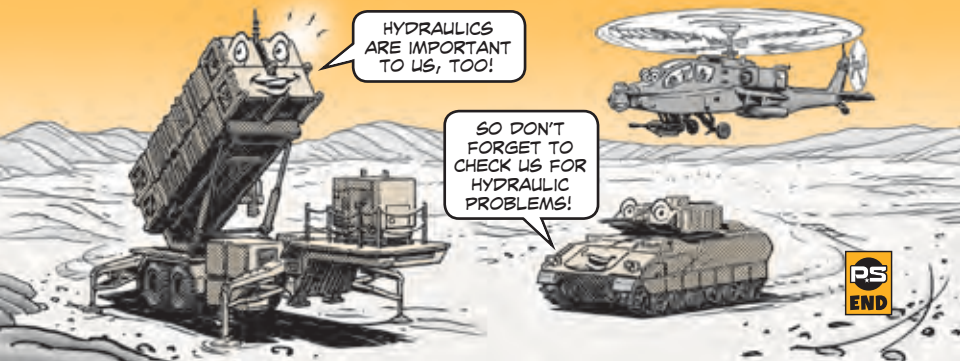
HERE ARE A FEW OTHER HYDRAULIC HOSE TIPS:

- NEVER DISCONNECT A HYDRAULIC HOSE WHILE THE SYSTEM IS RUNNING. HYDRAULIC SYSTEMS OPERATE AT PRESSURES UP TO 3,500 PSI. TURN OFF THE EQUIPMENT AND WAIT FIVE MINUTES FOR THE PRESSURE TO DROP. OPEN THE CONTROL VALVES FULLY TO RELIEVE TRAPPED PRESSURE.
- PLACE A CONTAINER UNDER THE HYDRAULIC SYSTEM TO CATCH OIL WHEN REMOVING A HOSE OR TUBE.

- TAG OR MARK ALL HOSES OR TUBES BEFORE DISCONNECTING THEM SO THERE WON'T BE ANY CONFUSION RECONNECTING THEM.



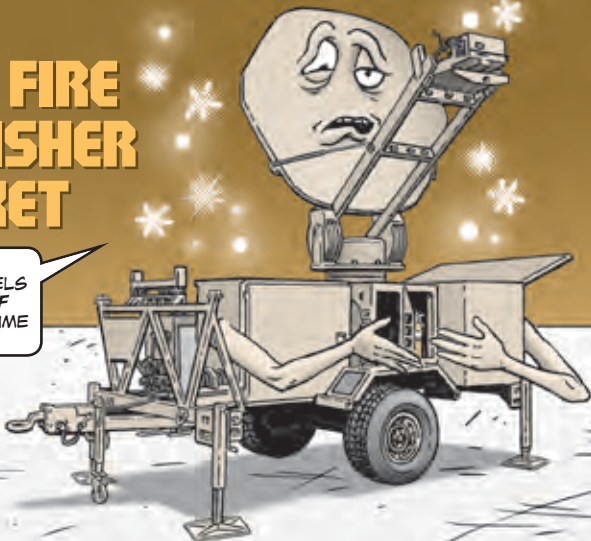
- PLUG OR COVER ANY DISCONNECTED HOSE OR TUBE TO PREVENT DIRT FROM GETTING IN THE HYDRAULIC SYSTEM.



PS
END

FINDING FIRE EXTINGUISHER BRACKET

BOOGIE
SOMETHIN' FEELS
A LITTLE OFF
DOWN HERE, TIME
FOR PMCS!



Dear Half-Mast,

The fire extinguisher brackets have rusted out on some of our **AN/TSC-185A(V)2s**, satellite transportable terminals (STTs), NSN 5895-01-608-6905. Searching through the latest TM 5895-01-608-6905 (Jan 18), we can't find any PN or NSN for it despite the fire extinguisher bracket being shown and mentioned several times. Any clues?

SPC P.T.

Dear Specialist,

Have we got a clue for you! Order that elusive **fire extinguisher bracket** with NSN 4210-01-624-1435 (PN 807, CAGE 49376).

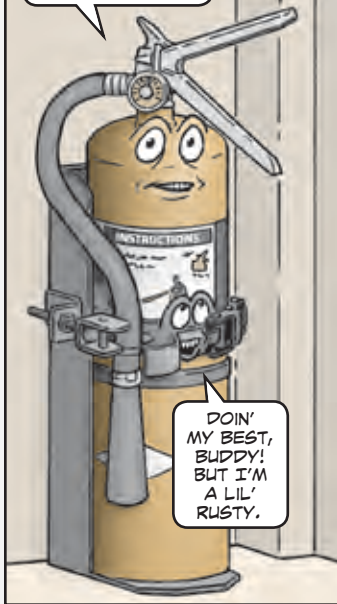
Like they say, an ounce of prevention is worth a pound of cure. You can help reduce corrosion on the STT and all its components by covering it in inclement weather.

Take note of our article about STT covers on Pages 50-51 in PS 793:

<https://www.logsa.army.mil/web2/archive/PS2018/793/793-50-51.pdf>

Half-Mast

HEY, IT'S
IMPORTANT THAT
I FEEL SECURE!



DOIN'
MY BEST,
BUDDY!
BUT I'M
A LIL'
RUSTY.

Put Pests to Rest



When you're in the field, you know that disease-carrying mosquitoes can lead to serious illnesses like malaria, dengue fever or leishmaniasis.

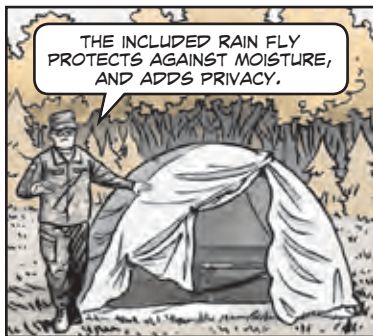
Part of your job is to minimize the risk of getting sick. A permethrin-treated uniform can protect you by day, but a night in the field invites a whole new bunch of pests to snack on your skin.

Here's where using a bed net can really help. A bed net is a tent-like structure with a rip-stop fabric floor and net walls. It fits over a standard cot and is high enough for you to sit on the cot comfortably. It weighs less than four pounds and has a flexible and durable frame. Best of all, you can set it up in under five minutes.

The original bed net was treated with permethrin, but this newest model got a dose of deltamethrin, too. This dual insecticide treatment increases effectiveness against bugs. This version also has a larger mesh to improve airflow.

The latest edition of the bed net was modified to include several field requests, too, such as an added rain fly. The rain fly is made from rip-stop fabric and covers the whole bed net. It protects against moisture but also blocks light for sleeping and offers additional privacy.

Because there's a floor, you can store items under your cot. There are also hanging tabs on the net to keep stuff off the ground.



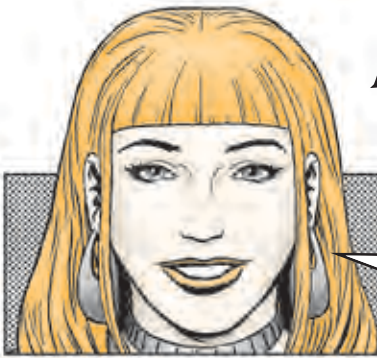
THE INCLUDED RAIN FLY PROTECTS AGAINST MOISTURE, AND ADDS PRIVACY.



THE BED NET CAN BE SET UP OUTSIDE ON ITS OWN, INSIDE A LARGER TENT OR IN A TEMPORARY SHELTER.

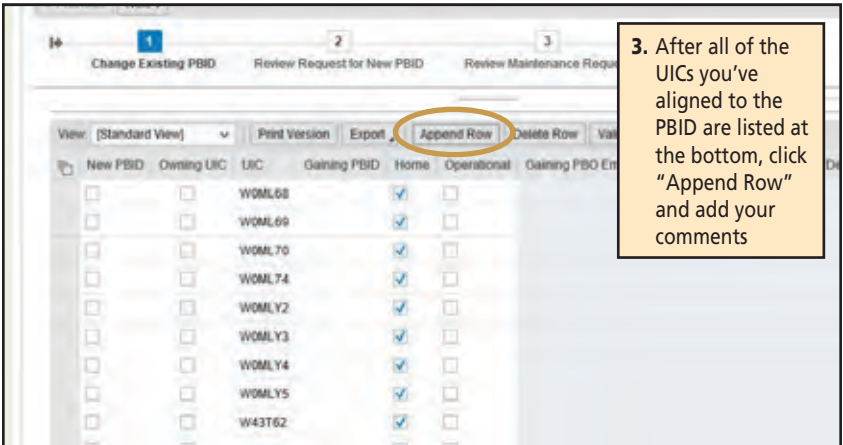
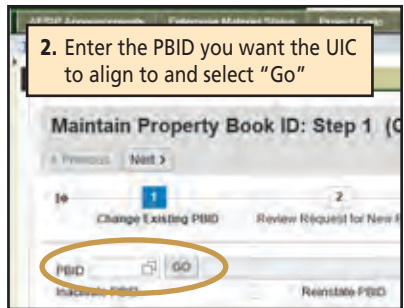
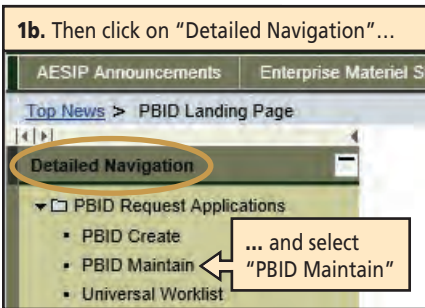
IT'S A COMMON TABLE OF ALLOWANCES—A CTA-ITEM. ORDER THE **BED NET** WITH NSN 3740-01-644-4953. SWEET DREAMS, SOLDIER!

Adding UICs in AESIP and More!



ADDING A UNIT IDENTIFICATION CODE—THE UIC—WITH PB38 STATUS INTO AESIP, THE ARMY ENTERPRISE SYSTEMS INTEGRATION PROGRAM, CAN BE *INTIMIDATING*.

LET US HELP! THIS HANDY GUIDE WILL WALK YOU THROUGH THE STEPS...



[Click here for a copy of this article to save or email.](#)

4. Type the UIC that needs to be aligned from PB38 status in the UIC field.

New PBID	Owning UIC	UIC	Gaining PBID	Home	Operational	Gaining PBO Email
		W0ML74		<input checked="" type="checkbox"/>	<input type="checkbox"/>	TOBYHANA AFB, FRA-CAMP HANSEN, O
		W0ML72		<input checked="" type="checkbox"/>	<input type="checkbox"/>	TOBYHANA AFB, FRA-FORT BRAGG, NORTH CARO
		W0ML73		<input checked="" type="checkbox"/>	<input type="checkbox"/>	TOBYHANA AFB, COMB COMSEC DIV PROCP, SO
		W0ML74		<input checked="" type="checkbox"/>	<input type="checkbox"/>	US ARMY TACOM LINE HAUL REPAIR SITE, SA

5. Select either "Home" or "Operational". You'll also have the opportunity to add comments if you need to.

New PBID	Owning UIC	UIC	Gaining PBID	Home	Operational	Gaining PBO Email
		W0ML68		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML69		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML70		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML74		<input checked="" type="checkbox"/>	<input type="checkbox"/>	

6. Click "Validate" to make sure the PBID elements are correct.

New PBID	Owning UIC	UIC	Gaining PBID	Home	Operational	Gaining PBO Email
		W0ML68		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML69		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML70		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
		W0ML74		<input checked="" type="checkbox"/>	<input type="checkbox"/>	

7. If the validation is successful, select "3 - Review Maintenance Request" at the top of the page.

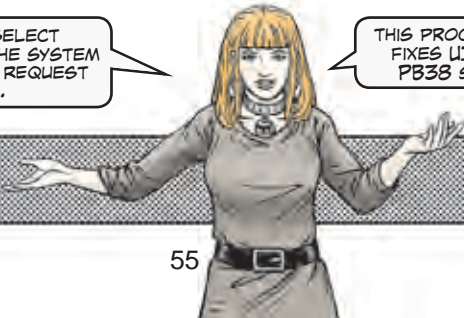
Maintain Property Book ID: Step 1

< Previous Next >

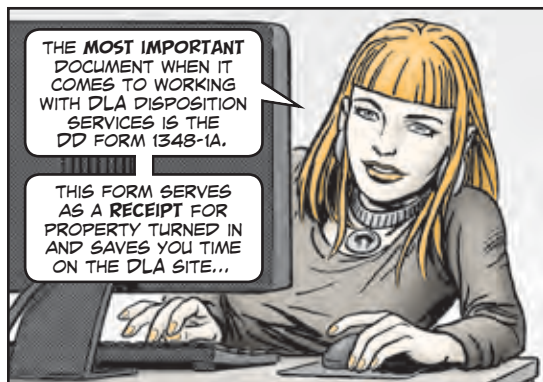
1 Change Existing PBID 2 Review Request for New PBID 3 Review Maintenance Request

NUMBER 8... SELECT 'SUBMIT' - AND THE SYSTEM WILL GIVE YOU A REQUEST NUMBER.

THIS PROCESS ALSO FIXES UICs WITH PB38 STATUS.



DD Form 1348-1A Assistance



BUT THE DD FORM 1348-1A CAN BE DOWNRIGHT *INTIMIDATING* TO FILL OUT AND THE SPECIFIC CODES CAN BE CONFUSING. GET HELP WITH THE CODES HERE:

<http://www.dla.mil/DispositionServices/DDSR/TurnIn/1348Help/>

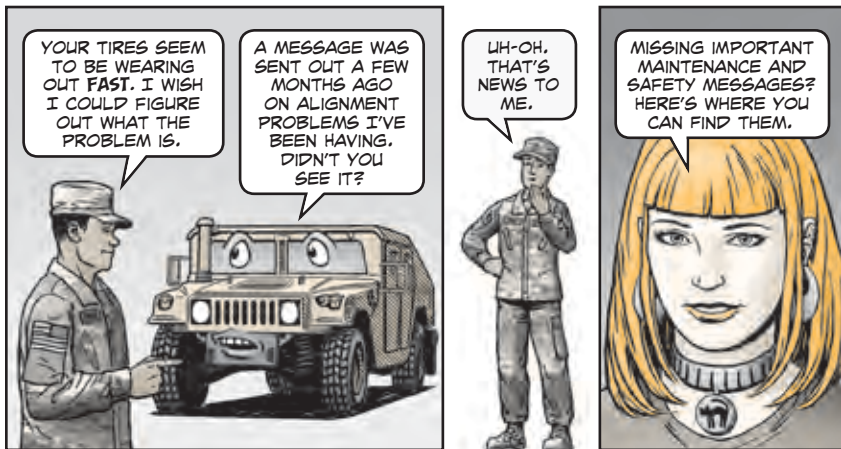


HERE'S WHAT DLA DISPOSITION SERVICES IS LOOKING FOR ON A DD FORM 1348-1A:

1. **NSN/LSN:** On this part of the form enter the National Stock Number (NSN) or Local Stock Number (LSN) of the item you're turning in. Use only one NSN or LSN per form.
2. **DTID:** The Disposal Turn-In Document (DTID) is a 14 digit alpha-numeric entry made up of the item's property book DoDAAC, the Julian date and a four digit serial number. The DTID is unique and matches a specific transaction.
3. **Unit of Issue (UI):** Each (EA) is the most common entry for this box, but it depends on the property being turned in. Find additional UI codes on the DLA website:
<http://www.dla.mil/LandandMaritime/Offers/Services/TechnicalSupport/Logistics/Packaging/Definitions.aspx?letter=U#definitive>
4. **Quantity:** The exact number of items being turned in that corresponds to the appropriate unit of issue.
5. **Disposal Auth Code:** The Disposal Authority Code indicates that the items transferred to DLA Disposition Services are authorized for transferal.
6. **DEMIL Code:** The Demilitarization (DEMIL) code indicates whether an item needs to be demilitarized and helps disposal personnel flag controlled items.
7. **Supply Condition Code:** This code determines the serviceability or condition of the item being turned in.
8. **Unit Price:** Enter the original value of the item in this box.
9. **Ship To:** This box is for the disposition services location where the item is being shipped.
10. **Ship From:** The original DoDAAC of the organization turning in the item.
11. **Nomenclature:** Name of the item assigned to the NSN.
12. **Point of Contact:** Provide a reliable name, phone number and email address for the shipping organization's point of contact.

The diagram shows a DD Form 1348-1A with several callout boxes pointing to specific fields. The callouts are: Unit of Issue, Quantity, DEMIL Code, Supply Condition Code, Unit Price, Ship To, Disposal Auth Code, Ship From, DTID, Nomenclature, NSN/LSN, and Point of Contact. The form itself contains various fields, including a barcode, a DTID field, and a Nomenclature field. The form is titled 'DD FORM 1348-1A, JUL 91 (EO)' and includes a 'POC' field at the bottom.

WHERE TO GO FOR WHAT YOU NEED TO KNOW



Dear Editor,

Through our work with the Command Maintenance Evaluation and Training Team (COMET), we've run into several instances where important equipment messages went out to the field but the units themselves never got the word.

It would be great if *PS* could point to the Internet sites that contain maintenance and safety messages units should be tracking.

Robert Correa
Ft Hood, TX

THAT'S AN EXCELLENT SUGGESTION, ROBERT.

THE MOTHER LODE FOR ALL KINDS OF MAINTENANCE AND SAFETY INFORMATION IS TACOM UNIQUE LOGISTICS SUPPORT APPLICATIONS, KNOWN AS TULSA: <https://tulsa.tacom.army.mil/>

TULSA LISTS ALL MAINTENANCE MESSAGES FOR TACOM EQUIPMENT AND BREAKS THEM DOWN BY EACH ITEM.

IF YOU WANT TO CHECK ALL MAINTENANCE MESSAGES ON THE M240 MACHINE GUN, FOR EXAMPLE, CLICK MAINTENANCE MESSAGES, THEN CLICK THE CONTINUE BOX UNDER THE MAINTENANCE ACTION/INFO HEADER.

IN THE LEFT-HAND COLUMN, CLICK MAINTENANCE ACTION/INFORMATION. UNDER THE COMMODITY GROUP DROPDOWN, SELECT INDIVIDUAL AND CREW SERVED WEAPONS AND CLICK CONTINUE.

UNDER THE SYSTEM DROPDOWN, SELECT MACHINE GUN, 7.62MM, M240 AND CLICK CONTINUE.



[Click here for a copy of this article to save or email.](#)

TO MAKE IT EASIER TO RECEIVE MESSAGES ON THE EQUIPMENT YOU USE, HAVE MESSAGES SENT TO YOU **AUTOMATICALLY** BY CLICKING ON E-MAIL SUBSCRIPTIONS AND LISTING THE EQUIPMENT YOU'RE INTERESTED IN.

FOR SAFETY INFO,
CLICK ON SAFETY FIRST.
YOU WILL FIND LINKS TO:

- Field alerts
- Maintenance action/info
- Safety advisory/alert messages
- Supply/technical advisories
- Ground safety actions
- Safety of use messages
- Weapon information notices
- Watercraft safety information
- TACOM quarterly safety messages



TO ACCESS TULSA, USE YOUR CAC AND A MILITARY COMPUTER AND REQUEST ACCESS.

IF YOU RUN INTO PROBLEMS, CONTACT TULSA AT DSN 786-3406, (586) 282-3406, OR EMAIL: usarmy.detroit.tacom.mbx.ilsc-tulsa@mail.mil

OF COURSE, UNITS ALSO USE MANY EQUIPMENT ITEMS THAT **AREN'T** MANAGED BY TACOM. BUT THERE'S NO NEED TO SEARCH FOR THE SITES COVERING THAT EQUIPMENT. GO TO:

<https://tulsa.tacom.army.mil/safetu>

THERE YOU'LL FIND LINKS TO:

- Marine safety
- Radiation safety
- Army Combat Readiness/Safety Center

FOR
CECOM
ISSUES,
GO TO:

https://cecom.aep.army.mil/gstaff/DS_USER/ssetools/Lists/Safetu%20Messages/Flat%20View.aspx

USE YOUR CAC'S EMAIL CERTIFICATE FOR LOGIN.

FOR AMCOM ISSUES, GO TO:

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

IF YOU WORK WITH CBRN EQUIPMENT, AN EXCELLENT SITE IS JACKS (JOINT ACQUISITION CHEMICAL BIOLOGICAL RADIOLOGICAL NUCLEAR KNOWLEDGE SYSTEM). IT LISTS MAINTENANCE, LOGISTICAL, SUPPLY AND SAFETY-OF-USE CBRN MESSAGES.

TO ACCESS JACKS, YOU'LL NEED A CAC CARD OR AN AKO ACCOUNT. GO TO:

<https://jacks.jpeocbd.osd.mil>

IF YOU RUN INTO PROBLEMS, CALL CBRN-IRC AT DSN 793-7349, (309) 782-7349, OR TOLL FREE (800) 831-4408.

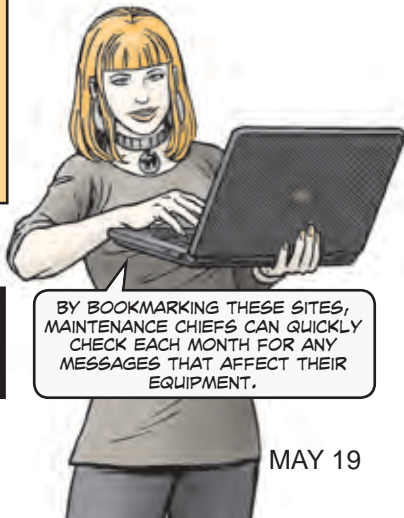
FOR UNCLASSIFIED ISSUES, EMAIL:

cbrn.irc@mail.mil

FOR CLASSIFIED ISSUES, EMAIL:

usarmy.cbrn.irc@mail.smil.mil

BY BOOKMARKING THESE SITES, MAINTENANCE CHIEFS CAN QUICKLY CHECK EACH MONTH FOR ANY MESSAGES THAT AFFECT THEIR EQUIPMENT.



Supply...

HUNTING HIGH AND LOW FOR THE HANDBOOK



HOLD UP A SECOND, THERE, GANG!



THE DLA CUSTOMER ASSISTANCE HANDBOOK IS FOR OFFICIAL USE ONLY...

...SO ONLY DLA CUSTOMERS WITH A NEED TO KNOW HAVE ACCESS.

Dear Half-Mast,
I've been looking high, low, far, wide and deep for the latest edition of the Defense Logistics Agency (DLA) Customer Assistance Handbook, but I can't find it anywhere. Can you help?
CWZ T.D.

Dear Chief,
The DLA Customer Assistance Handbook is for official use only, so only DLA customers with a need to know have access. For CAC access to the handbook, make sure you're on a .mil computer and go to:

https://headquarters.dla.mil/DLA_Customer/Operations/Publications.aspx

Half-Mast

KNOW OF A NON-GOVERNMENT PERSON WORKING ON A GOVERNMENT PROJECT WHO NEEDS ACCESS?

DO YOU HAVE FEEDBACK TO IMPROVE THE DLA CUSTOMER ASSISTANCE HANDBOOK?

SEND DLA AN EMAIL: handbook@dla.mil

TO ORDER HARD COPIES OF THE LATEST EDITION, FILL OUT THE REQUEST FORM AT: <http://www.dla.mil/CustomerSupport/Resources/Communications/InformationRequestForm.aspx>



M1-Series Tank Transmission Turn-In

When turning in an M1-series tank's X1100-3B transmission for repair, make sure it's complete and assembled. Turning in transmissions with missing wiring harnesses and other components hurts readiness. Those components are needed to repair and rebuild the transmission. Rebuilt transmissions come complete with everything needed, so there's no need to strip parts before turning in your transmission.

ATLAS Forklift STE/ICE-R Bolt

Get the **fluid passage bolt** for your ATLAS II's STE/ICE-R assembly with NSN 4730-01-439-0936. It replaces NSN 4820-01-383-5527, which is shown as Item 7 in Fig 29 of TM 10-3930-673-24P (Jun 12). That NSN brings the wrong part. Make a note until the TM is updated.

XCK2000E1 Tire and Wheel Assembly NSN

Units, take note! You can now order a **tire and wheel assembly** for the XCK2000E1 trailer with NSN 2530-01-677-6205. The trailer, NSN 2330-01-506-5979, is commonly used with SATS, CKs, PQAS-Es, ARSS and the FSRS.

HMMWV M1101/M1102 Trailer Cover Kit

Replacement canvas covers for the HMMWV's M1101 and M1102 trailer are available as a kit. They come in two colors: **camouflage**, NSN 2540-01-413-6985 and **tan**, NSN 2540-01-484-2632.

M1101, M1102 Trailer Brake Drum

Get a **replacement brake drum** for your M1101 and M1102 trailers with NSN 1630-01-570-4484. NSN 2530-01-412-7571, which is shown as Item 9 in Fig 9 of TM 9-2330-392-13&P (Dec 12), is a terminal item.

Carabiner Fits M1102 Trailer Breakaway Cable

Be aware, the M1102 trailer's **lock release lever kit**, NSN 5340-01-496-9412, does **not** include the breakaway cable carabiner. You'll need to order that **carabiner** separately with NSN 5340-01-418-3751. It's listed as a safety snap hook in Table 2 of WP 0093 in TM 9-2330-392-13&P (Dec 12).

LET THIS BAT BITE YOU

Don't miss the flight of TM 10-6130-523-10 (Dec 18). This updated operator manual, including RPSTL, covers the **biometric automated toolset (BAT) AN/TSX4 (V)1**, NSN 6350-01-619-5564, and **AN/TSX4 (V)2**, NSN 6350-01-619-6142. It replaced the February 2015 TM.

Distribution is restricted, so you'll need to log in with your CAC to:

<https://idmng.armyerp.army.mil>

Choose the "ETM/IETM" icon and search for the TM.

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

Click here for a copy of these articles to save or email.

HOW DO YOU LEARN THE INS AND OUTS OF OPERATOR MAINTENANCE?



READ THE -10 TM!

[Click here for a copy of this article to save or email.](#)