

Issue 801

# PS



August  
2019

## THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-P5-801

Approved for  
Public Release;  
Distribution is  
Unlimited

HEY, I JUST GOT  
THIS 'SHORTCUT  
GUIDE TO PMCS'  
PAMPHLET.

COOL! NOW  
WE CAN MOVE  
THROUGH PM  
EXTRA FAST!

THERE  
ARE **NO**  
SHORTCUTS.  
PERIOD.

YOUR BRADLEY'S  
COMBAT READINESS  
DEPENDS ON  
DOING PREVENTIVE  
MAINTENANCE  
THE RIGHT WAY!



For more on  
Bradley PM, see  
Pages 27-33



# THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 801 AUGUST 2019



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TB 43-PS-794, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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MSG Half-Mast

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# What Do They REALLY Know?



WHAT'S THE **FIRST** PMCS CHECK IN YOUR -10 TM?

IT'S A **VISUAL** CHECK OF THE VEHICLE'S EXTERIOR TO LOOK FOR **LEAKS** AND **DAMAGE!**

**W**ant to get a new vehicle operator's attention?

Just walk around his vehicle and ask a few questions. It's **easy** to do, and a quick way to find out if he knows about vehicle components like the:

- starter motor
- radiator and surge tank
- hydraulic oil tank
- tire valves
- dipsticks for fluid checks

- batteries
- track rollers
- instrument panel
- electronic control monitor (ECM)

**During PMCS, does your operator know what a tire gauge is used for and how to use it?**

That may sound too simple, but ask anyway. You might be **surprised** at the answer.

THE POINT IS, TAKE **NOTHING** FOR GRANTED ABOUT WHAT A NEW OPERATOR MIGHT OR MIGHT NOT KNOW.

ASK THEM **WHEN** THE ENGINE'S COOLANT IS CHECKED—BEFORE OPERATION, AFTER OPERATION OR BOTH.

AND WHILE YOU'RE AT IT, ASK YOUR NEW OPERATOR **WHERE** TO FIND THE VEHICLE'S -10 TM AND **WHAT** THE FIRST PMCS CHECK IS.



The reason for this conversation **isn't** to point fingers. But it does identify what your operator knows and doesn't know about the vehicle.

Then you'll know what to **teach** them.



**M109A6/A7  
Paladin...**

LET'S GET  
THIS FIRE  
MISSION  
STARTED,  
BUDDY!

NOT UNTIL  
YOU GIVE  
MY CANNON  
A GOOD  
CLEANING!

## DON'T LET FALLBACKS HAPPEN TO YOU!

Crewmen, the last thing you want during a fire mission is a round that falls short or, much worse, explodes in the bore! Either could happen if proper cleaning procedures *aren't* followed.

M109A6/A7 Paladins equipped with the chromed M284A2 cannon tubes are at increased risk of projectile fallback when not properly cleaned.

Fallbacks happen when excess CLP collects in the bore rifling. That prevents the round from properly seating when loaded into the breech.

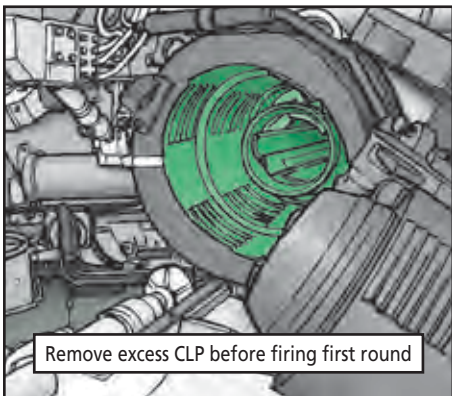
**Fallbacks can cause the round to fall short of the target. The round could also explode inside the bore, injuring or killing you and your fellow crewmen!**

You can keep that from happening by doing your preventive maintenance. Before firing the first round, follow the bore cleaning procedures in WP 0151 of TM 9-2350-314-10-2 (May 14).

Using water, swab out the powder chamber, the forcing cone and the rifling nearest the breech to remove excess CLP.



Excess CLP in chromed cannon tubes can cause round to fall short or explode in bore



Remove excess CLP before firing first round

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When swabbing the breech, insert the swab until the end of the handle is even with the face of the gun tube.

Repeat four times.



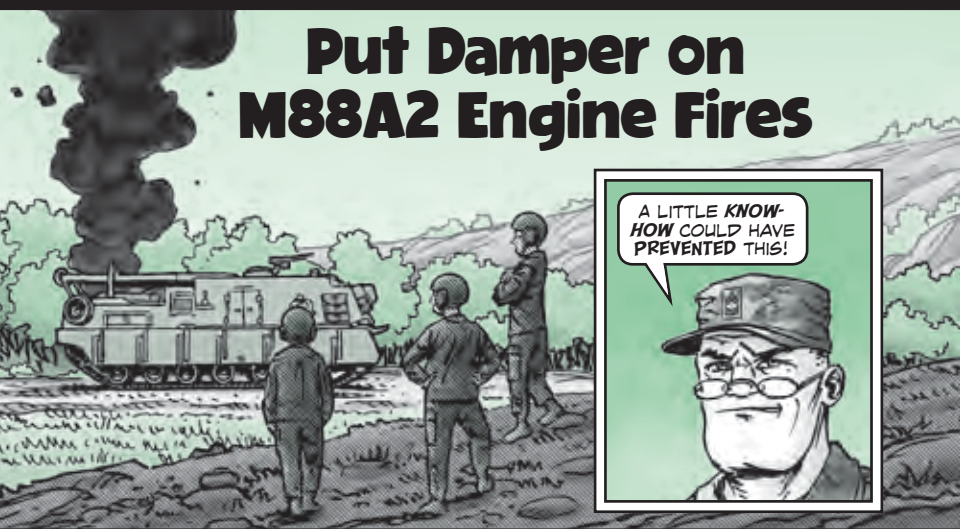
USE A SWAB THAT **DOESN'T** HAVE TEARS EXPOSING THE FOAM CORE.

Make sure there's no CLP in the firing chamber's swiss notch.

If there is, wipe the chamber with a clean rag.

For more info, check out TACOM Ground Precautionary Message 19-002 at: <https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA19-002.html>

## Put Damper on M88A2 Engine Fires



**T**here's been a recent increase in the number of M88A2 recovery vehicle fires. A flipbook is now available to use along with the -10 and -23 TMs to help crews understand and avoid potential fire risks.

The flipbook covers:

- engine fuel and oil lines
- engine starter, generator and electrical connections
- engine compartment fuel transfer lines and hydraulic lines

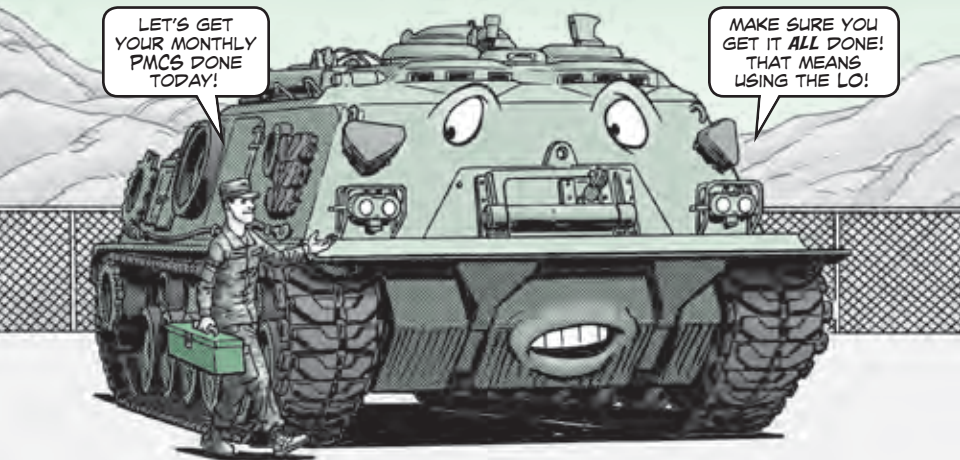
Use the procedures in the flipbook along with the PMCS checks in the TMs to reduce fire danger. Download the flipbook from *PS Magazine's* new milSuite page at:

<https://www.milsuite.mil/book/docs/DOC-576843>

Or request a copy by emailing us at:

[usarmy.redstone.asc.mbx.psmag@mail.mil](mailto:usarmy.redstone.asc.mbx.psmag@mail.mil)

# DON'T IGNORE LUBE ORDER

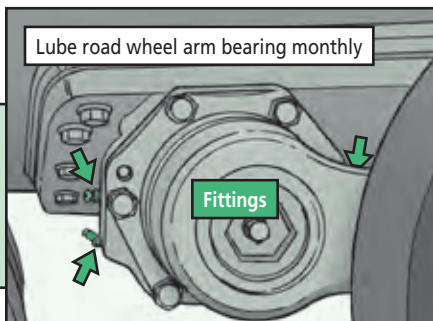
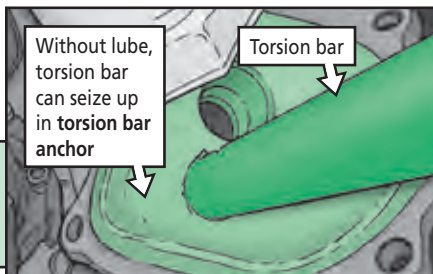


**M**echanics, not following the LO can lead to a world of hurt. A good example is the road wheel arm bearings on your M88A1 recovery vehicle.

Lack of lube allows condensation to penetrate the torsion bar housing and coat the torsion bar anchor splines. Then the torsion bar seizes up.

A lot of M88A1s are showing up at RESET with this problem. When that happens, the torsion bar has to be cut out before a new one can be installed.

You'll help avoid wasted time and money by lubing those road wheel arm bearings monthly with GAA, **just like it says in the LO**. Each housing has three lube points, so make sure you lube 'em all.



# What Does the LO Say?

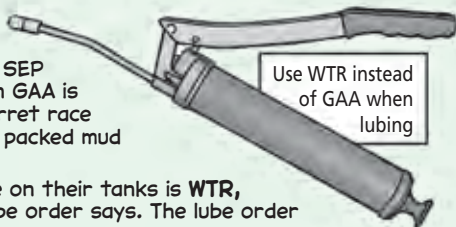
Dear Editor,

As a logistics assistance representative (LAR), I make a point to tell crews not to use GAA on their M1A2 SEP tanks. I've seen the damage caused when GAA is used on track adjusting links and the turret race ring. After a while, it looks like someone packed mud into them!

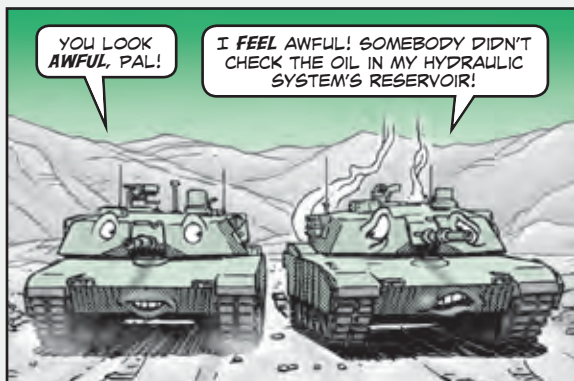
The only grease that crews should use on their tanks is **WTR**, NSN 9150-00-944-8953, just like the lube order says. The lube order doesn't call for the use of GAA at all.

John Forbes  
TACOM

**Editor's note:** *Thanks! That's a great reminder for crews to always follow the lube order!*



## Hydraulic System Burn Out a BUMMER!

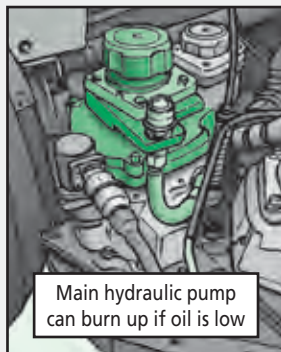


**C**rewmen, operating your M1-series tank with low oil or contaminated oil in the hydraulic system's reservoir can cause major problems!

Checking the oil in the hydraulic system's reservoir is a Before Operations PMCS check. Skipping that check could lead to a burned-out hydraulic pump if the oil level gets too low. Try explaining to your commander why he has to spend nearly \$17,000 to replace a pump!

So remember, you *haven't* finished PMCS until you've checked the oil level in the hydraulic system. You'll find procedures on checking the reservoir in lubrication orders (LOs) 9-2350-388-13 and 9-2350-264-13.

Mechanics, when you install a new main hydraulic pump, be sure you fill the reservoir with oil before operating the pump.



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M1-Series  
Tanks...

# AVOID A FIERY FATE FOR YOUR TANK!

WE'RE  
GIVING YOU  
A THOROUGH  
GOING OVER  
TODAY, PAL!

GOOD!  
CATCHING FIRE IS  
NO FUN FOR ME!

**C**rewmen, a fire can knock your M1-series tank out of commission and end your mission in a hurry. Not to mention that you or your crewmates could be seriously injured, or *worse!*

Here's  
how to  
make sure  
a fiery fate  
doesn't  
befall your  
tank:

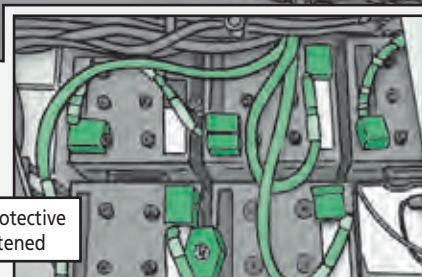
## • No Belly Plate? That's a No-Go

**Don't** roll your tank down the road without the belly plates installed. Operating without the belly plates lets debris enter the hull, which can lead to a fire. It also allows oxygen to fan any flames and cripples the fire-extinguishing systems.



Belly plate keeps debris out of hull

Also, make sure the engine grill doors are torqued to 290-310 lb-ft. Loose doors let heat enter the engine compartment, allowing the temps—and the risk of fire—to rise.



Make sure battery box cables, connectors, protective boots and hold-downs are installed and tightened

## • Don't Get Shocked by Bad PM

There have been a lot of generator fires caused by loose or improperly stacked electrical leads on the main generator. Keep this from happening to *your* tank by making sure your unit has complied with TACOM Ground Precautionary Message 15-011. Check it out at:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA15-011.html>

Also, make sure all battery box cables, connectors, protective boots and hold-downs are installed and tightened, just like the -10 TM says.

**Click here for a copy of this article to save or email.**

## ● Keep Pressure Off Hydro Pump

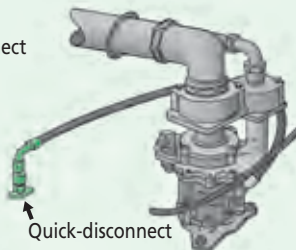
Over pressurization of the hydraulic pump can lead to fluid leaks and cause a fire in the engine compartment.

Make sure the case drain quick-disconnect is properly connected and seated so that the fluid flows.

You'll find the installation procedures in the TM and TACOM Safety of Use Message 02-009:

[https://tulsa.tacom.army.mil/safety/soum/tacom\\_wn/02/soum02-009.html](https://tulsa.tacom.army.mil/safety/soum/tacom_wn/02/soum02-009.html)

Check that quick-disconnect is properly connected and seated

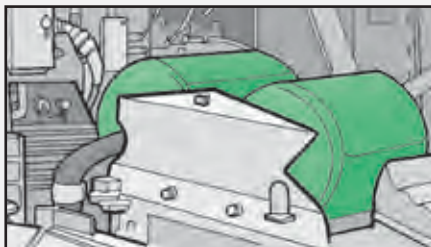


## ● Clean Up NBC System

**Dirt is your NBC system's worst enemy.**

Prevent NBC fires by conducting *all* maintenance checks and services, along with a thorough cleaning of the system during semi-annual services.

It's critical to do the before operation PMCS in TM 9-2350-264-10-3 (Sep 11, w/Ch 4, Jan 18) for the **M1A1** and in TM 9-2350-388-13&P (IETM EM 0334, Jan 18) for the **M1A2 SEP2**.



Cleaning and doing PMCS protects NBC system

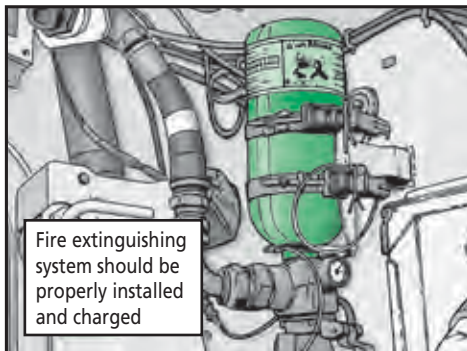
**If the NBC system meets any of the "not fully mission capable" criteria, your tank is NMC!**

## ● Heed Those Warning Signs

One of the *best* ways to ensure your tank doesn't go up in flames is to pay attention to your tank's control panel caution and warning lights and messages.

**Whatever you do, don't ignore 'em!**

Before you roll out, make sure all of your fire extinguishing systems are properly installed and charged. Believe it or not, there have been tank fires that weren't put out because the fire extinguisher bottles still had locking pins installed! Follow the TM when doing preventive maintenance.



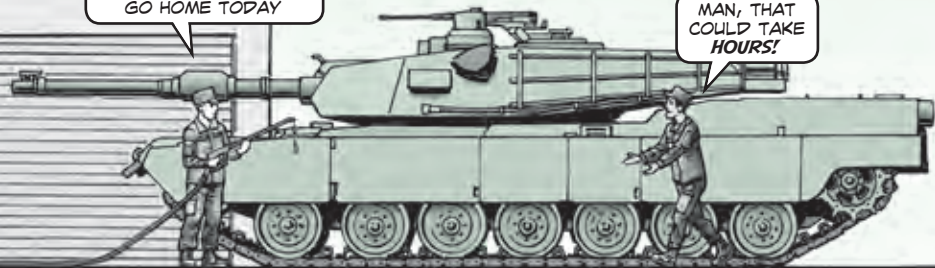
And last but not least, practice your crew emergency procedures. Keep practicing them over and over until they become second nature. Not only will that save your tank, it could save your *life*!

Fire extinguishing system should be properly installed and charged

# KEEPING TANK CLEAN PART OF PM

SGT SMITH SAYS HE  
WANTS THIS TANK NICE  
AND CLEAN BEFORE WE  
GO HOME TODAY

MAN, THAT  
COULD TAKE  
HOURS!



DON'T WORRY!  
THIS'LL DO THE  
TRICK, NICE 'N'  
QUICK!

**NOT SO FAST!** I KNOW IT'S TEMPTING  
TO REACH FOR THAT HIGH-PRESSURE  
WATER HOSE WHEN IT'S TIME TO CLEAN  
YOUR TANK AFTER A MISSION.



IT **SURE**  
IS!



KEEP IN MIND  
THAT USING HIGH-  
PRESSURE WATER  
OR STEAM IS  
STRICTLY **OFF LIMITS**  
FOR **CERTAIN PARTS**  
OF YOUR TANK...

...BUT IT'S OK FOR  
OTHER PARTS



HERE'S WHAT  
YOU NEED TO  
KNOW SO YOU  
**DON'T** CAUSE  
MORE HARM  
THAN GOOD!





## Inside the Turret

**Don't** use high-pressure water or steam inside the turret or driver's station. The line replaceable units (LRUs) can be easily damaged, and are expensive to replace.

Water and electrical components, connectors and circuit cards **definitely don't mix.**

Use soapy water and a nylon bristle brush to clean the inside of the turret. Rinse with clean water from a bucket, being careful not to get water into electrical connectors. And make sure the drain valves are open so water can drain out of the hull.

High pressure water or steam inside turret can damage expensive electrical components



Wipe down electrical components with a damp cloth instead of using the brush.

## Outside the Turret

You can use steam or water to clean the outside of your tank as long as you follow the precautions found in the Cleaning and Lubrication section of your -10-1 TM's PMCS.

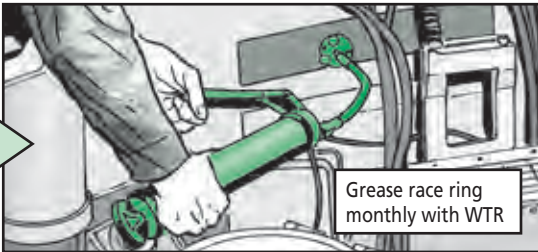
Close all open hatches, grilles and access doors **before** you begin cleaning.

Also, if your tank is equipped with one, activate the turret's **inflatable seal** to protect the race rings from damage caused by water, dirt and other contaminants being forced inside. Grease gets washed away, which opens the door to excessive wear and corrosion. That'll damage springs, ball bearings and the race ring itself.

If your tank's turret **doesn't** have the inflatable seal, keep high-pressure water and steam away from the race ring area.

Be sure to grease the race ring monthly with WTR.

That'll fight corrosion and keep the race ring turning smoothly.

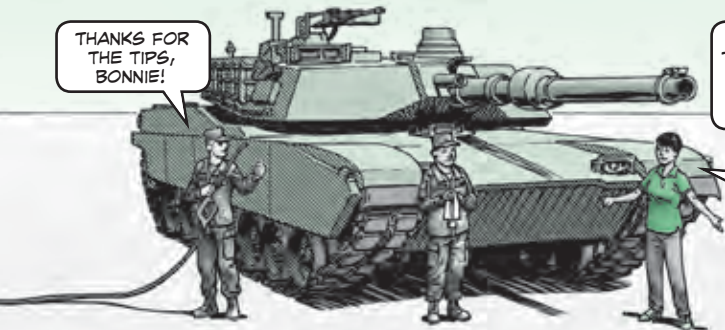


Grease race ring monthly with WTR

THANKS FOR THE TIPS, BONNIE!

KEEPING YOUR TANK CLEAN IS AN **IMPORTANT** PART OF PREVENTIVE MAINTENANCE.

JUST MAKE SURE YOU DO IT **RIGHT!**

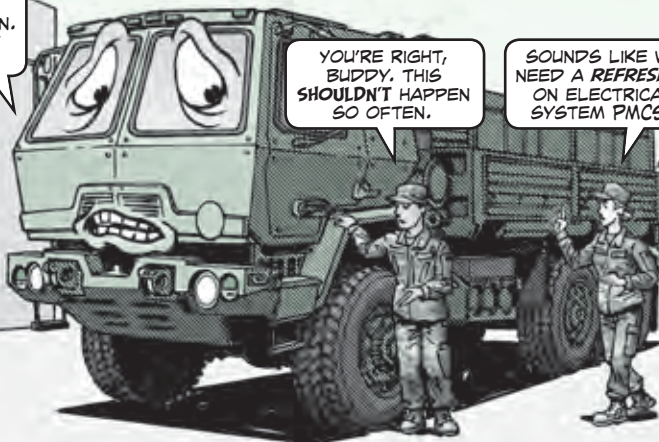


# High Demand for Parts Raises Electrical System PMCS Concerns

IT'S MY  
ELECTRICAL  
SYSTEM AGAIN.  
I'M SICK OF  
BEING NMC!

YOU'RE RIGHT,  
BUDDY. THIS  
SHOULDN'T HAPPEN  
SO OFTEN.

SOUNDS LIKE WE  
NEED A *REFRESHER*  
ON ELECTRICAL  
SYSTEM PMCS.



**T**he last few months have seen an unusually high demand for FMTV A1 and A1P2 electrical system components.

Units are going through the following items faster than normal:

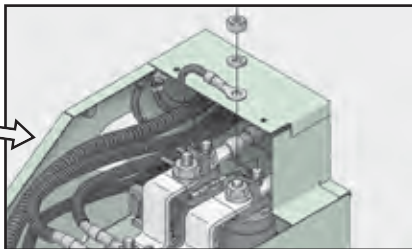
Item	NSN
Load & battery control device	6130-01-502-2579
Battery dual control relay	5945-01-501-8715
Starter	2920-01-487-3587
Battery interconnection cable assembly	6150-01-421-8207
Battery interconnection cable assembly	6150-01-421-8220



Two high demand items:

Battery dual control relay

Load & battery control device



If any one of these items goes bad, it'll render the truck non-mission capable. Make sure this *doesn't* happen in your unit!

IF YOUR UNIT IS EXPERIENCING ELECTRICAL SYSTEM ISSUES, ESPECIALLY ANYTHING INVOLVING THESE FIVE ITEMS, THEN IT'S TIME TO REVIEW SOME BASIC TIPS FOR ELECTRICAL SYSTEM MAINTENANCE:



- Keep all wire connections tight and corrosion free.
- Remove mud and debris from electrical components.
- Follow all PMCS procedures for electrical components and wiring to help prevent premature parts failure.

## QUESTIONS?

Email TACOM's FMTV team at:  
[usarmy.detroit.tacom.mbx.ilsc-fmtv@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-fmtv@mail.mil)

# Now Available: FMTV LTAS Tow Bar Decals

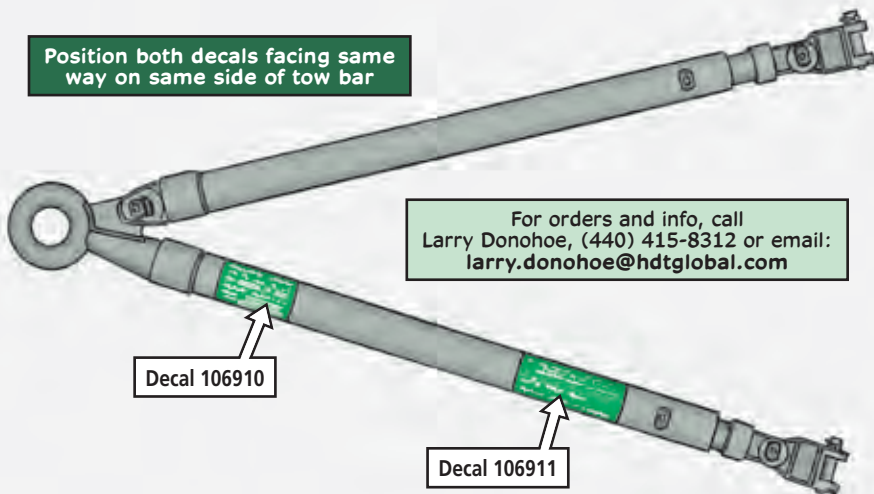
**M**ost tow bars include identification decals that are helpful to mechanics and commanders for inventory and property management.

But TM 9-2320-334-10-1 *doesn't* include them for the FMTV/LTAS tow bar, NSN 4910-01-554-7296.

You'll have to request them from HDT Global System, Inc. Specify these two decals:

- **Decal 106910**, High Strength Tow Bar Identification
- **Decal 106911**, Operator's Instructions

Position both decals facing same way on same side of tow bar



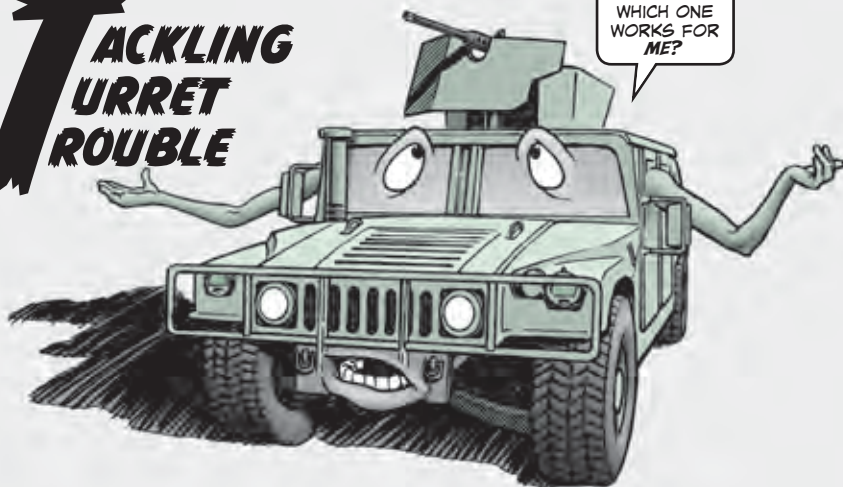
For orders and info, call  
Larry Donohoe, (440) 415-8312 or email:  
[larry.donohoe@hdtglobal.com](mailto:larry.donohoe@hdtglobal.com)

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HMMWV...

# TACKLING TURRET TROUBLE



Dear Half-Mast,

I'm looking for an NSN to order the M1151A1 HMMWV's turret traversing mechanism handle. Item 14 in Fig 294 of TM 9-2320-387-13&P (IETM EM 0323, Mar 14) lists an NSN, but it's not the handle I need.

The picture shows a handle that has a female connector on the end instead of a male connector, which is on the handle that I'm trying to replace. And instead of a fixed pin, this handle has a removable push pin.

MSG K. H. J.

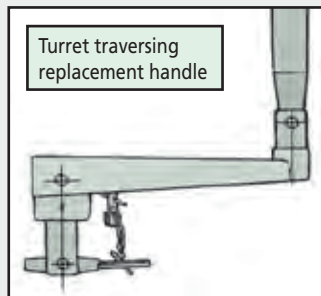
Dear Master Sergeant,

My friends at TACOM looked at your question and found a few different versions of traversing kits in the field, which probably explains why you couldn't find the right one.

The particular turret traversing handle that you describe with the different connector on the end should be replaced with NSN 5340-01-563-6839.

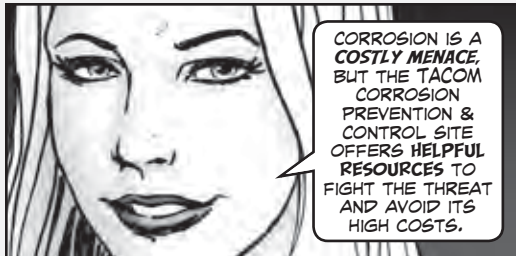
Need support with any other turret problems? Contact the TACOM HMMWV team at:

[usarmy.detroit.tacom.mbx.ilsc-hmmwv-maintenance@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-hmmwv-maintenance@mail.mil)



*Half-Mast*

# CORROSION RESOURCES OFFER *HELP*

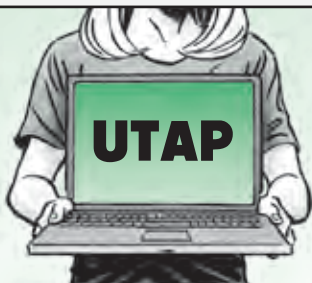


The site includes specific technical guidance and loads of PowerPoint slides suitable for presentations.

THERE'S EVEN A SECTION DEDICATED TO *PS MAGAZINE'S RUST BUSTERS TIP OF THE MONTH* ARTICLES FROM 2018.



IF YOU PREFER **VIDEOS**, THEN CHECK OUT TACOM'S NEW CORROSION PREVENTION TRAINING ASSISTANCE SERIES.



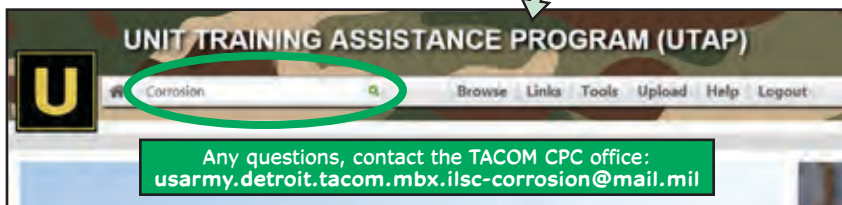
These videos offer how-to's on:

- corrosion identification & preservation
- surface prep
- pretreatment
- priming
- top-coating

Four short videos are available on the PS mobile app.

Find the whole collection at:  
<https://utap.army.mil/home.aspx>

Once in UTAP, type "Corrosion" in the **search bar**, hit enter, and click on the hyperlink. The TACOM CPC library will then appear.



# Summer Swelter? A/C to the Rescue!



UGGH... CAN'T YOU JUST  
CHARGE MY A/C? THIS  
HEAT IS UNBEARABLE!

ALL YOU GUYS  
USE DIFFERENT  
A/C WEIGHTS.  
MY BRAIN IS  
MELTING FROM  
THE HEAT...  
AND THE  
CONFUSION!

JUST USE  
THE CHARTS  
ON THE NEXT  
PAGE FOR  
THE RIGHT  
WEIGHTS!

Summer temps demand a lot from vehicle air conditioning systems, especially up-armored FMTVs. To get the most out of your FMTV A/C, keep it charged to the right pressure levels.



FOR MTV/LMTV AIP2  
MODELS, USE 3.75 LBS OF  
REFRIGERANT, AS INDICATED  
IN TM 9-2320-333-23&P.

ALSO KNOWN AS IETM  
EM 0372, NOV 18.



Although these charge weights represent a baseline, the **actual** psi will vary, depending on ambient temperatures.



Temperature (°F)	HFC-134a PSI
-60	21.8
-55	20.4
-50	18.7
-45	16.9
-40	14.8
-35	12.5
-30	9.8
-25	6.9
-20	3.7
-15	0.0
-10	1.9
-5	4.1
0	6.5

Temperature (°F)	HFC-134a PSI
5	9.0
10	12.0
15	15.0
20	18.4
25	22.1
30	26.1
35	30.4
40	35.0
45	40.0
50	45.3
55	51.1
60	57.3
65	63.9

Temperature (°F)	HFC-134a PSI
70	70.9
75	78.4
80	88.4
85	94.9
90	103.9
95	113.5
100	123.6
105	134.3
110	145.3
115	157.6
120	170.3
125	183.6
130	197.6
135	212.4
140	227.9
145	244.3
150	261.4
155	279.5
160	298.4
165	318.3

## HMMWV A/C Charge Weights



CHARGE WEIGHTS FOR HMMWV AIR CONDITIONING SYSTEMS ARE FOUND IN TM 9-2320-280-13&P (IETM EM 0338 JAN 14) AND TM 9-2320-387-13&P (IETM EM 0323 MAR 14).



Vehicle	Charge Weight
M997, M997A1, M997A2	2 lbs, 10 oz
Up-armored 4-seat HMMWV	3 lbs, 8 oz
Up-armored 2-seat HMMWV	1 lb, 7 oz
M997A3	9 lbs
HMMWVs with front-mounted A/C	2 lbs

# Simple Rules Are the Best

OPERATORS, YOU CAN SAVE A LOT OF WEAR-AND-TEAR ON YOUR BACKHOE LOADER'S BUCKET BY FOLLOWING **ONE SIMPLE RULE.**

When you park your loader, lower the bucket onto a board or other piece of wood sitting directly on the ground.

Resting the bucket takes the weight *off* the vehicles' lift cylinders.

And using a piece of wood keeps the bucket from sticking to muddy ground.

When it's not in use, lock the backhoe boom in the **transport** position. That allows the boom lock to take the weight instead of the hydraulics.

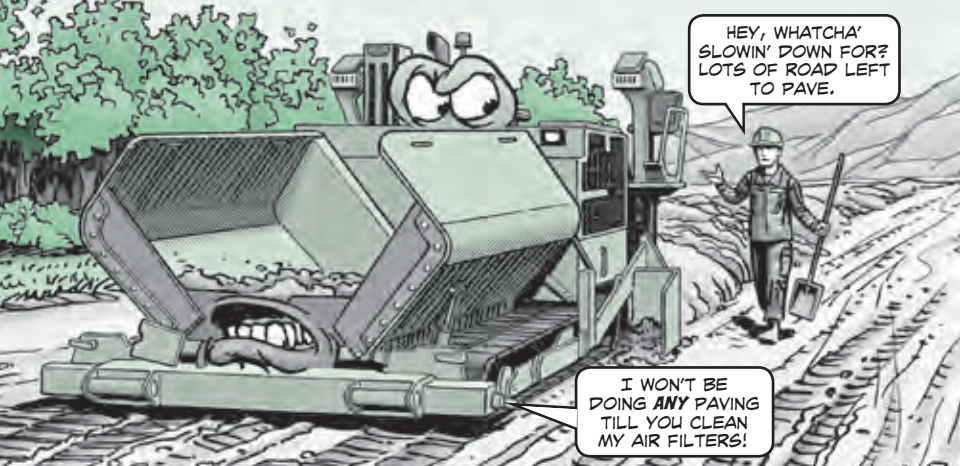


NSN 2590-00-525-4387 BRINGS A **NEW HORN** FOR YOUR M4K ROUGH TERRAIN FORKLIFT.

NSN 2590-01-525-4387, WHICH IS LISTED WITH ITEMS 91 AND 103 IN FIG 78 OF TM 10-3930-638-24P (JUL 08), IS OFF BY ONE DIGIT.

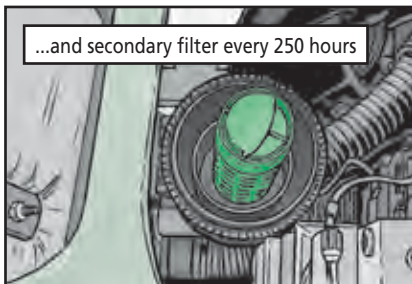
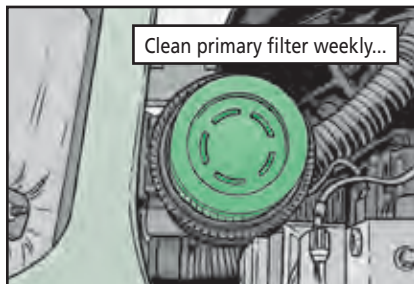
**Make a note until the next TM change!**

# Breathe Easier with Clean Air



Operators, make it a point to keep the air filters clean on your 8816M bituminous material paving machine (BMPM). That way the vehicle will run smoothly at the worksite.

You'll need to open the BMPM's air filter canister and pull out the primary filter at least once a week and the secondary filter every 250 hours of operation for cleaning. Put on safety glasses and use an air hose to blow low-pressure air (30 psi or less) from the inside out to get rid of accumulated dirt that can choke the vehicle.

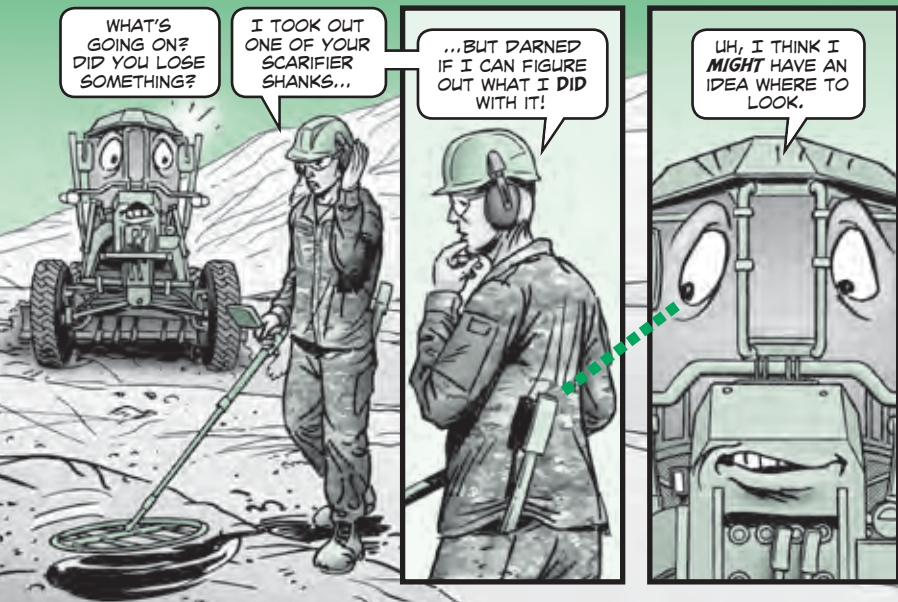


**Never** bang the filters on a rock or hard surface. That only damages 'em, allowing dirt to get through to the engine.

Both the **primary air filter**, NSN 4330-01-602-2325, and the **secondary air filter**, NSN 2940-12-382-3131, should be replaced after 500 hours of operation. In either case, the filters may need to be replaced more often if environmental conditions or troubleshooting dictate.



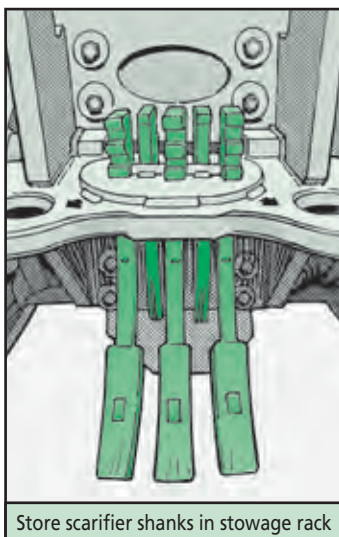
# LOSE A SHANK LATELY?



Operators, the scarifier assembly on your 120M road grader uses as many as 11 shanks to break up hard material for grading. The number of shanks used depends on the hardness and consistency of the material being broken up.

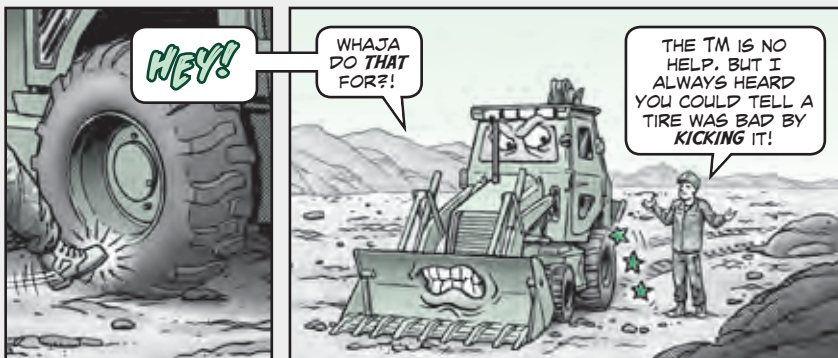
You can remove the center five shanks so the scarifier assembly can be raised for more ground clearance. **Just remember** to put any removed shanks in the grader's scarifier shank stowage rack. Put them anywhere else, like in the cab or off to the side at the work site, and they'll likely get lost or damaged.

The stowage rack is located at the front of the grader and holds up to five shanks. Arrange them so that every other one faces backwards to allow enough room. Then secure the shanks with the stowage rack strap.





# KICKIN' THE TIRES



**T**he backhoe loader's (BHL) TM 5-2420-231-10 (Feb 09) deadlines the vehicle if the tires have "excessive wear." Problem is, the TM doesn't define excessive wear. And there are no wear bars or stripes on the tire to help.

At some point, though, tread wear becomes a safety issue. And that means you need specific guidance on wear limits for those tires.

We asked the combat engineering experts at TACOM so they could weigh in on how to determine *when* tires should be replaced on the BHL, 120M grader, 621G scraper and M924H wheel loader (excluding the HMEE-1).

**Here's  
what they  
said...**



*"It's true the guidance in construction equipment (CE) TMs is a little vague. But that's largely due to the number of manufacturers who provide those tires. Multiple tire types, tread designs and patterns, as well as different tolerances and specifications all have an effect on wear limits.*

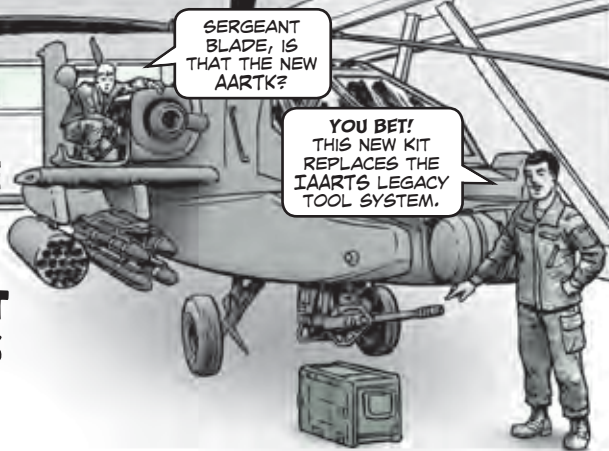
*"Operational use has a big effect, too. For example, a tire that's perfectly serviceable in the dirt of a normal construction site might be completely unsuitable for use in a rock quarry.*

*Manufacturers sometimes have conflicting data as well, so you must consider what is adequate for your terrain and work needs."*

Tire serviceability depends on several factors

As a consequence, be sure to use the guidance found in TM 9-2610-20-14, *Care, Maintenance, Repair and Inspection of Pneumatic Tires and Inner Tubes* (Sep 05).

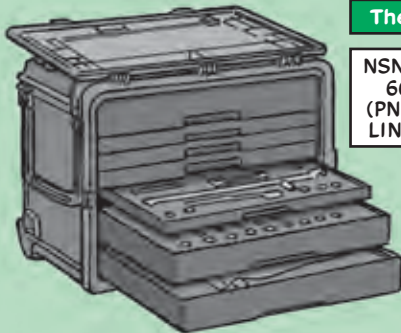
# NEW TOOL KIT AVAILABLE FOR AIRCRAFT ARMAMENT REPAIRERS



Aircraft armament mechanics, having the right tool is **essential** for good PM.

MWO 1-1500-50-5 makes that possible by modernizing the three-box legacy Individual Aircraft Armament Repairmen Tool Set (IAARTS) and converting it into a...

**...new, one-box Aircraft Armament Repairer Tool Kit (AARTK)!**



**The AARTK!**

NSN 5180-01-667-9530  
(PN 1080709,  
LIN W59034)

The AARTK is part of the **Common Aviation Tool System** and replaces IAARTS NSNs 5180-01-578-3697, 5180-01-433-4469 and 5180-01-516-0223.

The AARTK is for Soldiers in MOS 15Y, AH-64 Armament, Electrical and Avionic Systems Repairers. This enhanced modernized tool system is designed to maintain attack helicopter armament subsystems.

The tool kit itself measures 24x18x15 inches.  
It weighs in at a hefty 98 pounds and is a three-person lift.  
It comes with a telescoping handle and includes foam cutouts for the tools.

**The AARTK affects**

- TM 1-1520-LONGBOW/APACHE in IETM EM 0126 (Jan 18)
- TM 1-1500-204-23-4 (Jul 92)
- TM 1-1500-323-24-1 (Apr 14)
- TM 9-1425-475-23&P (Jan 98).

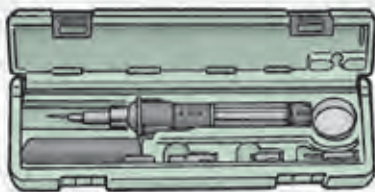
Don't forget: the tool kit is a **three-person lift**.



THE KIT ADDS  
THESE TOOLS  
FOR INCREASED  
CAPABILITY...



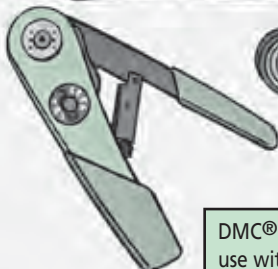
Fluke®  
multimeter



Snap-On® soldering iron  
(butane powered)



DMC® 12-26 AWG crimpers



DMC® 20-32 AWG crimpers

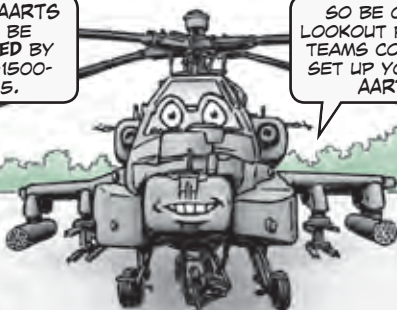
DMC® environmental crimpers (for  
use with yellow, blue and red splices)

## QUESTIONS?

Contact Monique Harper at DSN 897-1553, (256) 313-1553 or email:  
[monique.s.harper.civ@mail.mil](mailto:monique.s.harper.civ@mail.mil)

YOUR IAARTS  
WILL BE  
MODIFIED BY  
MWO 1-1500-  
50-5.

SO BE ON THE  
LOOKOUT FOR MWO  
TEAMS COMING TO  
SET UP YOUR NEW  
AARTK!



MEDEVAC...

# NEW RESCUE HOIST VEST APPROVED

THIS NEW VEST  
WORKS REALLY  
WELL!

YEAH, IT'S EASIER  
FOR US TO SPOT  
DISCOLORATIONS.  
AND IT HAS  
LOTS OF OTHER  
BENEFITS!



Crews, when it comes to rescue hoist operations, having the right equipment is vital.

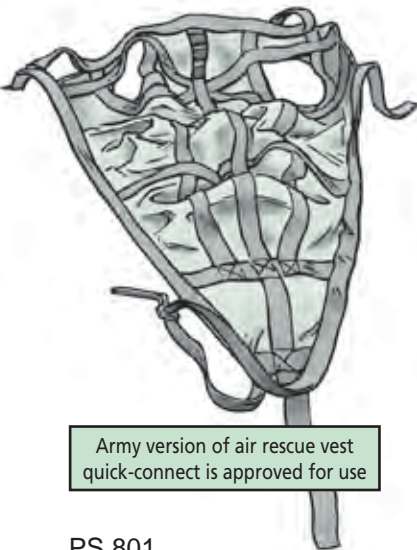
Now you have another option. The Air Rescue Vest-Quick Connect (ARV-QC-M) is now approved for use by the Aviation Engineering Directorate and authorized by AWR 980R21.

THE MILITARY VERSION OF THIS VEST IS A **SOLID TAN COLOR**. THAT MAKES IT LIGHT ENOUGH TO SHOW DISCOLORATIONS FROM BLOOD OR OTHER BODILY FLUIDS.

IN ADDITION, THE VEST...



- is intuitive and easy to use.
- can be applied in seconds to standing, seated, or prone patients.
- has a deep seat that improves flight profile while increasing patient comfort.
- has reinforced grab handles that aid in patient handling.
- accommodates patients up to 400 pounds. A minimum weight of 35 pounds is necessary to keep it manageable in the rotor wash.
- has a built in 10:1 safety margin. The ARV-QC has been pull-tested to 4,000 pounds and did not rip, tear, or separate.
- has a full-body capture that provides 100 percent patient security.
- is suited for all rescue scenarios, including high angle and rapid rescues.
- has an empty harness and bag weight of just under eight pounds.



Army version of air rescue vest quick-connect is approved for use



# TURN IN PARTS NOW FOR REPAIR

NO ONE'S TURNING IN PARTS ANYMORE! WE'RE GONNA **RUN OUT!**

I THINK OUR TROUBLES ARE **OVER!**

**M**echanics, maintenance and overhaul programs rely on you to turn in parts. In order for the supply system to meet the demands for H-60 series helicopter components, unserviceable Black Hawk parts **must** be turned in for repair **ASAP**.

Without those unserviceable items, on-hand inventory bottoms out, resulting in critical shortages. That means you wait longer for parts and readiness takes a dive.

IF YOU HAVE **ANY** OF THE FOLLOWING UNSERVICEABLE COMPONENTS LYING AROUND THE HANGAR, GET 'EM TURNED IN FOR **REPAIR!**



Item	Component	NSN	PN
1	Rotary wing blade	1615-01-113-8188	70101-31000-043
2	Interface control	5895-01-620-0416	899-3100-017
3	Electrical control panel	1680-01-573-5859	70450-01825-105
4	Head rotary spindle	1615-01-442-6926	70102-08200-069
5	Helicopter rotor hub	1615-01-083-6812	1200931-3-003
6	L model main rotor blade	1615-01-106-1903	70150-09100-043
7	Display unit	7025-01-558-4785	822-1848-002
8	Display unit	7025-01-617-2005	822-3029-001
9	Main shaft extension	1615-01-074-5151	70351-08186-043
10	M model main rotor blade	1615-01-546-1148	70150-09200-041
11	Data acquisition unit	6610-01-552-2726	1200931-3-003
12	Vibration control	6635-01-559-2514	70600-01816-102
13	Control swashplate	1615-01-558-9830	70104-08000-060

Have questions for the item manager?



For **Items 1-3**, contact Kelly McDaniel at (256) 313-1383, or email: [kelly.m.mcdaniel2.civ@mail.mil](mailto:kelly.m.mcdaniel2.civ@mail.mil)

For **Items 4-6**, contact Ari Flowers at (256) 313-4288, or email: [ari.j.flowers.civ@mail.mil](mailto:ari.j.flowers.civ@mail.mil)

For **Items 7-9**, contact Allen Forche at (256) 876-5481, or email: [allen.a.forche.civ@mail.mil](mailto:allen.a.forche.civ@mail.mil)

For **Item 10**, contact Keisha Martindale at (256) 955-2453, or email: [keisha.s.martindale.civ@mail.mil](mailto:keisha.s.martindale.civ@mail.mil)

For **Items 11-13**, contact Lionel Husband at (256) 842-7266, or email: [lionel.husband.civ@mail.mil](mailto:lionel.husband.civ@mail.mil)

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

MEDEVAC...

BECAUSE OF INCIDENTS WITH DYNAMIC ROLLOUT, THE SLIDE-LOK WILL BE CONVERTED TO THE SLIDE-LOK II AT **NO COST** TO UNITS.

IT'S **NOT** REQUIRED, BUT IT IS ENCOURAGED FOR YOU TO MAKE THE SWITCH.

THANKS, SERGEANT BLADE. THAT SHOULD PROVIDE US SAFER LIFTING HOOKS.



## Slide-Lok Hooks Need Mod

**M**echanics, since the dynamic rollout incident that happened in 2016, PD MEDEVAC worked hard to provide units with a safer lifting hook option for the aircraft hoist.

A number of safety of flight messages (SOFs) and *PS Magazine* articles addressed the hoist attachment point. Per Section 8.2 of SOF H-60-17-SOF-03, the main body hook still remains the primary attachment point for attaching loads (eyelet and main body) and shall not exceed the hoist rated load limit of 600 pounds. Changes also included supplemental devices and auto-locking hooks less susceptible to rollout.

Now there's another way to provide safer lifting hooks. A new modification program converts the Slide-Lok to a Slide-Lok II configuration at **no cost** to units. The mod adds more travel to the locking mechanism, making it easier to visually confirm the lock is secure. That makes the hook less susceptible to dynamic rollout.

Slide-Lok  
converts to...



...Slide-Lok II



Though units aren't required to make the change, it's encouraged. To get Slide-Lok hooks modified, send them to Capewell Aerial Systems LLC. Check with the following POCs for shipping instructions.

The primary contact is Amy Jackson, (276) 952-3114. The secondary POC is Tracy White, (276) 952-3113.

Or email them at:  
[amy.jackson@capewell.com](mailto:amy.jackson@capewell.com)  
[tracy.white@capewell.com](mailto:tracy.white@capewell.com)

# TURN IN UNSERVICEABLE UTILITY HELICOPTER PARTS



**M**echanics, it bears repeating that maintenance and overhaul programs need *your* help! The supply system can only meet the demand for parts when it has parts to repair. And you can't get what you need if you have unserviceable UH-60 and UH-60M components or parts lying around the hangar.

## Turn in all unserviceable items for repair, ASAP.

For more information on how to get credit for your equipment in GCSS-Army, check out the article on Pages 56-57 of PS 771 (Feb 17):

<https://www.logsa.army.mil/web2/archive/PS2017/771/771-56-57.pdf>

**Got questions?** Contact Rakeshia Ransaw at DSN 897-1191, (256) 313-1191 or email:

[rakeshia.d.ransaw.civ@mail.mil](mailto:rakeshia.d.ransaw.civ@mail.mil)

Item	NSN
UH-60M tail rotor gearbox	1615-01-545-0883
UH-60 alternating generator	6115-01-114-9696
UH-60 gearbox (input module)	1615-01-527-8175
UH-60L tail rotor gearbox	1615-01-376-5089
UH-60 control indicator	5895-01-390-0280 5895-01-324-2233
UH-60L main transmission	1615-01-538-9786
UH-60 drive shaft	1615-01-158-9517 1615-01-158-9522
UH-60M drive shaft	1615-01-491-1924
UH-60M main transmission	1615-01-542-7514
UH-60 accessory gearbox	1615-01-383-8992
UH-60 radiator gearbox	1615-01-158-9514
UH-60 landing light	6220-01-105-6582
UH-60 generator control	6110-01-504-6723 6110-01-335-9743
UH-60 searchlight	6230-01-483-0580
UH-60M vaneaxial fan	4141-01-329-3428

# RADAR RECEIVER GETS NEW PROCESSOR

HEADS UP! ALL  
THREE OF US...  
APACHE, BLACK  
HAWK...

...AND  
CHINOOKS ARE  
GETTING A  
NEW RADAR  
PROCESSOR.

OLD  
PROCESSORS  
NEED TO BE  
TURNED IN TO  
DLA!

**M**echanics, the AN/APR-39A(v)4 radar warning system uses the CP-1597B processor, NSN 5985-01-445-6940, as its primary component.

**HEADS UP! THAT  
PROCESSOR IS BEING  
REPLACED WITH A NEW  
CP-1597C PROCESSOR,  
NSN 5841-01-543-6979.**



Until last year, only a limited number of aviation units were allowed to use the new processor.

Now *all* aviation units are authorized CP-1597C processors for the:

- UH-60A/L
- CH-47D/F
- AH-64D/F
- H-60M

If you have any CP-1597B processors on order, they'll be cancelled. So put in your order for the CP-1597C processor now.

The CP-1597C has the same form, fit and function as the old processor, *but* uses only three circuit cards versus the seven used by the old processor. That reduced size and weight allows for future growth.



CP-1597C replaces old processor

If you still have CP-1597B processors, turn them in now. Ship the processors to:

DODAAC: SV3114  
RIC: SCY  
DLA Distribution Tobyhanna  
Spec Handling Facility  
Squire & 2d Street  
Building 2 Bay 6  
Tobyhanna, PA 18466-5059  
SPEC HANDLING FAC  
PH (570) 615-7354

## QUESTIONS?

Contact **MaryAnne Champlin** at (443) 861-2881 or email: [maryanne.f.champlin.civ@mail.mil](mailto:maryanne.f.champlin.civ@mail.mil)

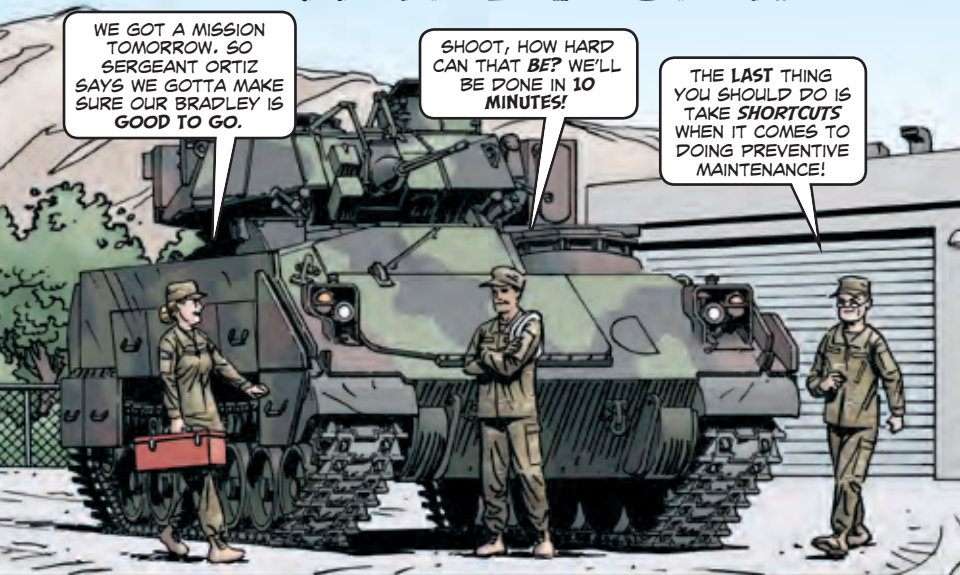


# PM KEEPS YOU IN THE FIGHT!

WE GOT A MISSION TOMORROW, SO SERGEANT ORTIZ SAYS WE GOTTA MAKE SURE OUR BRADLEY IS GOOD TO GO.

SHOOT, HOW HARD CAN THAT *BE?* WE'LL BE DONE IN 10 MINUTES!

THE LAST THING YOU SHOULD DO IS TAKE *SHORTCUTS* WHEN IT COMES TO DOING PREVENTIVE MAINTENANCE!



YOUR UNIT'S COMBAT READINESS DEPENDS ON YOU DOING PM *THE RIGHT WAY!*



WE USUALLY JUST CHECK THE ENGINE OIL. ISN'T THAT ENOUGH?

THAT'S A GOOD START, BUT YOUR BRADLEY NEEDS A LOT MORE ATTENTION IF YOU WANT TO KEEP IT READY TO FIGHT.





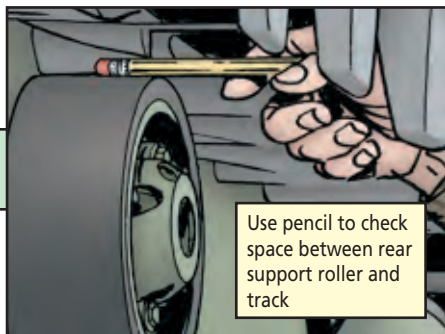
FOR EXAMPLE, YOU NEED TO GIVE YOUR VEHICLE'S TRACK TENSION A **ONCE-OVER** AFTER **EVERY** OPERATION.

ALL IT TAKES IS A PENCIL AND A LITTLE KNOW-HOW.

Let the vehicle roll forward to a complete stop on firm, level ground. **Don't use the brakes!** Stop the engine and try turning the rear support roller with one hand.

The roller should turn freely, but with **only** enough room between the track and roller for a pencil to pass through.

If there's more room than that, the track is **too tight**. If the roller won't turn at all, the track is **too loose**. Either way, it's time to make some adjustments.

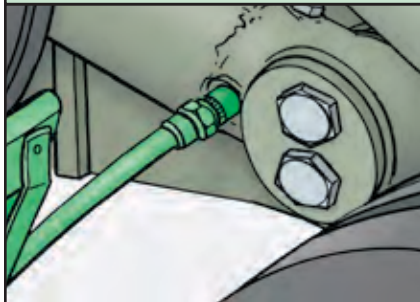


Use pencil to check space between rear support roller and track

## Tightening Track

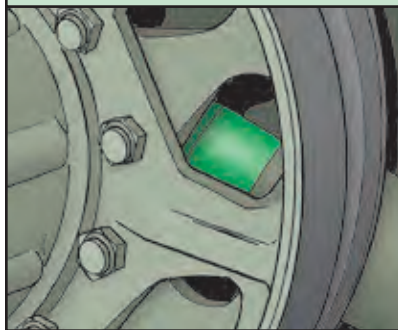
1. Place a standard #2 pencil between the track and the rear support roller.

2. Wipe the lube fitting with a clean cloth and pump grease into the track adjuster.



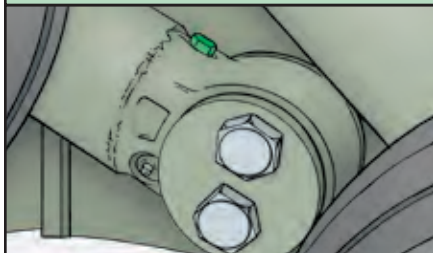
3. Watch the pencil. The tension is right when there's just enough room between the track and the rear support roller for the pencil to fit.

4. Keep an eye on the track adjuster piston, too. The maximum extension for the piston is 3 1/2 inches. If you've reached that limit and the track is still too loose, remove a track shoe and start over.



## Loosening Track

1. With a  $\frac{5}{8}$ -in open-end wrench, loosen the track adjuster bleed valve just enough to allow grease to flow.



2. Attempt to place the pencil between the track and the rear support roller. When there's just enough room between the track and the rear support roller for the pencil to fit, the tension is right.
3. Re-tighten the bleed valve and wipe away excess grease.

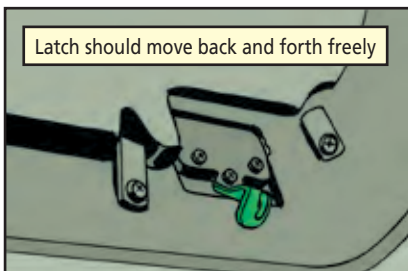
The job's **not** finished until you've driven your Bradley at least 100 feet, coasted to a stop and checked the track tension one more time.

## Latch Down Hatch Problems

LEFT UNCHECKED, THE ELEMENTS CAN WREAK HAVOC ON EQUIPMENT—INCLUDING THE COMMANDER'S HATCH ON YOUR BRADLEY.



Latch should move back and forth freely



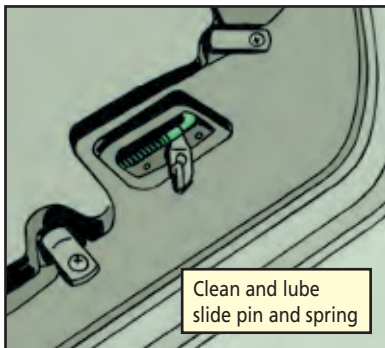
Rain and condensation pool around the hatch cover latch when the hatch is left open. The water seeps inside the latch and rusts the slide pin and spring. Then the latch won't move, so you can't open the hatch to the pop-up position.

Keep the latch moving with a shot of **aerosol dry-film lubricant**, NSN 9150-01-260-2534, about every 120 days.

Work in the lubricant by moving the latch back and forth a few times.

If the latch is hard to move or won't budge at all, **let your mechanic know**. He'll remove the latch cover and clean the area. Then he'll lube around the slide and spring with dry-film lubricant.

The hinges and hatch release pin also get exposed to the elements. Without occasional lube, the hatch will creak and groan when you try to open it... if it moves at all.



Clean and lube slide pin and spring

A few drops of OE/ HDO on the hinges and release pin quarterly should do the trick.

**Be sure to exercise the hatch a few times to work in the oil.**



## Master Power



THERE ARE FEW WORSE WAYS TO START YOUR DAY THAN FINDING OUT YOUR BRADLEY'S BATTERIES ARE **DEAD**.

BUT THAT'S **EXACTLY** WHAT CAN HAPPEN IF YOU **FORGET** TO TURN OFF THE MASTER POWER SWITCH AFTER YOU'VE SHUT DOWN THE ENGINE.

Complete shutdown is more than turning off MASTER POWER switch



Follow the engine shutdown procedures in the -10 TMs.

But remember: you can **damage** the electrical system if you turn off the MASTER POWER switch while the engine is still running.

## Ramp PM

HAVE YOU CHECKED THE FLUID LEVEL IN THE HYDRAULIC RESERVOIR OF YOUR BRADLEY'S POWER UNIT ACCESS DOOR LATELY?

NO.



THEN YOU **SHOULDN'T** BE SURPRISED IF YOU HAVE TO OPEN THE DOOR **MANUALLY** NEXT TIME.

CHECKING THE RESERVOIR LEVEL IS A **DAILY** TASK.



Follow these **three steps** to ensure the reservoir has the correct amount of fluid...

### STEP 1

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



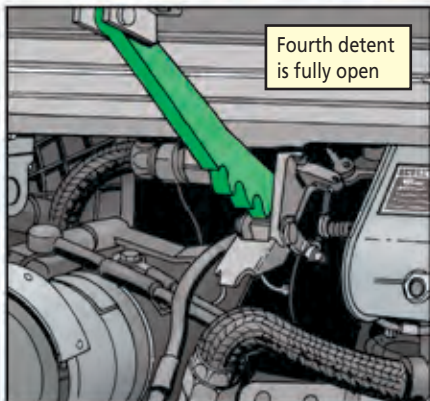


## STEP 2



OPEN THE ACCESS DOOR ALL THE WAY **BEFORE** CHECKING THE FLUID LEVEL.

WHEN THE DOOR IS ONLY PARTIALLY OPEN, YOU'LL GET A HIGH READING BECAUSE THE HYDRAULIC CYLINDERS AREN'T FULLY EXTENDED



Fourth detent is fully open



LATER, WHEN YOU DRAIN EXTRA FRH FROM THE RESERVOIR TO BRING DOWN THE LEVEL, THE SYSTEM IS **UNDER-FILLED**.

THAT LETS AIR INTO THE SYSTEM AND MAY KEEP THE DOOR FROM OPENING.

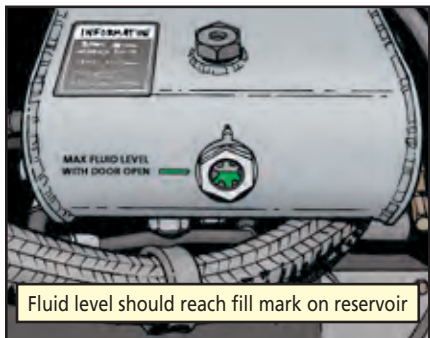
Open the access door to the fourth detent on the support link. That's fully open.

## STEP 3



EYEBALL THE FLUID LEVEL IN THE RESERVOIR.

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



Fluid level should reach fill mark on reservoir

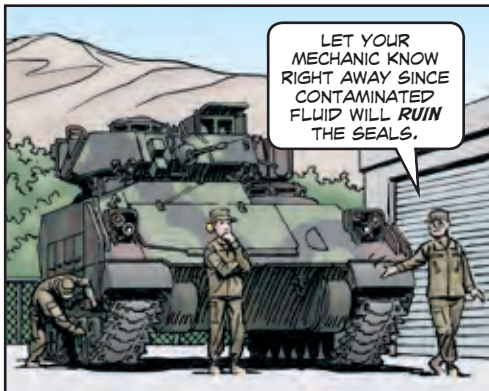
If it doesn't, add FRH until it reaches the line. If the level passes the mark, drain some of the fluid. Use an **AOAP vampire pump**, NSN 4930-01-119-4030, to remove the excess fluid.



And make sure you're wearing personal protective equipment to keep the FRH off your skin.

## An Extra Step

While you're checking the sight glass, pay special attention to the color of the fluid. Fluid that is milky is probably **contaminated** with water.



LET YOUR MECHANIC KNOW RIGHT AWAY SINCE CONTAMINATED FLUID WILL **RUIN** THE SEALS.

## Give Idler Wheels a Check

CHECKING THE OIL LEVEL IN YOUR BRADLEY'S ROADWHEEL, IDLER WHEEL AND SUPPORT ROLLER HUBS IS A **DAILY** TASK.

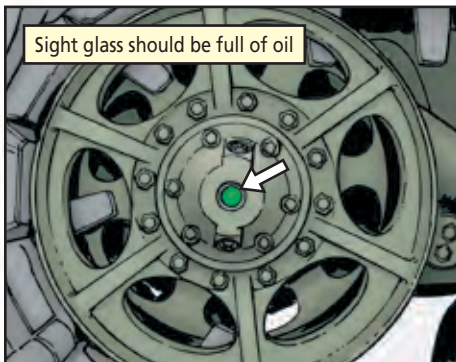
IF **ONE** OF THOSE HUBS GOES DRY, THE BEARINGS **BURN UP** AND THE WHEEL **SEIZES**.

THAT COULD THROW THE TRACK.

It's an **easy** check. All you have to do is look for a **completely full** sight glass on each of the wheels.



Sight glass should be full of oil



'Course, you'll probably have to clean off the sight glass in order to check it. Just make sure you do it right or you might as well leave the dirt on. That's because the wrong cleaning method scratches and clouds the sight glass surface.

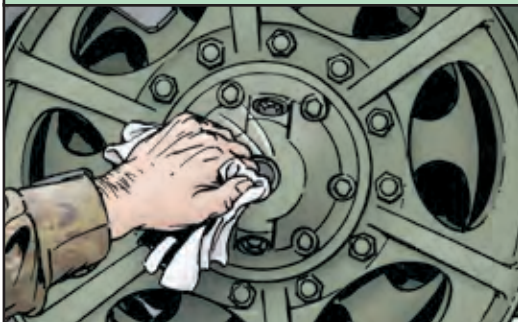
WHEN THAT HAPPENS, YOU **CAN'T** SEE THE OIL LEVEL EVEN IF THE GLASS IS CLEAN.



**NEVER** USE WIRE BRUSHES, SCREWDRIVERS OR KNIFE BLADES TO SCRAPE AWAY DIRT OR IT'S BYE-BYE SIGHT GLASS!



Instead, spray a little water on the glass to soften and loosen caked-on dirt. Then gently wipe it away with a **clean cloth**.

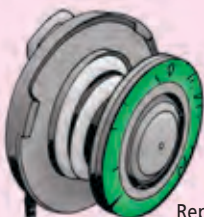


If the oil level is low, move the Bradley until one of the filler plugs is positioned at the top of the hub.

Remove the filler plug and add OE/HDO 15W-40 until it reaches the bottom of the filler hole.

## Radiator Cap PM

The **last** thing you need on a mission is for your Bradley to lose its cool and overheat. But that can happen if your vehicle has a **bad** radiator cap.



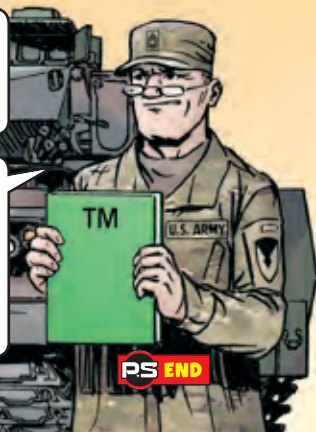
Report gasket damage

Opening and closing the cap wears out the rubber gasket inside. When the gasket wears enough, the cooling system **can't** pressurize properly, coolant escapes, and the vehicle **overheats**.

Check the gasket for cuts, tears or unusual wear during weekly PMCS. Report a bad radiator cap to your mechanic. He'll order a **new one** with NSN 5342-01-398-2835.

GEE, MASTER SERGEANT, DOING PM **ISN'T** HARD AT ALL ONCE YOU **KNOW** WHAT TO DO.

THERE'S LOTS MORE YOU NEED TO DO. JUST FOLLOW THE PMCS TABLES IN YOUR -10 TMS AND YOUR BRADLEY WILL BE FIT TO FIGHT WHEN NEEDED!



**PS END**



# KEEP OUT OF JAMS!



WANT TO  
KEEP YOUR  
M249 FROM  
JAMMING?

CHECK THE  
EXTRACTOR  
PIN **BEFORE**  
FIRING.

Dear Editor,

Gunners can help prevent their M249 machine guns from jamming by paying attention to the extractor pin during PMCS. The pin is small, but it causes big problems if it comes loose while the bolt is closed.

If you can move the pin with your hand, it needs to be replaced. Don't shoot your M249 until the new pin is installed. Tell your repairman. He can replace the pin with the **extractor kit**, NSN 1005-01-383-0168.



If you can move  
pin with your  
hand, get it  
replaced  
now

Remember, your foot is not a tool. If your M249 ever jams with the bolt forward, don't try to fix it by kicking the charging handle. That usually guarantees major damage to your M249, the kind of damage that **can't** be repaired. Get help from your repairman.

Karl Hayhurst  
Ft Hood, TX



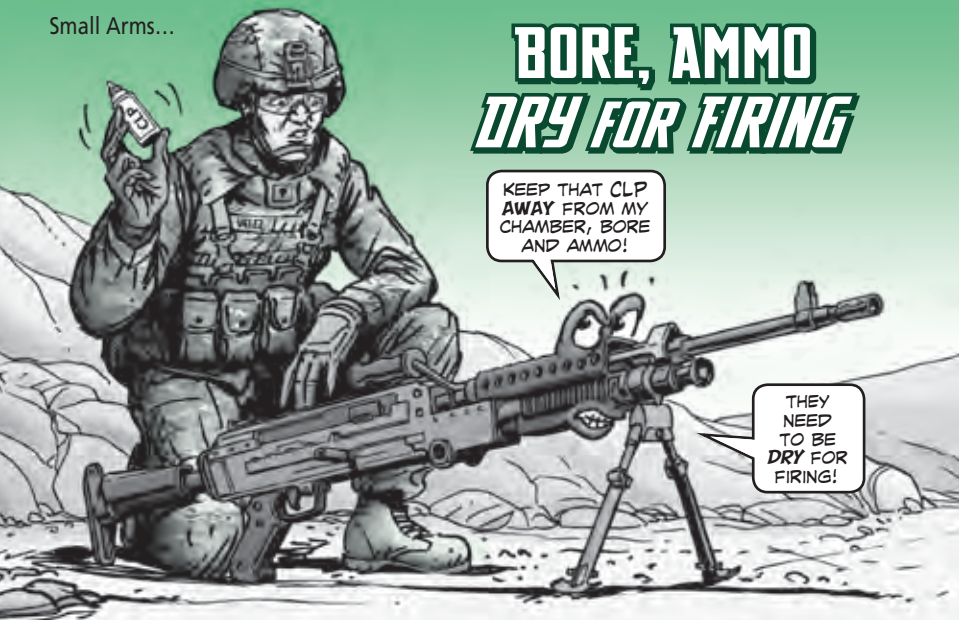
**YOUR FOOT IS  
NOT A TOOL!**

IF YOU KICK  
MY CHARGING  
HANDLE, I'M  
DONE FOR.

**Editor's note:** Excellent tips, Karl. The extractor pin check will be added to the next update to TM 9-1005-201-23&P.



# BORE, AMMO DRY FOR FIRING



Dear Editor,

PS has repeatedly emphasized the importance of running a cleaning or clearing rod through a weapon's barrel before firing to make sure there are no obstructions.

But it's also important that the chamber, bore and ammo are free of lubricant. Lube increases the explosive power of a round, enough so that the weapon can blow up.

After cleaning the bore and chamber with CLP, Soldiers should use dry cleaning patches to remove any lube. Before firing, it's a good idea to use dry cleaning patches to ensure the bore and chamber are dry.

Never put lubricant on ammo, either. That's *really* asking for trouble.

Scott Taylor  
Ft Benning, GA

**Editor's note:** Another good tip from you, Scott. Thanks again.

Here are a few problems lubing ammo causes:

- **Misfires.** Lube can get into the primer and cause the primer mix to go inert.
- **Jams.** Lube attracts dirt and sand. As dirty ammo cycles through the weapon, dirt gets into the weapon's moving parts and causes jams. The dirt also wears down the weapon's parts.
- **Excess stress on the weapon.** Oily cartridge cases increase force on the weapon's bolt. This stresses the bolt's locking lugs and can eventually increase headspace, which isn't good. If the locking lugs fail, the weapon can blow up.

# SAY HELLO TO NEW PISTOLS



The M17 MHS replaces the M9...



...and the more compact M18 replaces the M11.



HERE'S WHAT TO EXPECT WITH THE MHS...



- The MHS is lighter and easier to hold. Its slide is stainless steel and the pistol grip is polymer. It comes with a standard medium grip, but larger and smaller grips are available.



- The MHS has an effective range of 50 meters.



- The MHS uses a striker-fired operation instead of the M9's double action. That puts an end to the M9's heavy first-stop trigger pull. Every trigger pull is the same with the MHS.

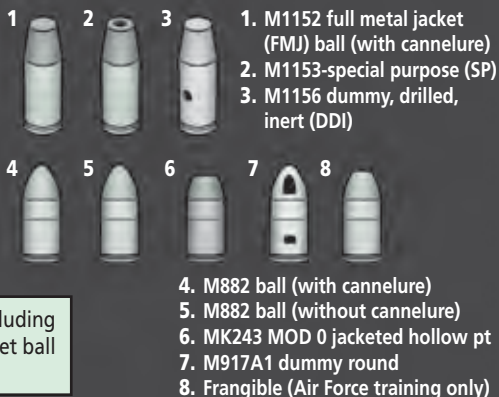


- The slide catch and safety are ambidextrous and the magazine catch is adjustable. The safety is on the receiver instead of the slide.



- The MHS basic issue items (BII) includes one 17-round magazine and two 21-round magazines.

- The MHS has a 3-dot tritium sight. The front and rear sight can be replaced at field level maintenance.
- A Picatinny pistol rail is standard with the MHS, which lets you mount accessories like lasers and flashlights.
- No decocking is required. Once you're finished shooting, simply engage the safety.



- The MHS shoots 9mm ammo, including M882 ball, M1152 full metal jacket ball and M1153 special purpose.

## FLAT DOESN'T ALWAYS MEAN A FLAT REJECTION

Too many M9 pistols are being declared NMC because their recoil springs have flat spots.

TM 9-1005-317-23&P says an M9 pistol is NMC if its recoil spring has bends, breaks, burrs, flat spots or the spring's free length is not at least five inches.

Flat spots on spring's ends are OK



So when an armorer spots a recoil spring with a **flat spot**, he sends it to field maintenance for a new spring.

But only in the TM's specific standards in WP 0018 00-2 does it explain that it's OK for the spring to have flat spots if they're at the ends of the spring.

Some recoil springs come from the manufacturer with flat spots at their ends and those springs are fine as long as they pass the other standards.

Questions? Contact **Randolph Sanda** at (586) 282-1274 or email: [randolph.j.sanda.civ@mail.mil](mailto:randolph.j.sanda.civ@mail.mil)

Ammo...

**PICK UP  
BRASS AT  
RANGE!**

GEE, CHIEF  
LIMA, DO  
WE **REALLY**  
NEED TO  
PICK UP  
ALL THIS  
BRASS?  
I'M REALLY  
**BEAT!**



WE'RE GOING  
TO PICK UP  
**EVERY**  
PIECE.  
WE DON'T  
WANT TO HAVE  
TROUBLE WITH  
THE ASP.

Dear Editor,

There's a better reason than neatness why units should pick up all brass after firing at the range.

Para 12-13g in DA Pam 700-16, *The Army Ammunition Management System*, says after turn-in of the ammunition and residue, the ammo supply point (ASP) reconciles the live rounds turned in with the residue—the brass, in other words.

The ASP weighs the brass to determine how many rounds it represents. It then adds that number to the live rounds turned in. For example, a unit issued 40,000 5.56mm rounds that turns in 20,000 live rounds should also be turning in 270 pounds of brass.

If there's a serious discrepancy, somebody has some explaining to do. An AR 15-6 investigation is required for shortages.

So never mind neatness in this case. Clean up brass to keep yourself out of hot water.

### Editor's note:

*Every Soldier is responsible for ammo accountability, which includes brass. Picking up brass keeps you out of trouble with the brass. Good tip, Chief Lima!*

CW3 Michael Lima  
Kadena Air Base, Okinawa

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



# PREVENT CRACKS!

## CHECK M240 BUFFER STOP



Dear Editor,

We're seeing cracks in the M240 machine gun's channels that the buffer assembly and buttstock slide in. If there are any cracks, the M240 has to be replaced.

One of the main causes for the cracking is the buffer failing and letting the operating rod strike the back plate with full force.

Operators can help prevent cracking by remembering to do the PMCS check in WP 0005-3 in TM 9-1005-313-23&P: If more than 1/8 inch of the finish is missing from the buffer housing stop, the M240 is NMC. The hydraulic buffer assembly needs to be replaced.

James Garner  
JBLM, WA

**Editor's note:**

*Thanks for the  
heads up, James!*



To prevent cracks in  
channels...

...check to see if  
buffer housing stop  
is missing any finish



M2/M2A1 Machine Gun...

## Policy Change to Mandatory Replacement Parts?

Dear Half-Mast,

Page 41 of PS 767 (Oct 16) said all mandatory replacement parts for both the M2 and M2A1 machine gun have been eliminated. But I recently attended a course for M2/M2A1 maintainers where the instructors said sear springs and the timing flat spring should be replaced annually. Has there been a policy change?

Mr. M.K.

NO, SIR,  
THERE  
**HASNT** BEEN  
A POLICY  
CHANGE.

THERE ARE **NO**  
M2 OR M2A1  
MANDATORY  
REPLACEMENT  
PARTS.

THE **ONLY** PARTS 91F  
SMALL ARMS REPAIRMEN  
SHOULD REPLACE ARE  
THOSE THAT CAN NO  
LONGER DO THEIR JOBS.



# GOT QUESTIONS?

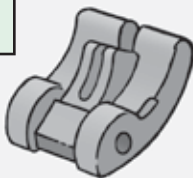
WE'VE GOT ANSWERS!



Dear Half-Mast,

We have several questions about the M2/M2A1 machine gun we're hoping you can answer:

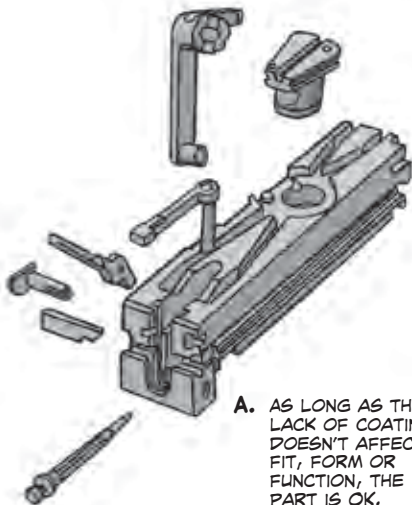
**Q.** What are the wear limits on the accelerator?



**A.** THERE ARE NO SPECIFIC WEAR LIMITS FOR THE ACCELERATOR.

AS LONG AS IT DOESN'T AFFECT THE M2'S FIT, FORM OR FUNCTION, THE ACCELERATOR IS GOOD TO GO.

**Q.** Does a lack of phosphate coating on any internal part require immediate replacement?



**A.** AS LONG AS THE LACK OF COATING DOESN'T AFFECT FIT, FORM OR FUNCTION, THE PART IS OK.

**Q.** Is it OK to use a screwdriver to move the bottom plate?

LEMME ANSWER THIS ONE, HALF-MAST: NO, YOU **CAN'T** USE A SCREWDRIVER TO MOVE MY BOTTOM PLATE.



**A.** FOR THE **CORRECT** PROCEDURE, SEE WP 0026-8 IN TM 9-1005-213-23&P (MAR 13). CHECK THE CLEARANCE BETWEEN THE BREECH LOCK CAM AND THE BOTTOM PLATE WITH A FEELER GAGE.

THE MAXIMUM CLEARANCE IS 0.003 INCH. YOU SHOULD BE ABLE TO MOVE THE CAM WITH YOUR FINGER.

Q. Can the extractor switch be slightly bent as long as it doesn't interfere with weapon function?

A. THE TM STATES THAT THE EXTRACTOR SWITCH SHOULD BE REPLACED IF IT'S BURRED, CRACKED OR BROKEN.

IF ONLY SLIGHTLY BENT, THE SWITCH SHOULD BE OK.



IF YOU HAVE DOUBTS, REPLACE IT.

Q. What is the maximum number of fiber buffer disks allowed in the back plate?

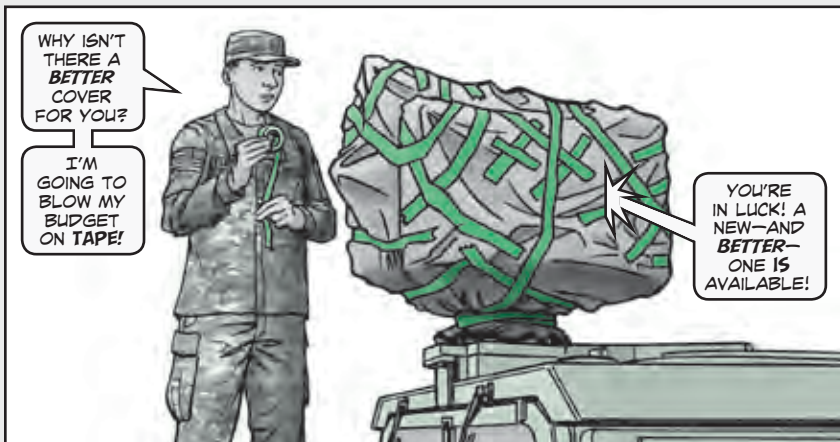
A. THERE IS NO MAXIMUM NUMBER OF FIBER BUFFER DISKS IN THE BACKPLATE...



...BUT THE MACHINE THREAD PLUG MUST **NOT** PROTRUDE MORE THAN ONE THREAD ABOVE OR BELOW FLUSH. GENERALLY, IF THERE ARE 25 OR MORE DISKS, THEY SHOULD BE REPLACED. DISKS SHOULD ALSO BE REPLACED IF THEY'RE WET, SWOLLEN OR DEFORMED.

M153 CROWS II...

## Cover Provides *Better* Protection!



The original CROWS cover was made of thin material and didn't provide much protection. Fortunately, there is a new cover that's much more durable.

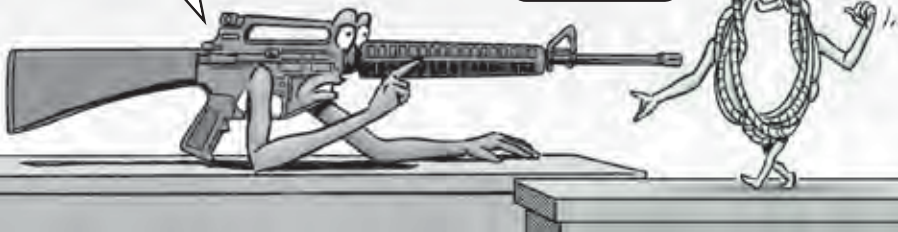
Order the **tan version** with NSN 5340-25-162-1081 and the **green one** with NSN 5340-25-162-0697. They are listed in CROWS TM 9-1090-219-10-HR (Jun 18). They each cost more than \$1,200.

This supersedes the information featured on Page 41 of PS 781 (Dec 17).

# DIRTY BARREL? RIP OUT CARBON!

I JUST CAN'T  
SEEM TO GET MY  
BARREL CLEAN!

I'VE COME TO  
YOUR RESCUE.  
LET ME AT IT!



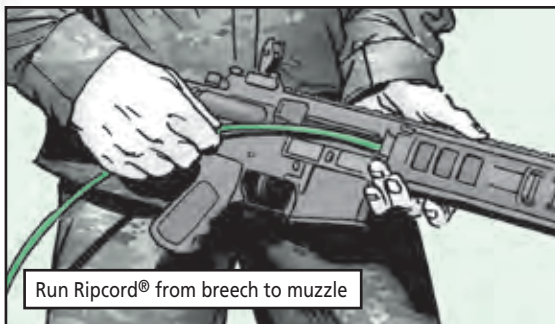
CLEANING YOUR WEAPON  
JUST GOT **EASIER** THANKS  
TO THE ARMY'S **NEWEST**  
CLEANING TOOL, THE  
**RIPCORD®**.

THE RIPCORD®  
MAKES CLEANING THE  
BARREL **EASIER AND**  
**QUICKER!**



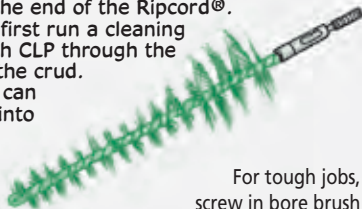
Using the Ripcord® dry will leave the barrel **dry**, so you'll need to lube your weapon **before** storing it.

To do a basic cleaning with the Ripcord®, insert the longer, narrower end in the chamber and pull it through from the breech to the muzzle. This will trap and pull out most carbon from the barrel.



Run Ripcord® from breech to muzzle

For more aggressive cleaning, screw a bore brush into the end of the Ripcord®. For best results, first run a cleaning patch soaked with CLP through the barrel to loosen the crud. The swab holder can also be screwed into the Ripcord®.




For tough jobs,  
screw in bore brush

Applying CLP to the final inch of the trailing end of the cable leaves a uniform film of CLP in the barrel.



The **best** time to clean your weapon with any cleaning tool is while it's still **warm** from firing. That's when firing residue is still soft and loose.

After the barrel cools, all that residue hardens. The harder it gets, the harder it is to clean out.



WHILE I'M STILL WARM FROM FIRING, WHY DON'CHA CLEAN MY BARREL?

THE LONGER YOU WAIT, THE HARDER IT'LL BE TO GET OUT ALL THE GUNK.

Eventually, the Ripcord® itself will need cleaning. Most large particles can be brushed off with one of your weapon's metal brushes.

But to *really* clean it, use a grease cutting dish detergent like Dawn®.

APPLY THE DETERGENT DIRECTLY TO THE RIPCORD® AND HAND WASH IT WITH WARM WATER AND A BRUSH. RINSE IT OFF.

SHAKE OFF EXCESS WATER AND LET IT DRY THOROUGHLY.

Or you can put the detergent/warm water mixture and the Ripcord® in a sealed jar and shake it clean. Rinse and dry.

Use cold water only if warm water's not available. Cold water **doesn't** clean as well.

Don't clean the Ripcord® in a dishwasher or washing machine. The firing residue could end up on clothes and dishes.

Ripcord® now comes with the **M16 rifle/M4 carbine cleaning kits**, NSN 1005-01-624-1673 (with multi-tool) and NSN 1005-01-653-9588 (without multi-tool).

It's also part of the **team gun cleaning kit**, NSN 1005-01-653-9567.

The cord itself can be ordered with NSN 1005-01-629-3981.

REGARDLESS OF WHETHER YOUR CLEANING KIT COMES WITH A RIPCORD® OR BORE SNAKE...

...YOU ALSO NEED TO HAVE A CLEANING ROD.

THAT'S THE **ONLY** APPROVED WAY TO DEAL WITH A STUCK ROUND.



TMDE...

# CHECK FLUKE® MULTIMETERS... **NOW!**



THEIR BAD READINGS  
COULD CAUSE  
INJURY TO SOLDIERS  
AND **DAMAGE** TO  
EQUIPMENT.

UNITS NEED TO  
**IMMEDIATELY CHECK**  
FOR THE DEFECTIVE  
MULTIMETERS.

For a complete list of Fluke® equipment that may be defective, go to:

<https://www.fluke.com/en-us/support/safety-notices>

The site's search engine lets you type in a model number to see if it's been flagged for recall. The site also has instructions for registering your equipment for recall.

## This recall affects the following Fluke® equipment:

- Multimeter models 330-339 and 1730-1749



- 28 II Ex digital multimeters



- Fluke® Clamp meter models 370-379



- 190 ScopeMeter®



- T2 electrical tester



- 1AC-I VoltAlert™ voltage tester



IF YOU FIND A **DEFECTIVE FLUKE®** ITEM, NOTIFY YOUR SAFETY OFFICER OR SUPERVISOR. THEN REGISTER THE ITEM ONLINE FOR RECALL.

Share this information with other units to ensure all defective multimeters are found.

FOR MORE INFORMATION, CONTACT FLUKE® AT (888) 993-5853.

FLUKE® WILL REPAIR **ALL** ITEMS FOR FREE.

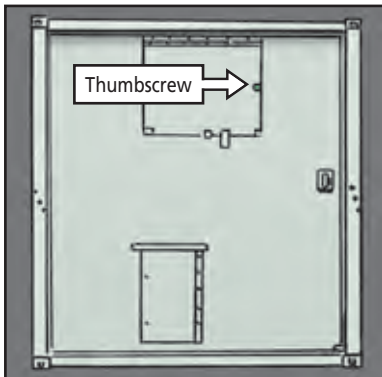


## ***SATS Door Thumb Screw?***

Dear Half-Mast,

TM 9-4910-783-13&P for the standard automatic tool set (SATS) lists the NSN for the A/C door panel thumbscrew (Item 9 in Fig 5-3) as NSN 5305-01-533-9583 (PN KTC-50012). But that NSN is no good. Is there a replacement?

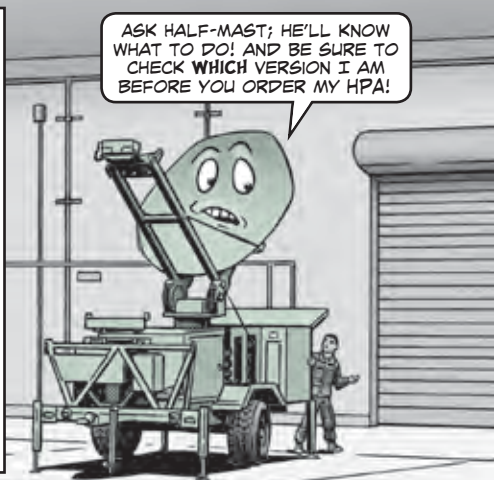
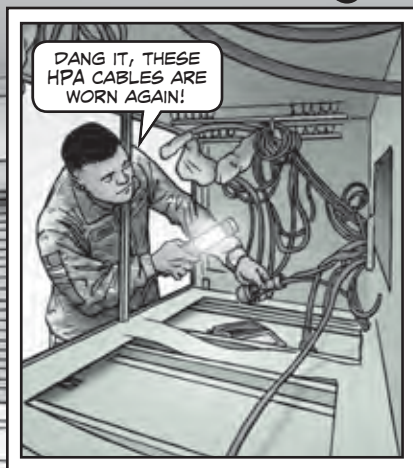
MSG K.V.



YES, THERE IS, MASTER SERGEANT. ORDER THE **THUMBSCREW** WITH NSN 5305-01-628-3783.

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

# Finding STT Cables



Dear Half-Mast,

I've never dealt with satellite transportable terminals (STTs) before, but I'm learning fast. TM 11-5895-1868-13&P (Jan 18) is a good resource, of course, but I've found many parts for the STT LOT 10, AN/TSC-185B, aren't in the Army supply system.

The biggest issue for our unit is the cables routed through the feed boom to the high-powered antenna (HPA). We find the cables leading to the HPA are always worn. Is there any way to repair or order these cables?

SFC L.J.



SINCE THE CURRENT STTs ARE BEING REPLACED BY A NEW (V)3 VERSION, THE AN/TSC-185C, OVER THE NEXT TWO YEARS...

...NSNS **WONT** BE ASSIGNED TO THE OLDER HPA CABLES.

In the meantime, some Regional Support Commands (RSCs), like the one in Ft Hood, TX, are able to make the cables you need.

Other units can contact their nearest RSC or the General Dynamics help desk at:

<http://www.gdsatcom.com/customer-care.php>

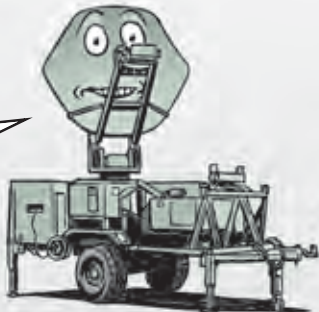
The STT experts emphasize that HPAs must be ordered based on whether you have a (V)1 or (V)2 version of the AN/TSC-185B.

## QUESTIONS?

Contact CECOM's Gregory Gibbs at (443) 395-6753, or email: [gregory.c.gibbs.civ@mail.mil](mailto:gregory.c.gibbs.civ@mail.mil)



P.S. THE TM FOR THE (V)3 VERSION OF THE AN/TSC-185C STT IS BEING VERIFIED AND SHOULD BE AVAILABLE AFTER THE (V)3 IS VALIDATED.



WATCH FOR THIS NEW HIGH BEAM ITEM AND ITS TM TO HIT THE SKIES AND STREET.



**PS Mag  
Live!**

THERE ARE A LOT OF WAYS TO STAY **CONNECTED** TO US! AND THEY'RE ALL EASY TO DO! **CHECK 'EM OUT!**

DOWNLOAD THE *PS* MOBILE APP AT THE APPLE AND GOOGLE PLAY STORES. DO A SEARCH FOR *PS* MAGAZINE.



Read PS online at:

<https://www.aschq.army.mil/home/psmag.aspx>

PS on Facebook:

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

PS Magazine/Half-Mast on Twitter:

<https://twitter.com/USArmyPSMag>

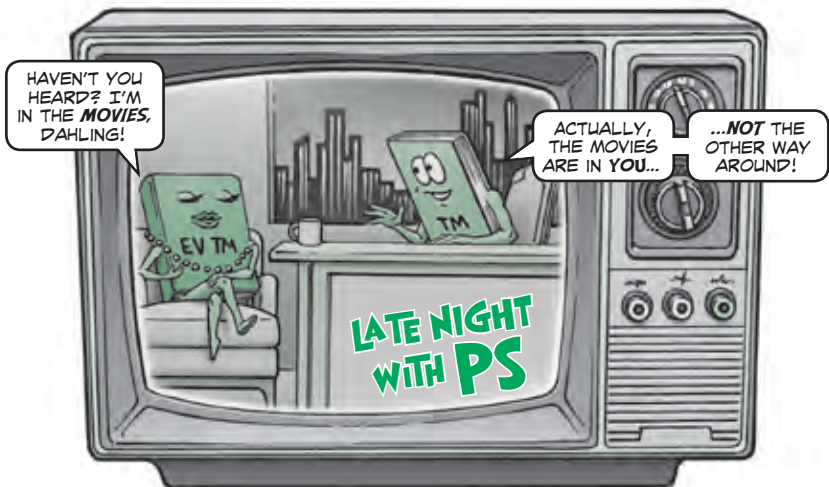
PS Magazine on milSuite:

<https://www.milsuite.mil/book/groups/ps-magazine>

Email:

[usarmy.redstone.asc.mbx.psmag@mail.mil](mailto:usarmy.redstone.asc.mbx.psmag@mail.mil)





## LOAD BANK GETS ENHANCED VIDEOS

**I**s your unit equipped with the **X60M** 60-kW load bank system, NSN 6150-01-633-6567? If it is, **good news!**

Publications Services: ETM Search

UNCLASSIFIED

ETM Search

To search for an ETM, choose a Search Type

Search Type: Pub Number + Search Criteria: TM 9-6150-286-13&P

Find

Enter title:

Total Number of Rows: 2

Check	Format	PN	ZIP	TM Number	PSR Date
<input type="checkbox"/>	PDF	106713		TM 9-6150-286-13&P	06/15/2017
<input type="checkbox"/>	PDF	106713		TM 9-6150-286-13&P-EV	06/15/2017

One of the TMs associated with that load bank system is an enhanced version (EV) available on the AESIP ETMs Online website at:

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

You'll find the traditional ETM by searching for TM 9-6150-286-13&P (Jul 17).

The EV version, TM 9-6150-286-13&P-EV, will also appear. This EV version has instructional videos built into the PDF.

Find enhanced video just below regular TM

The videos are a great enhancement to the commercial manual material. If you have trouble viewing the videos or have suggestions on how to improve them, submit a DA Form 2028 or contact PM SKOT directly at:

[usarmy.detroit.peo-cs-css.mbx.pmskot-actions@mail.mil](mailto:usarmy.detroit.peo-cs-css.mbx.pmskot-actions@mail.mil)

Note that the file size for the EV is much larger. You'll need a strong Internet connection to complete the download and Windows Media Player to view the videos. All of the videos from the TM are also located on the milTube site at: <https://www.milsuite.mil/video/>

Search terms for the videos are:

- load bank
- X60M
- SKOT
- PM FP
- technical manual

Click here for a copy of this article to save or email.

Camouflage...

HEY, GUYS...  
GUYS? OVER  
HERE!

I'M THE **ONLY**  
AUTHORIZED  
NET IN TOWN!

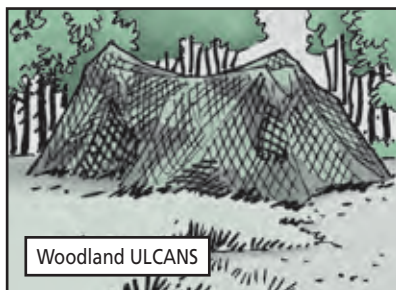
# Only ULCANS Authorized

Commercial companies are marketing and selling camouflage net systems directly to Army units. These nets, however, are **not** authorized by the Army.

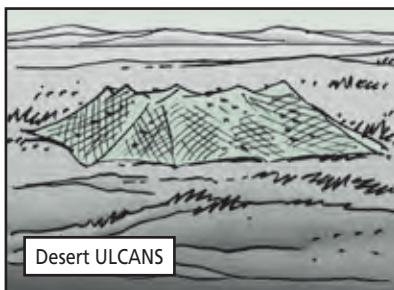
The **only** camouflage net systems currently authorized are the Ultra Lightweight Camouflage Net Systems (ULCANS) managed by the National Inventory Control Point CECOM.

Units should  
requisition only  
these nets through  
the organic supply  
system:

Type	Item	NSN 1080-
Radar-scattering (LIN C89480)	AN/USQ-150 (woodland)	01-457-2956
	AN/USQ-159 (desert)	01-475-0696
Radar-transparent (LIN C89361)	AN/USQ-160 (woodland)	01-475-0697
	AN/USQ-158 (desert)	01-475-0694



Woodland ULCANS



Desert ULCANS

These are the only camouflage net systems that should be used in the field until ULCANS Increment 1 is fielded by PM Force Sustainment Systems. It's available for requisition from TACOM in late FY19.

Questions? Contact Sarah Ervin, DSN 648-1470, (443) 395-1470, or email:

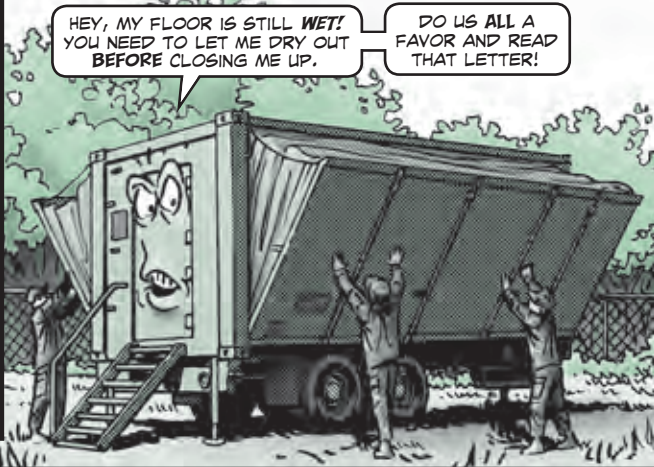
[sarah.ervin2.civ@mail.mil](mailto:sarah.ervin2.civ@mail.mil)

# KEEP CONTAINERIZED KITCHENS COOKIN'!!



HEY, MY FLOOR IS STILL **WET!**  
YOU NEED TO LET ME DRY OUT  
BEFORE CLOSING ME UP.

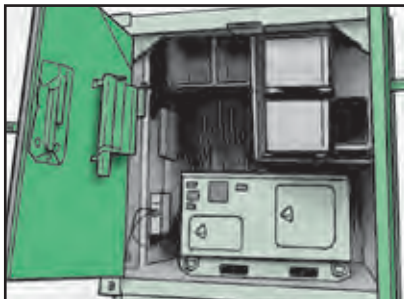
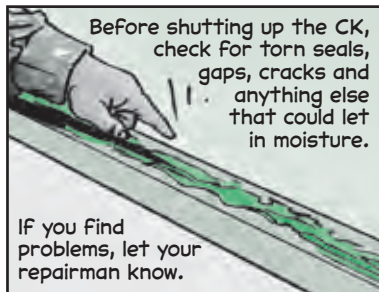
DO US ALL A  
FAVOR AND READ  
THAT LETTER!



Dear Editor,

The Ft Stewart's Logistics Readiness Center keeps containerized kitchens (CKs) cooking. Here are a few tips we use to keep the cooks in the kitchen:

- **Let the kitchen dry out completely before closing it up.** We've had to replace several rotting floors because crews mop out the kitchen and then close up the sides before the floor dries. Trapped moisture rots the wooden floors. If possible, give the floor a couple of hours to dry. Because it's so difficult to get replacement flooring, this could save your CK months of downtime.

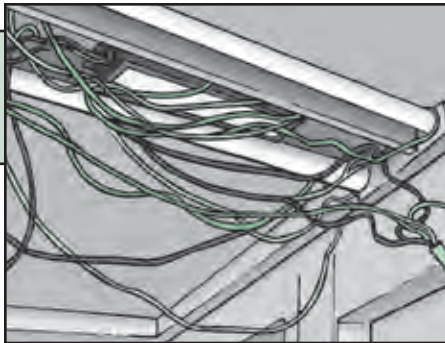


- **Never operate the generator with the back door closed.** That traps carbon monoxide, which could lead to your last supper.

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



- **All wiring for lights is not the same.** Wire colors can vary from kitchen to kitchen. Repairmen need to be aware of that when working on different CKs.



- **Don't help the winch when closing the wings.** If you push up on a wing while closing it, the winch cable can come off track. Then the next time you lower the wing, it bounces its way down and the cable can tangle. The cable may have to be replaced, which could take some time. Stand back and let the winch do its job.

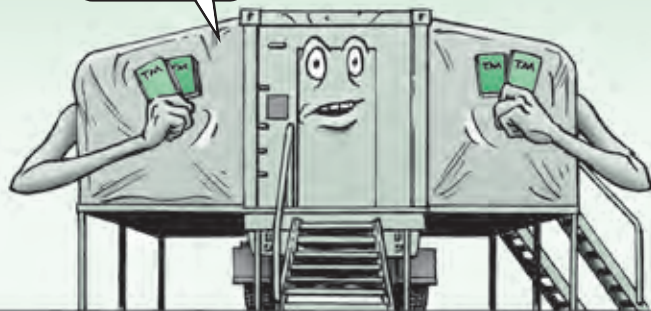


- **Get the latest TMs.** CKs now have four new TMs: TM 10-7360-226-10, -23-1, -23-2 and -23P. They are on the ETM site: <https://idmng.armyerp.army.mil/>

DON'T FORGET  
I HAVE **FOUR**  
**NEW TMS!**

Nick Thornton  
Ft Stewart, GA

**NOW WE'RE  
COOKIN'! DELICIOUS  
TIPS, NICK!**



# KEEPING YOU SAFE:

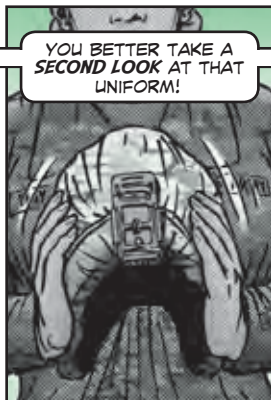
## ARMY CERTIFICATION PROGRAM



HEY, CHECK THIS OUT! THIS UNIFORM IS HALF OF WHAT WE NORMALLY PAY! THAT'S A SWEET DEAL!



HEY, JONES...



YOU BETTER TAKE A **SECOND LOOK** AT THAT UNIFORM!



I'M NOT SO SURE THIS STUFF IS UP TO SNUFF!



WHILE THE ARMY ISSUES THE **BEST** GEAR TO SOLDIERS, IT KNOWS THAT MANY OF YOU **ALSO** ADD TO THAT GEAR WITH PRIVATELY PURCHASED ITEMS.

THE CURRENT MARKETPLACE IS FILLED WITH CLOTHING AND INDIVIDUAL EQUIPMENT THAT LOOKS LIKE ISSUED GEAR BUT IS **SUBSTANDARD**.



HERE AT PS WE DO AS MUCH AS WE CAN TO KEEP YOU **SAFE!**

PART OF THAT RESPONSIBILITY INCLUDES GUIDING YOU TOWARD THE PURCHASE OF THE **RIGHT GEAR.**

The Army Certification Program (ACP) was created by PEO Soldier to evaluate commercial gear. It determines if that gear is **safe** for use by Soldiers in combat.

When you buy authorized gear, you can be **confident** that the item was tested by PEO Soldier and found **safe and effective.**

You know the item was subjected to the same requirements and standards as issued gear.

You can be sure that it's **not** a knockoff item that may look OK, but **doesn't** meet the necessary safety standards.



FOR SAFETY'S SAKE, **DON'T** ORDER ORGANIZATIONAL CLOTHING AND INDIVIDUAL EQUIPMENT, KNOWN AS OCIE, FROM **UNAUTHORIZED SOURCES.**

IN MANY CASES, THESE ITEMS **DON'T** MEET ARMY STANDARDS, AND MAY HAVE FAILED ARMY TESTS.

### Remember,

you're **only** authorized to purchase personal protective equipment and safety items from the Department of Defense Supply System...  
...and the **approved** list of items sold at the Army/Air Force Exchange Service (AAFES) military clothing sales stores.

Proper sourcing is the **only** way to ensure that the protective equipment you're getting has met **all** of the Army's rigorous testing and safety standards.

If you or your buddies got your protective equipment from unauthorized channels, tell your unit supply personnel. They can order replacements through approved sources. Or go to your local Central Issue Facility (CIF) to get the **right gear.**

## APLs Offer Guidance

PEO Soldier publishes Authorized Products Lists (APLs) for certain gear. When an item is authorized, it's placed on the APL. The APLs are published on the PEO website, furnished to the Army/Air Force Exchange Service (AAFES) and communicated to Army commands.

In addition, only authorized items are marked with the US Army logo and the words "Team Soldier Certified Gear." This is a trademarked logo, allowing you to see at a glance that an item is authorized.



Eventually, all gear on PEO Soldier APLs will have the logo incorporated into the packaging and on the item.

**PS MORE**



**Authorized Protective Eyewear List (APEL)**  
*Current as of 21 March 2014*

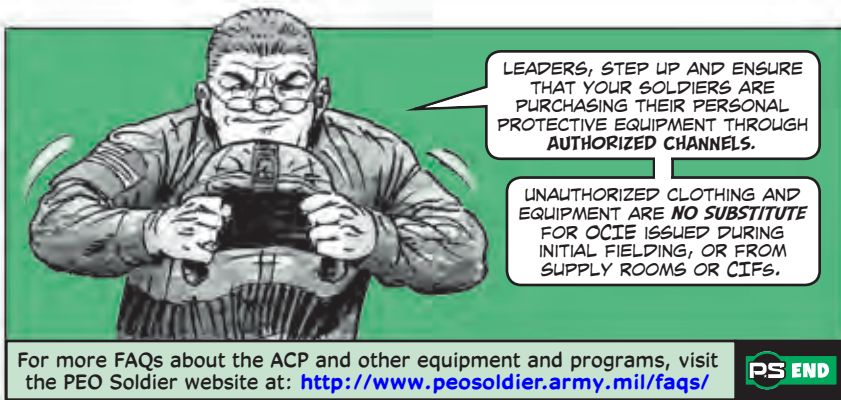
Qualified Products List (QPL) is a list of manufacturers who have had their products examined and tested and who have satisfied all applicable qualification requirements for that product. The QPL for eyewear protection is the Authorized Protective Eyewear List (APEL). The following eyewear meet Army standards for ballistic protection.

THE FIRST APL LIST CREATED WAS THE AUTHORIZED PROTECTIVE EYEWEAR LIST, THE APEL, WHICH DETAILS WHICH COMMERCIAL BALLISTIC PROTECTIVE EYEWEAR HAS BEEN CERTIFIED.

You'll find the list at:  
<https://www.peosoldier.army.mil/equipment/eyewear/>

Eyewear can meet American National Standards Institute (ANSI) standards and still not measure up for military use. Every piece of APEL-approved eyewear is tested to ensure it provides the right amount of protection.

It doesn't matter what protection an eyewear manufacturer claims, who makes it or if the Exchange or military clothing sales stores sell it. What matters is the eyewear must be APEL-approved for Soldiers to wear. If eyewear doesn't carry the APEL logo, it's **unauthorized**.



LEADERS, STEP UP AND ENSURE THAT YOUR SOLDIERS ARE PURCHASING THEIR PERSONAL PROTECTIVE EQUIPMENT THROUGH AUTHORIZED CHANNELS.

UNAUTHORIZED CLOTHING AND EQUIPMENT ARE **NO SUBSTITUTE** FOR OCIE ISSUED DURING INITIAL FIELDING, OR FROM SUPPLY ROOMS OR CIFs.

For more FAQs about the ACP and other equipment and programs, visit the PEO Soldier website at: <http://www.peosoldier.army.mil/faqs/>



# Register for ETID to Make DLA Turn-In Easier

IF YOU **MANUALLY PREPARE** DLA DISPOSITION SERVICES TURN-IN DOCUMENTS, THERE'S A **WEB-BASED PROCESS** TO MAKE YOUR **JOB EASIER**.

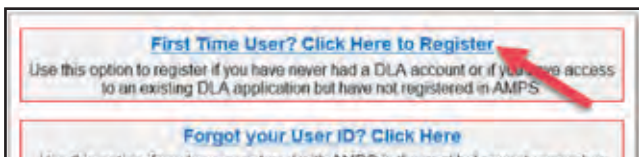
THE ELECTRONIC TURN-IN DOCUMENT, THE ETID, **ELIMINATES** THE HANDWRITTEN PREPARATION OF THE DD FORM 1348-1A...

...ALLOWING YOU TO **WORK FASTER** WHILE **REDUCING THE LIKELIHOOD OF A REJECTION**.

To get access to ETIDS, use your CAC to create an Account Management and Provisioning System (AMPS) account: <https://amps.dla.mil/oim>



Once you're there, click **First Time User? Click Here to Register**.



Pick a user type...

Select Your User Type:

User Type	Description
I work for another Federal Agency	All Military, DOD employees, and a Federal employee from 2007.
I am a Supplier or Vendor to DLA	Suppliers and Vendors (Click link below if you are a Supplier/Vendor with a Commercial and Government Entity (CAGE) code. General/Industry work for a company or organization is not included.)
I am a member of the Public	General Public, State and Local governments, or Federal Agencies other than DOD

Please contact the Enterprise Help Desk at 855.552.0881 or DLAEnterpriseHelpDesk@dlamail.mil if you have any questions concerning the use of this System.

Cancel

...fill out a short form...

Account Management and Provisioning System (AMPS)

AMPS User Registration - User Information

Please fill out the information below to create your account in AMPS.

AMPS has not detected a user certificate for you. If you have a certificate, and were not prompted to provide it when accessing AMPS, you may contact the DLA Enterprise Help Desk for further assistance. All users will have the ability to log in using a username and password once the registration process is complete, regardless of whether you have a certificate or not.

User Account Information

First Name:  Last Name:   
 Middle Name:   
 Email:  User Type: Public  
 Citizenship:

...and set up your security questions.

Account Management and Provisioning System (AMPS)

AMPS User Registration - Security Information

Please enter your security questions and a password which will be used to access AMPS, following the guidelines listed below for each.

Set Security Questions

Question 1: What is the city of your birth?  
 Answer 1: City

Question 2: What is the name of your pet?  
 Answer 2: Pet

Question 3: What is your favorite color?  
 Answer 3: Color

Set Password

Enter New Password:   
 Confirm Password:

Please set your password, using the following rules:  
 1) You must choose 2 different questions  
 2) The answers to each question are not case sensitive  
 3) Spaces and other punctuation are allowed  
 4) Each answer must be between 3 and 40 characters long  
 5) Each answer cannot be a word contained in the question

## AMPS User Registration - Summary

Please review the information below and use the back button to make any changes to this information. When you are finished, use the Create Account button to complete your AMPS registration.

### User Information

First Name: Test  
 Middle Name:  
 Last Name: Account  
 Email: test.account@test.com  
 Title: Test

### Contact Information

Official Telephone: 555.555.5555

Office / Cube

Once you're certain all of your information is correct, click the **Create Account** button to get your username.

Next, log in  
with your  
username...

[Forgot your Password? Click Here](#)  
Use this option if you have registered with AMPS in the past but cannot remember your password.

User ID  
Password

Login

...and click  
**Request**  
**Role** on the  
main AMPS  
page.

Defense Logistics Agency Account Management and Provisioning System (AMPS)

Home | My Profile | My Roles | My Requests | Request Role

Request Role

Request Role

User Information

User Account Information

User ID  
First Name  
Middle Name  
Last Name  
SDEPL/URN  
Email  
Title

Date of birth  
User Type  
Grade  
Citizenship

Cyber Awareness Certification Status  
Annual Revitalization Date

User Contact Information

Official Telephone  
Official Fax  
DSN Phone

Office/Desk  
Street  
PO Box

Verify your  
information and  
click **Next**.

On the next page, click **DLA**  
**Enterprise Applications...**

Browse Roles by Application

- AMPS Administrative
- DACS Applications
- DFAS Applications
- DLA Aviation Applications
- DLA Enterprise Applications
- DLA Enterprise Business System (EBS)
- DLA Logistics Information Services Applications
- Enterprise Applications

Search Roles

Role Name  
Role Description  
Enterprise Application  
Application  
Environment

Cancel Back Next

...select **DLA Disposition Prod - ETID Customer DDS-514**,  
and use the arrow to move that selection to the **Selected Roles**  
side of the screen.

Then click **Next**.

Select Roles

Display Admin Roles (for Supervisor and Approval Access)

Role Name

- DLA Disposition Dev - Additional Property Data Admin DDS-202
- DLA Disposition Dev - Additional Property Data User DDS-203
- DLA Disposition Dev - Automated Ware List Admin DDS-212
- DLA Disposition Dev - CAMS Admins DDS-101
- DLA Disposition Dev - CAMS HQ Support DDS-102
- DLA Disposition Dev - CAMS Team-Site Lead DDS-103
- DLA Disposition Dev - CAMS Users DDS-104
- DLA Disposition Dev - CAMS Viewers DDS-105

Selected Roles

- DLA Disposition Prod - ETID Customer DDS-514

On the next page, type in your justification for the role you've just requested.

Request Role - Justification

User Information Select Roles Justification Summary

Request, Justification & Supporting Details

Justification: Justification

Optional Information

Attachment 1 Browse...

Attachment 2 Browse...

Attachment 3 Browse...

Attachments must be PDF files, smaller than 2MB each. Files containing Personally Identifiable Information (PII) shall not be approved. (s) is 1014, 1016, 1018, etc.)

Cancel Back Submit

When you've finished, verify your information one more time and click Submit.

Request Role - Summary

User Information Select Roles Justification Summary

Role Request Summary

Please review the information below before submitting this request. Use the Back button to change any information, and use the Submit button to complete this request.

User: User ID: Supervisor: User Type: Grade:

Organization: Cyber Awareness Certification: Date:

Requested Role(s): DLA Disposition Prod - ETID Customer DQS-534

Justification: Attachments: Comments:

Cancel Back Submit

After you've completed AMPS registration, be on the lookout for **two emails**. The **first** confirms your role request was submitted. The **second** confirms that your role request was approved.

Once you receive the second email, wait about an hour to login to AMPS. Just ***don't*** wait more than eight hours or you'll need to reset your password!

After AMPS registration, register in the ETID application on the DLA Enterprise External Business Portal:  
<https://business.dla.mil>  
 Click **Registered Users Login Here.**



If you're using a CAC to log on, select your email certificate, click **OK**, and enter your PIN.

Windows Security

Select a Certificate

Site businessportal.dla.mil needs your credentials.

Issued: Valid From: [Link to view certificate properties]

My choices:

OK Cancel

Otherwise you'll be prompted for your User ID and password.

DEFENSE LOGISTICS AGENCY  
 AMERICA'S COMBAT LOGISTICS SUPPORT AGENCY

Welcome to the Enterprise External Business Portal!

Enter your Enterprise External Portal user name and password.

User ID: Password:

Log On



Select the Disposition Services tab on the top of the screen and click the ETID link on the left side of the page.



Click If You Are a New User of ETID and Would Like to Register Click Here.

## Electronic Turn-In Document ETID - Registration

Applicant Name

\* First Name:

\* Last Name:

Location

I am located in: Choose an option from the drop-down menu

Company Name, Time Zone

\* Dept./Agency/Organization/Company:

\* Time Zone: Choose an option from the drop-down menu

CONUS Address

\* Work Street Address:

\* City:

\* State: Choose an option from the drop-down menu

\* Zip/Postal Code:

Zip Extension:

\* Work Email Address:

Phone Numbers

\* Commercial Phone Number (including area code):

Commercial Phone Extension:

DSN Phone Number:

Other Information

\* Type of DoD Employment: Contractor/Either U.S. or Local National

Certified for Hazardous Turn-in [Y/N]: No

Create an ETID profile to establish the DODAAC Associations for Turn-in. This step establishes the Ship From DODACC and the Ship To DODAAC.

## Customer ETID Access Request

### NOTICE

To successfully establish Customer to Disposition Services Site relationships follow these steps:

1. Enter a Customer and Disposition Services Site DoAAC in the text fields below and select the "Add" button.
2. The Customer/Disposition Services Site pair will be added to the DoAAC Pairs List box.
3. At least one Customer/Disposition Services Site pair must be present in the DoAAC Pairs List box before selecting the "Submit" button.
4. To remove an unwanted Customer/Disposition Services Site pair in the DoAAC Pairs List box, highlight the pair and select the "Delete" button. Note: If the Customer/Disposition Services Site pair is the only one in the DoAAC Pairs List box you will need to add the correct Customer/Disposition Services Site pair before deleting the incorrect pair.

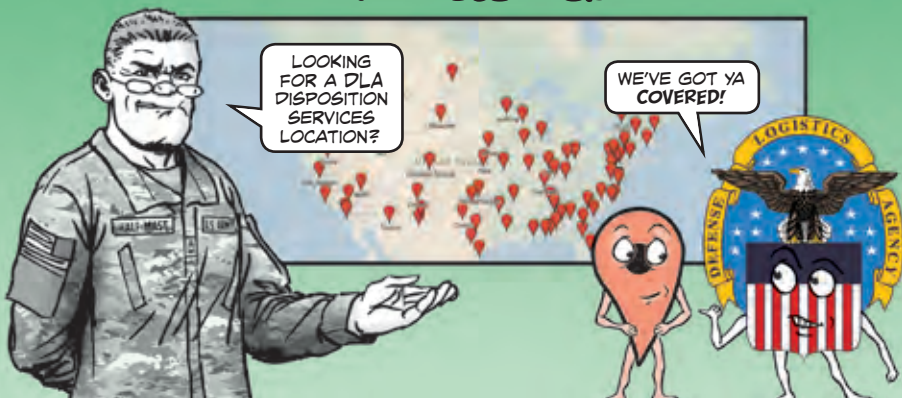
DoAAC Pair Entry

\* Enter Customer DoAAC:

PS MORE



# Where to Find DLA Disposition Services Locations

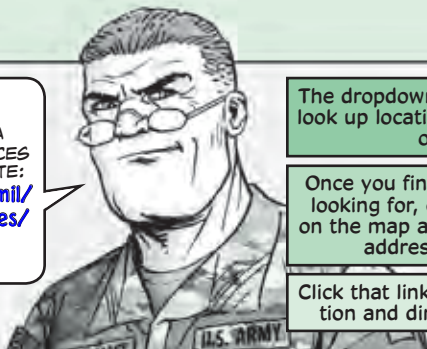


Dear Half-Mast,

I'm assigned to a team that's going to a bunch of posts to help units with equipment turn-in. Do you know of any documents or websites that lists DLA Disposition Services locations? We need to know which one we're closest to.

SFC T.H.

YOU'RE IN LUCK,  
SERGEANT!  
DLA PROVIDES A  
DISPOSITION SERVICES  
MAP ON ITS WEBSITE:  
[https://www.dla.mil/  
DispositionServices/  
Contact/  
FindLocation/](https://www.dla.mil/DispositionServices/Contact/FindLocation/)



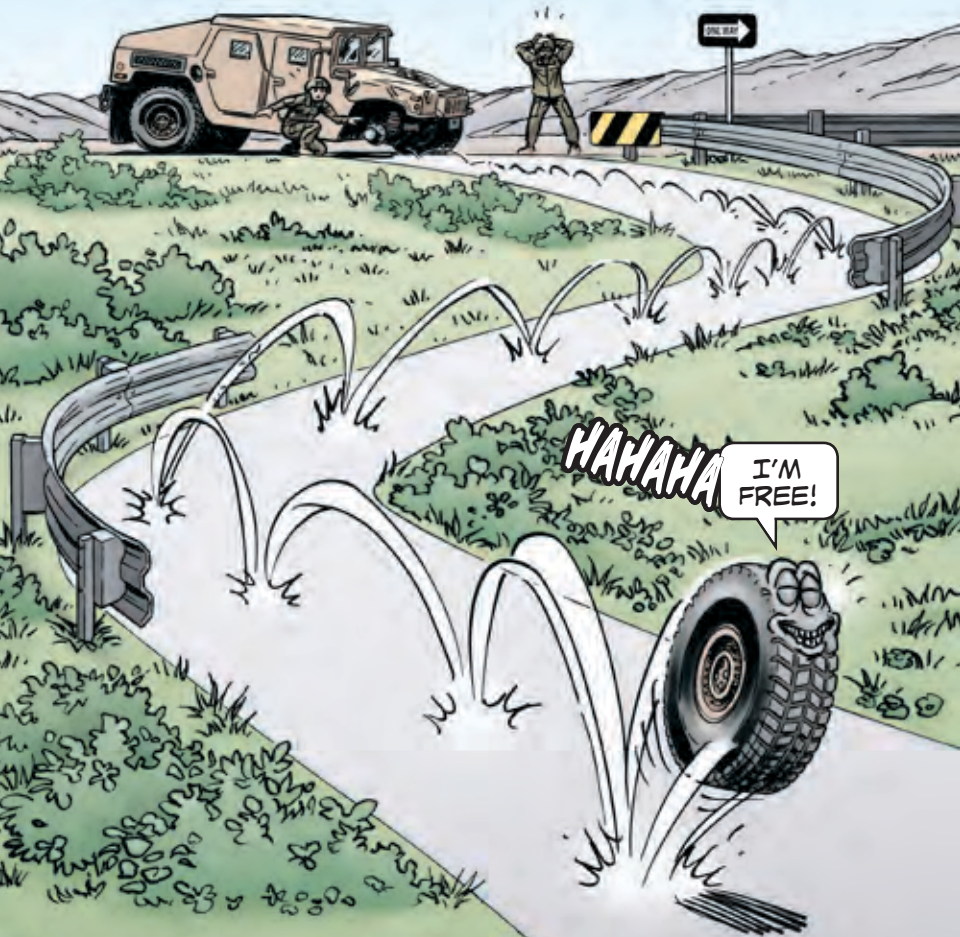
The dropdown menus allow you to look up locations by state, country or region.

Once you find the location you're looking for, click the red pointer on the map and you'll get the web address for that site.

Click that link for contact information and directions to the site.

Would You Stake Your Life *right now* on the Condition of Your Equipment?

# **DON'T HAVE TIME TO SCHEDULE MAINTENANCE?**



# **THEN YOUR EQUIPMENT WILL SCHEDULE IT FOR YOU!**

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