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2012

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-710

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Unlimited

**TIN MAN
LUBING?!**

**OF COURSE!
I KNOW
ALL ABOUT
LUBING!!**

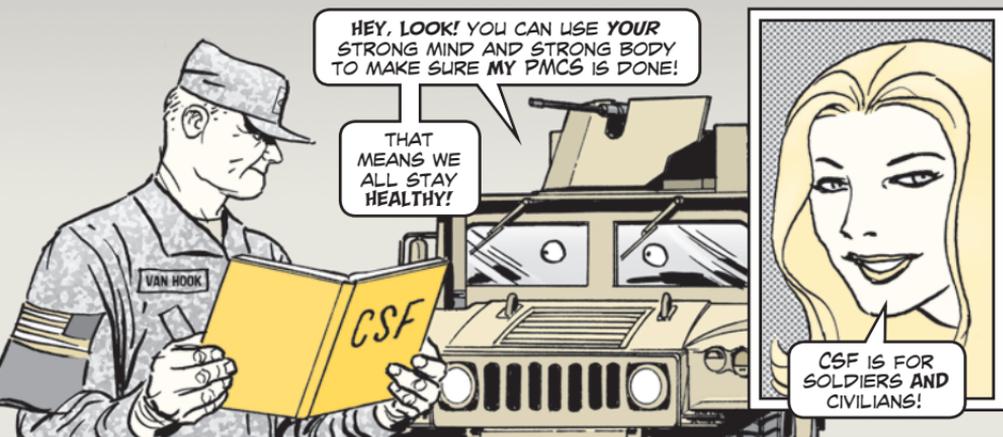
**I AM
OZ THE
MAGNIFICENT!**



**QUICK!
LOOK IN
THE NEW
PS INDEX
FOR
LUBE
ARTICLES!
IT STARTS
ON PAGE
27!**



COMPREHENSIVE SOLDIER FITNESS



Warfighters and their DA civilian counterparts deal with stress, family issues and many day-to-day challenges in the office, at home and on the battlefield.

The Army is addressing the needs of Soldiers and civilians to help them maintain strong minds and strong bodies by introducing Comprehensive Soldier Fitness (CSF). The Army's CSF program is "a structured, long-term assessment and development program to build resilience and enhance the performance of every Soldier, family member and DA civilian."

The program stresses five dimensions of strength that address the physical, emotional, social, family and spiritual needs of Soldiers and civilians.

These five dimensions of strength are supported by the Four Pillars of Comprehensive Soldier Fitness. The Pillars are the Global Assessment Tool (GAT), the Master Resilience Trainers (MRTs), the Comprehensive Resilience Modules (CRMs) and Institutional Training. These tools will help you assess every area of your life.

Although *PS Magazine's* main focus is maintaining equipment, it is important to note that the CSF program focuses on maintaining healthy Soldiers and civilians. Consider it PM for the Soldier's mind and body. Go to the CSF website, sign up and stay Army Strong:

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



5 DIMENSIONS OF STRENGTH



Physical



Emotional



Social



Family



Spiritual



4 PILLARS OF COMPREHENSIVE SOLDIER FITNESS



GAT



MRT



CRMs



Institutional

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 710 JANUARY 2012**

TB 43-PS-710, 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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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

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

Or email to:

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

Internet address:

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

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C'MON!
WE NEED
TO GET
GOING!

3 STEPS

to **BRAKE
RELEASE**

I'M
TRYING!

THE GEAR
SELECTOR
WON'T
MOVE!!



Having trouble getting your Bradley to shift into gear, drivers? Could be you haven't completely released the hand brake.

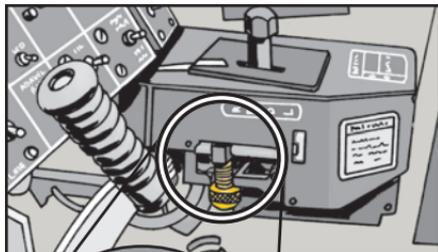
Releasing the hand brake for the TEC transmission may seem simple, but leave out a step and you're going nowhere fast. After all, the hand brake and gear selector are interlocked. That means if the hand brake isn't released, the gear selector won't move.

Release the hand brake like this:

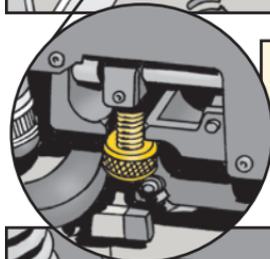
1. Press down and hold the brake pedal.
2. Twist the knob on the hand brake handle and lift up.
3. Slide the handle **all the way forward** and down into the slot.

Step 3 is where the problem lies. If you don't slide the handle all the way forward and down, the brake is still applied and the gear selector won't move.

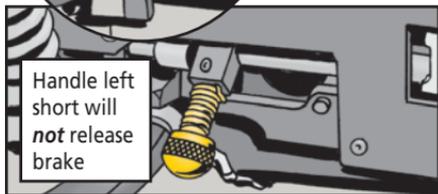
So if you've got a stuck gear selector, make the hand brake your first check.



Slide handle all the way forward and down to release brake



Handle left short will **not** release brake



PUT A STOP TO BRAKE DRUM STRIPPING!



Dear Half-Mast,

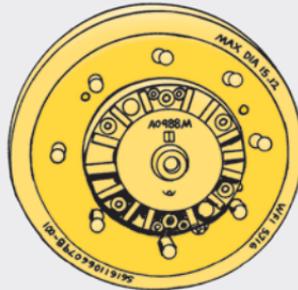
Recently, we've received reports that some Stryker brake drums are having to be replaced because of stripped jack bolt holes. Jack bolts are used to help remove the drum during PMCS inspection when it's stuck in place.

One possibility for the stripped holes is that technicians may be trying to remove the drum without first releasing the brake shoes. The brake drum replacement procedures in the IETM are being revised to make this requirement a little more clear.

Until that happens, can you remind them that the brake shoes should always be released before trying to remove the brake drum?

Dan Cottone
Stryker Logistics
Management Specialist
TACOM

Removing drum without releasing brake pads could strip jack bolt holes



CONSIDER THEM REMINDED, DAN!

MECHANICS, IF YOU'VE NOTICED OTHER REASONS WHY THE JACK BOLT HOLES ARE BEING STRIPPED...



...SEND AN EMAIL TO daniel.cottone.civ@mail.mil

M113-, M1059-Series FOV Compartment Cover Gasket NSN

Get a new gasket for the compartment cover of your M113- and M1059-series vehicles with NSN 5330-01-573-4626 (PN 10865503R09). NSN 5330-00-781-8065 is a terminal item. It's shown as Item 9 in Fig 179 of TM 9-2350-261-24P (Aug 05) and Item 11 in Fig 290 of TM 9-2350-277-24P (Oct 03, w/Ch 4, Oct 09).

PIB Circuit Breaker On?

WE GOTTA GET A MOVE ON! WE'RE RUNNING LATE FOR THAT TRAINING EXERCISE!

DON'T WORRY, I'LL GET US THERE FAST!

WE'D BETTER TURN OFF THE PIB CIRCUIT BREAKER FIRST!

C'MON, GUYS! YOU DON'T WANNA DO THAT!

THE DEPOT WILL NEED THAT DATA FOR MY NEXT REBUILD!

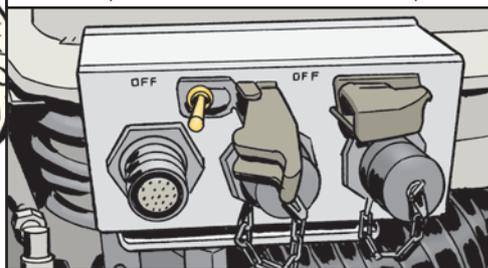
THE ENGINE MEMORY UNIT (EMU) ON YOUR M1-SERIES TANK PLAYS AN IMPORTANT ROLE, TANKERS AND MECHANICS.



The EMU collects engine operational data that plays a vital role in condition-based maintenance (CBM), the Army's new maintenance system for depots. When the engine is returned to the depot, having this historical EMU data makes the overhaul and rebuild process easier and more cost effective. If the EMU data is missing or incomplete, your engine doesn't get all the maintenance attention it needs.

The key to the whole process is the power interface box (PIB). The PIB is located in the engine compartment just forward of the powerpack's quick-disconnect panel. It comes equipped with two circuit breaker toggle switches numbered 1 and 2. Circuit breaker #1 is used to provide power for the EMU. Circuit breaker #2 is a spare for future use.

EMU loses power with circuit breaker 1 in OFF position



Far too often, these circuit breakers are found in the OFF position. Why? It's a bit of a mystery, but there are a few possibilities:

- Vehicle electrical system faults could be causing the circuit breaker to trip.
- Sidecar failure has been known to trip other circuit breakers in the tank's electrical system. So it's possible that this circuit breaker is being tripped by the sidecar.
- Intentionally flipping the circuit breaker to OFF. Some mechanics and tankers believe the EMU is a spy device. That's simply not true! Turning the circuit breaker off just means the operational wear and tear on your engine isn't properly recorded, hindering the CBM process.
- Ignoring the position of the switches. Some tankers and mechanics think the protective covers force the switch to the ON position. Unfortunately, that's not the case. So make sure the switch is in the ON position before closing the cover.

A redesign of the red protective circuit breaker covers is under development. If implemented, the new covers would force the switch to the ON position when closed. But until that redesign is applied, it's your responsibility to make sure the circuit breakers are on.

Oil Spill **DAMAGES** Transmission

The M1-series tank's transmission filler neck doesn't have a very big opening, mechanics. In fact, it's so small, you'll end up with a lot of spillage if you try to pour transmission fluid directly from a can.

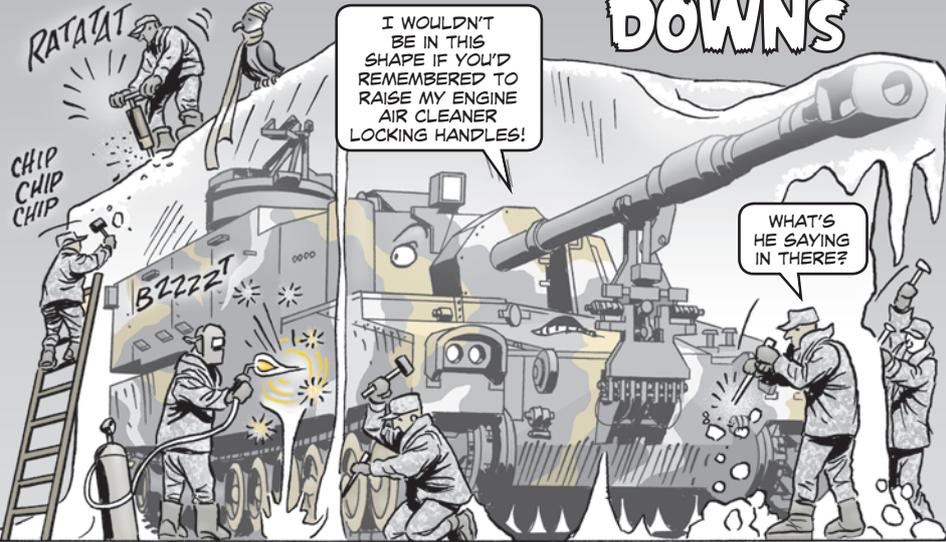
The spilled fluid blows onto the oil cooler fins where it attracts dirt and dust like a magnet. That gooey mess won't let the heat radiate away from the oil inside the coolers, putting your transmission at risk.

Stop the spillage by inserting a 1-qt flexible funnel, NSN 7240-00-559-7364, in the filler neck. Just slowly pour the fluid into the funnel to prevent overflow.



Flexible funnel prevents oil spills

AIR CLEANER UPS AND DOWNS



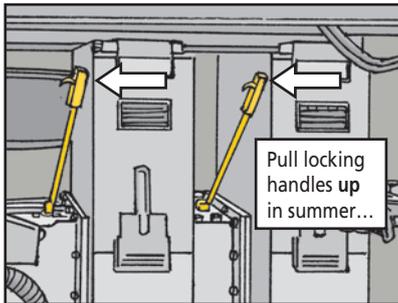
I WOULDN'T BE IN THIS SHAPE IF YOU'D REMEMBERED TO RAISE MY ENGINE AIR CLEANER LOCKING HANDLES!

WHAT'S HE SAYING IN THERE?

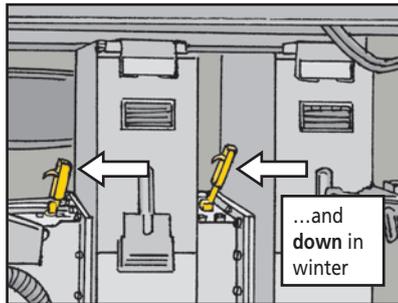
When the bottom drops out of the thermometer this winter, make sure your howitzer's air cleaners are set for the season.

The air cleaner locking handles need to be down and locked in their holders when the temperature is below 25°F. If you extend 'em, the air is too cold and your engine won't run properly.

For intermediate temperatures (25-40°F), start the engine with the locking handles in the winter (down) position. Then, move the handles to the summer (up) position when the engine reaches operating temperature.

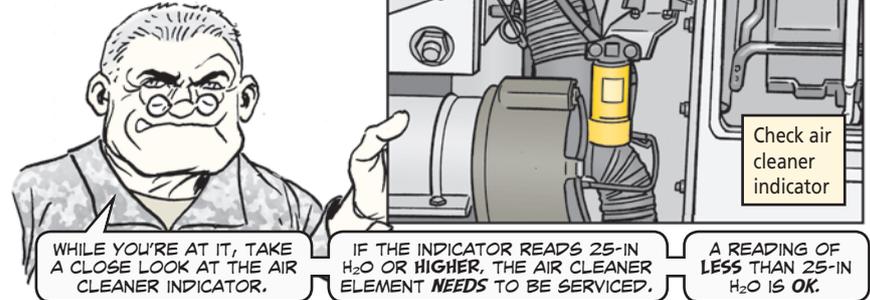


Pull locking handles up in summer...



...and down in winter

Remember, when temperatures climb above 40°F, you must put the handles in the up, extended position. Leaving the handles down during warm winter days—and especially during the summer—will overheat your engine and maybe burn up some valves.



Check air cleaner indicator

WHILE YOU'RE AT IT, TAKE A CLOSE LOOK AT THE AIR CLEANER INDICATOR.

IF THE INDICATOR READS 25-IN H₂O OR HIGHER, THE AIR CLEANER ELEMENT **NEEDS** TO BE SERVICED.

A READING OF **LESS** THAN 25-IN H₂O IS **OK**.

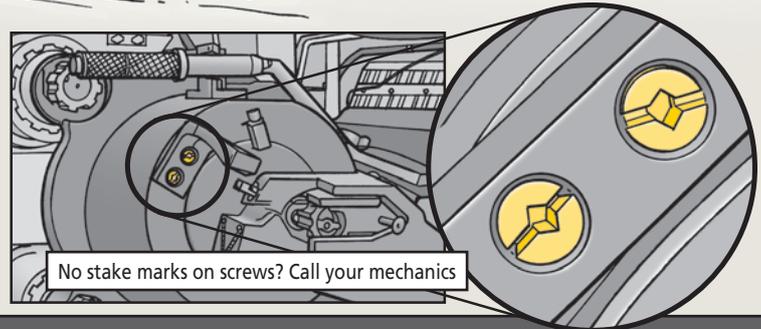
DON'T PUT CAM SCREWS AT STAKE!



If you hear that sound when closing the breech on your M109A6 Paladin, chances are the breech control cam has fallen off, crewmen.

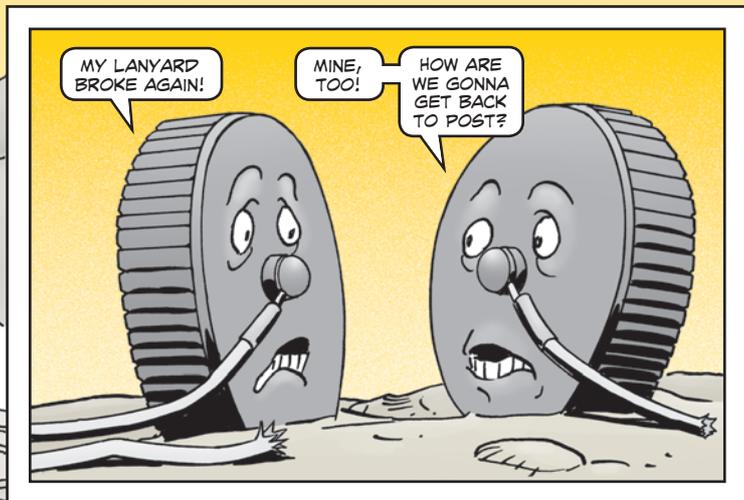
The cam is held in place with two screws. The constant stress of closing the breech, especially during live fire, loosens the screws and allows the cam to break or fall off. That's why it's important to make sure the screws are installed properly.

Take a quick look at the screw heads. There should be two stake marks on each screw head. If you don't see the stake marks, the screws will come loose. Ask your mechanic to stake them properly. He'll follow the procedures on Page 4-108 of TM 9-2350-314-34-2 (Feb 99, w/Ch 4, Apr 08).



No stake marks on screws? Call your mechanics

CHAIN PROVIDES CAP SECURITY



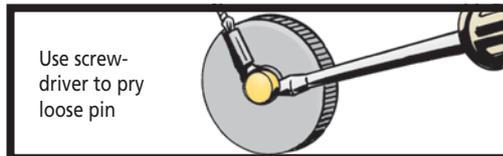
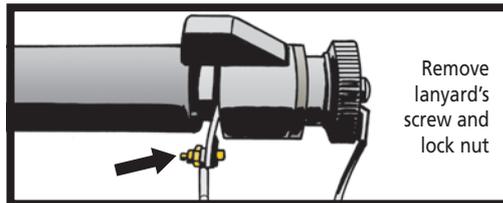
Dear Editor,

The wire rope that attaches the caps to the W16 and W3 cables for the M777A2 howitzer just isn't strong enough for daily use. After a few times removing and reinstalling the caps, the wire breaks. Usually that means a lost cap.

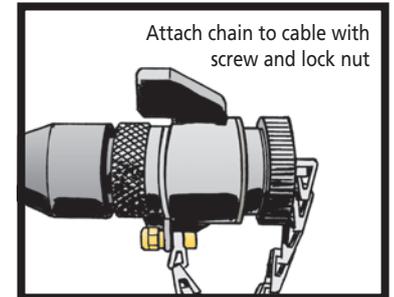
Both the W16 cap, NSN 5935-01-559-3903, and the W3 cap, NSN 5935-01-559-3900, are a bit pricey.

We've fixed that expensive problem by replacing the wire lanyard with one made of weldless chain, NSN 4010-01-353-9368. This chain is inexpensive—only 77 cents a foot—but is much harder to break than the wire lanyard. It takes about 15 minutes to modify each cap. Here's how:

1. Remove and save the screw and lock nut from the eyelet on the W16/W3 cable. This disconnects the lanyard from the cable.
2. Secure the cap in a vice. You can use a vice on a workbench or wrecker.
3. Using a #3 flat tip screwdriver from the General Mechanics Tool Kit, pry loose the pin holding the wire to the center of the cap.



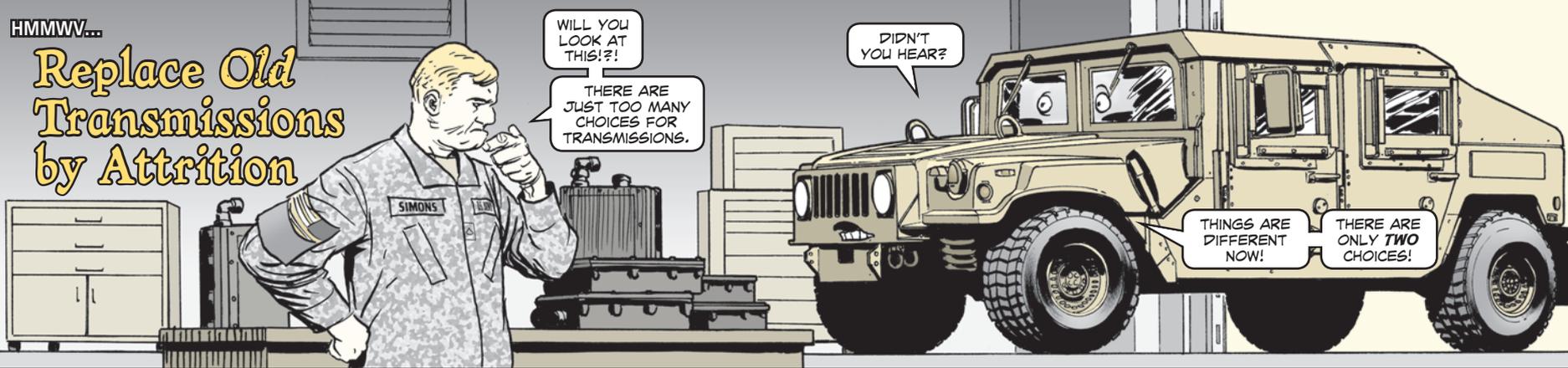
4. Cut a 6-in section of the weldless chain. The chain comes by the foot, so order as much as you need to replace all the caps in your unit.
5. Place one end of the chain over the hole in the center of the cap and secure it with a blind rivet, NSN 5320-01-015-6896. Move the chain around the cap a bit. That allows some free play for screwing the cap on the cable.
6. Secure the chain to the cable using the screw and lock nut that you removed in Step 1. You'll need to leave a little room for free play, so don't over-tighten.
7. Screw the cap back on the cable.



CW3 Demonte Brooks
606th FSC, 1-377th FAR
Ft Lewis, WA

Editor's note: We tip our caps to you, Chief! On some older versions, the wire lanyard is attached to the cable using a rivet instead of the screw and lock nut. You'll need to use a replacement screw and lock nut to modify those cables.

Replace Old Transmissions by Attrition

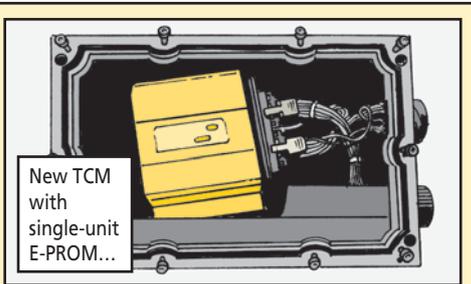


The truck headshed tells us that there have been a lot of questions from the field about the 4L80E HMMWV transmission and transmission control module (TCM) E-PROM (or erasable programmable read-only memory). Maybe that's because the HMMWV once had 13 different transmissions with 13 different TCM E-PROMs for each one. Thankfully, things have changed! Now there are only two transmissions and two TCM E-PROMs.

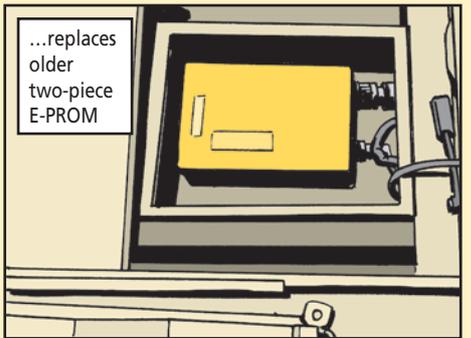
The HMMWV parts manuals will be updated with this info. Here's what you need to know in the meantime:

All legacy A2/R1 "heavy variant" HMMWV transmissions are being replaced through attrition. So when it's time for a new one, you'll get a transmission, NSN 2520-01-489-0849, and TCM (containing the single-unit E-PROM), NSN 2520-01-579-1379.

All up-armored HMMWV transmissions will also be replaced by attrition. So you will receive a transmission, NSN 2520-01-489-0850, and TCM (containing the single-unit E-PROM), NSN 2520-01-579-2302.



New TCM with single-unit E-PROM...

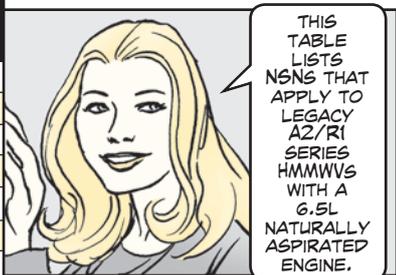


...replaces older two-piece E-PROM

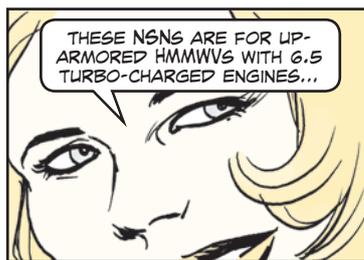
Note that the two TCMs are not interchangeable, so the legacy TCM will only work with legacy transmissions. And the up-armored TCM will only work with up-armored transmissions. Mixing the two will cause the transmission to go into a "SAFE" mode and it won't shift out of second gear.

FED LOG shows that older two-piece E-PROMs (microcircuits) are still available until the supply runs out. They are only compatible with their respective production year.

Year	Transmission NSN 2520-01-	E-PROM 5962-01-	Kit
1995	399-4691	430-0182	N/A
1996	430-5291	430-0208	57K3502
1997	439-6830	440-0368	57K3523
1998	461-7072	470-4619	57K3539
1999	461-7074	476-7772	57K3549
2000	473-7410	480-5247	57K3558
2001	489-0849	497-1611	57K3569



THIS TABLE LISTS NSNS THAT APPLY TO LEGACY A2/R1 SERIES HMMWVS WITH A 6.5L NATURALLY ASPIRATED ENGINE.



THESE NSNS ARE FOR UP-ARMORED HMMWVS WITH 6.5 TURBO-CHARGED ENGINES...

Year	Transmission NSN 2520-01-	E-PROM 5962-01-	Kit
1996	430-2765	431-5121	57K3523
1997	439-6831	440-0369	57K3522
1998	459-8531	470-4621	57K3540
1999	461-7077	480-5246	57K3548
2000	475-1083	480-5248	57K3559
2001	489-0850	497-2519	57K4408

HMMWV....

SMART START SYSTEM CONTROL BOX BUZZ

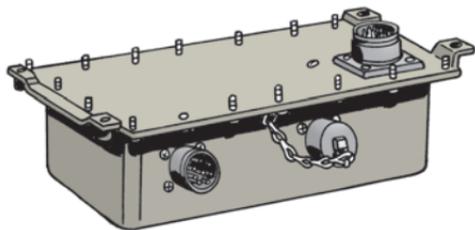
BUZZBUZZ BUZZBUZZ
BUZZ BUZZ BUZZ



Hey, have you heard about the S3? No, we don't mean your unit's operations officer! We're talking about your HMMWV's smart start system (S3) control box.

Some people didn't get the word that the S3 control box, NSN 6110-01-542-7901, is replacing the engine electrical start system (EESS) control box, NSN 6110-01-491-2158. The S3 was put into HMMWV production starting with serial number 255269.

S3 control box, NSN 6110-01-542-7901,
replaces EESS control box



When you order the S3, you'll get the S3 box and the temperature sensor. The biggest difference between the EESS and the S3 is that the S3 control box has three connector receptacles, while the EESS control box has only two. The plan is to use the third connector receptacle on the S3 control box in the future for troubleshooting and data logging.

Right now, the HMMWV parts manuals, TM 9-2320-280-24P and TM 9-2320-387-24P, don't reference the S3 control box. But you should see it listed once the TMs are updated.

For answers to your questions about your HMMWV's S3, contact TACOM's Gaines Stevens. He's at DSN 786-2371, 586-282-2371 and

gaines.e.stevens.civ@mail.mil

Judy Iglesias at TACOM can also help you. She's at DSN 786-4758, 586-282-4758 and

judy.l.iglesias.civ@mail.mil

FMTV...

DRAIN THE AIR TANKS!

IF BREVITY IS THE SOUL OF WIT, THEN PM IS THE SOUL OF VEHICLE SURVIVAL-



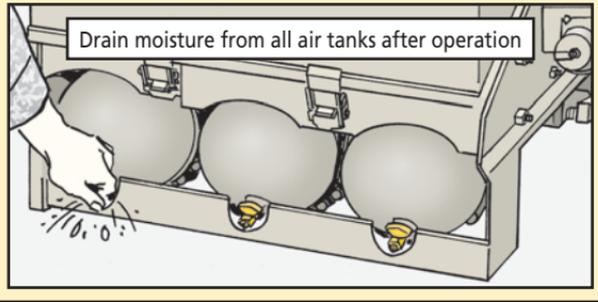
-ESPECIALLY IN COLD WEATHER.

Operators, remember to drain the air tanks on your FMTV after the day's run. If you forget, moisture builds up and freezes. It creates corrosion that plugs up the entire air system, including brake valves and cylinders, CTIS filters and gladhands. It can also lead to vehicle brake failure.

Open each air tank's petcock just long enough to drain the water, then close it. Don't leave the tanks open. That won't get rid of water, it just creates more.

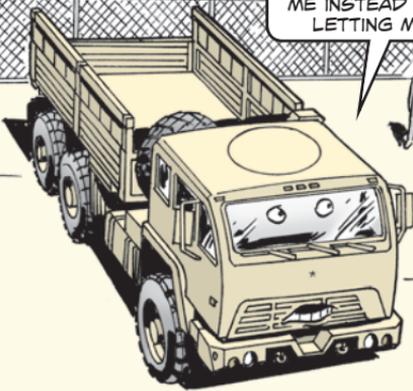
How come?

Condensation forms during the night and builds up in the tank. When you close the tank in the morning just before you're ready to drive, water is trapped inside the tank. More water means more corrosion.



Tactical Vehicles...

I FEEL **SLUGGISH**. I WISH THEY'D OPERATE ME INSTEAD OF JUST LETTING ME SIT.



If you have vehicles just sitting in your motor pool, especially in cold or humid places, operate them at least every two weeks. This applies to tanks, wreckers, and cranes, as well as trucks and trailers.

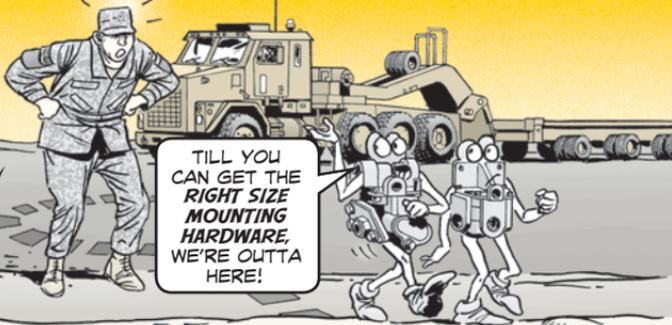
Operating vehicles at least every two weeks helps keep hydraulics working and fluids flowing to lube what they need to. If your vehicles sit idle for too long, hoses can dry-rot and crack. Valves, valve bodies, belts, brakes, and transmission shafts might also break or have trouble moving.

Motion Means Maintenance!

HARDWARE COMES UP SHORT

HEY! WHERE
ARE YOU GUYS
GOIN'?

TILL YOU
CAN GET THE
RIGHT SIZE
MOUNTING
HARDWARE,
WE'RE OUTTA
HERE!



The brake relay valve assembly, NSN 4820-01-359-6577, and air pressure relay valve assembly, NSN 2530-01-332-2420, on your HET semitrailer come with brand new hardware for installation.

So you can just toss out the old hardware, right? Not so fast!

Turns out the tapping screw and machine bolts that come with the new assemblies are too short. You're going to need that old hardware to mount the new assemblies.

So what do you do if the old hardware is damaged? Fig 27 of TM 9-2330-381-24P (Jun 09) gives the NSNs for the right size hardware.

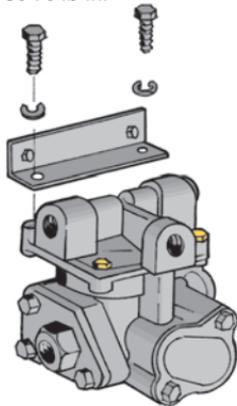
The brake relay valve assembly's tapping screw (Item 2) comes with NSN 5305-01-358-8406. NSN 5306-01-359-0126 brings 100 machine bolts (Item 22) for the air pressure relay valve assembly.

When installing either of the valve assemblies, make sure you apply a few drops of locking compound to the hardware's threads. Then torque both the screw and bolts to 50 to 70 lb-in.

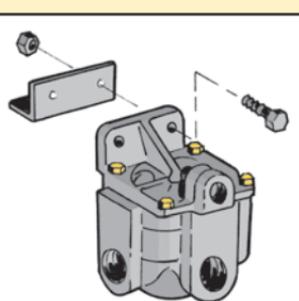
Note

When torquing the two valve assemblies to their L-brackets, there's a tendency for the bolts on top of the assemblies to come loose. So, once the brake assembly valve is in place, remove the 2 bolts on top, add a few drops of locking compound to the threads, and re-torque them to 50-70 lb-in. No locking compound is needed for the 4 bolts on top of the air pressure relay valve. Just re-torque them to 50-70 lb-in after attaching the valve.

After torquing brake valve assembly to L-bracket, remove these two bolts, add locking compound and re-torque to 50-70 lb-in.



After attaching air pressure relay valve assembly, re-torque 4 top bolts to 50-70 lb-in



POWER LINE REMINDER



ACCIDENTAL CONTACT WITH OVERHEAD POWER LINES IS STILL A PROBLEM IN SOUTHWEST ASIA (SWA).

THAT'S MAINLY BECAUSE NEW POWER LINES ARE CONTINUALLY GOING UP AS THE REGION'S INFRASTRUCTURE IS REBUILT.

BUT MRAP USERS CAN **REDUCE** POWER LINE RISK BY TAKING THE FOLLOWING ACTIONS TO PROTECT BOTH CREW AND PASSENGERS...

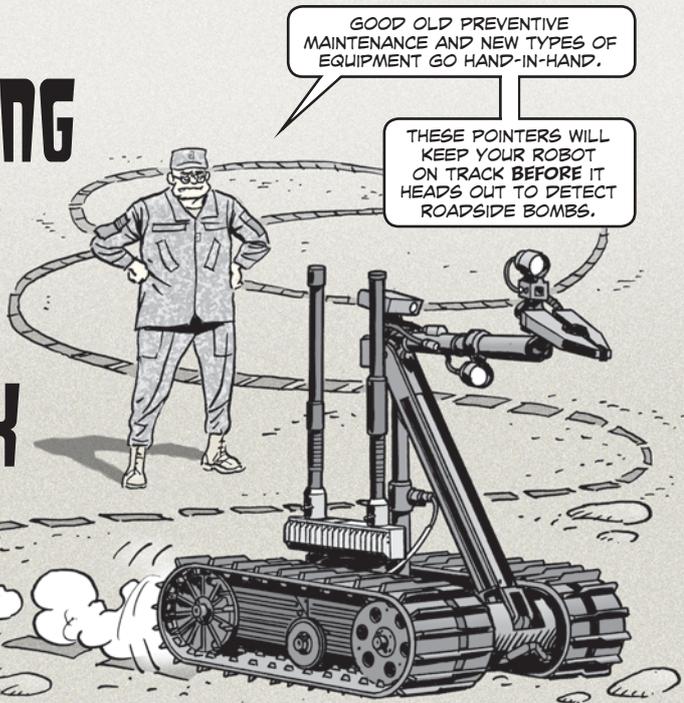
- Units must ride with the antenna whip in the down position when driving the MRAP.
- Do not touch the power lines! Most lines are not insulated.
- Scan for low-hanging lines in the area. Be aware of the hazards they might present.
- Make sure there's enough clearance between the MRAP—including any antennas—and any power lines. The driver and passengers need to work as a team and keep an eye out for suspect lines.
- Avoid making radio transmissions while crossing under power lines. An electric charge from the power lines can pass to the vehicle without direct contact.

KNOW YOUR MRAP VEHICLE'S HEIGHT LIMITATIONS.

MAKE SURE THERE'S SAFE CLEARANCE FROM OVERHEAD POWER LINES.

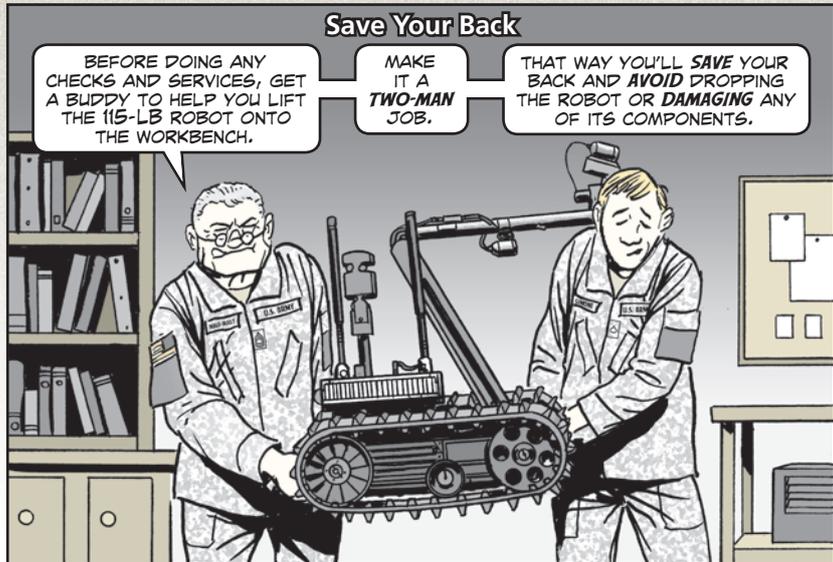
THE POWER LINE CLEARANCE CAN BE 10, 15, OR 20 FEET, DEPENDING UPON THE VOLTAGE ON THE LINE.

MAKING PM WORK



GOOD OLD PREVENTIVE MAINTENANCE AND NEW TYPES OF EQUIPMENT GO HAND-IN-HAND.

THESE POINTERS WILL KEEP YOUR ROBOT ON TRACK BEFORE IT HEADS OUT TO DETECT ROADSIDE BOMBS.

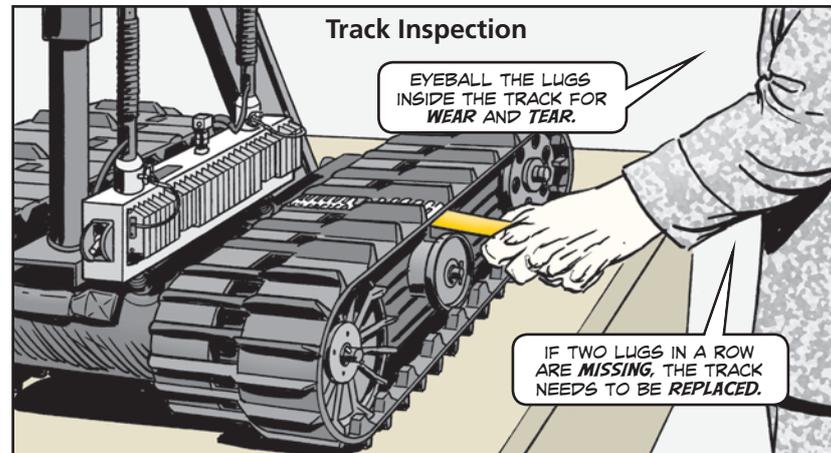


Save Your Back

BEFORE DOING ANY CHECKS AND SERVICES, GET A BUDDY TO HELP YOU LIFT THE 115-LB ROBOT ONTO THE WORKBENCH.

MAKE IT A **TWO-MAN** JOB.

THAT WAY YOU'LL **SAVE YOUR BACK** AND **AVOID** DROPPING THE ROBOT OR **DAMAGING** ANY OF ITS COMPONENTS.



Track Inspection

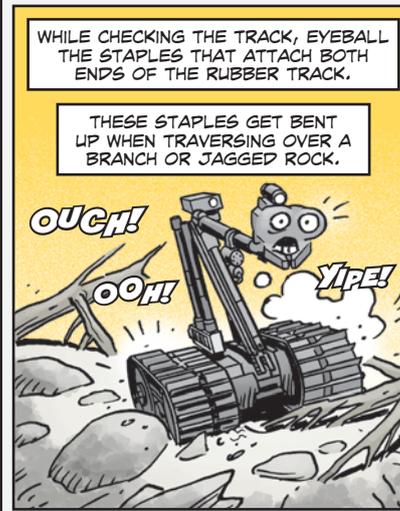
EYEBALL THE LUGS INSIDE THE TRACK FOR **WEAR AND TEAR**.

IF TWO LUGS IN A ROW ARE **MISSING**, THE TRACK NEEDS TO BE **REPLACED**.



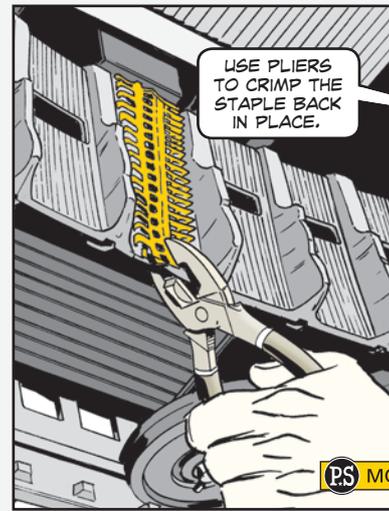
IF THE TRACK IS STRETCHED OUT AND CAN'T BE ADJUSTED ANY FURTHER...

...**REPLACE IT**.



WHILE CHECKING THE TRACK, EYEBALL THE STAPLES THAT ATTACH BOTH ENDS OF THE RUBBER TRACK.

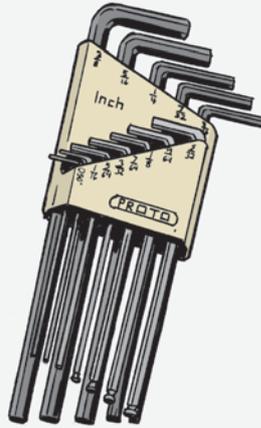
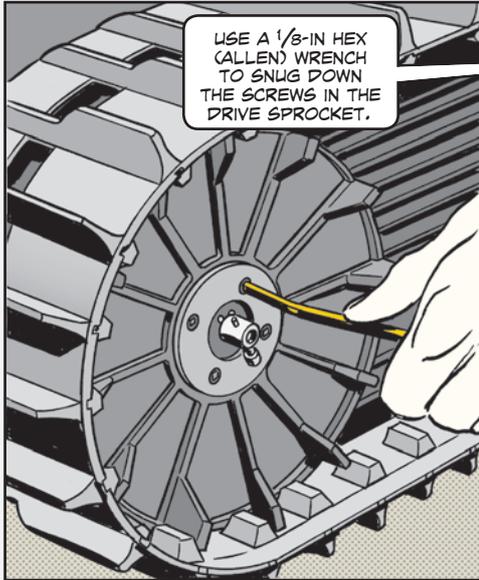
THESE STAPLES GET BENT UP WHEN TRAVERSING OVER A BRANCH OR JAGGED ROCK.



USE PLIERS TO CRIMP THE STAPLE BACK IN PLACE.

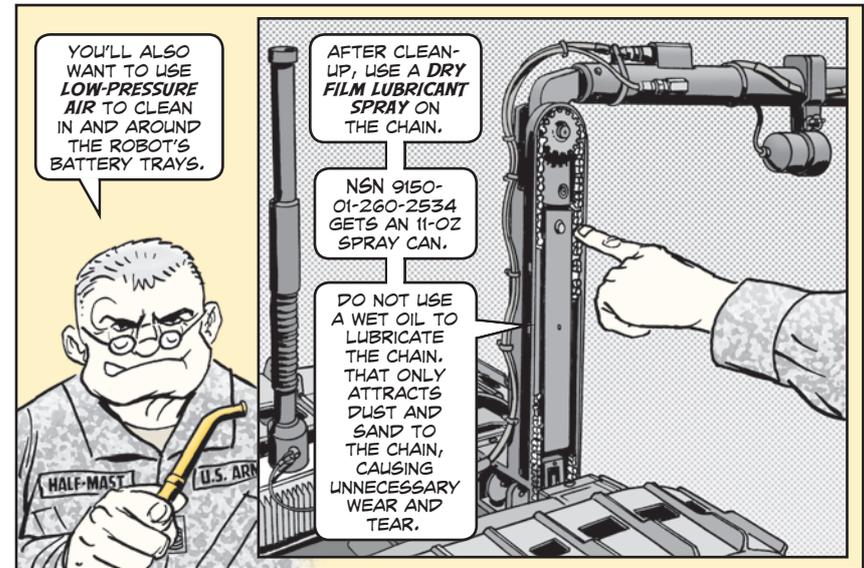
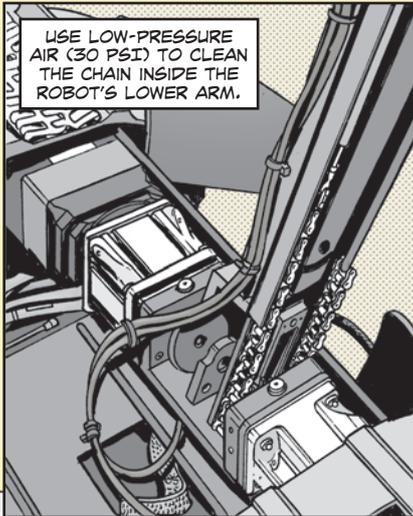
PS MORE

Drive Sprocket



YOU'LL FIND THE WRENCH IN A HANDY KEY SET THAT COMES WITH NSN 5120-01-473-9592.

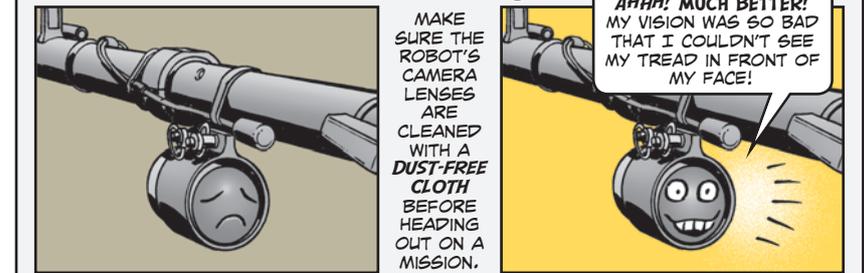
Two-Stage Arm Chain



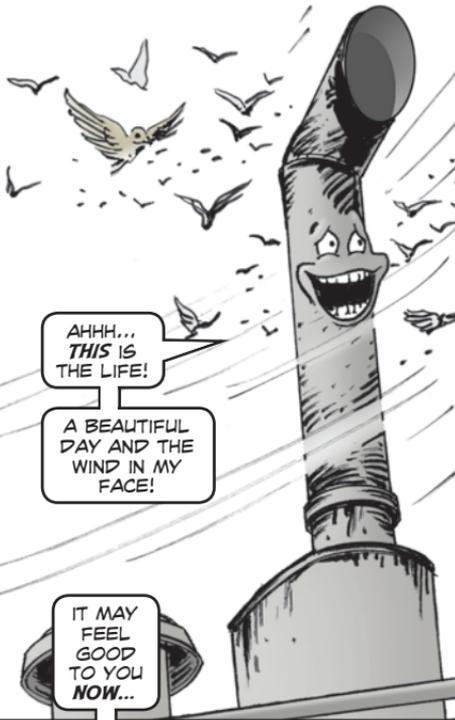
Upper Arm Info



Lens Cleaning



RANDOM BURNOUT



AHHH...
THIS IS
THE LIFE!

A BEAUTIFUL
DAY AND THE
WIND IN MY
FACE!

IT MAY
FEEL
GOOD
TO YOU
NOW...

...BUT YOUR
TURBO-
CHARGER'S
GONNA HATE
YOU LATER!



Spinning in the wind is one of the worst things that can happen to a vehicle's turbocharger when the engine is **not** running!

How come, you ask?

While transported on the back of a semitrailer, the exhaust pipe on this type of equipment can face directly into the wind. That means air is being forced down the exhaust stack and into the turbocharger during transport.

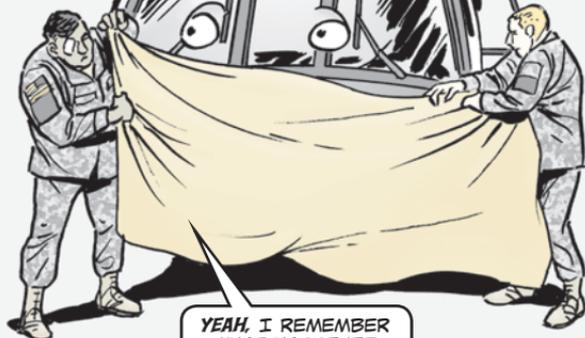
All that forced air causes the turbocharger impeller to spin with no lubrication. With the engine turned off, no oil is being pumped into the impeller's bearings. They burn out. The end result is a vehicle that is stuck at support or a DOL shop with a ruined turbocharger—big bucks and lots of downtime!

So how do you prevent turbocharger burnout?

There are two ways:

- Use duct tape, NSN 5640-00-103-2254, to tape over the exhaust stack. That way air doesn't get forced down the stack and into the turbocharger.
- Or have your mechanic loosen the clamp that holds the exhaust stack in place. Turn the stack so the opening faces towards the back of the trailer. Re-tighten the clamp.

HEY!

WATCH
OUT FOR
MY PITOT
TUBES!YEAH, I REMEMBER
WHAT HAPPENED
LAST TIME!MY FACE HAPPENED,
AND BOY DID IT HURT!I'LL BE LOOKING
OUT FOR THE PITOT
TUBES THIS TIME!

LOOK BEFORE YOU HOOK!

The Black Hawk nose cover is bulky and cumbersome. Putting it on can be a hassle. It can also be dangerous if you're not careful.

Pay attention to the pitot static tubes when covering the nose and windshield as you try to hook the main rotor pylon track opening.

When standing on the aircraft to secure the cover, some mechanics forget how close their face is to the opening of the pitot static tubes on both sides of the aircraft.

A sudden turn into the tube as you stretch to hook the cover could gouge out an eye, cause damage to your ear or severely cut your face. The opening of the tube is sharp and will cut you.

Watch where you are as you pull the cover over the windshield and make sure your face does not bump into the tube opening.

When hooking
cover, watch out
for pitot tube

ELSE...

I NEED SOME MORE ZETA II HELMET LINERS, I GUESS I'LL JUST HAVE TO ORDER THEM BY PART NUMBER AGAIN.



NOT ANYMORE, SOLDIER! THOSE LINERS NOW HAVE NSNs.

THAT'S TERRIFIC!

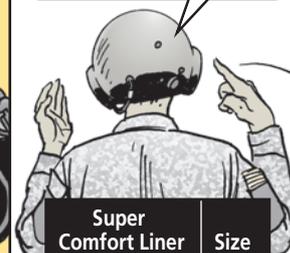


AND IF YOU *STILL* NEED THE SUPER COMFORT LINERS (SCL), ORDER THEM FROM THE MANUFACTURER...



Mark Jones
Gentex Corporation
324 Main Street
Simpson, PA 18407
Tel: 570-282-8504
Fax: 570-282-8555
Email: mjones@gentexcorp.com
Web: <http://www.gentex.com>

NO NSNs HAVE BEEN ASSIGNED YET, BUT YOU CAN ORDER THEM USING THE PART NUMBERS IN THE FOLLOWING CHART...



ELSE TECHS, MAKE SURE YOU PERMANENTLY MARK THE ZETA II AND THE SCL LABELS WITH THE MONTH AND YEAR THE LINER IS INSTALLED.

FOR THOSE "UNIQUELY-SHAPED" AVIATOR HEADS, THE ZETA II AND SCL LINERS ARE A BETTER FIT THAN THE OLD MODELS.

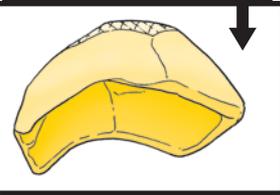
Super Comfort Liner Part Number	Size
02D11531-8	XXS
02D11531-9	XS
02D11531-10	S
02D11531-11	M
02D11531-12	L
02D11531-13	XL



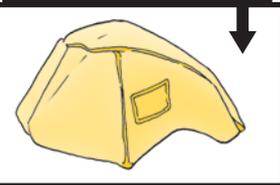
HELMET LINERS NOW HAVE NSNs

ELSE SHOPS, ON PAGES 35-36 OF PS 679 (JUN 09), WE TOLD YOU TO ORDER ZETA II HELMET LINERS BY PART NUMBER FOR THE AIRCREW INTEGRATED HELMET SYSTEM (AHS) UNTIL NSNs WERE ASSIGNED. GOOD NEWS! NSNs ARE NOW AVAILABLE. YOU CAN ORDER THEM FROM THE LIST BELOW.

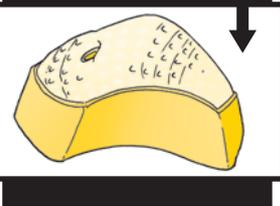
Order Super Comfort Liner...



...or Zeta II Liner...



...to replace Thermo Plastic Liner



Zeta II Part Number	NSN 8415-01-580-	Size	Thickness
9A-0015-101	5456	XS & XXS	1/4-in
9A-0015-102	5460	XS & XXS	3/8-in
9A-0015-103	5465	XS & XXS	1/4-in
9A-0015-104	5480	XS & XXS	5/8-in
9A-0016-101	5484	S & M	1/4-in
9A-0016-102	5489	S & M	5/8-in
9A-0016-103	5492	S & M	1/2-in
9A-0016-104	5494	S & M	5/8-in
9A-0017-101	5498	L	1/4-in
9A-0017-102	5499	L	3/8-in
9A-0017-103	5500	L	1/2-in
9A-0017-104	5859	L	5/8-in
9A-0018-101	No NSN Yet	XL	1/4-in
9A-0018-102	No NSN Yet	XL	3/8-in
9A-0018-103	No NSN Yet	XL	1/2-in
9A-0018-104	No NSN Yet	XL	5/8-in

AGSE...

WHEN I SAY "DRAW", I DON'T MEAN PICTURES!

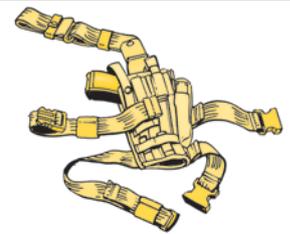
NSNs FOR HOLSTER KIT



The air warrior's primary survival gear carrier (PSGC) comes with a holster kit. Here are the NSNs for the holster assembly's components:

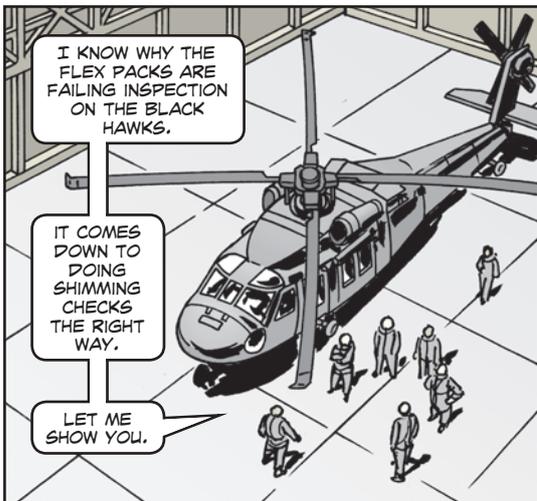
Item	NSN
Universal holster assembly	1095-01-550-3913
Universal holster	1095-01-550-3883
Thigh-mount platform	Order by P/N, 0EYB3 LBT 6099B through GSA Advantage
4-inch extender	1670-01-550-5338
6-inch fixed thigh extender	8465-01-559-1702
Shoulder harness	8465-01-559-1707
Magazine pouch	8465-01-559-1716

Order holster by entire assembly or by individual parts



DRIVE SHAFT SHIMMING

CHECK DONE RIGHT?



Dear Sergeant Blade,

While out in the field, I spent days helping out with re-shimming the flex pack on a Black Hawk, and some thought the oil cooler mounts were out of alignment. I noticed the flex packs failed their last inspection. When I pointed out the correct way to do shimming checks, some disagreed. When I performed the procedure correctly, all the flex packs that failed then checked out OK.

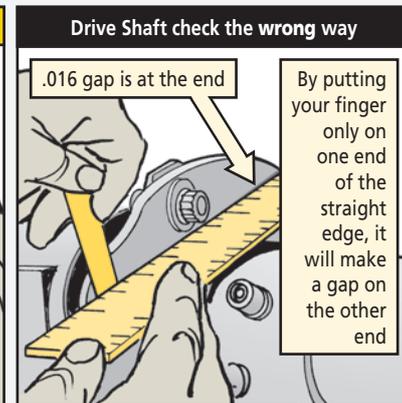
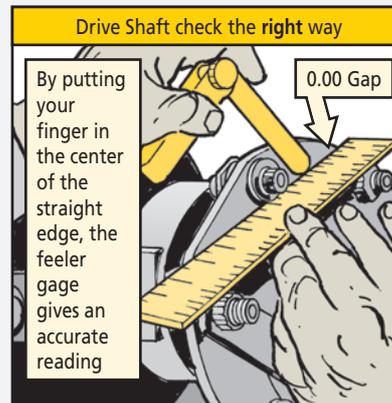
Here's the long and short of it: WP 0700 00 of TM 1-1520-237-23-7 for the UH-60A/L and WP 0656 00 of TM 1-1520-280-23-7 for the UH-60M tells you to do a shimming check, but it doesn't tell you *how*. This can result in it being done wrong, which results in multiple shimming check failures.

To avoid re-shimming flex packs unnecessarily, here's the solution. Step 3 of WP 0700 00 (UH-60A/L) and WP 0656 00 (UH-60M) tells you what to do to get the right reading when using a feeler gage, NSN 5120-01-335-1666, and a straight edge. A good tool to use as a straight edge is a steel machinist rule (6 inch), NSN 5210-00-971-8827. (An alternate straight edge is the machinist rule, NSN 5210-01-335-9236.) However, as noted above, the *how* is not given.

Some mechanics place the straight edge along the flange surface and the flexible coupling while holding the straight edge by either end; then try to measure the deflection gap with the feeler gage. The problem is that placing too much pressure with your finger at either end of the straight edge creates a gap and gives an erroneous reading with the feeler gage.

To do the check right, place your finger in the middle of the straight edge. You'll get a better reading with the feeler gage.

Do the test and inspection like so:



Charles Pope
AMCOM LAR
Afghanistan

Dear Mr. Pope,

Sounds like you've got a good one here. One small adjustment—like where you put your finger—can really make a big difference in preventive maintenance.

"Rotor" Blade

All Aircraft...

STEPS, WALKWAYS AND HANDHOLDS

GOING TOP-SIDE ON THIS WORKHORSE IS TOUGH!

ONCE YOU LEARN WHERE TO PUT YOUR HANDS AND FEET, IT'S A **NO-BRAINER!**



YOU NEED TO KNOW **WHERE** TO PUT YOUR HANDS AND FEET AT ALL TIMES WHILE MOUNTAIN CLIMBING OR HIKING. A SLIP THERE CAN HAVE **PERMANENT CONSEQUENCES.**

THE SAME APPLIES FOR YOUR AIRCRAFT. **NOT** KNOWING WHERE YOUR AIRCRAFT HANDHOLDS AND STEP ZONES ARE CAN **HURT** YOU AND YOUR AIRCRAFT TOO, ESPECIALLY WHILE GOING TOPSIDE AND WHEN COMING BACK DOWN.

SO IF YOU'RE NOT FAMILIAR WITH YOUR AIRCRAFT STEPS, MAINTENANCE PLATFORMS, HANDHOLDS AND WALKWAYS, **DO SOMETHING ABOUT IT!** CHECK OUT YOUR TMS AND IETMS TO BRUSH UP, AND CHECK OUT SOME SNAPSHOT VIEWS TO SEE HOW TO GET AROUND YOUR AIRCRAFT.

Use Kiowa Warrior steps to go topside



Use one foot and one hand to go topside on Chinook



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Buckle Up Radar for Travel

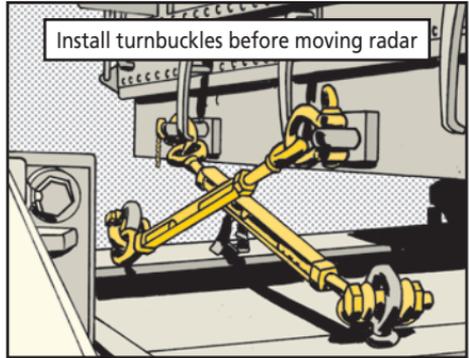
Dear Editor,

Everyone knows it's important to buckle up before you drive off in your car. That protects you in case of an accident.

The same principle applies to the Patriot radar if it's going to move out of its parking space in the motor pool. Without the travel turnbuckles connected from the radar to its trailer, the radar can actually twist on the trailer during travel and hit objects alongside the road. Huge damage can result.

So before you move your Patriot's radar, install the turnbuckles. You'll be glad you buckled up.

SSG Charles Wirth
HMB, 6th Bde
Ft Sill, OK



Editor's note: Buckle up, Patriot crews. And that includes your radars, too.

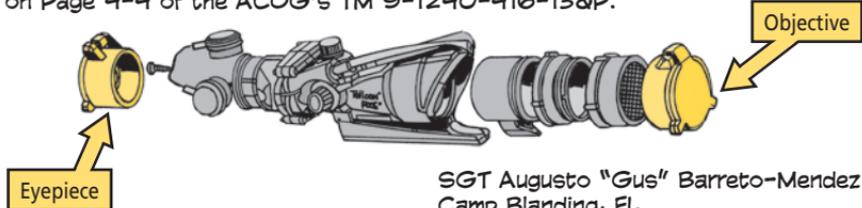
Small Arms...

Flip Covers for ACOG

Dear Editor,

I noticed when you listed the repair parts for the ACOG sight in PS 671 (Oct 08), you left out the NSNs for the flip covers. Since they often disappear, I think it would be a good idea to list their NSNs, too.

Order the objective lens flip cover with NSN 6650-01-559-3862 and the eyepiece lens flip cover with NSN 6650-01-560-0133. They're listed on Page 4-4 of the ACOG's TM 9-1240-416-13&P.

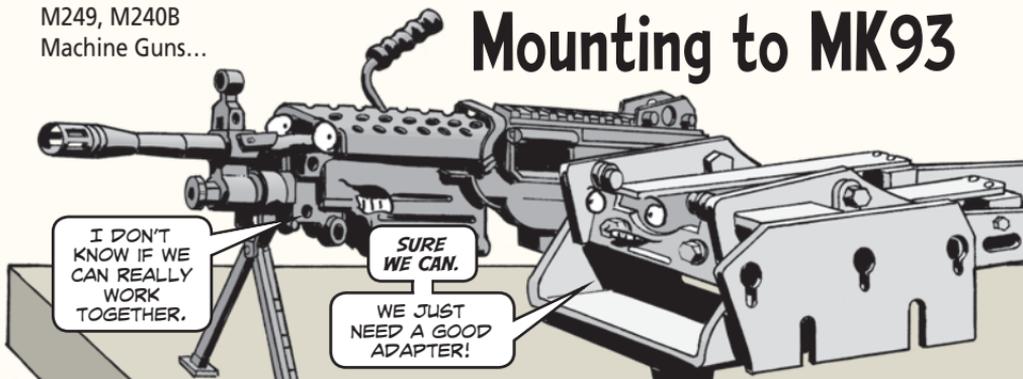


SGT Augusto "Gus" Barreto-Mendez
Camp Blanding, FL

Editor's note: Good point, Sergeant. All the parts available for the ACOG are listed in TM 9-1240-416-13&P. It's on the ETM website:

<https://www.logsa.army.mil/etms/welcom1.cfm>

Mounting to MK93



Dear Half-Mast,

Can you mount an M249 or M240B machine gun to the MK93 mount? We can't find any information on that.

SFC T.M.

Dear Sergeant T.M.,

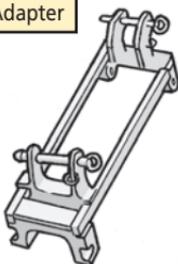
The M249 and M240B can be mounted on both the MK93 MOD 1 and MOD 2 with the MK93 adapter, NSN 1005-01-531-1676, and ammo bracket, NSN 1005-01-531-1666. The ammo bracket can hold either the 200-round metal 7.62mm ammo container or the 200-round plastic 5.56mm ammo container.

You can also mount the M249 and M240B on the M197 mount using the LMG/MMG mounting system, NSN 1005-01-553-0683, which is part of the AAL for the M197. The LMG/MMG holds a 200-round ammo box and provides a travel lock for pedestal- or vehicle-mounted weapons. It attaches to the weapons with two quick-release pins.

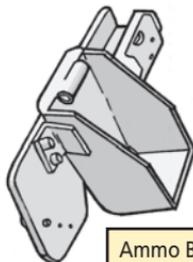
Remember, you can find almost all mount info in TM 9-1005-245-13&P, which is on the ETM site:

<https://www.logsa.army.mil/etms/welcom1.cfm>

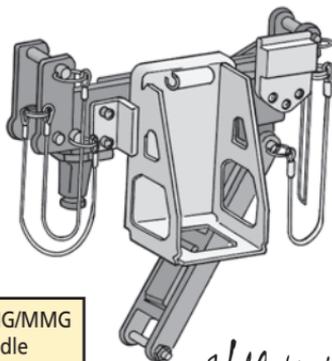
Adapter



Ammo Bracket

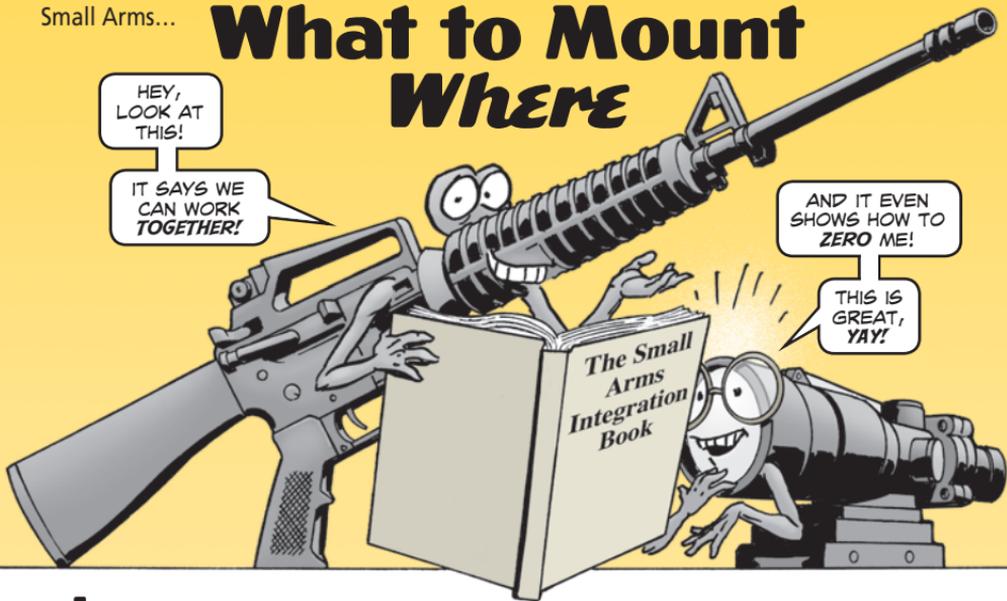


LMG/MMG
cradle



Half-Mast

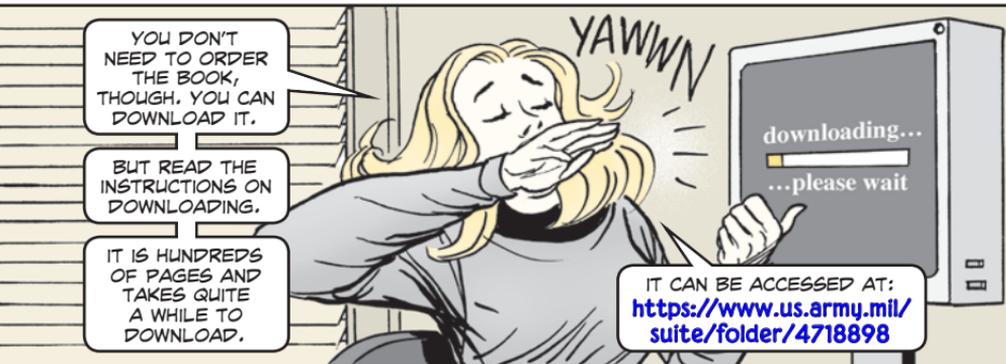
What to Mount Where



It's amazing how much you can mount on your rifles and machine guns now: night sights, aiming devices, laser pointers, thermal sights, and telescopes, among other things. It's also amazing how difficult it is to find out exactly what you're allowed to mount on your particular weapon.

The TMs for the weapons usually don't cover sights and aiming devices and sometimes it's hard to locate TMs for them. And then there's the problem of how to zero the sight or aiming device.

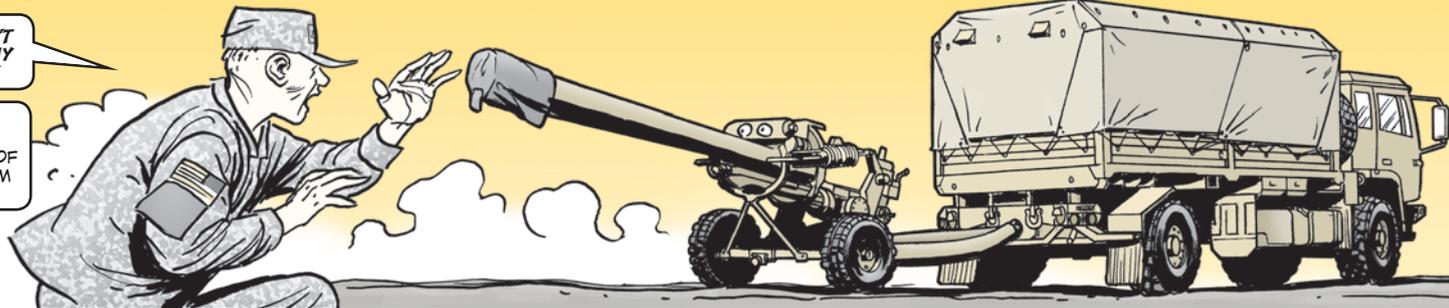
If you run into that trouble, check out the *Small Arms Integration Book*. It has everything you need to know about what you can mount on which weapons, how to do it, and how to zero the sight or aiming device.



KEEP HARD COPY, TOO

WAIT! DON'T CONDEMN MY HOWITZER!

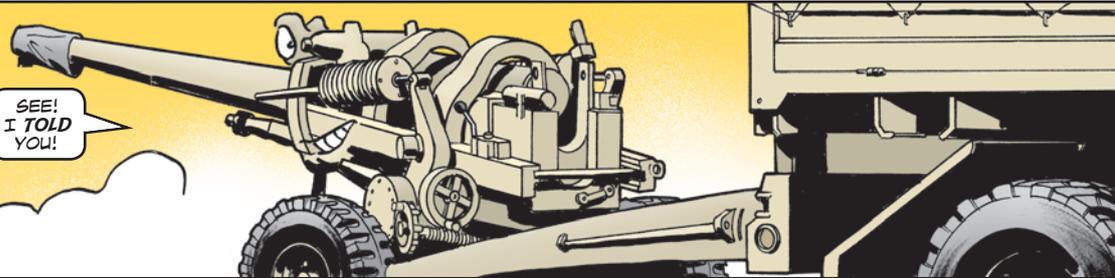
I FINALLY FOUND ITS HARD COPY OF ITS DA FORM 2408-4!



IT'S STILL GOOD FOR FIRING!



SEE! I TOLD YOU!



Dear Editor,

We know how important it is to keep a current DA Form 2408-4, *Weapon Record Data Card*, for each mortar, artillery and armor cannon.

The 2408-4 is the required way to keep an accurate count of the number and types of rounds fired. If the data is not up-to-date, a gun tube could be condemned too soon or, even worse, not condemned soon enough.

But I have run into units that think because the 2408-4 can now be updated electronically on the Internet they don't need to keep a hard copy of the form for each weapon. That is wrong. A hard copy of the 2408-4 is required by DA PAM 750-8, *Army Maintenance Management*.

Please help spread the word.

Kent Hubert
Ft Richardson, AK

Editor's note:

You're absolutely right, Kent. Every unit needs to always have a current hard copy of 2408-4 that can go to the field with the weapon so that the operator can record the rounds. The form will also be proof at the firing site that the cannon has passed inspection and is ready for firing.

But units need to also pass the information on the 2408-4 to TACOM, so that they can enter it into the database.

To do this, go to:

<https://tulsa.tacom.army.mil/guncard> and log in with your CAC. If it's your first time, fill out the ACCESS REQUEST FORM. Click on GUN CARD FIRING DATA, then VIEW/PRINT. Enter the tube, cannon and end item serial numbers and/or the UIC of the card you're searching for. Click on ACTIVE CARDS.

When the search results come up, click on VIEW CARD and fill it in. Print a copy of the card when you're done to keep with your cannon.

If you have trouble, contact the TULSA Help Desk at (586) 282-3406 or email:

TACOM-LCMC-ILSC-TULSA@conus.army.mil

If you have questions about filling out the card, click on the POC link for equipment specialists you can contact.

All units are expected to file this information electronically, unless they don't have access to the Internet. Active duty units with no access should mail in their cards each April and October. Reserve and National Guard units with no access should mail theirs in October. Contact these POCs for the mailing address:

ARMOR:

Brad Charneski, DSN 786-7494,
(586) 282-7494,
brad.a.charneski.civ@mail.mil

ARTILLERY:

Joshua Quillin, DSN 786-0433,
(586) 282-0433,
joshua.j.quillin4.civ@mail.mil

MORTARS:

Joe Schmidt, DSN 786-1216,
(586) 282-1216,
joel.e.schmidt.civ@mail.mil

STRYKER:

Tim Joyce, DSN 786-6715,
(586) 532-6715,
timothy.s.joyce.civ@mail.mil



Dear Half-Mast,

We know you're supposed to use a special alcohol with the M41 PATS (protection assessment test system), but every time we try to order it, our supply people say they can't get it for us. What can we do?

SGT M.S.

Dear Sergeant M.S.,

The PATS is very particular about what alcohol it uses. The **only** alcohol you can use with PATS is pure **reagent grade isopropyl alcohol**. If you use any other kind, the PATS optical system will clog and the only fix is to send it to the TMDE headshed in Alabama. If you can't get the correct alcohol, you're better off just not operating PATS until you can get the right stuff.

Part of the problem may be that the NSN for the reagent alcohol was changed several years ago to NSN 6810-01-382-2904, but the change hasn't made it into the PATS TM. So you may have been using the wrong NSN.

But we have heard that some supply folks tell CBRN specialists that only medical personnel are authorized the reagent alcohol. If you run into stubborn supply people, you can get your commander to approve a local purchase. Most local laboratory/chemical suppliers have it. Just make sure the bottle says ACS REAGENT GRADE ISOPROPYL ALCOHOL or 2-PROPANOL, with 99.5% purity by weight.

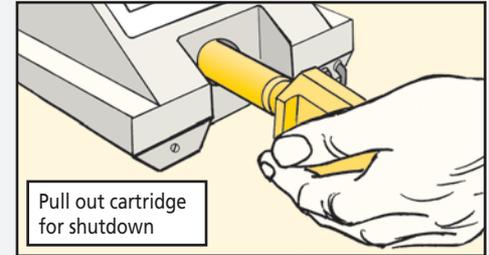
Or, you can order the alcohol through the Internet at these sites:

<http://secure.sciencecompany.com/Isopropyl-Alcohol-Reagent-995-16oz-P16071C670.aspx>

<http://www.2.mooremedical.com/index.cfm?PG=CTL&CS=HOM&F=ProductDetail&PID=13842>

Remember that when you're through testing with PATS, you need to remove the alcohol cartridge. Otherwise, alcohol saturates the counting mechanism. Let the PATS run for 3-5 minutes to get rid of any excess alcohol.

Half-Mast



CBRN Protection Masks...

NO UNAUTHORIZED HYDRATION PLEASE

Some Soldiers are purchasing hardware for their M40/M42 and other CBRN masks that allow them to get water from the Camelbak® or other hydration systems while wearing their masks.

That could prove a fatal drink in a chemical environment. The hydration system may not have a bladder that seals out CBRN agents. So you end up sucking in the very agents your mask is protecting you from.

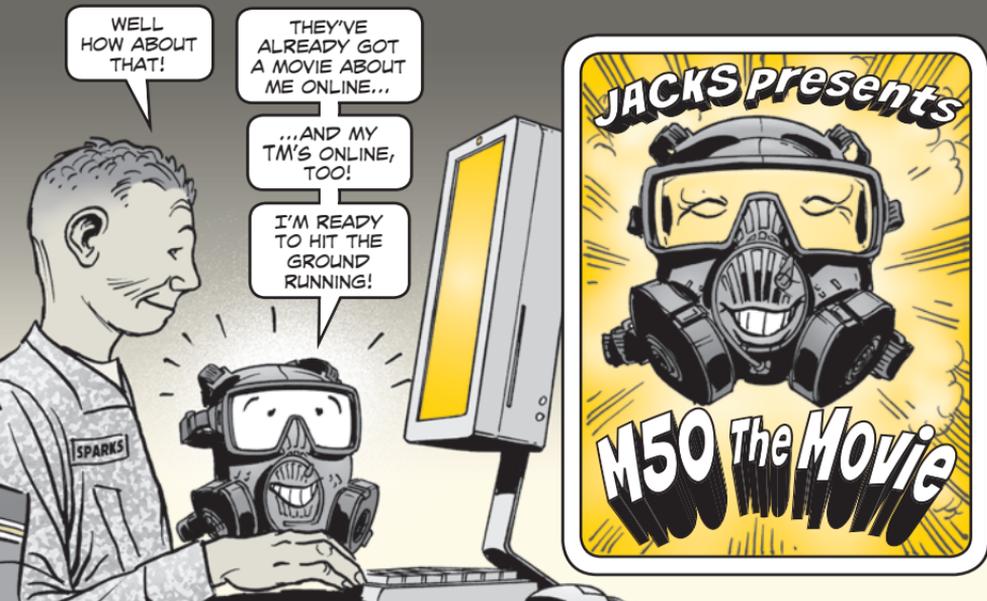
Just because an item is marketed as "Chem-Bio Defense" or "Chem-Bio Accessory" doesn't necessarily mean it will actually protect you from CBRN threats.

The **only** authorized hydration systems are the M1961 canteen, NSN 8465-01-115-0026; the 2-qt water canteen, NSN 8465-01-118-8173; the M1 canteen cap, NSN 8465-00-930-2077; and the water canteen cap, NSN 8465-01-529-9800.

The M1 is AAL for (and **only** for) the M40/M42 masks and works with both canteens. The water canteen cap also works with both canteens and will be used only with the new M50/M51 mask.



Resources for Your NEW M50/M51 Masks



THE ARMY WILL BEGIN FIELDING THE NEW M50/M51 PROTECTIVE MASKS, WHICH REPLACE THE M40/M42, IN FY 13.



But some units have decided to purchase the M50 and M51 masks now with their own funds.

If your unit already has the M50/M51, you can find training information at the Joint Acquisition CBRN Knowledge System (JACKS) website:

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

From the TRAINING drop-down menu located below the JACKS banner, select New Equipment Training. Then select JPM Protection and M50/M51 Joint Service General Purpose Mask. The available training files will appear under Selected NET Library.



ALSO CHECK OUT THE M50/M51'S TM 3-4240-542-13&P, WHICH IS AT THE ETM SITE:
<https://www.logsa.army.mil/etms/welcom1.cfm>

A FUEL ADDITIVE HAS BEEN APPROVED FOR THE M12A1 DED DECON THAT WILL INCREASE ENGINE LIFE AND RELIABILITY.



FUEL ADDITIVE FUELS DECONNING

The additive offers these benefits:

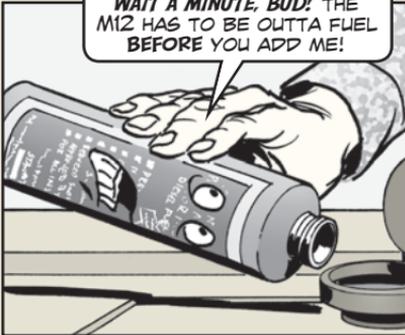
- Prevents diesel fuel from jelling in cold weather
- Suitable for use with ultra-low sulfur diesel
- Increases lubrication ability and inhibits rust and corrosion
- Contains detergents to clean and protect injection pumps, nozzles and injectors.

- Pour in 6 ounces of additive prior to adding diesel or JP8 fuel to ensure it is completely blended with the fuel. Make sure the tank is completely filled (20 gallons).
- Re-cap the additive bottle tightly and clean up any spills immediately.
- Store the additive in a dry area that's above 32°F.

Here's how to use the additive:

- Use only when refilling an empty fuel tank.

WAIT A MINUTE, BUD! THE M12 HAS TO BE OUTTA FUEL BEFORE YOU ADD ME!



IT'S TOO COLD IN HERE!

I HAVE TO BE KEPT ABOVE FREEZING!



- Double-dosing with the additive won't hurt the M12, but it won't provide twice the benefits either.
- Use the additive year-round.

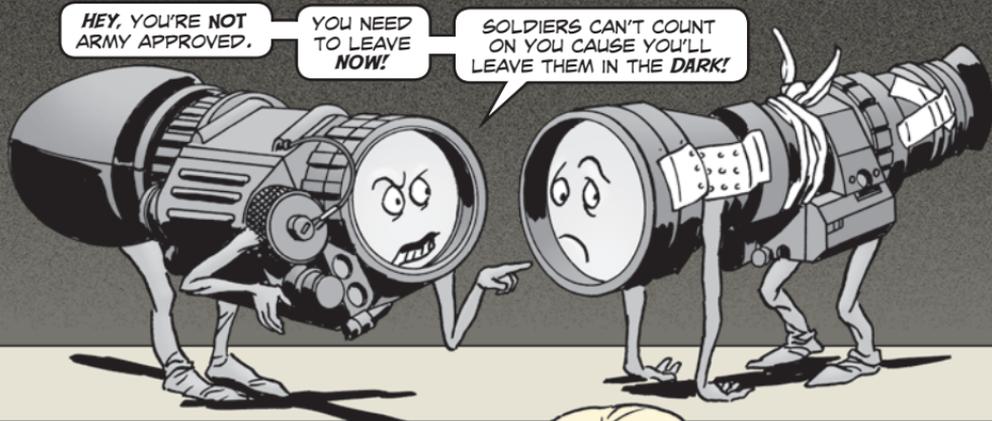
The additive is produced by Stanadyne and is called Stanadyne Performance Formula. It must be purchased locally. Stanadyne has a store locator at:

<http://www.stanadyne.com/map/>

The Stanadyne CAGE code is 84760 and the additive's part number is 38564.

Questions? Contact TACOM's Derek Meredith, at DSN 786-2749, (586) 282-2749, or email: derek.b.meredith.civ@mail.mil

NO SUBSTITUTIONS ALLOWED



SOME UNITS ARE ORDERING COMMERCIAL, OFF-THE-SHELF (COTS) NIGHT VISION GOGGLES (NVG) INSTEAD OF THE AN/PVS-14.



BAD MOVE!

These COTS NVG **DO NOT** meet the military's strict specifications and, in some cases, are made of poor quality parts. As a result, these goggles could fail you in battle and put you and your unit at risk.

If that's not enough reason not to use cheap substitutes, these COTS NVGs are not eligible for scheduled 180-day maintenance, Army repairs, RESET, or even Army disposal.

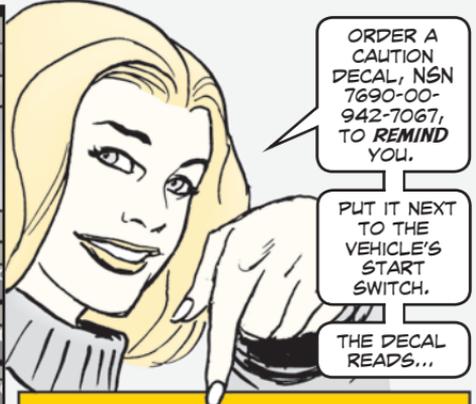
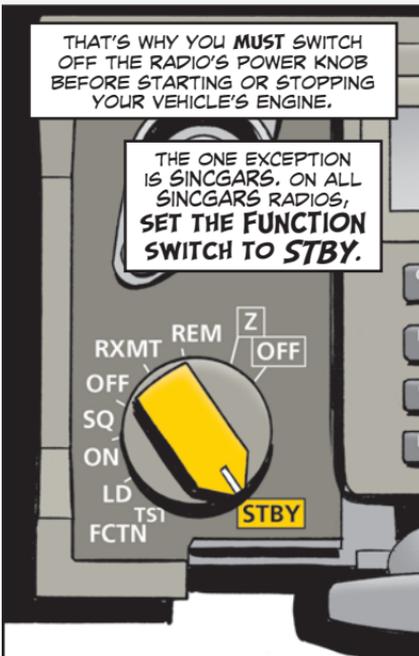
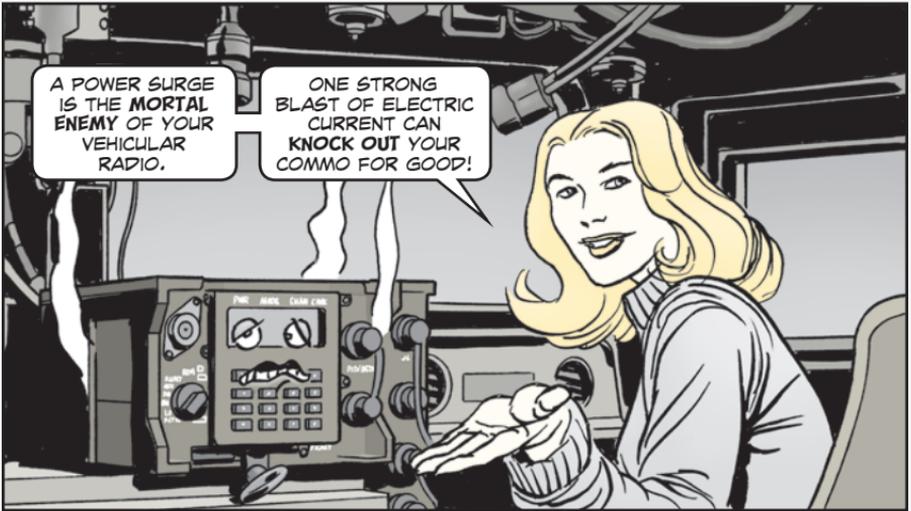
It's easy enough to tell if you've got the real thing. Look for "US Government Property" printed on the NVG's housing. The data plate should also read NSN 5855-01-432-0524. If you discover you've got a COTS NVG, tell your company commander. He needs to investigate.



QUESTIONS? CONTACT CECOMS'S KEN BERGERSON AT DSN 648-1316, (443) 395-1316, OR EMAIL: kenneth.r.bergerson.civ@mail.mil

OR RON BROWN AT DSN 654-1903, (703) 704-1903, OR EMAIL: ronald.f.brown5.ctr@mail.mil

POWER SURGE PUTS RADIO AT RISK



CAUTION
TURN OFF ALL
COMMUNICATION
EQUIPMENT BEFORE
STARTING OR STOPPING
ENGINE

WORM WARS: EPISODE II THE LITTLE BUGGERS STRIKE BACK

IN PS 645 (AUG 06), WE RAN AN ARTICLE ON WOOD PACKAGING MATERIALS (WPM) CALLED "AS THE WORM TURNS."



WE INTRODUCED YOU TO A MICROSCOPIC ROUNDWORM CALLED THE **PINEWOOD NEMATODE**.

THAT'S ME!

THIS LITTLE BUGGER—ALONG WITH LEGIONS OF HIS ROUNDWORM BUDDIES—GETS INTO PINE TREES.

LEFT UNCHECKED, HE AND HIS PALS CAN **INFEST** AND KILL WHOLE PINE FORESTS.

THAT MEANS THEY COULD END UP IN THE LUMBER YOU USE FOR WPM.

OH, BOY! I'M GOIN' ON A TRIP!

IF YOU SHIP INFESTED PACKAGING, YOU'RE HELPING TO **SPREAD** THE ROUNDWORMS.

HERE'S THE LATEST UPDATE ON THAT 2006 ARTICLE...

A Continuing Threat
Pinewood nematodes continue to threaten forests worldwide. Shipping of WPM may be the main cause behind the spread of these pests.

WPM Site Program

To make sure WPM is free of worms, units must set up a WPM site program at their facility. For guidance, read DoD 4140.65-M, *Compliance for Defense Packaging: Phytosanitary Guidelines for Wood Packaging Material*. This manual includes recent changes in international WPM regulations. Its purpose is to make sure everyone follows international agreements on shipping pest-free WPM across borders.

DoD 4140.65-M IS THE GUIDELINE FOR OUR WPM SITE PROGRAM.

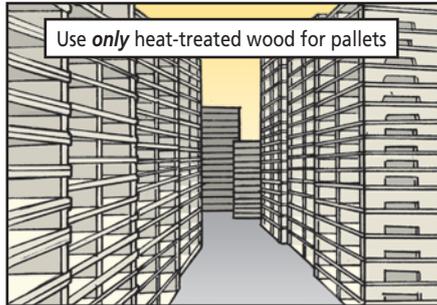
Definition
Phytosanitary *adj.* Of or relating to the health of plants, especially the freedom from pests requiring quarantine.

You can get the manual online from the DoD Issuances website: <http://www.dtic.mil/whs/directives>
From the home page, expand **DoD ISSUANCES**. Then click on **Publications**. The next screen is a table of DoD publications. Scroll down to DoD 4140.65-M and open the manual.



Heat-treated Lumber

If you build or repair wooden boxes, crates, pallets, skids, dunnage or other wood packaging for shipping, you must use heat-treated (HT) lumber. Heating kills any roundworms lurking in the wood. Authorities at domestic and foreign ports and air terminals can refuse to forward shipments if the WPM is not heat-treated and lacks certification markings.



What is Dunnage?

Dunnage is material used to secure or support the cargo being shipped. Examples of WPM used as dunnage are bracers, sleepers, spacers, cross members, headers/footers, and kickers.

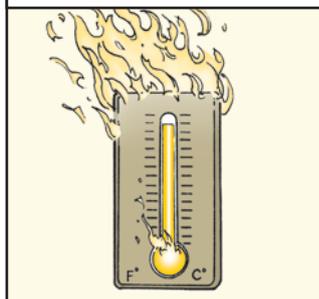
A lumber mill must heat the wood at a minimum temperature of 133°F for 30 minutes straight. The mill will then stamp the lumber with HT. That mark tells you the lumber is approved for building WPM. If you purchase lumber locally, make sure it's marked HT. If it isn't, don't use it.

You can also order lumber and wood products from the Defense Logistics Agency (DLA). Go to the Wood Products page on the DLA Troop Support Construction and Equipment website:

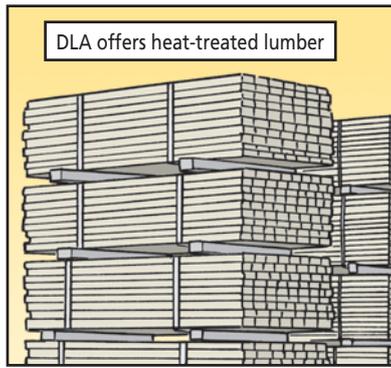
<http://www.troopsupport.dla.mil/CE/WoodProducts/>

Once you reach the web page, click on Wood Products Prime Vendor. At the bottom of the next page are phone numbers for the wood product program manager. Below the phone numbers is DLA Troop Support Wood Products Catalog. Click on it. You'll be taken to a catalog for lumber and wood products. The catalog includes a list of MIL-Specs, NSNs, types of wood and suggestions for typical use. When the DLA wood arrives, look for the HT mark.

Lumber mills must heat-treat wood



DLA offers heat-treated lumber



Certification

If you work with WPM, you're required to take **WPM Certification Training**. You must **retake** the training every two years. That way inspectors, packers, wood fabricators and assemblers stay current with policy and procedure changes.

For more information about WPM Certification Training, contact the USAMC Logistics Support Activity (LOGSA) Packaging, Storage and Containerization Center (PSCC). You'll find PSCC phone numbers and an email address at the bottom of this page.

Certification Mark

In April 2009, revisions to international regulations changed the format of the certification mark. "DoD" (or "DoD DUN" for dunnage stamps) has moved outside the border of the mark. This doesn't mean you have to get rid of your old-style stamps right away. There will be a changeover period while new stamps become available. Until you receive your new stamps, use your current ones as long as they're legible.

You can stamp, stencil or brand the certification mark onto the wood. If you wear out lots of stamps because you build lots of WPM, order a branding iron from the USAMC LOGSA PSCC .

Once you're WPM certified, contact LOGSA PSCC for information on stamps, stencils and branding irons. You'll find phone numbers and an email address at the end of this article.

Secure WPM stamps, stencils and brands before you leave your work area. You don't want to lose them.

When you build WPM, record your daily lumber usage. Ask your shop leader or WPM site custodian for a marking log or a cut and fabrication work order form. A record of lumber usage is required by DoD 4140.65-M and the American Lumber Standard Committee, Incorporated®, Wood Packaging Material Enforcement Regulations (Nov 09 w/Ch Jul 10).

Certification mark with new format



"DoD" (or "DoD DUN" for dunnage stamps) has moved outside the mark's border

Secure stamps, stencils and brands before you leave work area



WPM Help

Questions? Contact the USAMC LOGSA PSCC, DSN 795-6587, (570) 615-6587, or email: LOGSAPSCC.wpm.tyad@us.army.mil



Shelf Life: It's About More Than Old Bread



HEY, SARGE. SHELF LIFE ONLY APPLIES TO THINGS LIKE FOOD AND MEDICINES, RIGHT?

LIKE THIS OLD BREAD!

THINK AGAIN, PRIVATE. SHELF LIFE APPLIES TO MANY ITEMS IN STOCK HERE.

Most of us know something about shelf life. At home or the grocery store, we check expiration dates on bread or milk to be sure the product's still good.

But sometimes, the difference between shelf life and service life causes confusion in Army supply circles. Every supply item has a useful life expectancy, but shelf life and service life are two different stages in an item's life.

Shelf Life

Shelf life for a product begins on the date of manufacture and lasts until its packaging is opened or the product expires. Some examples of shelf-life items include:

- food
- medicines
- batteries
- paints
- sealants
- adhesives
- film
- tires
- chemicals
- packaged petroleum products
- hoses/belts
- mission-critical O-rings
- CBRN equipment and clothing

Shelf-life codes tell you the date by which you must use, inspect/test/restore or dispose of items. You'll find codes and policies in Appendix E of DOD 4140.27-M, *Shelf-Life Management Manual*. View or download it here:

https://www.shelflife.hq.dla.mil/policy_DoD4140_27.aspx

There are two types of shelf-life supplies. Type I items have defined, non-extendible shelf lives. Their usefulness ends on their expiration date. Type II items have assigned shelf-life periods that may be extended after inspections, tests, or restoration.

Service Life

Shelf life ends and service life begins when packaging is opened and an item enters use. This transition also occurs when a shelf-life item is installed, placed in a bin or held as bench stock.

Service life is a general term for the average or standard life expectancy of an item when it's in use. More testing and inspection are needed once an item enters its service life. You'll find the service life testing and inspection requirements for some items in their technical manuals.

However, many consumable Type I (non-reparable) items do not have specific service lives. If there is any doubt about the safety or serviceability of an item, dispose of it properly.

EFFECTIVE SHELF LIFE AND SERVICE LIFE MANAGEMENT TECHNIQUES...



- Requisition/procure items in smaller quantities and units of issue. Use Supply Support Requests when necessary.
- Reduce inventory stockage levels.
- Requisition items just-in-time.
- Practice stock rotation, i.e. first-in, first-out (FIFO).
- Maintain required prescribed storage conditions, particularly for shelf life items which are hazardous materials.
- Extend Type II shelf life items by:
 - using test results from the Shelf Life Extension System (SLES).
 - testing samples when cost effective, or
 - accomplishing authorized visual inspections or restoration procedures.
- Label extended Type II items using DD Form 2477 series labels, available from the DoD Shelflife website.
- Prepare Supply Discrepancy Reports (SDR) when issued outdated shelf life items.
- Submit shelf life code challenges to the DoD Shelflife website when experience indicates a change is needed.
- Process outdated items promptly for disposal.
- Obtain shelf-life training at the DoD Shelflife website.
- Follow tech pub guidance when managing service life.

For more information, visit DOD's shelf-life website:

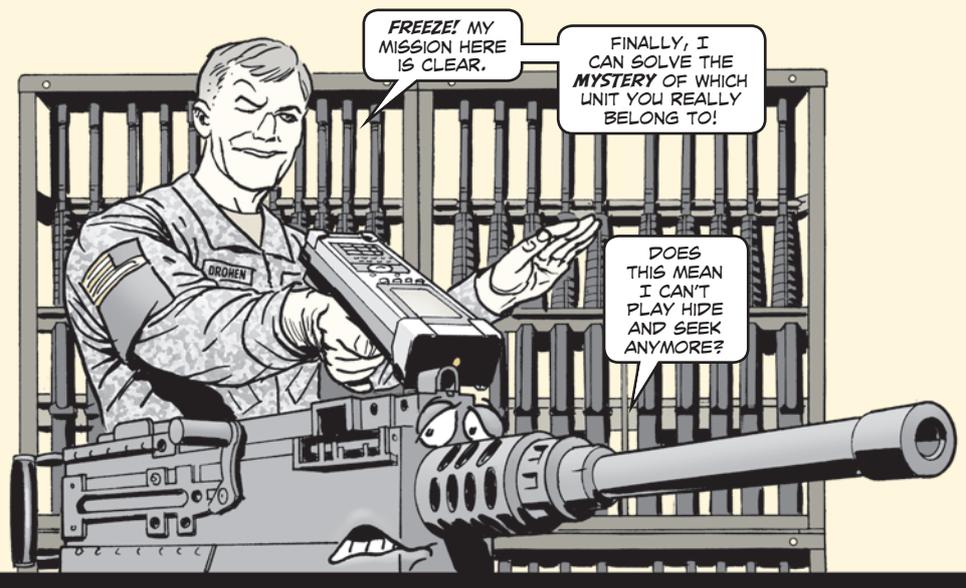
<https://www.shelflife.hq.dla.mil/>

For assistance, contact the Army shelf-life POC at DSN 795-7685, (570) 615-7685, or email:

sles.army@dlamil

Go to our blog at <http://halfmastpsmag.wordpress.com> to see ways to extend shelf life for Type II items.

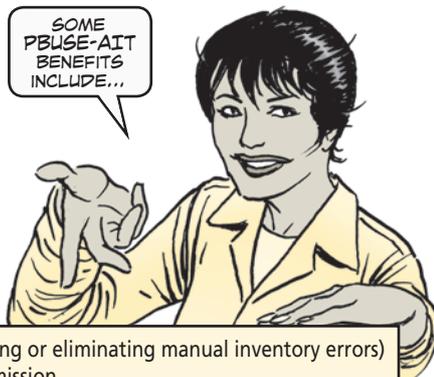
PBUSE Adds Enhanced AIT



Property Book Unit Supply-Enhanced (PBUSE) is the Army's web-based property accountability system.

One of PBUSE's recent improvements is Automatic Identification Technology (AIT), a feature which will be fielded to more than 12,000 units by FY12. Units will receive AIT by authorization, and initial training is done onsite.

Unit supply sergeants, property book officers and others who use PBUSE will benefit from this latest technology. Initial surveys from users show AIT has already greatly reduced inventory times and errors.



- Increased data accuracy (by reducing or eliminating manual inventory errors)
- Quicker data collection and transmission
- Ability to direct automated inventories by unit, NSN, LIN or sub-hand receipt
- Ability to transfer unit-level equipment between sub-hand receipts
- Ability to initiate lateral transfers, asset adjustments and process MILSTRIP receipts from the Handheld Terminal (HHT) device.

Most importantly, PBUSE-AIT offers a reliable and consistent way to identify and track items with Unique Item Identifiers (UIIs) as they move through the supply pipelines.

AIT Types Used by PBUSE

- Two-dimensional barcodes like linear barcodes, but which carry about 100 times more data. This allows data-specific info on equipment to be encoded in the barcode.
- Item Unique Identification (IUID) matrices. Each item is marked with a permanent two-dimensional data matrix barcode label. This matrix, in turn, builds an IUI that is globally unique. This means no other item in the world can be assigned that number. Information such as a manufacturer's identification (CAGE code) and serial number are embedded in the IUI.

The HHT Advantage

The HHT is a versatile tool used to perform actual inventories. The HHT scanner makes inventory so speedy and efficient that what used to take hours can now be done in minutes.

The HHT can also add items that are not on a unit's inventory list, or flag items that can't be scanned or need their barcode labels reprinted. It can even scan items not owned by the unit. This is helpful because sometimes similar items are misplaced or swapped out between units. Identifying the owning unit can save them from having to do a property investigation.

Multiple HHT devices, users and unit identification codes can all be managed through the main PBUSE application.

Training

FOR PBUSE-AIT TRAINING QUESTIONS, CONTACT PBUSE SYSTEM MANAGER MS. LONNA FREELAND, AT DSN 687-7855, (804) 734-7855, OR EMAIL: lonna.k.freeland.civ@mail.mil

MORE INFO IS ALSO AVAILABLE AT: <https://pbuse.lee.army.mil/>

COMET HELPS UNITS AIM FOR STELLAR PERFORMANCE



THE ARMY'S COMMAND MAINTENANCE EVALUATION TRAINING (COMET) TEAMS DO MORE THAN CONDUCT UNIT EVALUATIONS AND INSPECTIONS.

THEY ALSO ASSIST UNITS THROUGH TRAINING.

COMET TEAMS CAN TRAIN UNITS IN THESE AND OTHER AREAS...

- PMCS
- Maintenance management
- Shop operations
- SAMS-E
- PBUSE
- Property accountability
- Publications
- Supply

ACTIVE ARMY COMET TEAMS RESIDE AT FORTS BRAGG, STEWART, DRUM, CAMPBELL, HOOP, CARSON, RILEY, POLK, BLISS AND LEWIS.

THE COMET TEAMS TRAVEL TO—AND SUPPORT—OTHER FORSCOM LOCATIONS.

FOR MORE INFORMATION, CONTACT MR. JOSEPH CHAVEZ AT DSN 670-6409, (910) 570-6409, OR EMAIL: Joseph.chavez@us.army.mil

PBUSE AIT Course Offered

A sustainment training course for PBUSE operators is offered by the COMET team at Ft Campbell, KY.

The PBUSE Automatic Identification Technology (AIT) scanner class focuses on new hardware going out to units. It is the first PBUSE course covering the AIT system that will soon be required at the unit level.

Students learn how to employ and use the AIT system, create PBUSE inventories, synchronize info and use scanners for inventories.

They also learn how to conduct different kinds of inventories, such as sensitive items, cyclic, hand receipt holder change, or change-of-command.

Classes can seat 12 students. Soldiers, Department of Army civilians, and contractors may apply; however, Soldiers have priority for getting into the class. All students must have prior PBUSE experience.

The course is currently offered only at Ft Campbell, but will eventually roll out to other COMET locations.

For more information about the PBUSE AIT course, contact Todd York at DSN 363-4774, 270-956-4774, or email: todd.j.york@us.army.mil or David Jones, DSN 635-4529, 270-798-4529, or email: david.b.jones5@us.army.mil

CLASS REGISTRATION IS THROUGH THE ARMY TRAINING REQUIREMENTS AND RESOURCES SYSTEM (ATRRS).

TO REGISTER, VISIT: <https://www.atrrs.army.mil/>

SEARCH FOR COURSE CAM-AIT AT SCHOOL 425.

I HAVE MULTIPLE REQUESTS HERE FROM SOLDIERS WHO ALL NEED THEIR PARTS BY NEXT WEEK.

I KNOW THE NORMAL SUPPLY CHAIN DOESN'T WORK THAT FAST.

WHAT DO I DO?



DON'T PANIC, WRIGHT.

YOU CAN ORDER THOSE ITEMS WITH A GPC OR MILSTRIP AND GET THEM WITHIN A FEW DAYS.

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THE DEPARTMENT OF DEFENSE'S (DOD) ELECTRONIC MALL (EMALL) SERVES AS A SINGLE, WEB-BASED ENTRY POINT FOR FEDERAL AND MILITARY PURCHASERS TO GET SERVICES AND OFF-THE-SHELF GOODS FROM COMMERCIAL AND GOVERNMENT SOURCES.

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...WHAT THE BUZZ IS ABOUT.

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ONLY AUTHORIZED AND REGISTERED PERSONNEL CAN USE EMALL.



HERE ARE SOME KEY POINTS...



- Authorized Soldiers and DA civilians may use valid Department of Defense Activity Codes (DODAACs) to place EMALL orders. (Note: The correct DODAACs **must** be supplied or accounts in question may be suspended.) First-time EMALL users will need to register at the website.
- The Government Purchase Card (GPC) is the primary authorized means for ordering supplies and services via EMALL. Many suppliers accept payment with commercial credit cards and DODAAC and Fund Codes (MILSTRIP/MILSBILLS.) MILSTRIP orders must ship to DODAAC-associated addresses. If a supplier accepts only GPCs, you will be notified before your order is placed.
- DOD EMALL is now fully Common Access Card (CAC) and Public Key Infrastructure (PKI) enforced. If you have a CAC, you should be able to access EMALL. Vendors or contractors who do not have CACs will need to obtain an External Certificate Authority first from one of the approved commercial vendors listed on the EMALL website:

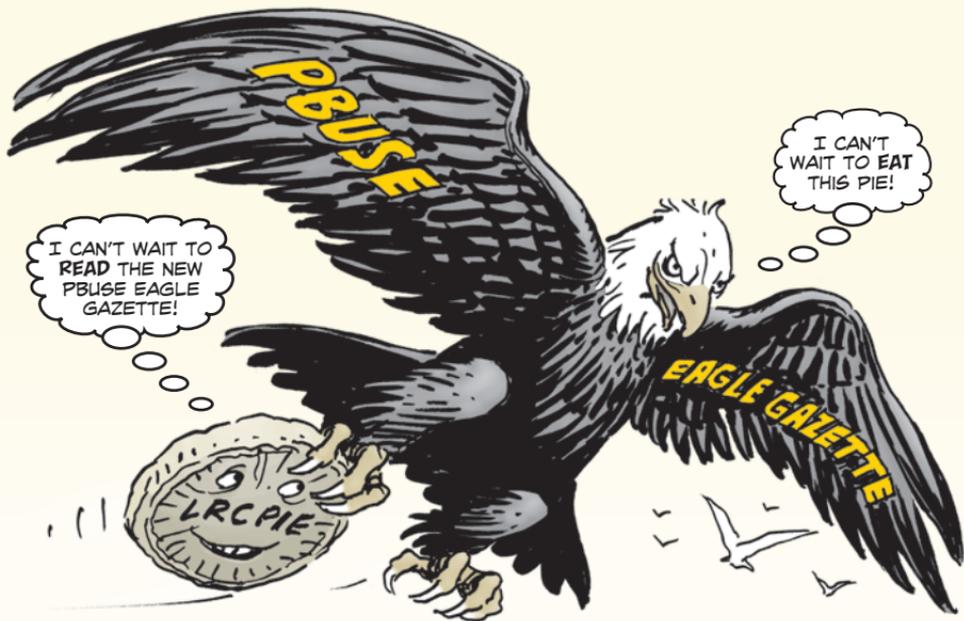
<https://dod-email.dla.mil/act/>

THE WEBSITE GIVES INSTRUCTIONS AND OFFERS TUTORIALS FOR USING EMALL AND SUBMITTING SUPPLY ASSISTANCE REQUESTS.



EMALL ASSISTANCE IS ALSO AVAILABLE 24/7 FROM CUSTOMER SERVICE REPRESENTATIVES...

CONUS 1-877-352-2255, OCONUS (269) 961-7766, or by email: DLAcontactcenter@dlamail.mil



***PBUSE* Eagle Gazette Online**

You can view and download current and past issues of the USAR *PBUSE Eagle Gazette* newsletter from AKO. It's packed with helpful info about PBUSE and other property and supply-related subjects. After logging into AKO, go to "Files" (second button at top right of your AKO screen), "Access Files by ID," and in the Download field box, type "9069167". You'll be asked if you want to view that folder's contents. Click OK and you're golden. Be sure to add the folder to your AKO favorites so you can find it again.

LRC PIE Chock-Full of Tasty Info

Looking for detailed information on CECOM equipment? Check out the Logistic Readiness Center's (LRC) Policy and Information Encyclopedia (PIE). You can search for equipment by type, NSN/NIIN, LIN, part number/drawing number, TM number, item name or office symbol. Anyone with an AKO account can access the database online:

<https://lrc3.apg.army.mil/pie/equip1.cfm>

For more information about LRC's PIE, contact Jeff Potter at DSN 848-6458, (443) 861-6458, or email: jeffery.l.potter.civ@mail.mil

Connie's POST SCRIPTS

M230 Gun Firing Pin Limit Changed

The mandatory replacement criteria for the M230 automatic gun's firing pin has been lowered from 15,000 rounds to 10,000. AH-64D IETM 1-1520-Longbow Apache has already had this change incorporated, but maintainers need to write in the change on Page 4-46.1 in the M230's TM 9-1090-208-23-1-1. If any of your M230's firing pins have already reached the 10,000 round limit, you can wait until the next scheduled maintenance teardown to replace the firing pin, NSN 1005-01-451-4566. For more info, see TACOM maintenance advisory 11-047:

https://tulsa.tacom.army.mil/safety/Mam/TACOM_WN/MA11-047.html

FMTV VDC

When ordering the vehicle data computer (VDC) for FMTV trucks, use NSN 5895-01-591-7887. Do not use NSN 5895-01-528-1514 that's shown in TM 9-2320-365-24P (Aug 05). That gets a VDC only for MRAP vehicles, not the FMTVs.

M989 HEMAT SWAP OUTS

All M989 HEMATs, NSN 2330-01-109-4258, are authorized for swap out and replacement with the M989A1 HEMAT, NSN 2330-01-275-7474. Make sure you have the trailer's serial and registration number before you ask for disposition instructions and replacement. Then call Marleen Fiantaco at DSN 786-9362, (586) 282-9362, or email: marleen.fiantaco@us.army.mil

M870A3 HYDRAULIC HOSE ASSEMBLY PARTS KIT

On Page 16 of PS 691 (Jun 10), we told you that NSN 4720-01-520-6767 brings the hydraulic hose assembly for your M870A3 semitrailer. But that NSN doesn't include the disconnects you need. So instead, order the hose assembly parts kit, NSN 4720-01-586-5839.

New Email Address for UTAP

Due to the Army's Enterprise email migration, TACOM's Unit Training Assistance Program (UTAP) has a new email address for customer support. Email UTAP at:

tacom-lcmc.ilsc_utap@mail.mil

D Co Earns "A" in Maintenance

PS sends out a special "HOOAH!" to D Co, 6/101st Avn Regt, Ft Campbell, KY (FORSCOM). They are the 2011 Department of the Army winner of the Secretary of Defense's Maintenance Award in the Medium Category for field-level maintenance. The annual awards recognize the best maintenance by units and depots in the Department of Defense.

MEL TB for Tactical Wheeled Vehicles

TB 43-0002-81, *Maintenance Expenditure Limits for FSC Group 23 - Tactical Wheel Vehicles, FSC Classes 2310, 2320, and 2330*, has been updated. It includes current maintenance expenditure limits. These limits are very important in determining the maximum allowable repair cost for tactical wheeled vehicles. Eyeball it on LOGSA's ETM website:

<https://www.logsa.army.mil/etms/index.cfm>

AR 385-10 Revised

A revision to AR 385-10, *The Army Safety Program*, went into effect in Oct 2011. This rapid revision updates, clarifies or establishes a number of safety-related policies, programs and processes. It's available on the Army Publishing Directorate's website:

http://www.apd.army.mil/pdf/files/r385_10.pdf

The Scoop on Cancelled CECOM (B16) Requisitions

You can find out why your CECOM (B16) requisition was cancelled by going to:

<https://lrcweb1.apg.army.mil/canotes>

This website is only for CECOM (B16) requisitions. You can search by NIIN or document number with an applicable date. You will need your AKO login. Questions? Contact Diane Johnson at DSN 848-6322, (443) 861-6322, or email:

diane.johnson1.civ@mail.mil

GET MRAP TRAINING AT RRAD

Do leaders in your unit need mine resistant ambush protected (MRAP) vehicle driver's and maintenance training? They can get it at Red River Army Depot (RRAD) through MRAP University. This train the trainer training is available for all services, LARs, RRAD maintenance personnel, LOGCOM and OEM field service reps. Training for operators lasts 12 days, while training for mechanics takes 6 weeks. For more information, contact Bobby Russell, MRAP University site lead, at DSN 829-4905, (903) 334-4905, or email:

bobby.e.russell2.civ@mail.mil

MANNEQUIN TARGET QUANTITY CHANGE

When you order the mannequin target with NSN 6920-01-164-9625, you will no longer get just one target. Instead you will receive a box containing 35 targets for \$439.

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

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