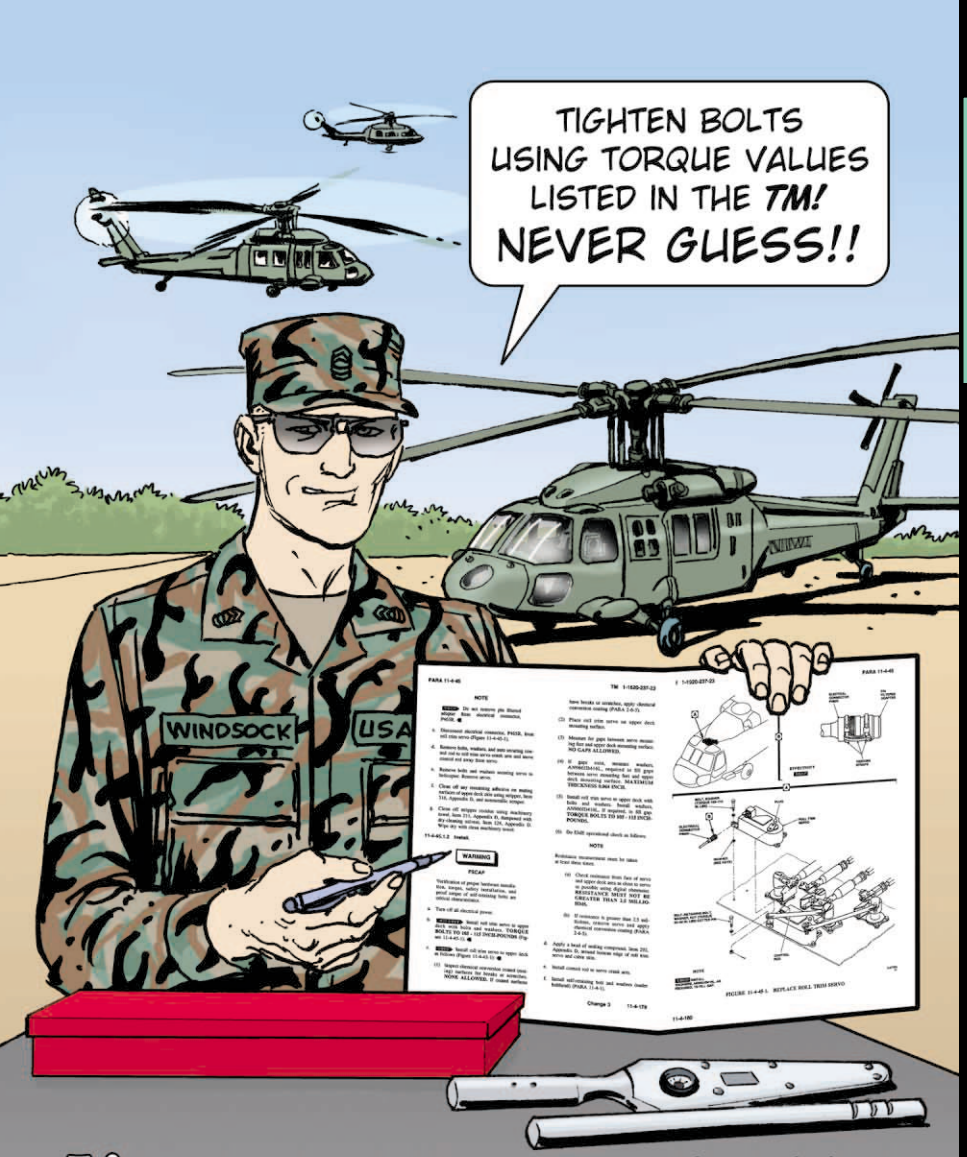



Issue 581

PS

April 2001

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-581

Approved for Public Release; Distribution is Unlimited

# WHO SAYS? PS SAYS!

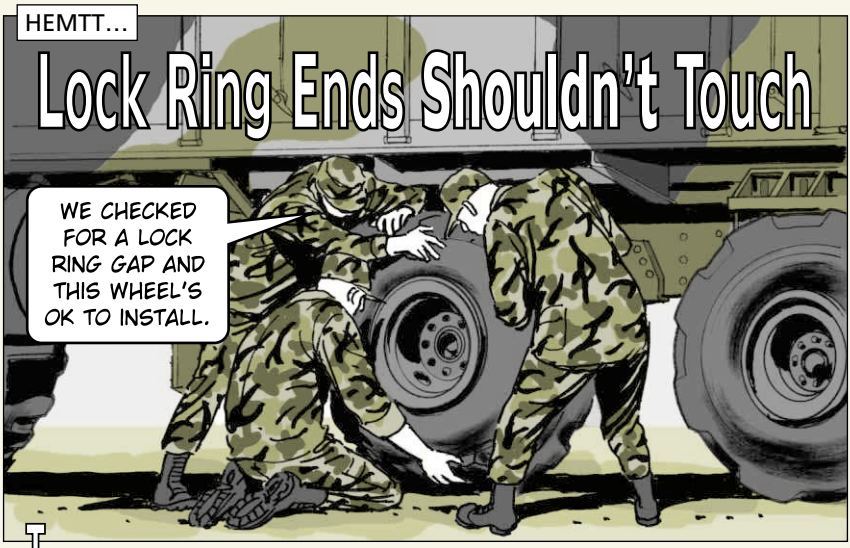
From aircraft to tanks, uniforms to HAZMAT, yes, even bandages to aid stations—name the subject and you'll find PS Magazine there, using plain language and a unique format to explain a procedure or policy.

PS is the postscript with the information that keeps you going until the TM, FM, regulation, pamphlet or other publication catches up.

PS Magazine has been around since 1951. Its job is to interpret official maintenance and supply policies and procedures in a way that increases the effectiveness of unit-level maintenance and supply.

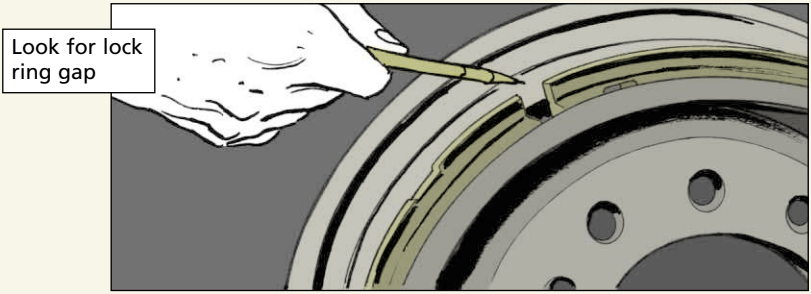
PS must get approval from the technical experts before an article is printed. So, it can be used to order the NSNs it recommends, to follow the procedures it outlines or to fabricate a tool from plans it gives.

Next time you see a copy of PS, remember: It is your commander's authority for maintenance and supply actions until the TM or other publications catch up.




Take all the regular precautions to safely inflate and deflate tires and to work on multi-piece HEMTT wheels. Then, note that your TMs have some misleading information concerning the lock rings.

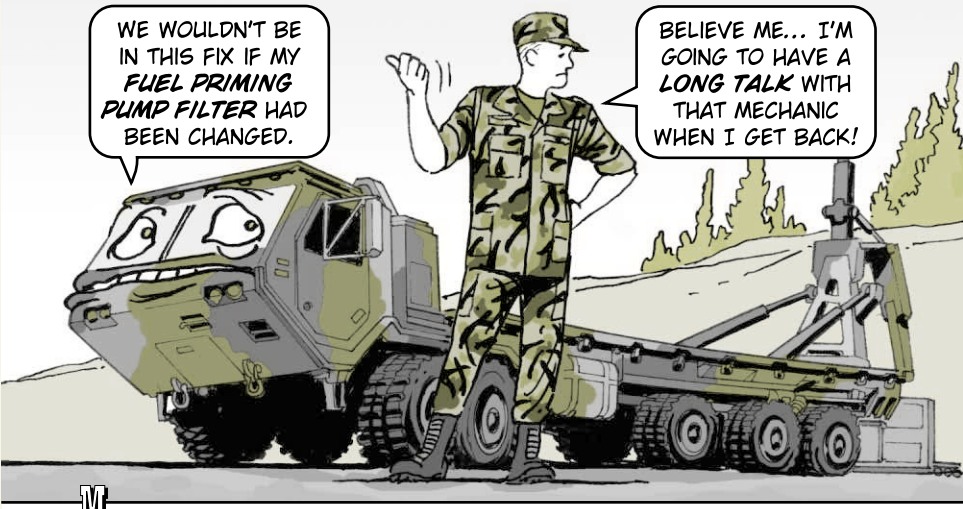
TM 9-2320-279-10's after-operation PMCS, various warnings in TM 9-2320-279-20-1 and -20-2. and maintenance procedures in the -20-2 all say that lock ring ends must not gap more than 3/8 inch. But the width of the gap is not as important as making sure there **IS** a gap.




If the lock ring ends touch on any HEMTT wheel, including the spare, your truck is NMC until the wheel is repaired.

For the whole story, get copies of TACOM Ground Precautionary Messages (GPM) 99-08 , 00-002 and 00-003 from your local safety office or logistics assistance office. TM changes are scheduled to be made in the next revision or update.

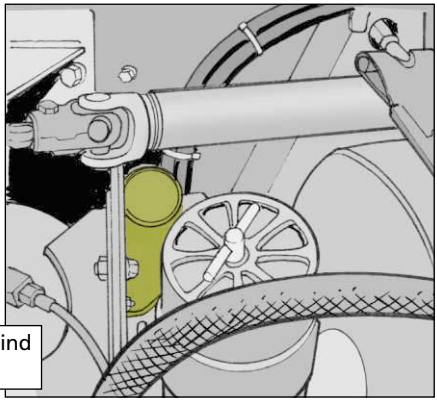
# Fuel Filter Follies




Mechanics, dirty fuel is no laughing matter. Just ask any PLS driver who's been stuck in the boonies with a truck that won't run.

The fuel/water separator filter and the secondary fuel filter usually aren't any trouble. They always seem to get replaced when necessary.

Not so with the electric priming pump, NSN 2910-01-408-1530, that's used for pressurizing the fuel system. Because the pump sits out of sight behind the fuel/ water separator, it's often overlooked when it comes to maintenance.



Priming pump is hidden behind fuel/water separator

If the filter clogs, fuel flow is interrupted and the engine runs rough or not at all. Even worse, a clogged filter can make the pump seize and burn up.

So change the filter, NSN 4310-01-286-4680, annually or every 6,000 miles, whichever comes first. You'll find the replacement procedures on Page 4-6 of TM 9-2320-364-20-4.

# IF THE COVER WON'T FIT...

Field problems with the vinyl covers for 4-man soft-top HMMWVs include shrinkage from changing weather conditions, to "it won't quite fit" when new.

Most units can't afford to replace cargo covers just because they're a little hard to tie down. Instead, they find a way to make do until the covers are worn out.

Here's one way to alter the support bows to help make do:

Remove the bows and cut 1 inch off both ends. Then re-drill the ¼-in bolt holes at the bottom. Shrunken covers should fit fine with this modification.

But what happens when you get a new cargo cover that fits too loosely on your altered bows? You buy new ones, or you make do. Here's how:

**1.** Cut 6 inches off each end of the bows.

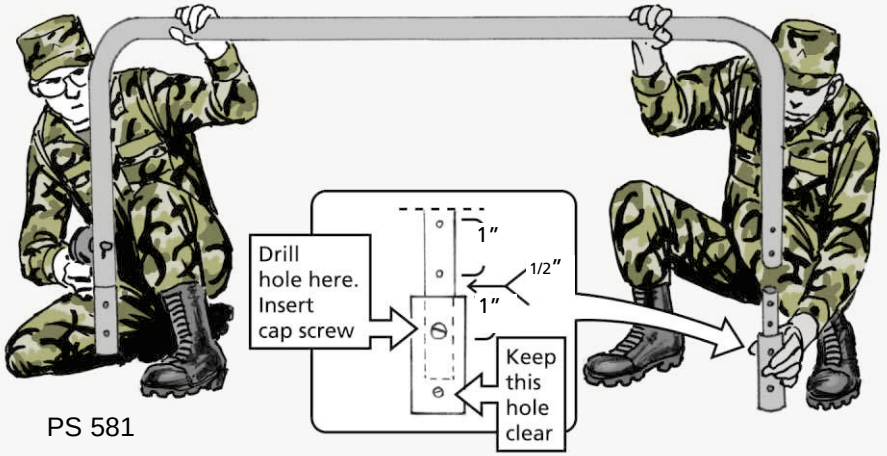
**2.** Insert a 6 ½-in or 7-in metal bar into each 6-in piece of bow you just cut off. The diameter of the bar depends on the wall thickness of the bow stock. See the materials chart.

**3.** Leave the bolt hole at the bottom of each bow piece clear and drill a ¼-in hole 1 inch down from the top of the 6-in bow piece. Drill through the bow and bar. Secure the bow and metal bar with a cap screw and locknut. See the materials chart.

**4.** Butt the top portion of the bow up against the 6-in bow piece and bar. Drill a ¼-in hole through the bow and bar ½ inch up from the cut line.

**5.** Remove the top portion of the bow. Measure 1 inch up from the center of the hole that's ½ inch up from the cut line. Drill another ¼-in hole in the bar.

Now you can adjust the bows to their original height, or move them down to fit shrunken covers.




Here are the materials you'll need for this modification:

| ITEM | NSN | QTY |
|---|---|---|
| Metal bar (for .049-in bow wall thickness) | 9150-00-596-2063 | 6 1/2 to 7 inches |
| Metal bar (for .095-in bow wall thickness) | 9150-00-596-2066 | 6 1/2 to 7 inches |
| Metal bar (for .120-in bow wall thickness) | 9150-00-596-2067 | 6 1/2 to 7 inches |
| Cap screw | 5305-00-225-3841 | 8 |
| Locknut | 5310-00-761-6882 | 8 |

M939-Series Trucks...

## The Right Tire Choices

Until all basic M939-series 5-ton trucks have the anti-lock braking system (ABS) MWO applied, some will use bias tires while others run radials.

Make sure you're using the right tire, tube and flap on your trucks.

**For basic models without ABS MWO applied (except M945)**

Bias tire, 11.00x20, 12 ply—NSN 2610-00-262-8653
Inner tube—NSN 2610-00-051-9450
Flap—NSN 2640-00-158-5617

**For basic models with ABS applied (except M945)**

Radial tire, 11.00R20, with flap—NSN 2610-01-473-3997
Inner tube—NSN 2610-00-029-0563

**M945 chassis without ABS**

Bias tire, 14.00x20, 12 ply with flap—NSN 2610-00-204-2545
Inner tube—NSN 2610-00-051-9464

**M945 chassis with ABS, plus all A1-series and A2-series with ABS**

Radial tire, 14.00R20—NSN 2610-01-214-1344
Inner tube—NSN 2610-01-412-4635 (if needed)
Flap—NSN 2640-01-416-8178 (if tube is added)

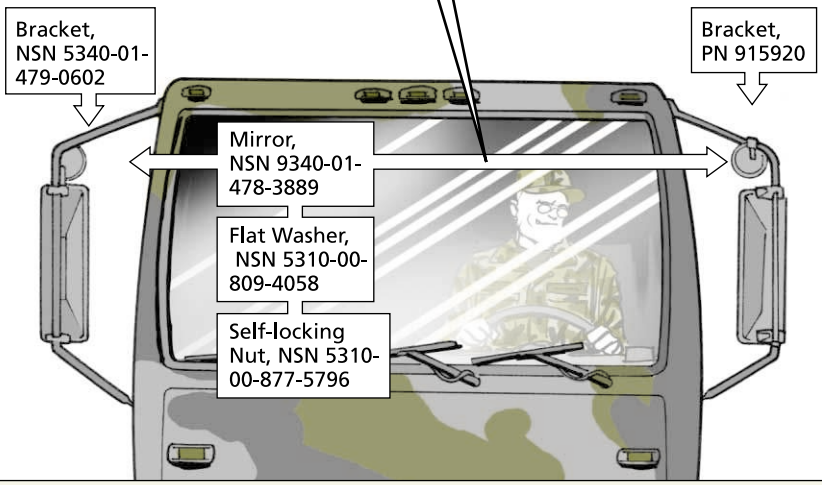
All these tires use valve extension, NSN 2640-00-200-1934, and cap, NSN 2640-01-098-2029.

# Add Convex Mirrors

GET A BETTER VIEW OF WHAT'S ALONGSIDE YOUR ***FMTV,*** DRIVERS, BY HAVING YOUR MECHANIC INSTALL CONVEX MIRRORS ON THE REAR VIEW MIRROR MOUNTS.

NOTE THAT ONE BRACKET MUST BE ORDERED DIFFERENTLY.

TO GET THE DRIVER'S SIDE BRACKET, ORDER BY ***PART NUMBER 915920*** ON A ***DD FORM 1348-6*** USING ***CAGE 28116*** AND ***RIC S9C.***




## FMTV Woodland Camo Covers

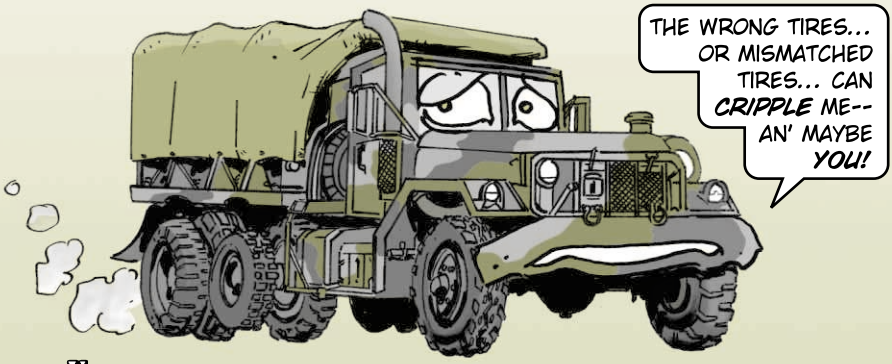
If your FMTVs are getting woodland camouflage paint jobs, you'll be needing one of these woodland camouflage cargo covers:

2 ½-ton cargo—NSN 2540-01-385-9462
5-ton cargo—NSN 2540-01-386-2952
5-ton cargo (long wheelbase)—NSN 2540-01-387-5734
5-ton dump—NSN 2540-01-420-5985

## M35A3 Alternator Bracket

NSN 5340-01-444-9149 gets the 2 ½-ton truck's alternator bracket. The NSN is missing from Item 12 in Fig 51 of TM 9-2320-386-24P.

# PICK THE RIGHT TIRE




Using the right tires on your M809-series 5-ton truck is the only safe way to go. That's because mixing bias and radial tires or using tires of the wrong size can cause loss of driver control, poor handling and possible damage to vehicles.

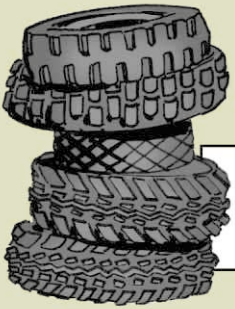
So be sure your trucks use only the tires noted here:

**For all models except the M812 chassis and M821 bridge truck—**

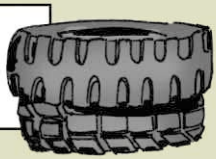
| Item | NSN |
|---|---|
| Bias tire, 11.00 x 20, 12 ply | 2610-00-262-8653 |
| with inner tube | 2610-00-051-9450 |
| and flap | 2640-00-158-5617 |
| Radial tire, 11.00R20, 12 ply (including flap) | 2610-01-373-7294 |
| with inner tube | 2610-00-029-0563 |

**For the M812 and M821—**

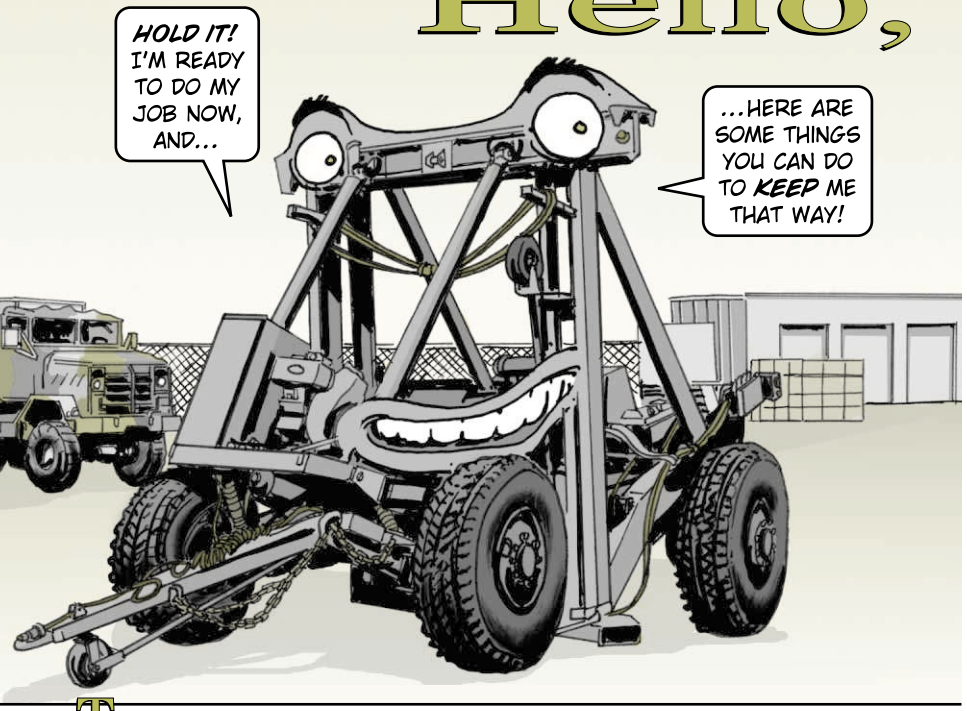
| Item | NSN |
|---|---|
| Bias tire with flap, 14.00 x 20, 12 ply | 2610-00-204-2545 |
| with inner tube | 2610-00-051-9464 |
| Radial tire, 14.00R20, tubeless | 2610-01-214-1344 |



**All tires use:**
valve extension, NSN 2640-00-250-2472, and cap, NSN 2640-01-098-2029.



# Hello, Dolly PM!




Throw a shelter of PM over a shelter-carrying M1022A1 dolly set! Follow all the info in your TMs, for sure, and then take note of these extra protectors.

### Cable Harness Rubbed Raw?

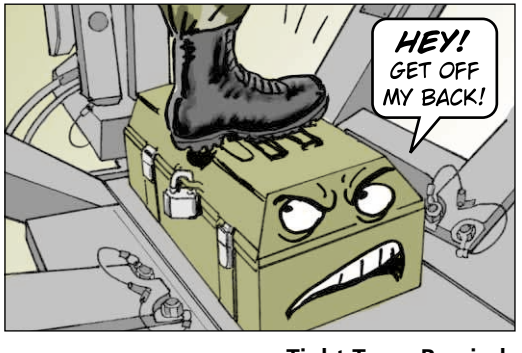
Eyeball the cable harness that attaches to the control valve box on each of the dolly set's four lift cylinders.

Look for rubbed areas where the harness sits next to the tire. When the dolly is folded, the harness can rub against the tire, wearing holes in the harness.


Worn through, the harness shorts out during operation of the dolly set. Then the lift cylinder won't extend or retract.

If you see a rub, use one or more tie straps, NSN 5975-00-570-9598, to wrap the harness's cables together so they stay away from the tire.


### Stay Off Tool Box

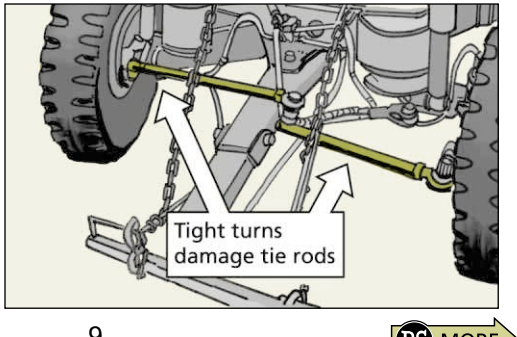



The dolly set's tool box looks like a convenient step to use during checks and services, but forget it.

Your weight will break the mounting brackets that hold the box in place on the dolly set's support frame. A busted or missing tool box means there's no place to keep the dolly set's tools.

### Tight Turns Reminder

Ease off on sharp turns when you're backing a dolly set with a 5-ton truck. The dolly set turns shorter than the truck when being backed, so while your truck is still turning, the tie rods on the dolly set are bending and breaking. Then you dump whatever the dolly set is carrying.





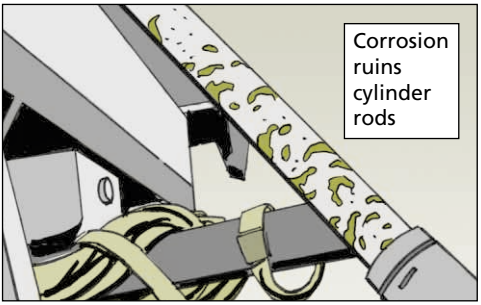



PS MORE

## Protect Hydraulic Cylinders

Corrosion ruins cylinder rods. It pits the rod so badly that seals can't prevent fluid leaks. If the leaks go to Class III, your dolly set is NMC.

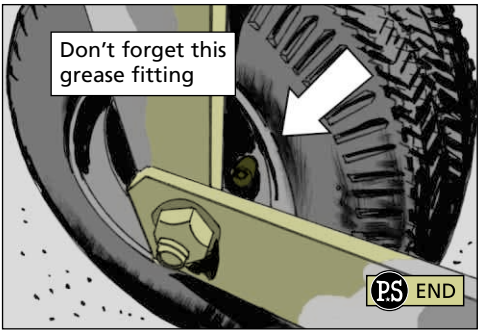
Stop corrosion long before pitting starts by exercising the cylinders each week. That spreads a thin coat of hydraulic oil on the cylinder rods.

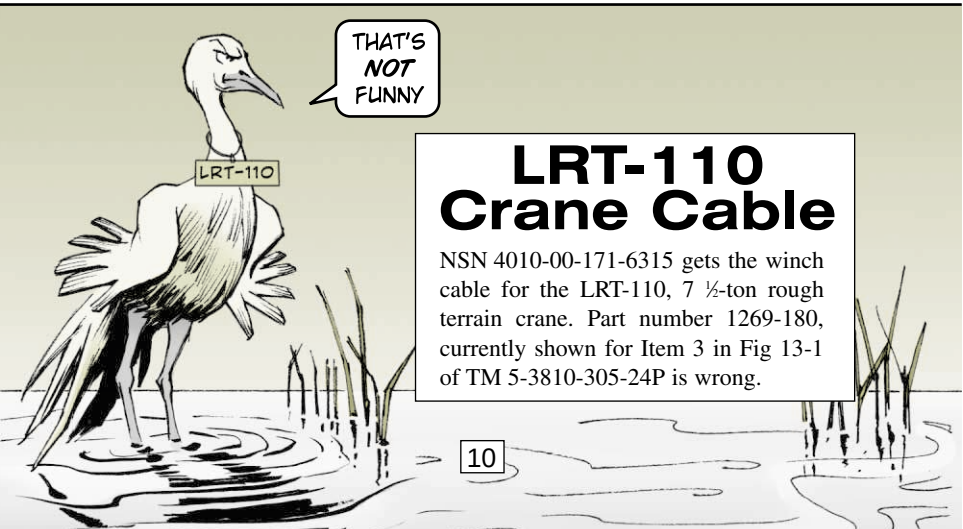



## Tow Bar Wheel Fitting

The grease fitting that lubes the bearing inside the tow bar's wheel assembly is hard to find. Without lube, the bearing will seize up.

You have to get down on your knees and look behind the assembly's mounting brackets to see the fitting. Give the fitting four to five shots of grease during scheduled services.

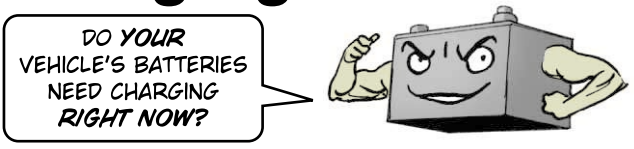



# LRT-110 Crane Cable

NSN 4010-00-171-6315 gets the winch cable for the LRT-110, 7 ½-ton rough terrain crane. Part number 1269-180, currently shown for Item 3 in Fig 13-1 of TM 5-3810-305-24P is wrong.

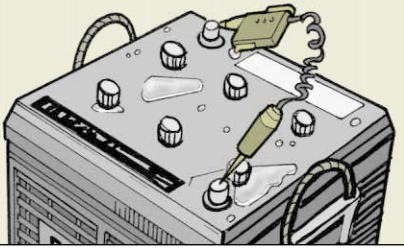
# Charging Needed?




## THEY MAY IF THEY'VE JUST BEEN INSTALLED FROM STOCK.

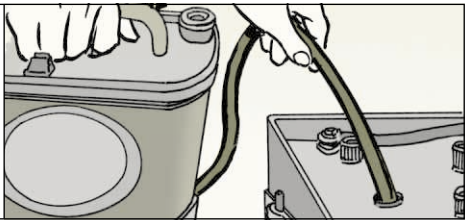
The batteries in these situations need charging to bring them up to full-charge standards. Assuming they're charged could leave you alone without a start.

So make sure a new battery is fully charged before you install it.



## THEY DO IF YOU'VE JUST ADDED DISTILLED WATER TO THE CELLS.

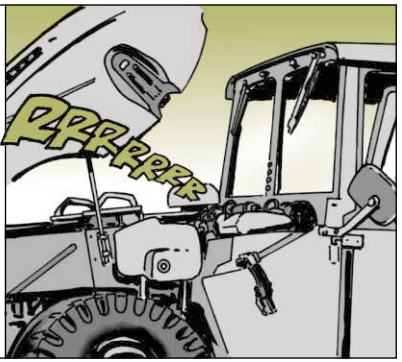
Charging is also needed after you've added distilled water to a battery. The vehicle needs to run at 1,000-2,000 rpm for at least 20-30 minutes to get a full charge.



## THEY DO IF YOU'VE JUST PULLED PMCS ON YOUR VEHICLE.

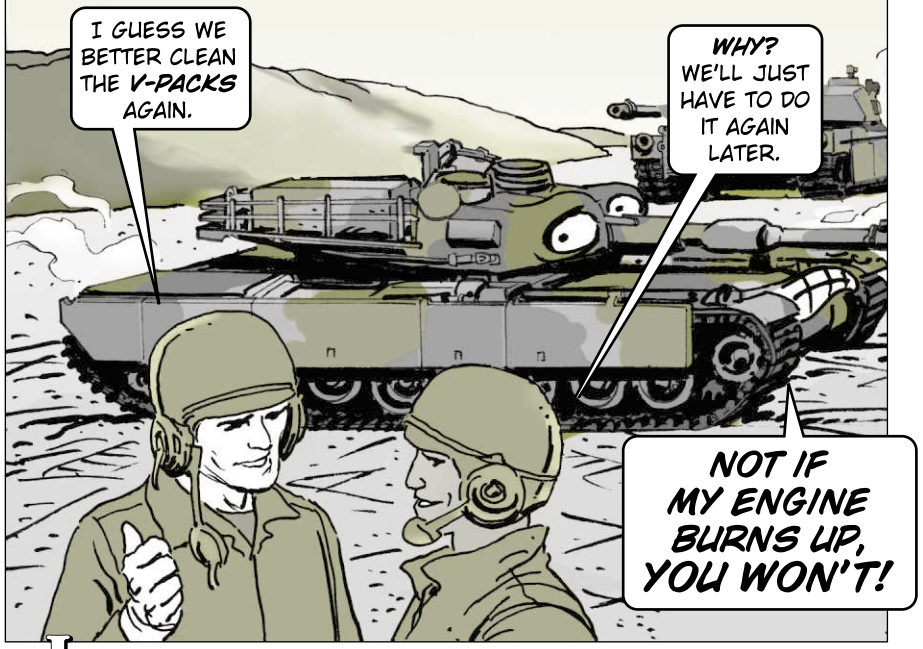
PMCS starts and stops can pull down batteries. The effect of starting during a PMCS is a net energy loss, as more energy is removed from the batteries than is put back.

If your vehicle is not used regularly, some charging is needed after a weekly PMCS to maintain a full battery charge. Check your TM for specific info. If it has none, idle your vehicle at 1,000-2,000 rpm for at least 20-30 minutes.



M1-Series Tanks…

# Step Up V-Pack

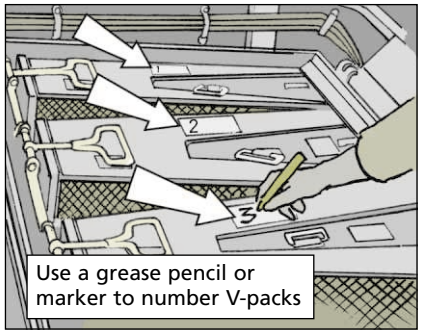



It's a fact of life, tankers. If you operate your tank, the air filters—or V-packs—are going to get dirty. And if you don't clean 'em right, the engine won't get the clean air it needs to operate. Here's how to do the job right:

**Step 1:** Check to see if your tank is equipped with the pulse jet system (PJS). V-packs on PJS-equipped tanks are self-cleaning. Trying to clean them yourself will ruin the system.

**Step 2:** Before removing non-PJS V-packs, use a black marker or grease pencil to label the filters 1, 2 and 3.

That's so you can put the V-packs back into the same slots after you clean them.



Use a grease pencil or marker to number V-packs



# Cleaning

If the V-packs are put back in a different sequence, they won't line up with the original compression points on the air plenum box seal. That leaves gaps in the seal and allows dirt to get to the engine.

**Step 3:** After removing the V-packs, get your mechanic to clean the filters with the V-pack cleaning wand.

If a mechanic isn't available, clean the V-packs yourself by shaking them gently.


Shake V-pack gently

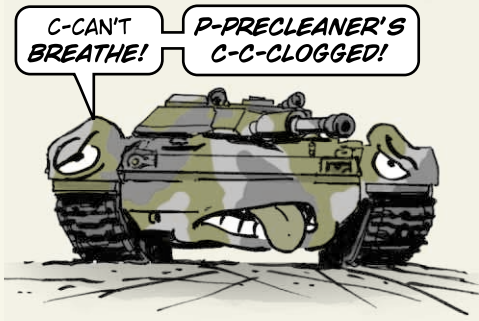
Hand-brush dirt and dust from the elements. Never hit the V-packs against anything harder than your hand. That can dent the V-packs and then they won't seal out dirt.

Notify your maintenance folks as soon as possible that you had to clean the packs. They'll give 'em a proper cleaning.

**Step 4:** Wipe any loose dirt or sand out of the bottom of the air plenum box. If you let enough stuff collect there, the V-packs won't seat properly.

**Step 5:** Reinstall the V-packs. Remember to put them back in the same sequence that you removed them.

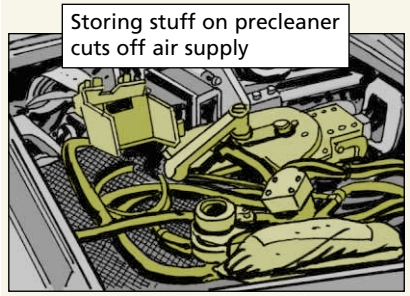
# KEEP TANK BREATHING EASY




You have to store your tank's basic issue items (BII) somewhere, tankers, but don't stick 'em just anywhere!

Some crewmen fill up the empty space on top of the air induction system's precleaner. They figure there's no sense letting that extra room go to waste.

Problem is, that's where your tank gets the fresh air it needs to stay cool. If


Storing stuff on precleaner cuts off air supply

the airflow is restricted, the engine overheats and burns up.

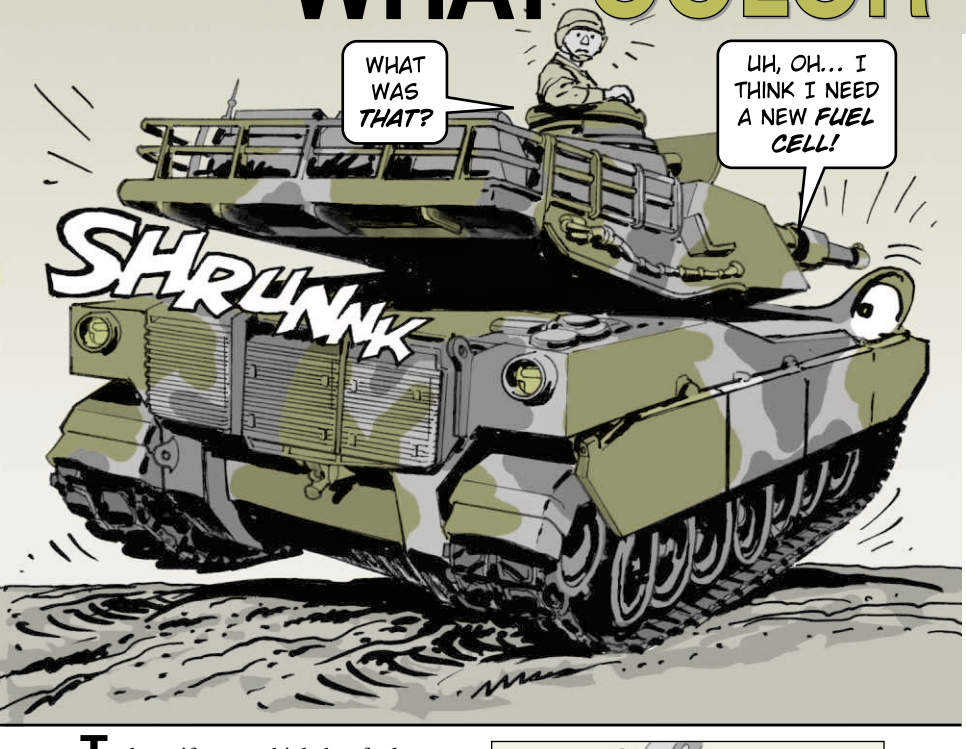
So find somewhere else to store those items. When you do, one thing's for certain: Your tank will breathe a big sigh of relief.



12-13 top 5922

13 bottom 5919/D

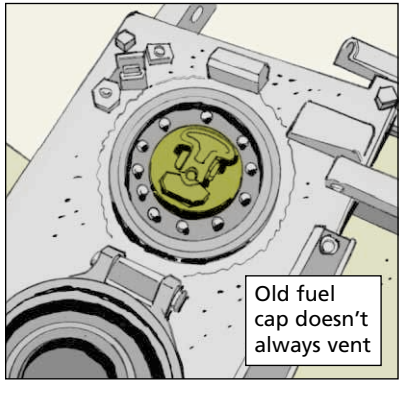
# WHAT COLOR ARE YOUR CAPS?




Tankers, if your vehicle has fuel caps, NSN 5340-01-387-4007, you could have some problems transferring fuel.

Those fuel caps have a small, black cartridge filter on top. The check valve on the cartridge filter is supposed to pop open whenever there's a pressure imbalance between air inside and outside the fuel cells—like every time you transfer fuel.

Unfortunately, the check valve doesn't always work. If it doesn't pop up, you get pressure buildup in the front fuel cell that could collapse it. Then, your tank has to go to depot for a new fuel cell.


Old fuel cap doesn't always vent

A new, more reliable green cartridge filter is available as part of the semiannual service kit, NSN 2540-01-255-3347. That means your old fuel caps will be automatically converted during your tank's next service.

In the meantime, to be safe, loosen the front two fuel caps before you begin transferring fuel. That lets air in and keeps the pressure balanced so the fuel cells won't collapse.

You can also order new fuel caps, NSN 5342-01-467-5645, that already have the green cartridge filter installed. Just make sure you change out the caps in pairs: both front caps or both rear caps. Otherwise, the difference in pressure during fuel transfer can collapse a fuel cell.

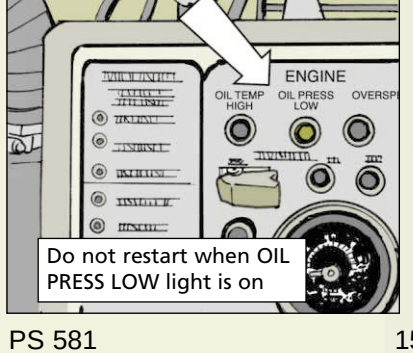
Make a note of the new fuel cap NSN until it is added to the parts TMs.



# Think Before You Restart

Drivers, if your tank aborts right after start-up, think before you try an immediate restart.

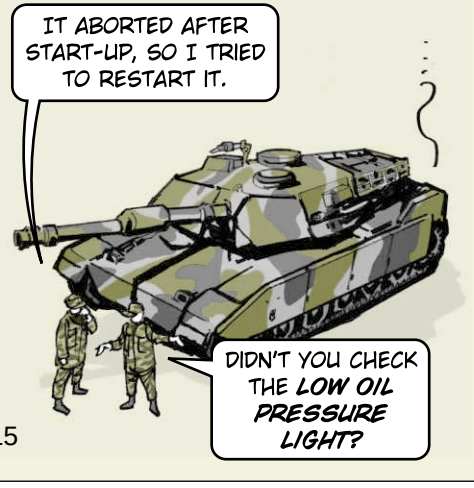
Maybe you'll remember to eyeball the OIL PRESS LOW caution light on the master panel. If it's on, you've just found the reason for the abort. The tank's electronic control unit shut down the vehicle because of low oil pressure in the engine.



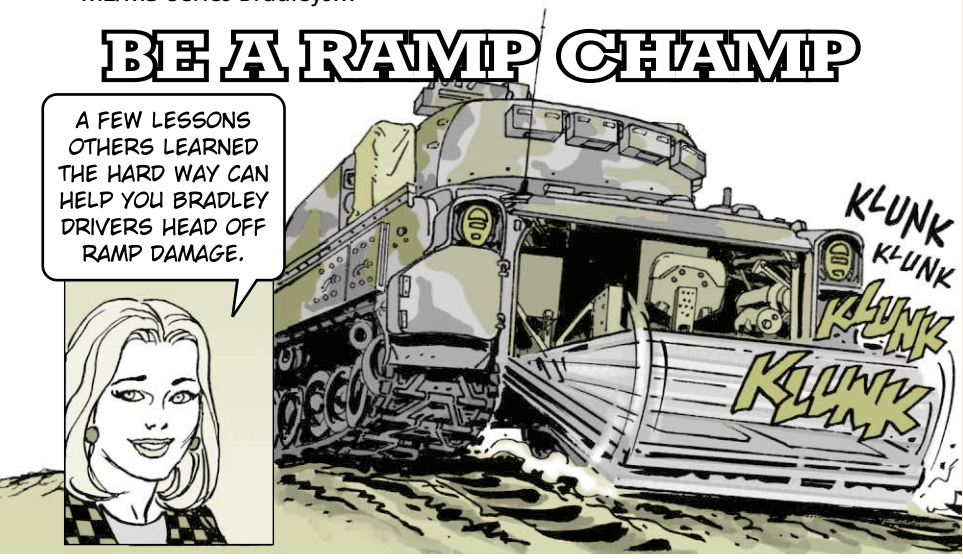
Do not restart when OIL PRESS LOW light is on

Trying to restart the vehicle will just result in another abort—and can cause heat damage to the combustor can and nozzles in the engine's rear module.

Call in your mechanic. He'll troubleshoot the problem to find out why your tank has low oil pressure.

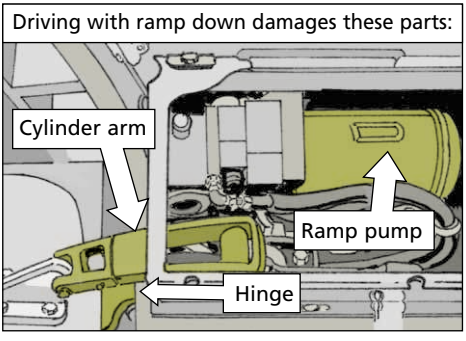


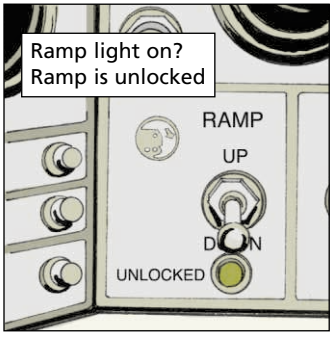
# BE A RAMP CHAMP




◆ Don't move out until you're sure your Bradley's ramp is up and locked. An open ramp gets warped by bumps and jars. Locks break, hinges are damaged and the cylinder arm and ramp pump break.

Double-check the ramp before you move out. That means checking the ramp indicator light to see that it's out. Just "thinking" the ramp is up won't cut it.




◆ Never drop the ramp on uneven ground. That puts a big strain on ramp hinges and can cause warping.

Just remember that the ramp also serves as an armored door. If it's messed up and can't do its job in combat, your vehicle—and everybody in it—makes an inviting target.

MLRS Carrier…

## SMOKE OUT THE PROBLEM

If your MLRS is blowing smoke so bad that you could mistake it for a smoke generator, you must have some major problems, right?

Maybe not.

The problem could be as simple as a defective check valve on the cold start pump. This valve, NSN 4820-01-297-8296, is supposed to prevent fuel flow unless the COLD START switch is on.

If the check valve is bad, fuel flows all the time and your vehicle can't burn it all. Heavy smoke and a damaged cold start pump are the results.

Call in your mechanic to check it out.


# Tap Your Way Out of Trouble

Crewmen, when it's time to drain or refill the roadwheel hubs on your MLRS, you may run into a little problem.

To get each hub off, you must first remove the two retaining screws. Problem is, the screws have often been painted in place with CARC.

If that's the case, those screws are almost impossible to remove. When you try, the heads of the screws get chewed up and your mechanic has to get involved.

Here's a little trick that may solve the problem:

Tap the head of each screw twice with a hammer. Lightly now—you don't want to crack the hub.

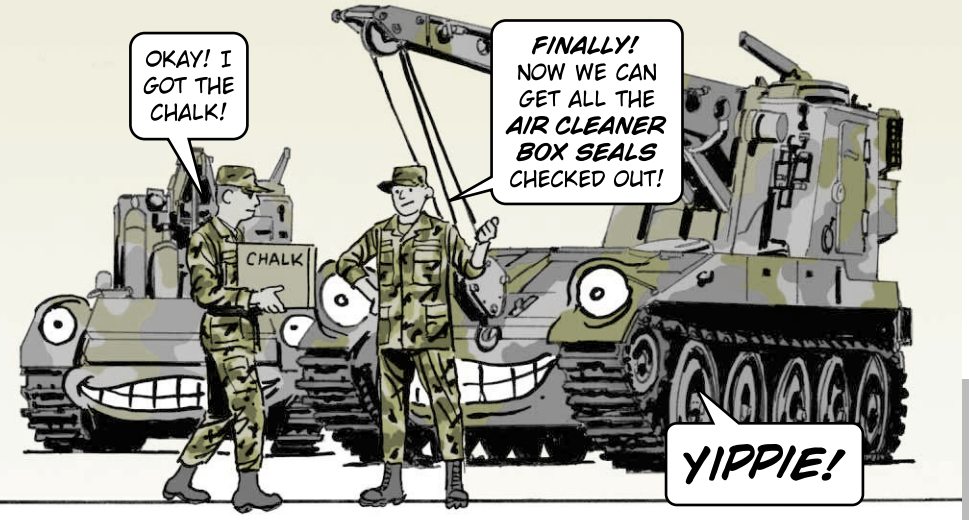
Next, put a cross-tip screwdriver on each screw and lightly tap its handle twice.


That may break loose the paint holding the screws in place and let you screw them out easily.

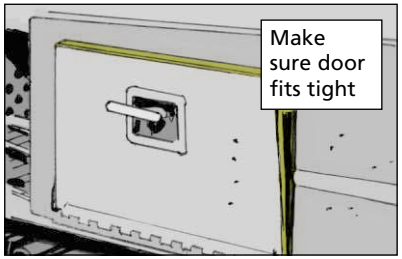
# Take Care of Air Cleaner Box

Mechanics, keep an eye peeled for air cleaner box doors that don't close tight or fit right. Leaks let in dirt and sand that can lead to engine failure on an M578 recovery vehicle.

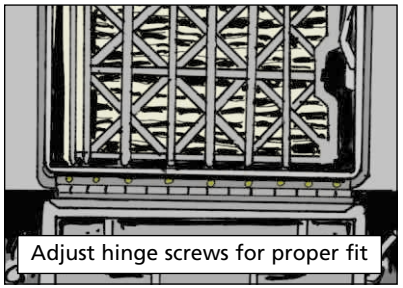
The biggest problem is with the old access door, NSN 5342-00-464-4548. It has a locking bar that doesn't always keep the door sealed firmly against the vehicle. Even when it does, the door doesn't always match up with the opening in the hull.




Test the door for a good fit before you mount it. If the door fits before mounting, but not after, it may be a matter of adjusting the hinge screws.




Loosening all nine screws will allow you to shift the door approximately 1/16 to 1/8 inch to the left or right.




If you still can't get the door to fit, resist the temptation to beat it into place with a big hammer. Instead, order a new access door, NSN 5342-01-270-3688.

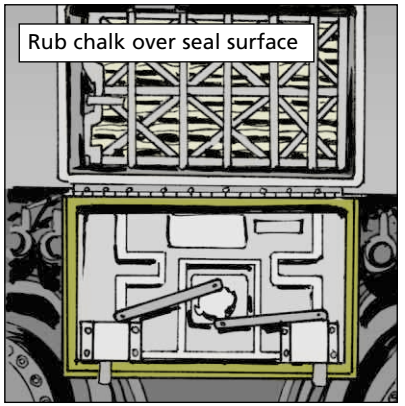
This door has a new lock that gives a better seal. It also costs about $60 less than the old access door.

Regardless of which door you use, you still need to make sure you've got a good seal. Do that with the chalk test.

Clean around the outside edge of the air cleaner box and the door seal.

Eyeball the seal for any cuts or tears.


Next, rub chalk all over the seal's surface and close the door. when you reopen

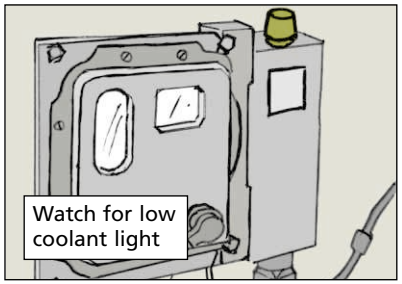



the door, look for a solid chalk mark all around the outside of the box.

Gaps in the chalk mean you probably need a new seal, NSN 5330-00-745-7781. Use adhesive, NSN 8040-00-152-0063, to stick the seal in place.

## LISTEN TO THE LIGHT

The cooling system on your M578 recovery vehicle is more likely to overheat than that on almost any other vehicle. That's why you should pay attention to the low coolant level indicator light.



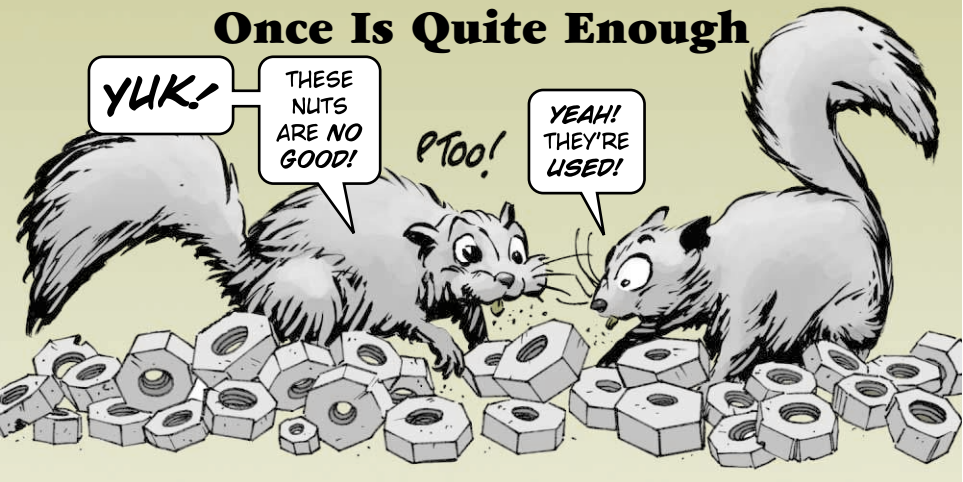

The low coolant light tells you when the coolant level falls below a safe level. An aeration detector in the radiators turns on the light.

Then you stop where it's safe and shut down. Let the engine cool off for 10 minutes or so before refilling the radiators.

The light may have something to say before operation, too. The light will glow when the master switch is turned on if the coolant level is low.

The light is the cheapest protection you have against engine overheating. So listen up when the light "talks."

# Once Is Quite Enough




No matter how good they look and no matter how much money your unit will save, self-locking track pad nuts are good for one time and one time only.

Those nuts won't hold the second time around. Some have nylon inserts that tear up when used a second time. Others have metal threads that stretch slightly once torque is applied.

Bottom line is, if you reuse 'em, they'll come loose and you'll wind up with a whole bunch of thrown pads.

So if you remove a pad for any reason, put on a new nut—every time. Here are the nuts to order:

| VEHICLE | TRACK SHOE | NUT NSN 5310- |
|---|---|---|
| M109-series howitzers, M992A2 ammo carrier | T136 | 00-868-8062 |
| M109-series howitzers, M992A2 ammo carrier | T154 | 01-341-4122 |
| M113-series FOV | T130E1 | 00-982-6809 |
| M1-series tanks | T158 | 01-102-2711 |
| M2/M3-series Bradleys, MLRS | T157 | 01-108-3772 |
| M2/M3-series Bradleys, MLRS | T157I | 00-241-6664 |
| M60 AVLB | T142 | 01-102-2711 |
| M578 recovery vehicle | T132 | 00-854-6481 |

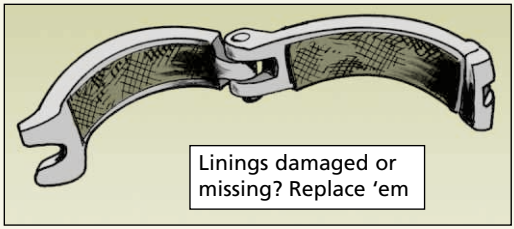
M109A2-A5 SP Howitzers...

# PROTECT LOCK WITH LININGS


Mechanics, missing or worn-out travel lock friction linings will do a lot of damage to the M109 howitzer's cannon tube. Linings are easier and cheaper to replace than cannon tubes.

The linings cushion the tube when it's in travel lock, keeping metal from banging and scraping on metal.

Prevent tube damage by replacing worn or missing linings. You'll need two linings, NSN 2530-01-060-7229, for each travel lock.


Linings damaged or missing? Replace 'em

Remove the old linings and adhesive residue with a putty knife and dry cleaning solvent. After the surface dries, apply new adhesive, NSN 8040-00-926-9133, to the replacement linings and install them. Order the adhesive on a DD form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

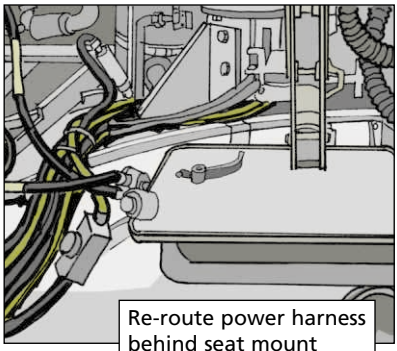
Leave the travel lock open for one hour until the adhesive dries.


# Stop Seat Shorts

Got a short in the turret power harness of your M109 howitzer? Chances are the commander's seat is to blame.

When the seat is folded down, the wiring harness can get pinched between the seat mount and the turret wall. If the insulation gets cut, your howitzer can end up with a short—and you end up with no power to the turret.

So eyeball the harness to make sure it's out of the way and won't get pinched. If it's in harm's way, let your mechanic know so he can re-route the harness to clear the seat mount.

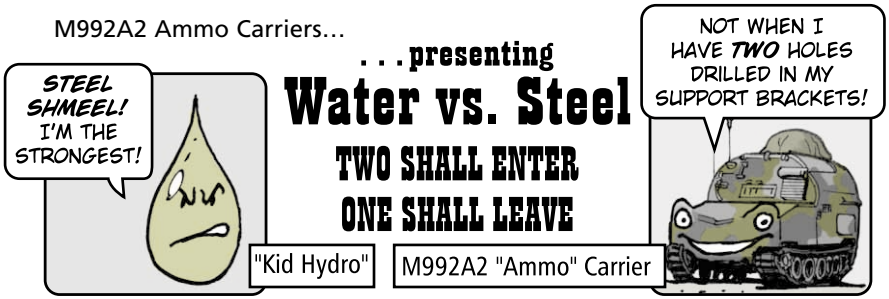

Re-route power harness behind seat mount

M992A2 Ammo Carriers...

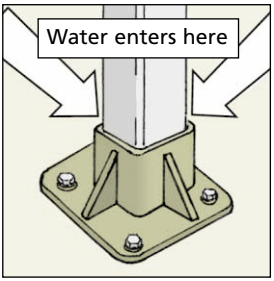
. . . presenting

# Water vs. Steel

## TWO SHALL ENTER ONE SHALL LEAVE

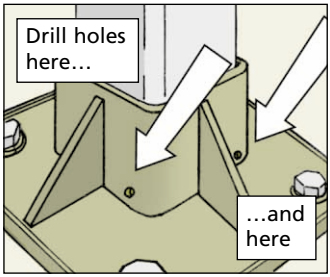



The steel canister support brackets in your M992A2 ammo carrier may look strong, crewmen. But add a little water and they get weak fast. Moisture from condensation and washing collects in the bottom of the support brackets. You know what moisture does to steel—rust. Eventually, rust weakens the support brackets enough that they have to be replaced.




A couple of ¼-in drain holes puts a stop to the rust problem.

Drill two holes as close to the bottom of the bracket as possible to let water run out. No water, no rust.




M109-Series SP Howitzers, M992A2 Ammo Carriers...

# Order the Right Starter

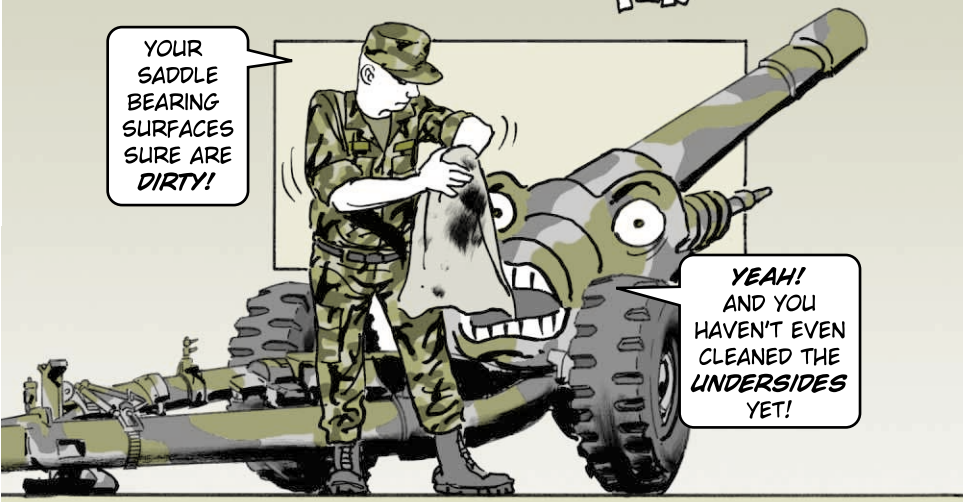
Chances are, mechanics, that the starters on your unit's M109-series howitzers and M992A2 ammo carriers were ordered with NSN 2920-00-304-3493.

But that one NSN could bring either a Leece Neville or a Prestolite starter. As you may have already discovered, the Prestolite starter is used mostly on tactical vehicles and won't fit M109s and M992A2s. For that reason, the generic NSN has been deleted and separate NSNs assigned to each starter.

The Prestolite starter now comes with NSN 2920-01-075-2813. The Leece Neville starter is NSN 2920-01-069-6997.

When it's time for a new starter for your howitzer or ammo carrier, order the Leece Neville for the M109 and M992A2. Then, don't use the generic NSN to turn in the old starter. Instead, use the NSN for whichever brand of starter you're turning in.

# CATCH IT ON THE FLIP SIDE



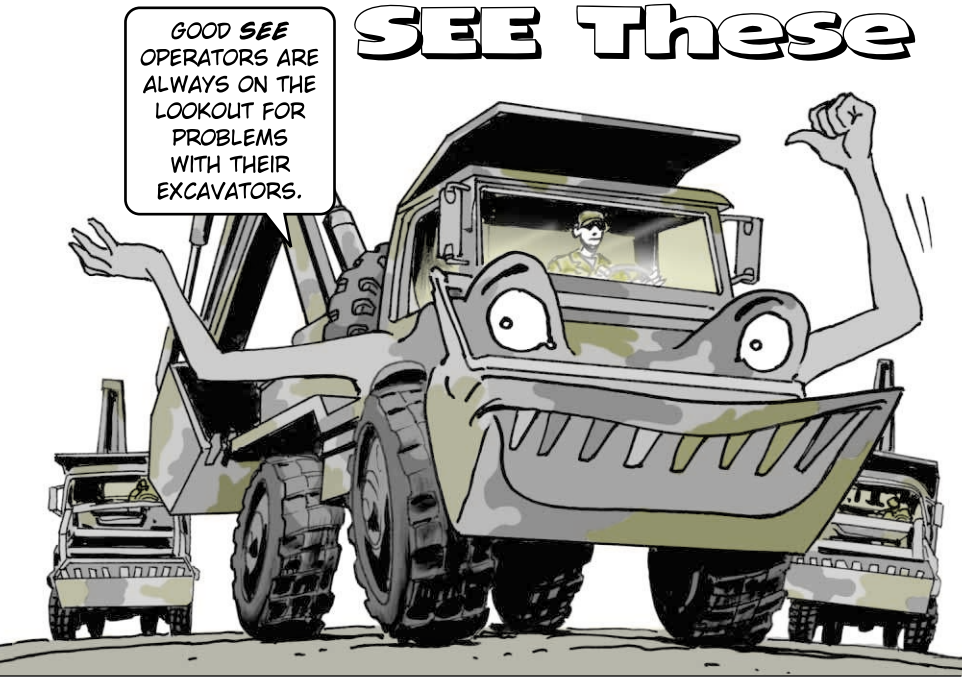

Lubing your howitzer's three saddle bearing surfaces is wasted effort if you don't clean them properly first, operators.

It's easy to remember to clean the top sides of the surfaces. They're in plain sight. It's the undersides of the saddle that are usually forgotten.

Dirt, sand and oil collect there, too. If you don't clean them off, this combination acts like sandpaper. Soon, those smooth metal surfaces are scratched, pitted and covered with corrosion. Your howitzer is NMC.

Use a clean cloth to wipe **all** of the surfaces. You'll have to get down on your hands and knees to make sure the underside is clean.

# SEE These Trouble Areas?




If **you** want to be a good operator, here are three places to check daily:

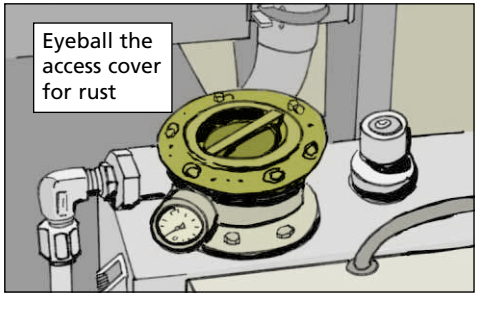
### Access Cover

The access cover for the SEE's rear hydraulic oil tank holds water. Over time, water rusts and deteriorates the cover.

In some cases, the cover has been known to spring a leak like a geyser when the engine is working hard during backhoe operations. Those operations come to a halt when the hydraulic system loses fluid.

So eyeball the cover. If it's in bad shape with lots of rust, report it.

Your mechanic can replace a cover with NSN 5340-01-235-2151 or sand away the rust and use CARC paint, NSN 8010-01-229-7546, for touch-up.




### Windshield Washer Hose

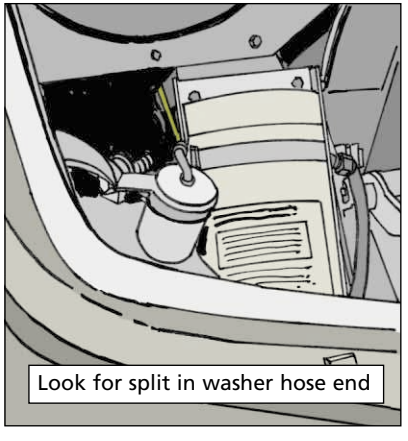
The rubber hose that attaches to the washer fluid reservoir can crack or split from temperature changes (engine heat and cold weather) and vibration.

Then the windshield washer pump sucks air instead of fluid and you can't clean the windshield.

Mechanics can fix the problem like so:

Eyeball the hose where it attaches to the nipple on the windshield washer jar. That's where the hose usually splits. Snip off a half inch or so of hose and push it back in place.

If you still don't get washer fluid, have your mechanic check out the pump or replace the rubber hose with NSN 4720-01-242-4535.

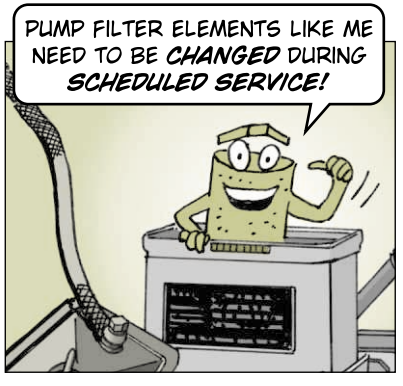



### Power Steering Pump

Hard or erratic steering means either the power steering fluid is low or the steering pump's filter is clogged.

So, eyeball the fluid level on the dipstick. Make sure the fluid level is between the ADD and FULL marks.

Normal operation at the construction site causes the pump's filter element to clog up. A clogged filter starves the pump for oil. No oil means tough steering. So make sure your mechanic replaces the pump's filter element during scheduled service.

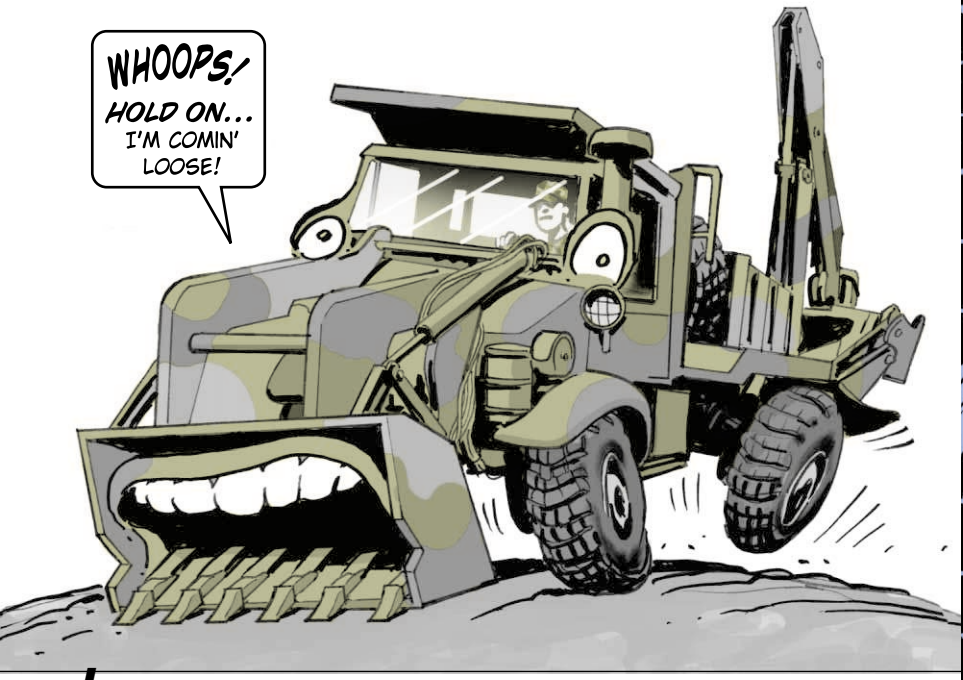



## SEE Electrical Chart

Tracking down an electrical short or other problem on your excavator is simpler with an easy-to-read laminated wall chart that details the SEE's electrical harnesses. Order it with NSN 7610-01-475-7996.

SEE . . .

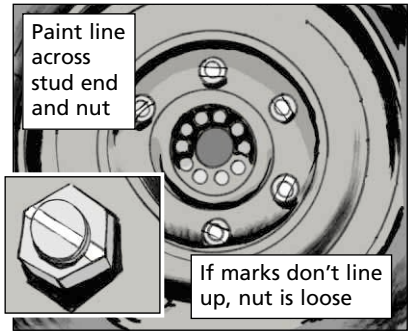
# WHEEL MARKS SAVE DOWNTIME




It's the domino effect.

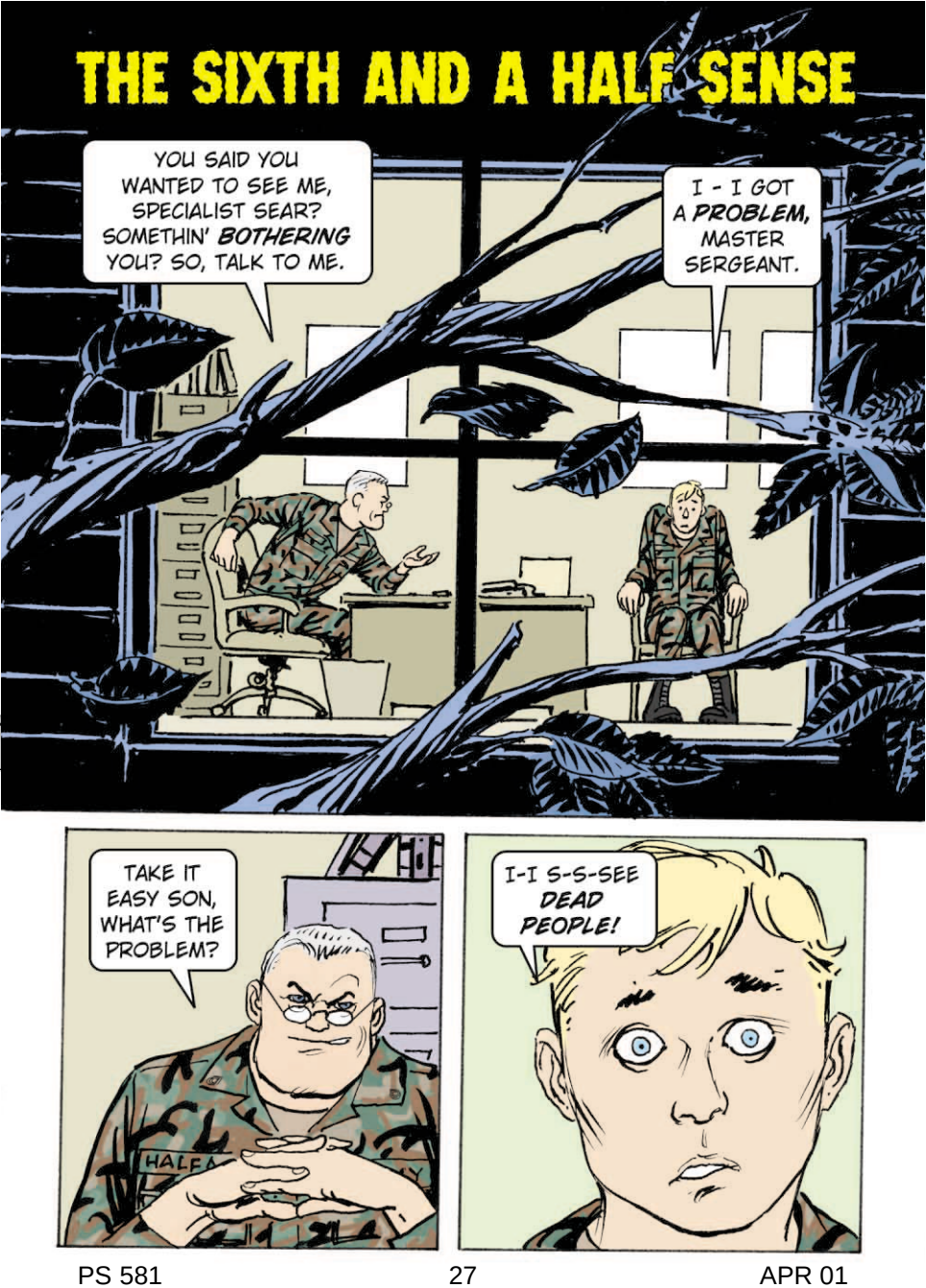
One loose nut on an excavator's wheel can loosen the other nuts. Then the wheel begins to wobble, wallowing out the stud holes and ruining the wheel. Enough of that and the wheel can break off.

So eyeball the nuts for tightness weekly. Look for two things: shiny spots on the nut's washer and corrosion around the nuts. Have your mechanic tighten any loose nuts to 255-265 lb-ft.

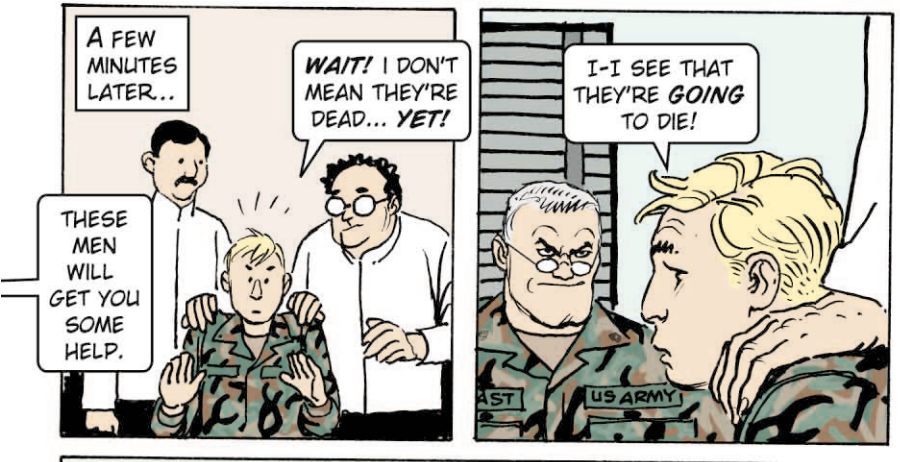


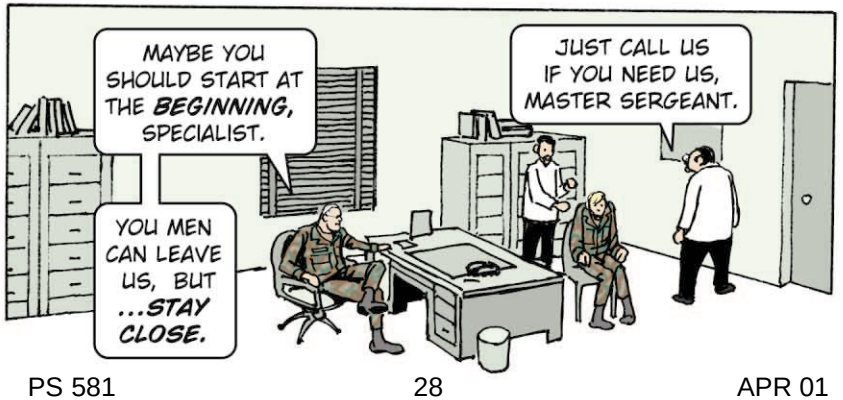

Once they're torqued, make your mark so you can quickly check the nuts for movement. For instance, use a white marker pen or torque seal, NSN 8030-00-408-1137, and mark a line across the bolt end and nut.

A mark that later doesn't line up means the nut has moved.


THE SIXTH AND A HALF SENSE
YOU SAID YOU WANTED TO SEE ME, SPECIALIST SEAR? SOMETHIN' BOTHERING YOU? SO, TALK TO ME.
I - I GOT A PROBLEM, MASTER SERGEANT.
TAKE IT EASY SON, WHAT'S THE PROBLEM?
I-I S-S-SEE DEAD PEOPLE!

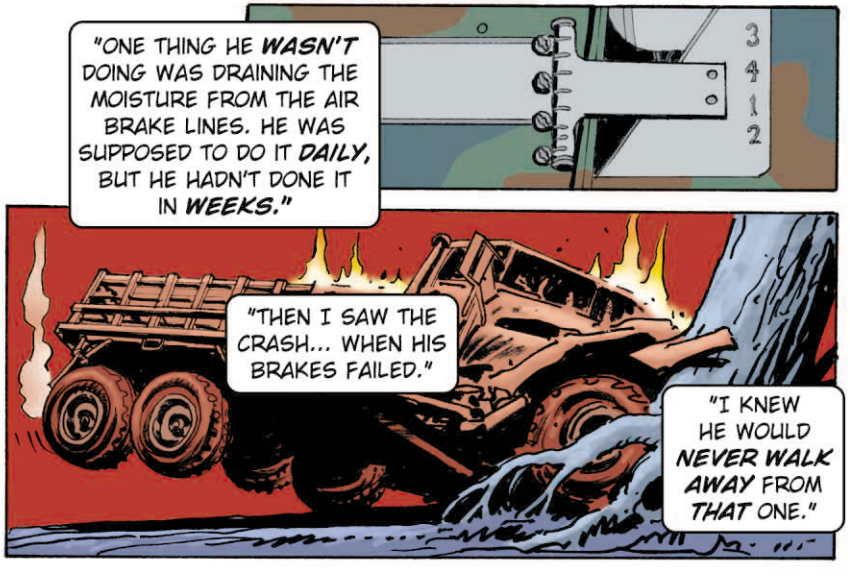

OKAY... SLOW DOWN. JUST LET ME MAKE A QUICK 'PHONE CALL...
TH-THANKS, MASTER SERGEANT.


A FEW MINUTES LATER...
WAIT! I DON'T MEAN THEY'RE DEAD... YET!
THESE MEN WILL GET YOU SOME HELP.
I-I SEE THAT THEY'RE GOING TO DIE!
US ARMY

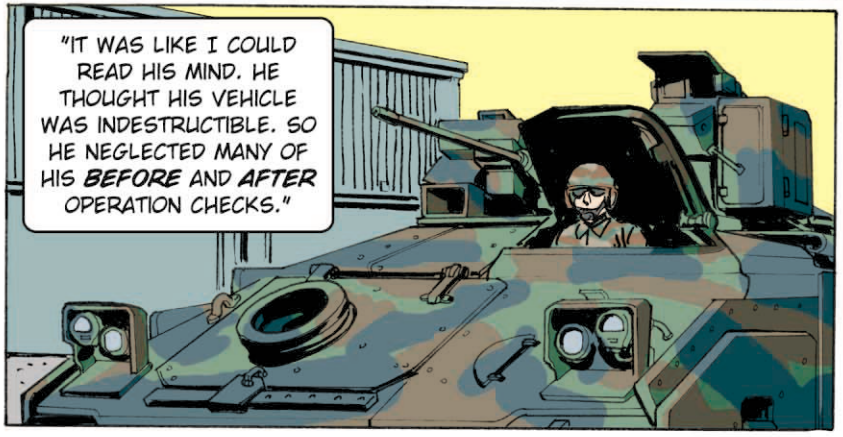

MAYBE YOU SHOULD START AT THE BEGINNING, SPECIALIST.
JUST CALL US IF YOU NEED US, MASTER SERGEANT.
YOU MEN CAN LEAVE US, BUT ...STAY CLOSE.


IT ALL STARTED YESTERDAY MORNING IN THE MOTOR POOL.
MY BUDDY, MALCOM, WAS SUPPOSED TO BE DOING PM ON HIS 5-TON.

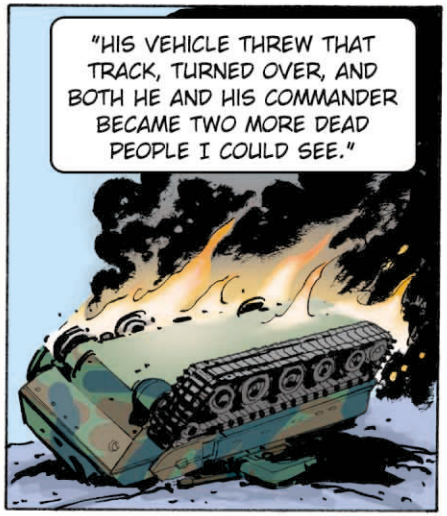

"BUT SINCE HE STARTED SEEING CINDY LOU EVERY NIGHT, HE'D BEEN CUTTING OUT EARLY... AND CUTTING OUT SOME PM."
CROWE
ARMY

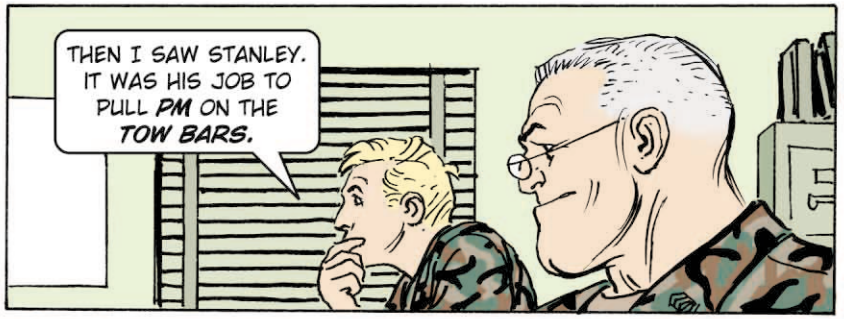

"ONE THING HE WASN'T DOING WAS DRAINING THE MOISTURE FROM THE AIR BRAKE LINES. HE WAS SUPPOSED TO DO IT DAILY, BUT HE HADN'T DONE IT IN WEEKS."
3 4 1 2
"THEN I SAW THE CRASH... WHEN HIS BRAKES FAILED."
"I KNEW HE WOULD NEVER WALK AWAY FROM THAT ONE."

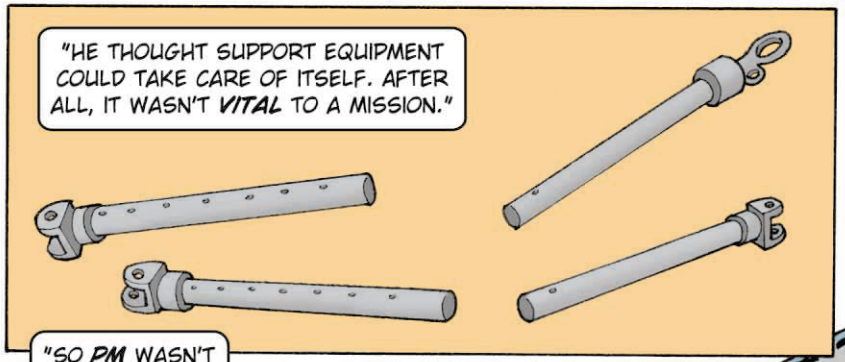

OVER ON THE OTHER SIDE OF THE MOTOR POOL, VINCE WAS DRIVING HIS BRADLEY OUT OF THE BAY TO GO ON AN EXERCISE.
US ARMY


"IT WAS LIKE I COULD READ HIS MIND. HE THOUGHT HIS VEHICLE WAS INDESTRUCTIBLE. SO HE NEGLECTED MANY OF HIS BEFORE AND AFTER OPERATION CHECKS."

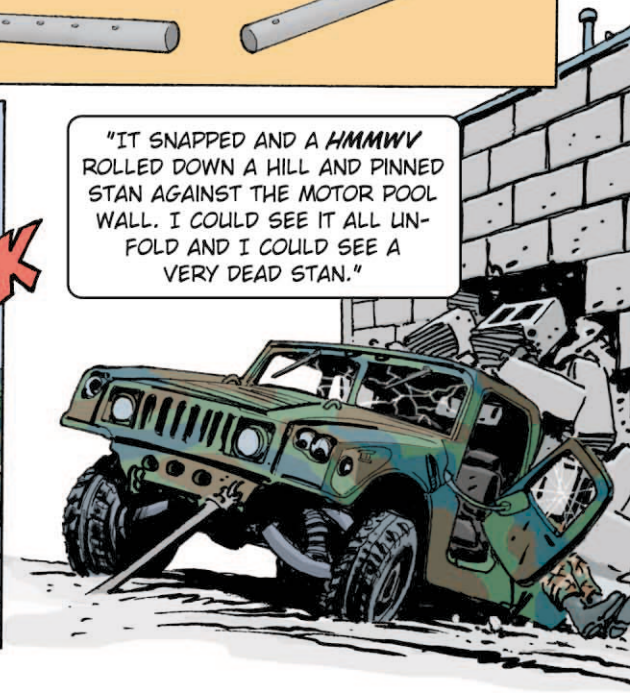

"BECAUSE OF THAT, HE NEGLECTED PM ON A BAD TRACK."


"HIS VEHICLE THREW THAT TRACK, TURNED OVER, AND BOTH HE AND HIS COMMANDER BECAME TWO MORE DEAD PEOPLE I COULD SEE."

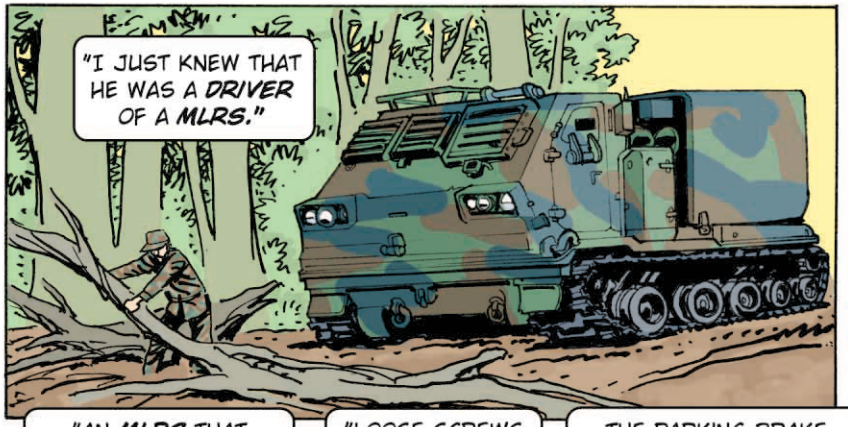

THEN I SAW STANLEY. IT WAS HIS JOB TO PULL PM ON THE TOW BARS.


"HE THOUGHT SUPPORT EQUIPMENT COULD TAKE CARE OF ITSELF. AFTER ALL, IT WASN'T VITAL TO A MISSION."


"SO PM WASN'T DONE ON THE TOW BAR"
KLUNK

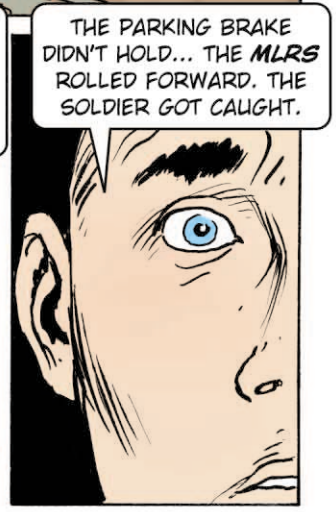

"IT SNAPPED AND A HMMWV ROLLED DOWN A HILL AND PINNED STAN AGAINST THE MOTOR POOL WALL. I COULD SEE IT ALL UNFOLD AND I COULD SEE A VERY DEAD STAN."


MASTER SERGEANT HALF-MAST. THE LAST VISION BROUGHT ME RUNNING TO YOU. I COULDN'T SEE THE FACE OF THE DEAD GUY.
HALFMAST
US ARMY


"I JUST KNEW THAT HE WAS A DRIVER OF A MLRS."


"AN MLRS THAT HAD LOOSE SCREWS HOLDING THE PARKING BRAKE IN PLACE."


"LOOSE SCREWS THAT GOOD PM WOULD HAVE DISCOVERED AND TIGHTENED."


THE PARKING BRAKE DIDN'T HOLD... THE MLRS ROLLED FORWARD. THE SOLDIER GOT CAUGHT.



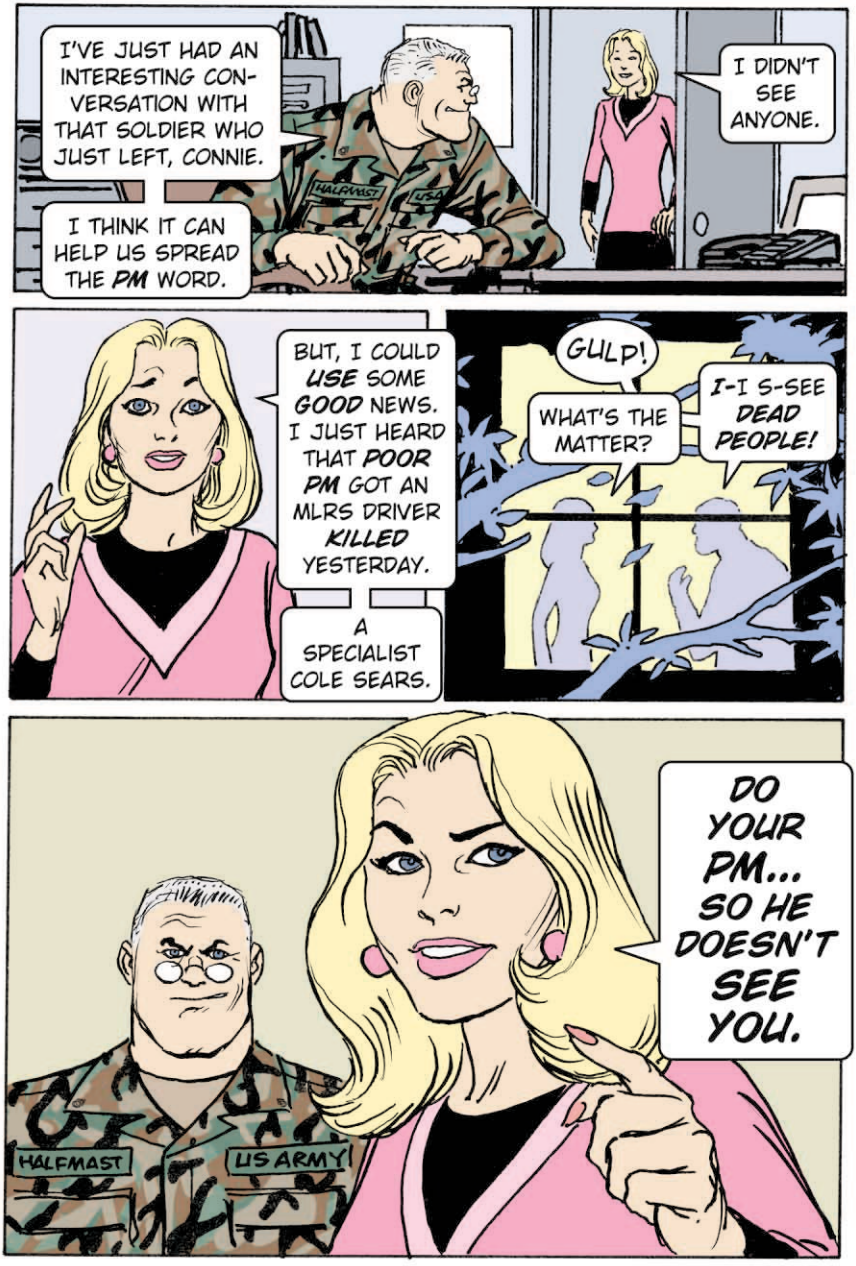

SEEMS TO ME, SPECIALIST SEAR, THAT YOU HAVE A GIFT. ONE THAT COULD BE PUT TO GOOD USE!

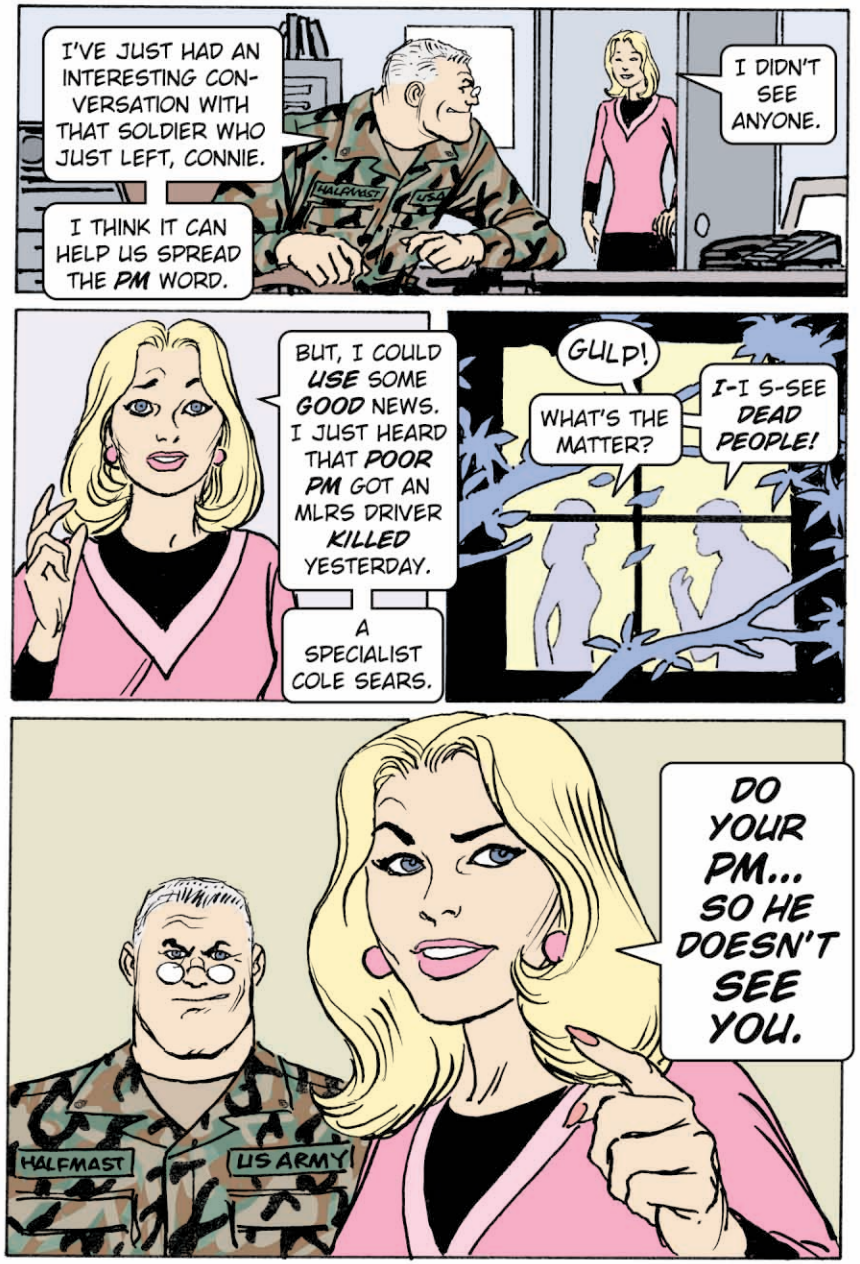

THANKS, MASTER SERGEANT, I JUST HAD TO TALK TO SOMEONE ABOUT THIS
THAT'S OKAY. NOW GO GET SOME REST.


I-I JUST DON'T UNDERSTAND IT. GIVES ME A FUNNY FEELING...


...LIKE I CAN SEE THINGS THAT NO ONE ELSE CAN.


YEAH... I THINK A REST IS JUST WHAT I NEED.
SEE YA, MASTER SERGEANT.
HALFMAST


I'VE JUST HAD AN INTERESTING CONVERSATION WITH THAT SOLDIER WHO JUST LEFT, CONNIE.
I THINK IT CAN HELP US SPREAD THE PM WORD.
HALFMAST
USA
I DIDN'T SEE ANYONE.
BUT, I COULD USE SOME GOOD NEWS. I JUST HEARD THAT POOR PM GOT AN MLRS DRIVER KILLED YESTERDAY.
A SPECIALIST COLE SEARS.
GULP!
WHAT'S THE MATTER?
I-I S-SEE DEAD PEOPLE!
DO YOUR PM... SO HE DOESN'T SEE YOU.
HALFMAST
US ARMY

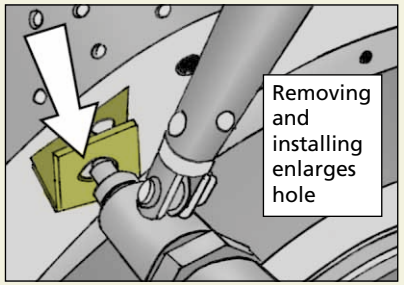



CH-47D...

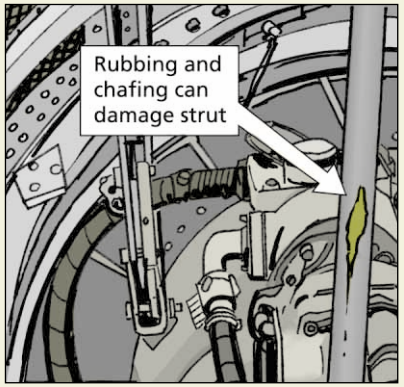
# Close the Door on Cowling Headaches

Dear Editor,

We've had a constant problem with the Chinook engine cowling door retaining clip. Aircraft vibration and constant storage and removal of the strut enlarges the clip's hole to the point that the strut just falls out of the clip on its own.




When the strut falls out, it rubs against the top of the engine, the main fuel filter housing and the fuel line. Over time, that could cause a fuel leak and fire. The strut can also bend until it won't hold the cowling door open.

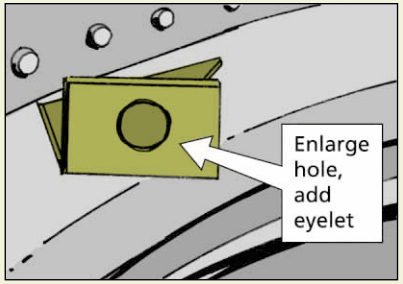



But a 10-minute fix by our sheet metal repairer helped us solve the clip problem and prolong the life of the strut assembly. Here's how it's done:

**1.** With a drill index, mark a 31/64-in diameter hole around the existing hole. Enlarge the hole with a rotary file to the marks.

**2.** Drill a 25/64-in hole in an eyelet, NSN 5325-00-282-2047, using a vise and drill press.

**3.** Insert the eyelet into the retaining clip and add a retaining ring, NSN 5325-00-598-1474. That holds the strut in place.




Gary Grubbs
Dallas Army Aviation
Support Facility
Grand Prairie, TX

**From the desk of the *Editor***

*Good idea! That clips the retaining clip problem.*

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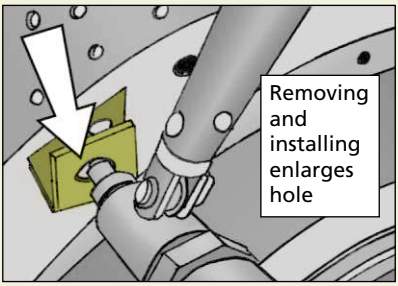


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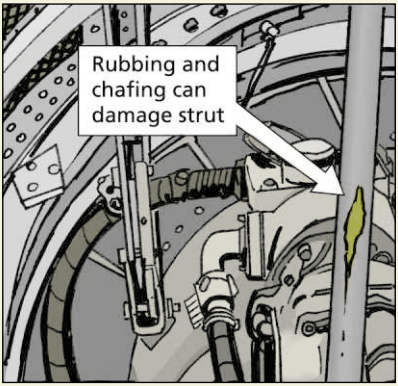


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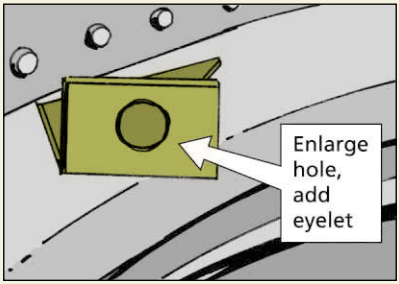


Gary Grubbs
Dallas Army Aviation
Support Facility
Grand Prairie, TX

**From the desk of the *Editor***

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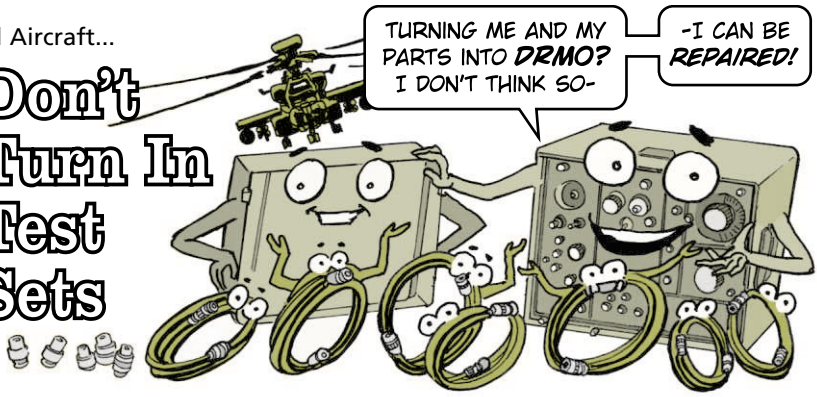
All Aircraft...

# Don't Turn In Test Sets




Aircraft mechanics and supply types, don't turn in your B16-managed avionics test equipment to the Defense Reutilization and Marketing Office (DRMO) before checking with the item manager.

The Army is critically short of test sets, and when DRMO gets them, the shortage gets worse.

Many of the test sets have repair programs and can be repaired and put back into service right away. Here's a sampling of test sets that are in short supply and the list of item managers to call:

### Transponder Test Sets

| Item | NSN 6625- |
|---|---|
| AN/APM-424(V)2 | 01-152-6705 |
| AN/APM-378 | 00-134-1533 |
| AN/APM-305 | 00-179-1532 |
| AN/APM-305A | 01-052-3881 |
| AN/APM-421 | 01-078-0271 |

Item Manager: Roslynn Patterson,
e-mail address: **roslyn.patterson@ mail1.monmouth.army.mil**
(732) 532-9680, DSN 992-9680

### Signal Generator (VOR/ILS) Test Sets

| Item | NSN 6625- |
|---|---|
| AN/ARM-186 | 00-557-1168 |
| AN/ARM-180 | 01-041-4161 |

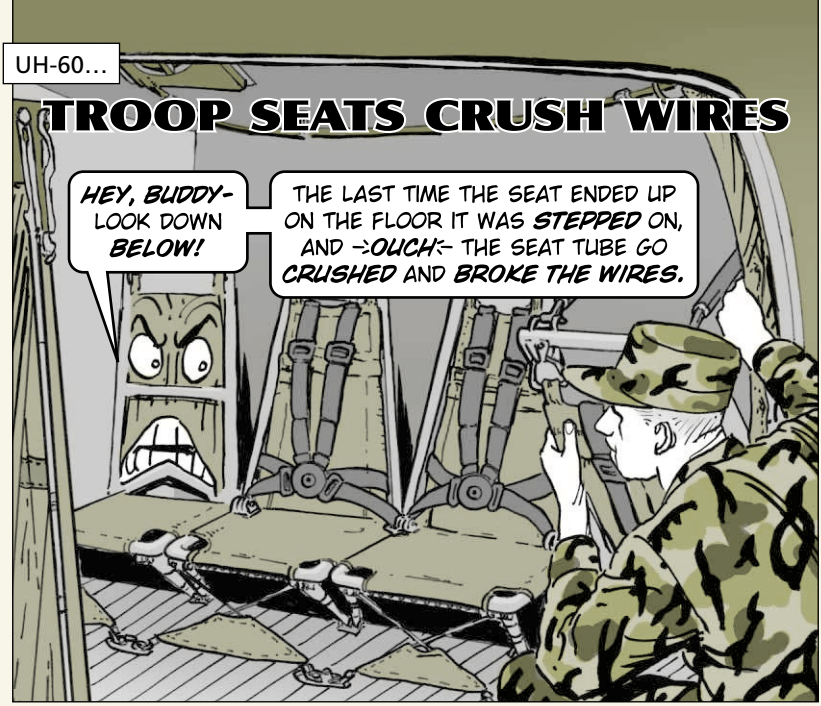
Item Manager: Mary Pardy
e-mail address:
**mary.pardy@mail1.monmouth.army.mil**
(732) 532-1747, DSN 992-1747

### Facilities Test Kits

| Item | NSN 6625- |
|---|---|
| MK-994A/AR | 00-189-7882 |
| MK-994/AR | 00-802-7191 |

Item Manager: V. Swain-Hardison
e-mail address: **vanester.swain-hardison@mail1.monmouth.army.mil**
(732) 532-5373, DSN 992-5373

If you have questions about other B16-managed avionics test equipment, contact CECOM's Vicky Stanley at DSN 992-2784, (732) 532-2784, e-mail **vicky.stanley@mail1.monmouth.army.mil** or Gretta White at DSN 992-3222, (732) 532-3222, e-mail **gretta.white@mail1.monmouth.army.mil**.



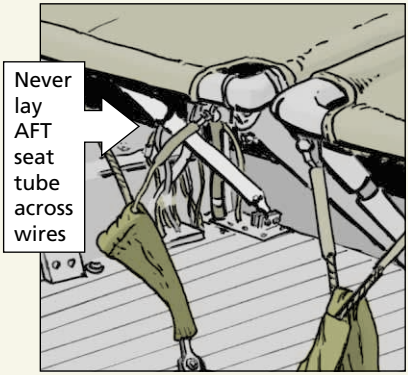

Crew chiefs, there's only one right way to get to the supplies and equipment stored in the transition area of your Black Hawk.

Disconnecting the top latches of the aft outboard troop seats and lowering them onto the cabin floor is **not** it.

When the outboard seats are on the floor, the aluminum seat tubes rest on delicate wires. Then when you step on the seats to reach the transition area you'll crush the seat tube and possibly break the wires.

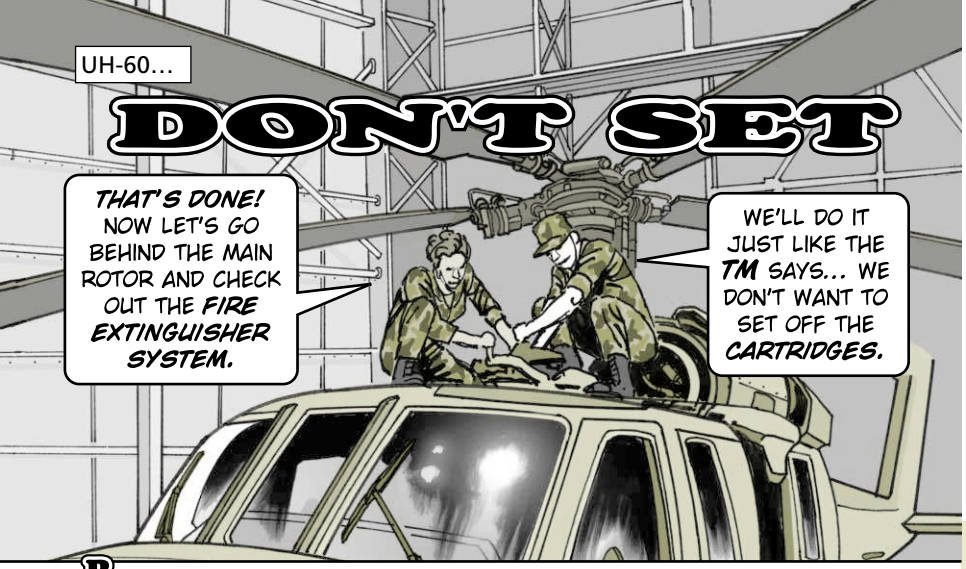
Those wires feed the AN/ASN-43 gyro magnetic compass, the communication coaxials, and the AN/APR-39 radar signal detecting set. You won't be computing headings or picking up signals from search radar stations if the wires are broken. Plus, you'll end up with a repair bill if the seat is damaged.

So never use the seat as a step. Handle and store seats like it says in Para 2-4-46 of TM 1-1520-237-23-2 if you want access to stored supplies and equipment.



UH-60…

# DON'T SET




Black Hawk electricians and mechanics, easy does it when you troubleshoot a bird's engine fire extinguisher system, or replace expired containers or cartridges. Otherwise, you could discharge the whole system.

If that happens, you'll not only have a mess to clean up, you could injure yourself and damage the extinguisher system.

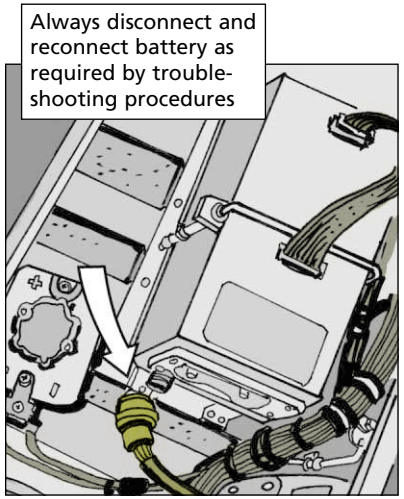
When you change the containers or cartridges, don't skip any steps and follow **all** of the WARNINGS and CAUTIONS in Paras 12-4-1 and 12-4-2 of TM 1-1520-237-23-7. You must:

➡ Turn off aircraft electrical power to lessen the possibility of accidentally discharging the cartridge.

➡ Always connect the shorting jumper to the container cartridge terminals before removing the container's wires or you could detonate the system or injure yourself.

When you do the continuity checks in Para 12-2-2 of TM 1-1520-237-23, make sure you:

➡ Disconnect the battery behind the pilot seat before you test or troubleshoot. Even with aircraft power turned off, the battery has enough residual power to detonate the system.



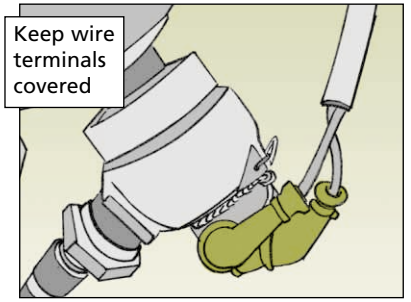



# IT OFF

➡ Keep the multimeter leads away from the fire extinguisher cartridge terminals. Even the small amount of multimeter voltage can set off the cartridges.

➡ Keep the cartridges' eight wire terminals inside their rubber boots. If the wires hit the airframe, static electricity could ignite the cartridges.

➡ Always ground the containers or the cartridges when you change them.

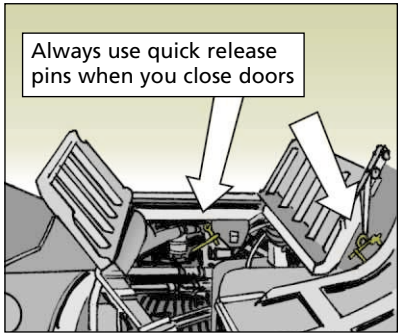


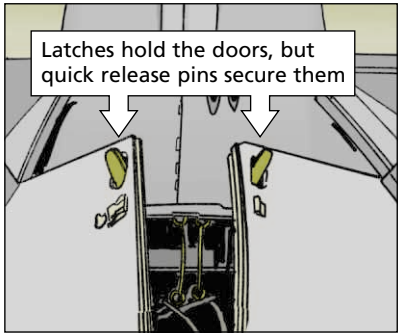

AH-64A/D…

# BATTEN DOWN THE HATCHES

Crew chiefs and mechanics, if you forget the quick release pins after you close your topside engine access doors, your Apache could sprout wings during flight.

Sure, the doors have latches, but the pins secure them.




Flying an aircraft with loose doors can break hinges, mounting hardware, latches and shims. That damage could work the latches loose and let the doors open. That could cause major structural and engine damage.

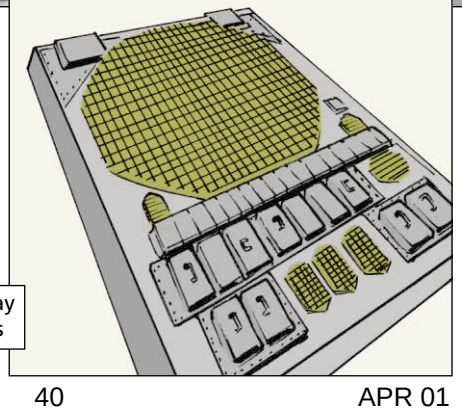
So, when you're on the catwalk and finish an inspection or doing other maintenance on your bird, put the pins back where they belong and secure the doors.

Patriot Missile System...

# RADIATING


Keep your Patriot's AN/MPQ-53 radar radiating good health by being careful and doing PM.

**Keep your feet away from the identification friend or foe (IFF) system elements and the main array elements.** Damage to these elements can cause the radar to fail.

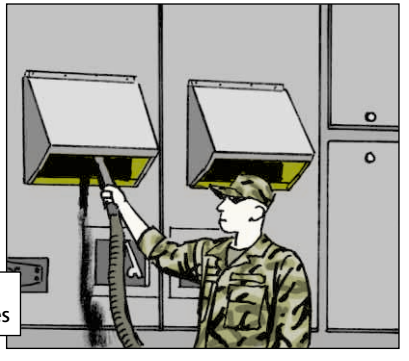


Keep feet away from elements



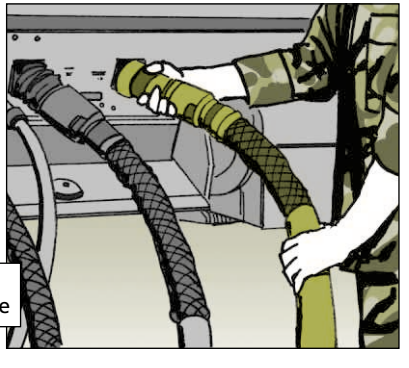
# WITH PM

**Pay attention to vents.** If the radar doesn't get enough cooling air, it overheats and produces lots of test faults. So, before powering up the radar, make sure all eight vents are open. Monthly, eyeball all the vent screens for dirt. Check the screens more often in dusty areas. If you can't vacuum the screens clean, get 'em replaced.



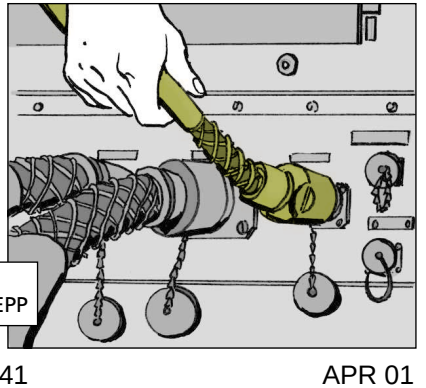
Make sure all eight vents are open. Vacuum dirty ones

**Careful with the J1, J2, J3 and J6 cables.** If you screw the cables on or off one-handed, you rip their wiring and ruin expensive cables. Support each cable with one hand while you twist the cable connector sleeve with the other hand. Don't let the cable turn—only the connector sleeve should turn.



Support cable while turning connector sleeve

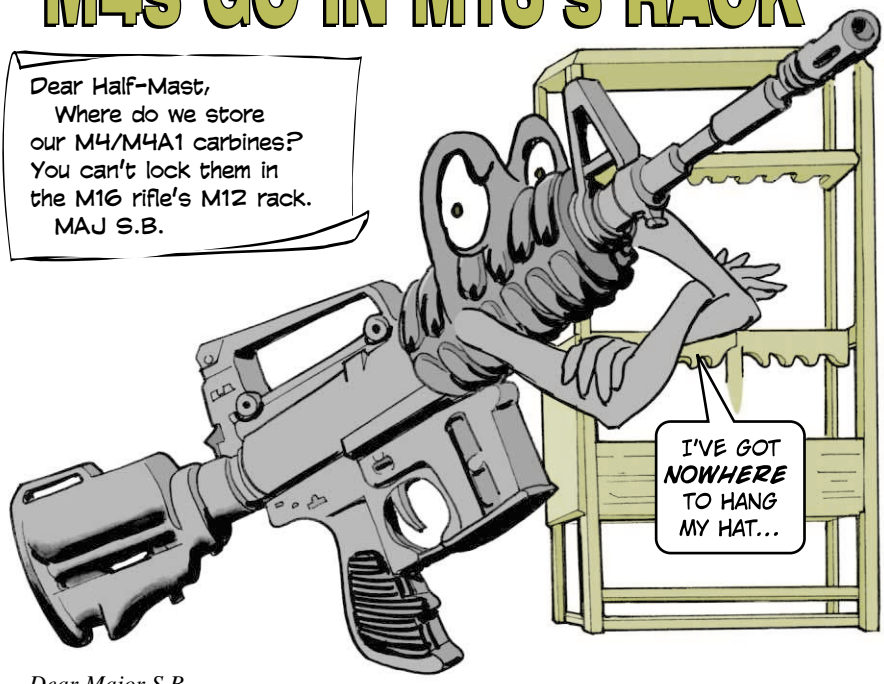
**No power? Check the J5 control cable on the electric power plant (EPP) III.** If the cable is cross-threaded, no power gets to the radar. A quick check of the cable can save troubleshooting. Of course, if the cable covering is torn or cracked, get the cable replaced



No power? Check J5 at EPP

# M4s GO IN M16's RACK

Dear Half-Mast,
Where do we store our M4/M4A1 carbines? You can't lock them in the M16 rifle's M12 rack.
MAJ S.B.

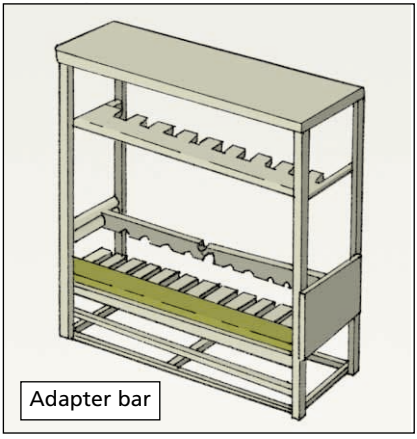



*Dear Major S.B.,*

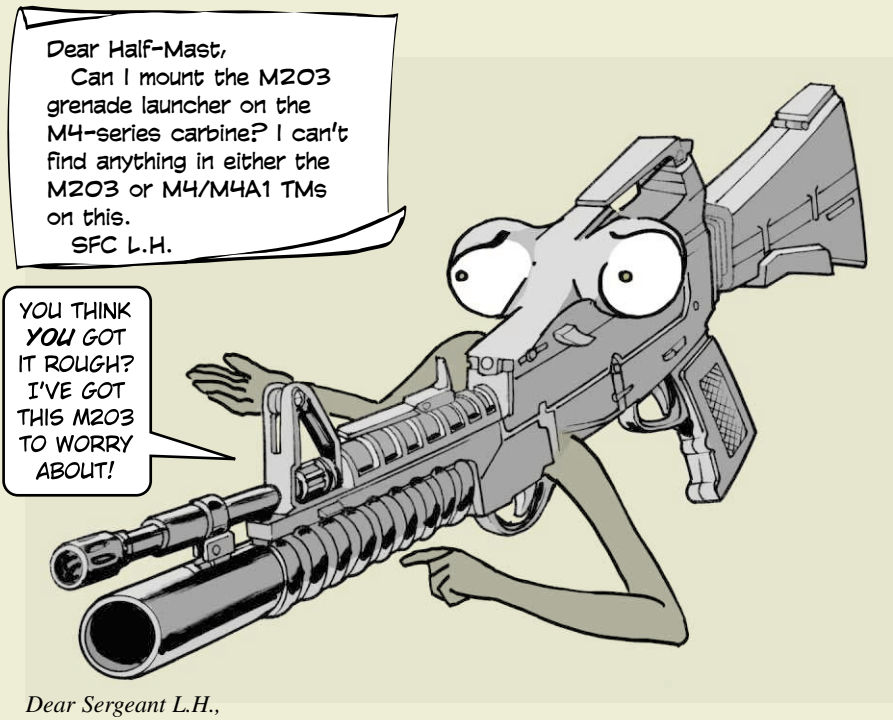
*You* ***can*** *lock M4/M4A1s in the M12 rack—after you add an adapter bar. Your support can make the bar, following the instructions on Page 2-70 in Change 4 to TM 9-1005-319-23&P, or order it with NSN 5340-01-230-3181.*

*Any M12 racks that are modified must be certified as secure. Contact your local TACOM-Rock Island logistics assistance representative or TACOM's James Rollins at (309) 782-1797, DSN 793-1797, or e-mail* **rollinsj@ria.army.mil** *for details.*

Half-Mast



# Mounting the M203 on the M4




*Dear Sergeant L.H.,*

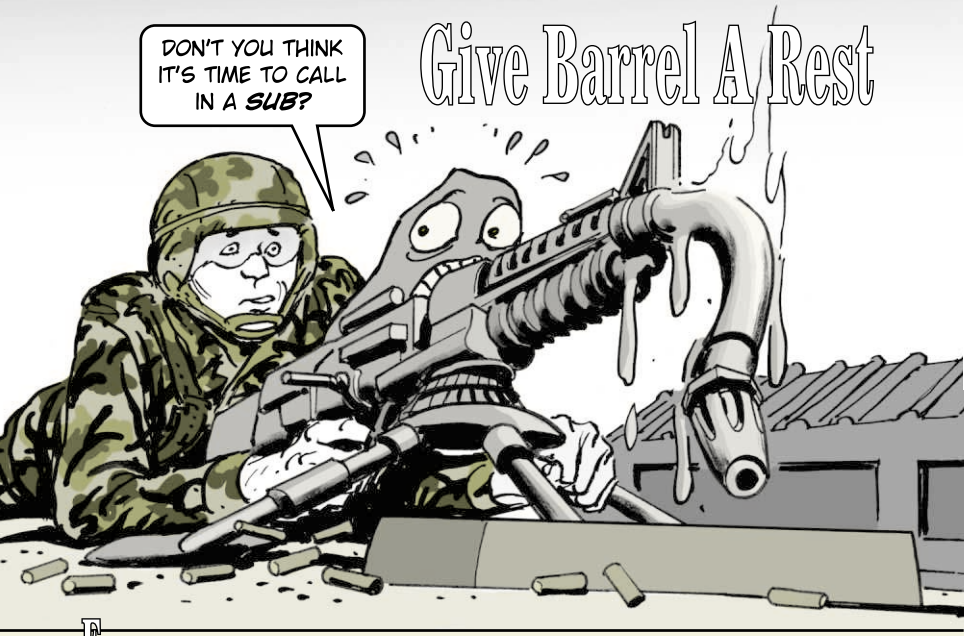
*The M203* ***can*** *be mounted on the M4/M4A1, but* ***you*** *can't do it. Modification Work Order (MWO) 9-1010-221-30-1, which began in 1998, mounts the M203 on the M4/M4A1 and reclassifies the launcher as an M203A1. But the MWO is not being fielded to all units. The Army chose the units based on the units' MTOE.*

*In addition, the Army began fielding the modular weapon system (MWS) in 1999, which makes it possible to mount the M203 on the M4/M4A1, as well as on the M16A4 rifle. But, again, the MWS is being fielded to only certain units based on their MTOE, not Army-wide.*

*If you want to find out if your unit is scheduled to receive either the MWO or MWS, contact TACOM-Rock Island's Barbara Keleher, (309) 782-1896, DSN 793-1896, or e-mail* **keleherb@ria.army.mil**.

Half-Mast

# Give Barrel A Rest




Firing and firing your M2s, M60, M240, or M249 machine gun without switching barrels when you're supposed to gets the barrel VERY HOT. When that happens, these bad things happen:

- a cookoff
- a warped barrel
- a worn-out bolt and barrel
- ruined headspacing, which can cause the machine gun to explode during firing

A spare barrel comes with your machine gun to prevent these things from happening. Wherever you take your machine gun, take the spare barrel too, and:

- keep track of rounds fired and the rate they were fired
- change the barrel when you reach the rounds limit for your gun

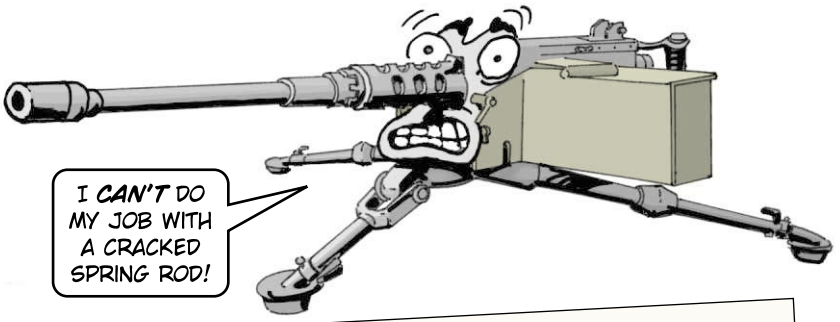
For the M60 and M240, change the barrel every 10 minutes during sustained fire (100 rounds per minute) and every 2 minutes for rapid fire (200 rounds per minute).

For the M249, during both sustained fire (40 rounds per minute) and rapid fire (100 rounds per minute), change the barrel every 200 rounds.

For the M2, change the barrel at the end of every firing session or if the barrel is damaged, regardless of the rate of fire.

No matter which machine gun you're firing, change the barrel more often on hot days. It heats up quicker in the heat.

# CRACKED SPRING ROD NMC




Dear Editor,

In our arms room inspections, we've noticed that almost half of the driving spring rods for our M2 machine guns are cracked, usually at the end of the rod. But when you check Step 24 in the PMCS in TM 9-1005-213-23, it says the rod's OK as long as it's not broken.

We feel the rod should be replaced if it's cracked.

MSG Hans Hyland
741st Maint Co
Clackamas, OR

If driving spring rod's cracked, get it replaced

**From the desk of the *Editor***

*The M2 experts at TACOM-Rock Island agree with you. In the next update to TM 9-1005-213-23, Step 24 will say the M2 is not fully mission capable if the driving spring rod is broken **or** cracked.*

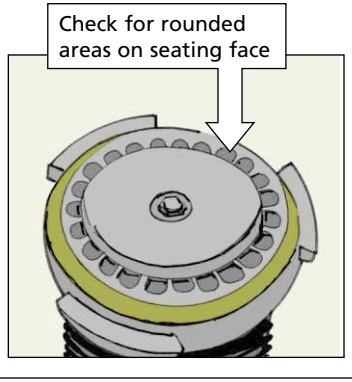
# Improved Aiming Post Lights

New aiming post lights are available for the M120/M121, M252, and M224 mortars. These lights are less of a radiation hazard than the old ones. Order the new M58 light with NSN 1290-01-443-8389 and the new M59 light with NSN 1290-01-443-9344. Both lights are used with all four mortar systems. When they no longer work, dispose of both the old lights and the new lights as radioactive waste.

# USE YOUR HEAD


Use your head when it comes to the engine head on M157-series smoke generators. If you use the same head over and over again and never clean it, the head gets caked with carbon and eventually warps. Then the head seals poorly and you have trouble starting your M157 and keeping it running.

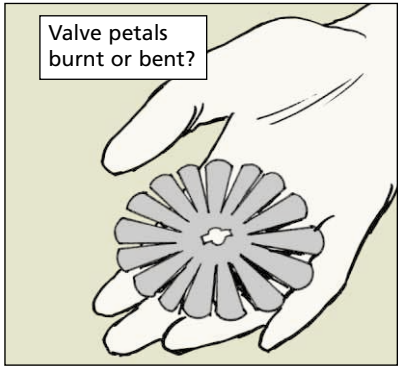
Step 4 of the PMCS in TM 3-1040-279-12&P says to check the head weekly. Do it! Look for signs of wear, especially for rounded areas on the seating face. That means the head won't seal well and it needs to be replaced.

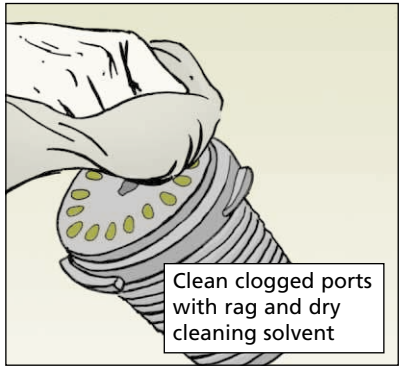




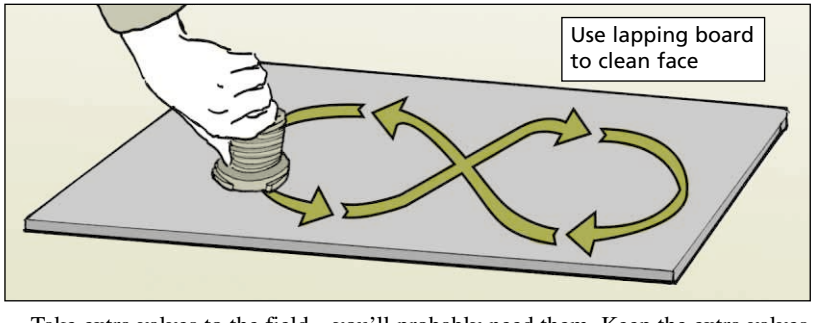



If the valve petals are bent or burnt, replace the valve. If the ports are clogged, dip a rag in dry cleaning solvent and clean them out.

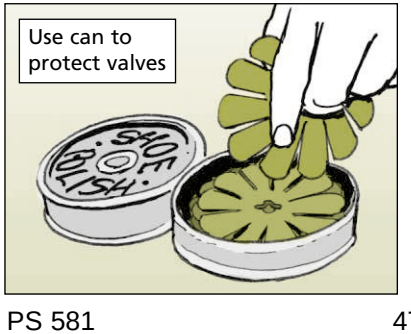



If the head's face is caked with carbon, put a few drops of fog oil on the lapping board and rub the face flat on the board in figure eights until the carbon is removed.



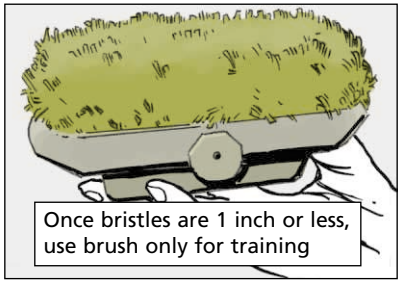

Take extra valves to the field—you'll probably need them. Keep the extra valves in something like an old shoe polish can to prevent them from getting banged up.




# Keep It Pumpin'


Keep your M13 decon pumped up for chemical emergencies, NBC NCOs. Here's how:

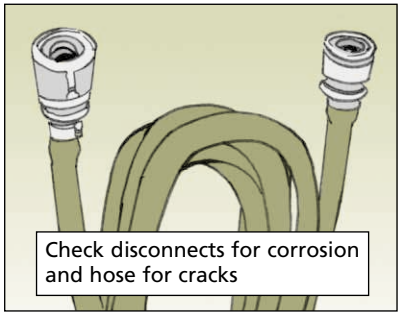
**Don't use the good stuff for training.** Once the brush's bristles are worn to 1 inch or less or are no longer straight and hard, the brush won't do the scrubbing job deconning needs. But don't pitch it. It makes a great brush for training.




Also for training, use the practice decon apparatus (DAP), NSN 4230-01-345-5172.

Remember, when the trainer is filled, it weighs 54 pounds. One hard fall can split it. Operators should use two hands to carry the trainer and should get help lifting it on and off trucks.

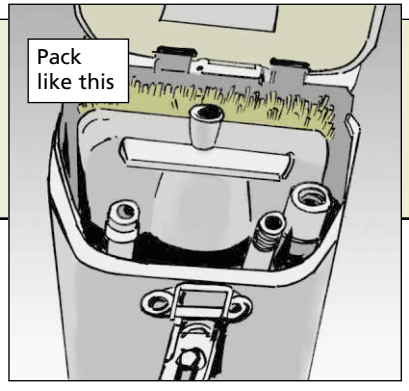
**Fight corrosion.** Corrosion often forms in the quick-disconnects and if left untreated can lead to leaks. Wipe corrosion out with steel wool or a battery terminal brush. Check the quick-disconnects at least quarterly for corrosion.

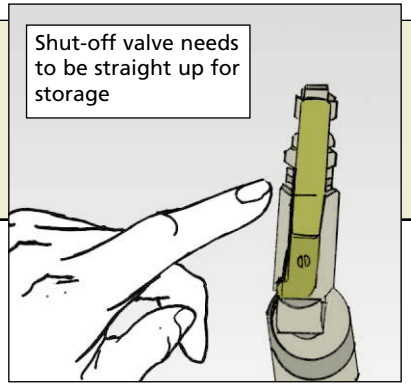





**Catch hose cracks.** The hose can crack in cold weather. A cracked hose will leak in the field, which is bad if you're using DS2. DS2 ruins the protection of chemical protective gear. So, check the hoses quarterly for cracks and replace cracked hoses.

**Pack 'em right.** Make sure operators know that if they don't pack the M13 like it shows on the storage compartment lid they will damage the brush. They also need to put the hose shut-off valve straight up for storage or it will be snapped off.




## Turn in M43 (Type I) Masks


When your Apache unit gets the new M45 protective aircraft masks, turn in your old M43 (Type I) masks ASAP. The Army needs them for other aviation units. Send all M43s to:

**Pine Bluff Arsenal**
**Depot Operation Field Service Stock**
**Non-ammo (ATTN: Terry Brodnax)**
**53 990 507th St**
**Pine Bluff, AR 71602-9500**

Questions?

Call Frank Fuoto at (309) 782-4285, DSN 793-4285, or e-mail **fuotof@ria.army.mil**.

# WARM BEFORE YOU COOL

Environmental control units (air conditioners) need a warmup before you make operational checks following extended shutdowns or initial installation.

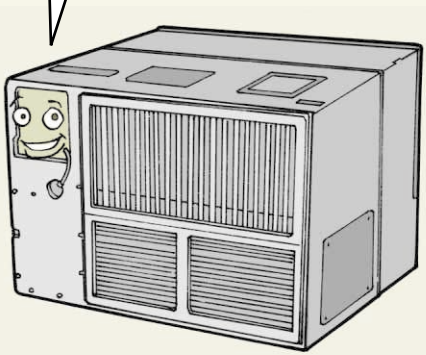
A warmup is required in order to boil out liquid refrigerant that tends to migrate into the ECU's compressor and mix with lube oil there.

If the refrigerant is not boiled out before an operational check in the COOL mode, it can cause loud knocking and even failure of the compressor.

So before you make any operational checks according to TM procedures, make sure to power up your ECU following the times in the chart below.

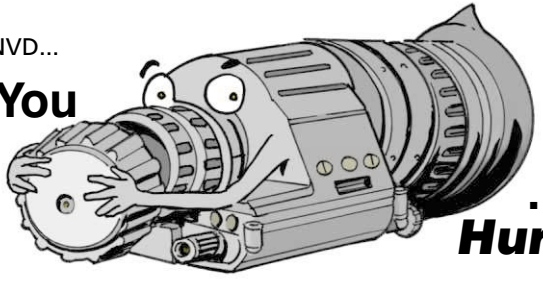
| Outside Temp | Minimum Input Power Time |
|---|---|
| 60° F | 5 minutes |
| 40° F | 1 hour |
| 20° F | 2 hours |
| Below 20° F | 4 hours |

THIS AFFECTS AIR CONDITIONERS COVERED BY TM 9-4120-400-14, TM 5-4120-342-14, TM 9-4120-401-14, TM 5-4120-384-14, TM 9-4120-402-14, TM 9-4120-371-14, TM 9-4120-404-14, & TM 9-4120-389-14.



AN/PVS-14 NVD...

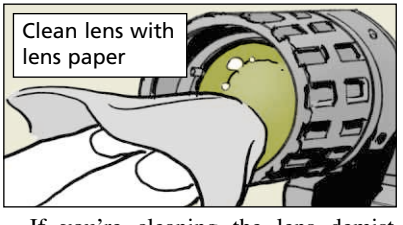
# What You *Don't* See…



# …Can *Hurt* You

Cleaning the lens on an AN/PVS-14 night vision device (NVD) is the user's responsibility. But many of you are taking that responsibility too lightly.

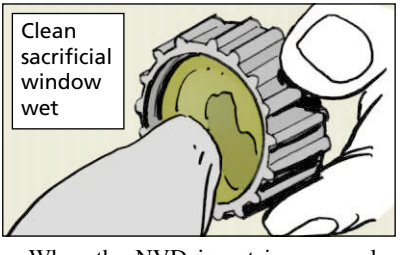
Clean the lens with lens paper, NSN 6640-01-459-4239, and water. Never clean the lens dry! Dirt pushed across a dry lens will scratch it. In a pinch, you can use your hot breath to create moisture on the lens. But don't do this in cold weather. Warm moisture hitting the cold glass could crack the lens.



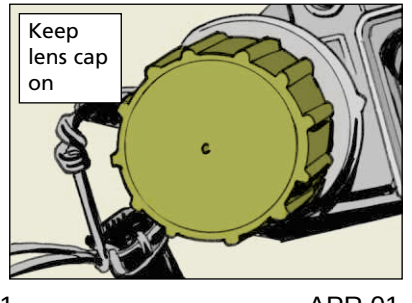

If you're cleaning the lens demist shield, NSN 5855-01-246-8272, dry is the way to go. The demist shield is coated to prevent the lens from fogging. If you clean the shield using water or your breath, you'll damage the coating.


Brush the demist shield clean with lens paper like you'd sweep a floor. If you can't get it clean, turn it in to your C & E shop for a new shield.

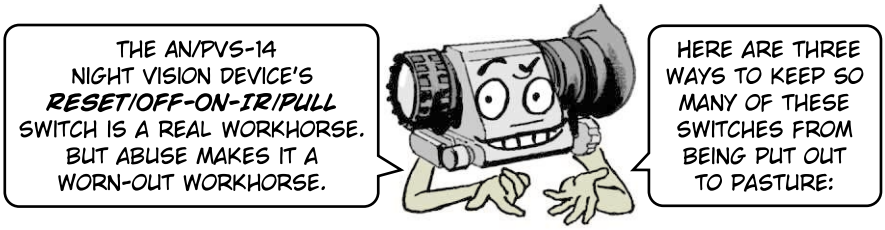
While you're cleaning the lens, don't forget the sacrificial window. Sacrificial windows **should** get dirty in the field because they're used during adverse conditions to protect the lens. Use wet lens paper to do the cleaning job.



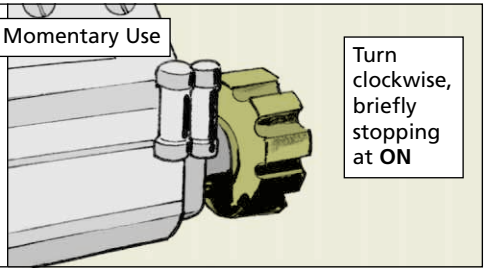

When the NVD is not in use, make sure to keep the lens cap, NSN 5340-01-397-6608, on. Dirt buildup and scratches happen only to uncovered lenses.



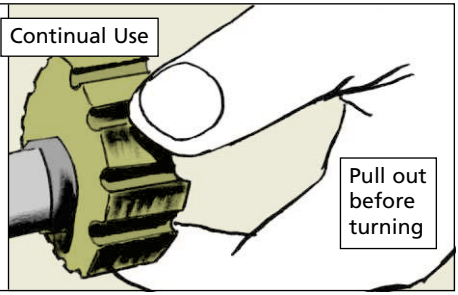
# THAT'S A SWITCH



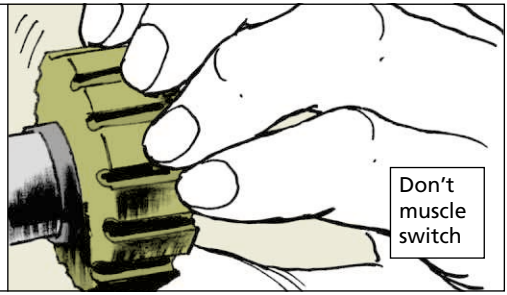

**1.** To **momentarily** use the infra-red (IR) illuminator, turn the switch clockwise from **OFF** to **IR**, but briefly stop at **ON**. **ON** has a definite stopping point that can be ruined if you race from **OFF** to **IR** without pausing at **ON**.



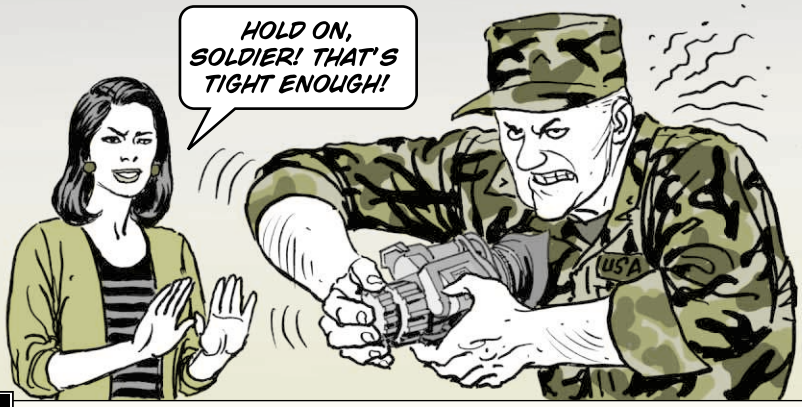

**2.** To **continually** operate the IR illuminator, pull the switch out from **OFF** and turn it clockwise to **IR**. Release the switch and it will fall back into **IR** and stay there. Trying to put the switch in the continual IR position without pulling out the switch is not only impossible, but it could break the switch.




**3.** Don't muscle the switch into any of its positions. If you're forcing the switch into position, you're doing something wrong and you'll damage the switch!



# A Little on LIF




If you overtighten the light interference filter (LIF), NSN 5855-01-379-1410, you can crack the objective lens on your AN/PVS-14 night vision device.

The problem is excessive muscle when you use the LIF container wrench.

Even though you're given a wrench to use, the LIF should be tightened only hand tight. That means when the filter is in place and secure, stop tightening!

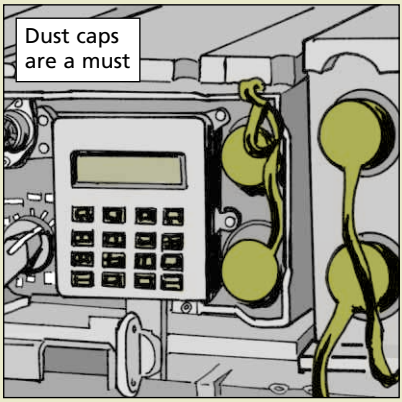
SINCGARS...

# *Cop a Dust Cap*

The advanced SINCGARS improvement program (ASIP) E-model receiver-transmitter has been doing its commo job for long enough now that a few dust caps are coming up missing.

Here are four dust caps and their NSNs that you might need to replace:

| Location | NSN |
|---|---|
| Back of RT | 5340-01-462-0317 |
| RT/Aud Fill | 5340-01-346-4291 |
| Aud/Data | 5340-01-346-4291 |
| GPS on VAA | 5340-01-357-2333 |




# SKOs on the Internet

EM 0074 is the CD ROM that contains most of the supply catalogs (SC) for the Army's sets, kits and outfits (SKOs).

You can get one through your unit's pubs account or you can access it on the Internet at the LOGSA homepage at **http://158.2.5.50/codebase/sko.html**.

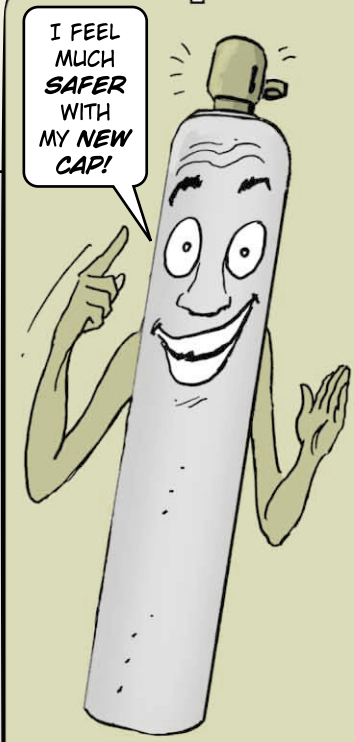
# Wet Bulb Kit

If you need a replacement part for your wet bulb-globe temperature kit, NSN 6665-00-159-2218 or NSN 6665-01-381-3023, don't waste more than $200 by ordering a whole new kit. Order only the part you need from this list:

- **ITEM** Thermometer, small
  **PART NUMBER** 5-09624-01
  **NSN** 6685-01-110-4430
- **ITEM** Thermometer, medium
  **PART NUMBER** 5-09624-02
  **NSN** 6685-01-110-6563
- **ITEM** Thermometer, large
  **PART NUMBER** 5-09625
  **NSN** 6685-01-110-4429
- **ITEM** Calculator, wet bulb
  **PART NUMBER** WBGT-CALCULATOR
  **NSN** 6665-01-109-3246

Gas Cylinders...

## Tank Tops




Protective caps must be in place on acetylene and oxygen cylinders before you move them. Otherwise, they may go BOOM!

For **acetylene** cylinders, order a 3 ½-in diameter cap with NSN 8120-00-178-9814.

Most **oxygen** cylinders take a 3 ⅛-in diameter cap, NSN 8120-00-179-0076.


Attention unit commanders and ULLS report processors. Ever drive a tank backwards for 200 miles or drive one 4,500 miles—in a month? Did you report vehicles that don't move all month—with unchanged mileage figures as you should- -or do you just not report them?

If you're laughing, don't! These examples are from actual monthly *AMSS* (Army Materiel Status System) *End of Period Report*s sent to the USAMC Logistics Support Activity (LOGSA).

AMSS end of period reports are **rejected** when tracked vehicle mileage exceeds 1,000 miles (1,610 kilometers), when wheeled vehicle mileage exceeds 20,000 miles, or when any vehicle reports negative mileage. Bad equipment data will also get a report rejected.

You say, so what?

Well, **you lose** when your unit report is rejected. No one sees your usage and readiness data, including the senior Army leaders who use it to make maintenance funding decisions for every unit in the Army. So units lose the dollars they need to perform unit maintenance.

Don't gamble with your unit's future. Instead, give the *AMSS End of Period Report* the priority it deserves and make sure it meets the AMSS standard of 100 percent accuracy—before it goes to LOGSA.


**But don't run the report to verify its accuracy.** If you do, you close out the maintenance and parts ordering processes until after the report runs and the new cycle starts. Instead, view the data on the ULLS screen or by printing equipment data files. If you are not sure how to do this, get help from your supervisor or the help numbers at the end of this article.

The four most common *AMSS End of Period Report* problems areas are listed here. A yes to all four questions meets the AMSS standard.

## 1. Are AMSS End of Period Report Dates correct?

☐ YES ☐ NO

The report period begins on day 16 of month one and ends on day 15 of the next month. The report should **never** be run before day 16 of the report month. For example, if the report period is 16 Apr 01 - 15 May 01, run the report on 16 May 01. If you run it too early, your report will be rejected. Then, it takes hours for you to restore your ULLS data base.

## 2. Is the UIC, Reporting UIC (Parent Unit) and DODAAC correct?

☐ YES ☐ NO

Your supply sergeant can verify your unit UIC, DODAAC and your parent unit UIC.

If your unit UIC is wrong, use the UNIT TRANSFER OUT and UNIT TRANSFER IN processes to change it. Use the UNIT PARAMETER ADD/UPDATE PROCESS to correct the Reporting UIC if it's wrong.

## 3. Are AMSS End of Period Report Dates correct?

☐ YES ☐ NO

The Equipment Data File (EDF) is the key to readiness info. Verify EDF data as follows.

Print the Equipment Data Reports for Major Items and Weapon Systems/Sub- systems. Review them for NSN, EIC, MCSR and valid system/sub-system configuration. Update EDF records as needed.

The MMDF LOAD/UPDATE process updates the MCSR and usage reporting data in the MMDF and EDF automatically. It does not configure weapon sub-systems or input current usage values in the EDF. Confirm you have the most current MMDF with your support folks.

## 4. Is Usage Data (mileage) correct?

☐ YES ☐ NO

If not, the odometer was replaced and the ULLS operator did not correctly post the new odometer reading. Close out all open dispatches then run the Roll-up by System/Sub-system Admin Number process, check the usage figures and compare to last month's report. If there is a blank, negative or excessive usage (mileage) then you must physically check the odometer. Make corrections using the following procedures.


Go to the ULLS MAIN MENU and select the EQUIPMENT FILE UPDATE process. Then, select the EDF CHANGE/UPDATE OPTIONS and then the UPDATE ADMIN NUMBER DATA. Enter the ADMIN NUMBER of the vehicle and press <ENTER>. Correct the CURRENT ODOMETER READING field **only—never** change the numbers in the CUMULATIVE EQUIPMENT READING field for any reason. Press <ENTER> and the system will do the rest. Use this procedure when reporting the new odometer reading when a new odometer is installed. Again, be sure all open dispatches are closed out then update the CURRENT ODOMETER READING field **only** and ULLS will do the rest.

Be sure to use the correct mileage unit: K for kilometers; M for miles. And **drop** the tenths of a mile—**only** report whole miles or kilometers like M 1000 for 1000.1 miles or K 1000 if it is 1000.1 kilometers.

Get help from your ULLS box tutorial, local Combat Service Support Automation Management Office (CSSAMO) or call the ULLS experts at (804) 734-1051, DSN 687- 1051 or by e-mail **cao@SDCL.Lee.army.mil**. LOGSA can help with AMSS readiness at (256) 955-9670 or DSN 645-9670; AMSS usage at (256) 955-8292 or DSN 645-8292 or by e-mail **amxlsrr@logsa.army.mil**.

# SUPPLY EXCELLENCE AWARDS FY 2000


## ACTIVE ARMY

**MTOE Company With Property Book**
**Winner:** None
**Runner-up:** None

**MTOE Company Without Property Book**
**Winner:** HHC, DISCOM, 25th ID, HI (USARPAC)
**Runner-up:** 72d Ord Co, Pusan, Korea (EUSA)

**MTOE Battalion With Property Book**
**Winner:** 532d MI Bn, Seoul, Korea (INSCOM)
**Runner-up:** 78th Sig Bn, Camp Zama, Japan (FORSCOM)

**MTOE Battalion Without Property Book**
**Winner:** 205th MI Bn, Ft Shafter, HI (INSCOM)
**Runner-up:** 725th MSB, 25th ID(L), HI (USARPAC)

**TDA (Small)**
**Winner:** Army Aviation Test Center, Ft. Rucker, AL (ATEC)
**Runner-Up:** D Co, 1/46th Inf, Ft Knox, KY (TRADOC)

**TDA (Large)**
**Winner:** 751st MI Bn, Camp Humphreys, Korea (INSCOM)
**Runner-up:** UN Security Command, Panmunjom, Korea (EUSA)

**DSU (Small)**
**Winner:** 20th Sup Gp, Camp Carroll, Korea (EUSA)
**Runner-up:** C Co, 25th Avn Regt, 25th ID (L), HI (USARPAC)

**DSU (Medium)**
**Winner:** 542d Maint Co, Ft Lewis, WA (FORSCOM)
**Runner-up:** 22d ASG, Italy (USAREUR)

**DSU (Large)**
**Winner:** B Co, 782d MSB, 82d Abn Div, Ft Bragg, NC (FORSCOM)
**Runner-up:** A Co, 704th MSB, 4th ID, Ft Hood, TX (FORSCOM)




## ARMY RESERVE

**MTOE Company With Property Book**
**Winner:** 802d Ord Co, Gainesville, GA
**Runner-up:** 912th Med Co (Dental Svcs), Independence, MO

**MTOE Company Without Property Book**
**Winner:** 1932d Med Team, Independence, MO
**Runner-up:** 317th Support Center (Rear Area Operations Center), Wiesbaden, Germany

**Battalion With Property Book**
**Winner:** 844th Engr Bn, Knoxville, TN
**Runner-up:** 388th Med Bn, Hays, KS

**Battalion Without Property Book**
**Winner:** 317th QM Bn, Lawrence, KS
**Runner-up:** 443d Civil Affairs Bn, Warwick, RI

**TDA (Small)**
**Winner:** SETAF Augmentation Unit, Vicenza, Italy
**Runner-up:** 1st Bn, 379th Regt, 95th Div, Oklahoma City, OK

**TDA (Large)**
**Winner:** HQ, 7th ARCOM, Schwetzingen, Germany
**Runner-up:** 5502d USA Hospital, Aurora, CO

## ARMY NATIONAL GUARD

**MTOE Company With Property Book**
**Winner:** HHC, 30th Engr Bde, Charlotte, NC (Region 2)
**Runner-up:** 1157th Trans Co, Oshkosh, WI (Region 3A)

**MTOE Company Without Property Book**
**Winner:** HHC, 682d Engr Bn, Willmar, MN (Region 3A)
**Runner-up:** Svc Btry, 1/113th FA, High Point, NC (Region 2)

**MTOE Battalion With Property Book**
**Winner:** 527th Engr Bn, Ruston, LA (Region 3B)
**Runner-up:** 210th Finance Bn, Jackson, MS (Region 2)

**MTOE Battalion Without Property Book**
**Winner:** HQ, 67th FSB, Lincoln, NE (Region 2)
**Runner-up:** 150th Engr Bn, Meridian, MS (Region 2)

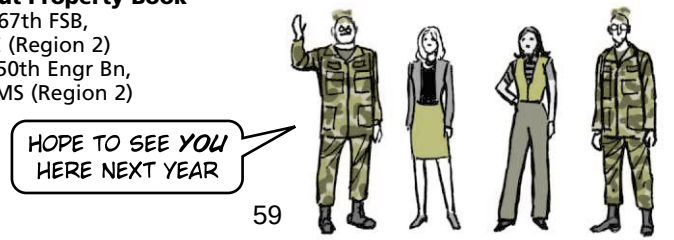
**TDA (Small)**
**Winner:** None
**Runner-up:** None

**TDA (Large)**
**Winner:** 209th Tng Regt, Camp Ashland, NE
**Runner-up:** National Training Site, Camp Shelby, MS

**DSU (Small)**
**Winner:** B Co, 29th Spt Bn, Honolulu, HI
**Runner-up:** B Co, 192d Spt Bn, Salinas, PR

**DSU (Medium)**
**Winner:** USPFO for North Carolina, Raleigh, NC
**Runner-up:** None

**DSU (Large)**
**Winner:** USPFO for Louisiana, Alexandria, LA
**Runner-up:** USPFO for Texas, Austin, TX

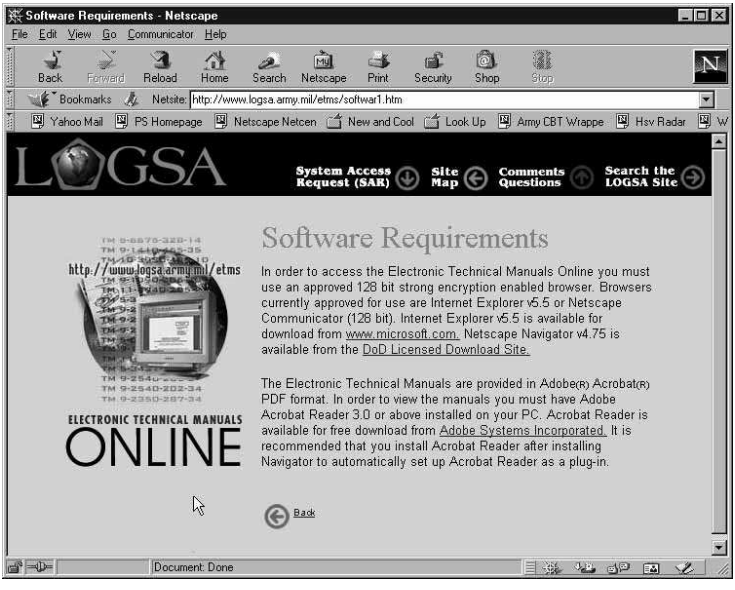


# New Access to ETMs

In the past, the only browser you could use to access electronic technical manuals (ETMs) on the LOGSA website was Netscape Communicator 4.75 with 128-bit encryption.

Now, Internet Explorer 5.5 with 128-bit encryption has passed all security requirements and also can be used.

Whichever browser you choose, you'll find links to get a free download under the software requirements on the ETM welcome page at **http://www.logsa.army.mil/etms**.




If you have the Adobe Acrobat Reader installed on your computer, it's recommended that you remove it before downloading the browser. Then when the browser's loaded, reload the Acrobat Reader using the web site's link to Adobe. That way the reader is set up as a plug-in to the browser and allows you to view the electronic file quicker.

Remember, you'll still need a user ID and password to access any publication with restricted distribution. Get the online access form by clicking on System Access Request (SAR) at the website.


## Sheridan Seatbelts

Don't spend $980 to order a new seatbelt assembly for your M551-series Sheridan when all you need is a $40 lapbelt, NSN 1680-01-457-6960. Make a note until the NSN is added to Fig 130 of TM 9-2350-230-24P-1.

## CUCV Still Reportable

CUCVs will be in the supply system for the next 9 years as reportable items. When supply system parts run out, cannibalization and the commercial market will be your only parts sources. But check TB 43-0002-81 for the Maintenance Expenditure Limits, because CUCVs 11 years old and older have dropped off the list.

## STE-M1/FVS Adapter

Use NSN 4730-00-187-0840 to order the straight pin adapter for your STE- M1/FVS test set. The adapter, NSN 4730- 01-112-2286, shown for Item 25 in Fig F16 of TM 9-4910-751-14&P, is obsolete.

## Asset Visibility Training

The AMC Logistics Support Activity (LOGSA) is offering computer-based training on asset visibility reporting through the Internet and on CD-ROM. The course covers reporting procedures, regulations, automated tools and products, and troubleshooting. You can find the course at the LOGSA home page, **http://www.logsa.army.mil**, or write for the CD-ROM at:

LOGSA
ATTN: AMXLS-MS
Redstone Arsenal, AL 35898-7466

Questions? Call (256) 313-2488/2473, DSN 897-2488/2473

## M915 Truck Web Page

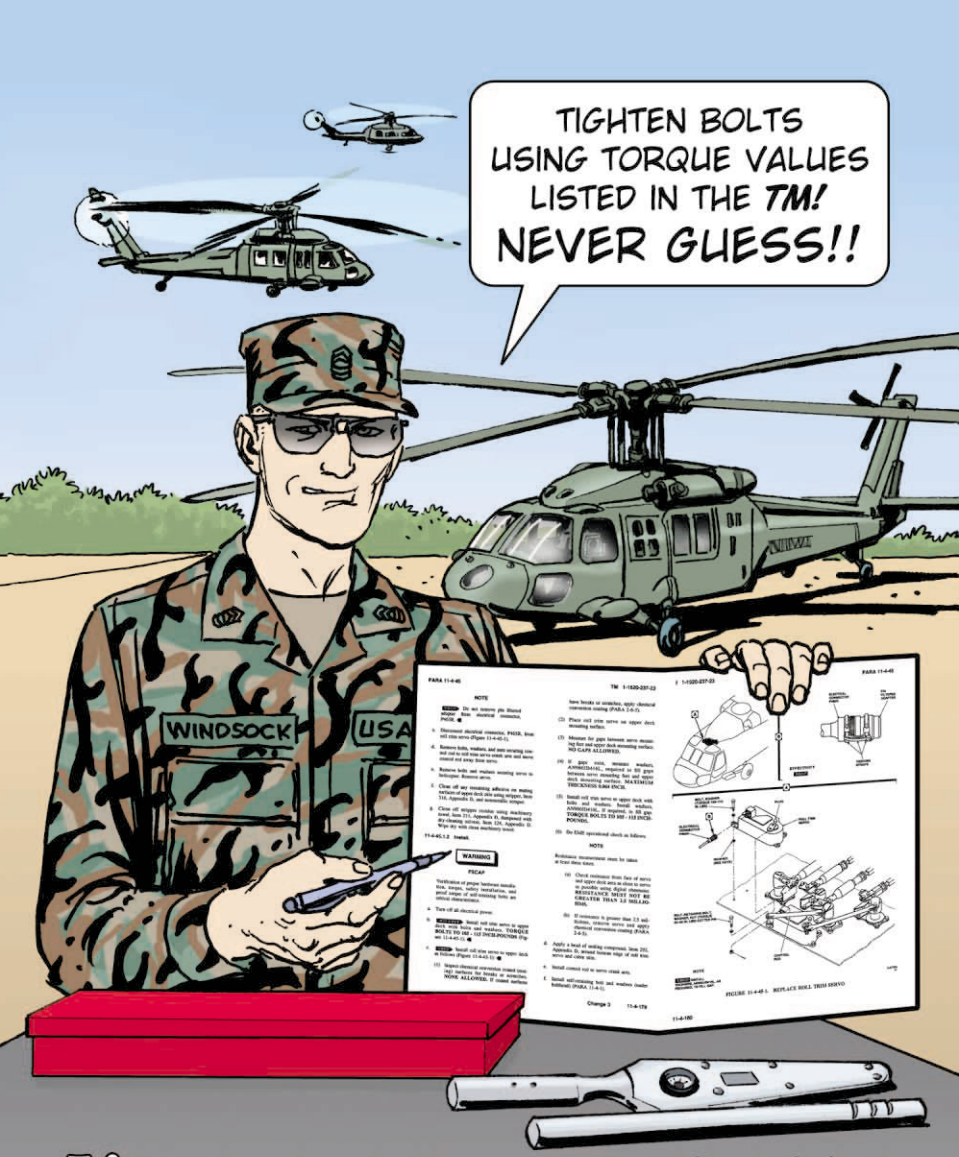
Info on the training, operation, maintenance and fielding of M915-series trucks can be found on the M915 Family of Vehicles web page: **http://www.acala1.ria.army.mil/DLCM/dsa/LCA/AF/M915**

## M1A2 Commander's Control

Need a new commander's control handle assembly for your M1A2 tank? Order NSN 1290-01-466-7722. Item 6 in Fig 31 of TM 9-2350-288-24P-2 is an older configuration that is no longer available.

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

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




# Lives— and Aircraft— *Shouldn't Depend on* YOUR MEMORY!!