

Issue 594



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THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-594

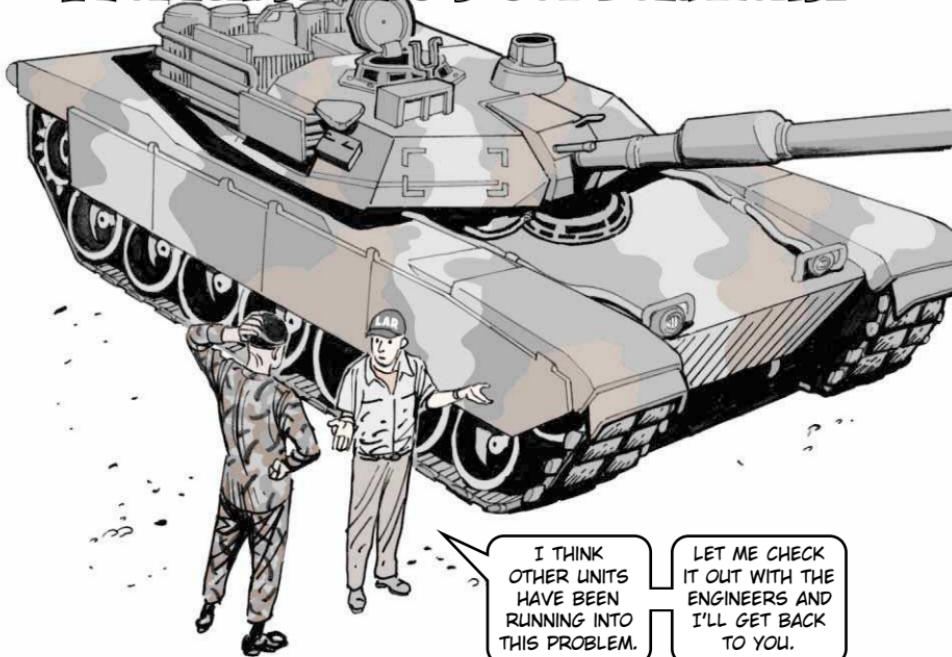
Approved for
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I-I GUESS...
I SHOULDN'T
HAVE TAKEN
THIS **SHORT-**
CUT!

AND NO
SHORTCUTS
ON YOUR
PMCS,
EITHER!



Problems? LAO's Got Solutions!



If you're having trouble with a part constantly failing or getting the correct part or finding where to send equipment for repair, help may be right down the street.

Nearly every Army post has a logistics assistance office (LAO) whose job is to help you solve your maintenance and supply problems.

The LAO's logistics assistance representatives (LARs) can quickly find the answers to most questions. And if they don't know the answers themselves, they know where to turn. They have contacts with equipment managers, engineers, depot repair specialists, and publications experts.

Don't know who your LAO is?

Check out <http://www.logsa.army.mil> on the Internet. It has a list of LAOs worldwide with their phone numbers and addresses. You'll need a password to access the list.

Or call (256) 955-6441, DSN 645-6441, e-mail oscsouth@logsa.army.mil, or write:

OSC-South

LAP Mgmt Directorate

AMSOS-LP

Redstone Arsenal, AL 35898-5000

YOU NEED CIPS

ON YOUR SIDE

HOLY COW!
THE ENEMY'S
AIM'S REALLY
IMPROVED!



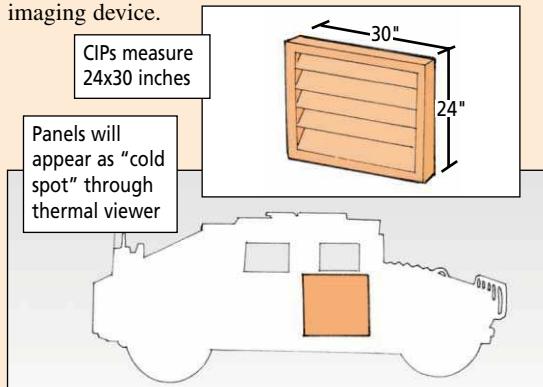
THE BATTLEFIELD
IS A CHAOTIC AND
DANGEROUS PLACE.

SO BEING
ACCIDENTALLY
SHOT BY SOMEONE
ON YOUR OWN SIDE
IS A SERIOUS
CONCERN.

THAT'S WHY YOUR
VEHICLE NEEDS
COMBAT
IDENTIFICATION
PANELS (CIPS).

What are CIPs?

CIPs are 24x30-in panels that are covered with a special thermal tape. When mounted on the front, back and sides of a vehicle, the panels are seen as a unique contrasting "cold spot" when viewed through a thermal-imaging device.



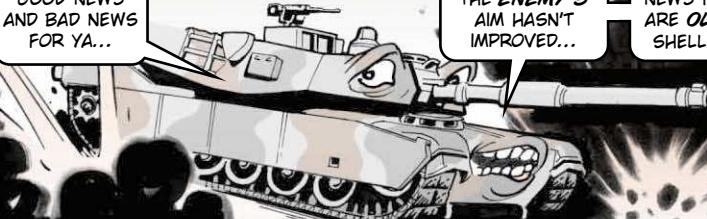
Gunners that are trained to recognize these unique signatures can tell if the vehicle in their sights is friendly or unknown.

The panels mount to the vehicle using bolts, hook-and-pile tape, or mounting frames. The back side is painted with CARC, so you can turn the system on or off by simply turning the panels.

I'VE GOT
GOOD NEWS
AND BAD NEWS
FOR YA...

'GOOD NEWS IS
THE ENEMY'S
AIM HASN'T
IMPROVED...

...THE BAD
NEWS IS THOSE
ARE OUR GUYS
SHELLING US!



How Do You Get CIPs?

CIPs are being fielded initially as free-issue items. If you've not yet received your panels, check with the CIP Program Manager at Ft Monmouth, NJ, DSN 987-5272/5864 or (732) 427-5272/5864.

The panels come in kits that include from three to five panels, depending on the vehicle. The kits are available in green or tan to match the camouflage colors for individual vehicles. All mounting hardware is included with the kits.

After initial free distribution, units must order replacements through normal supply channels.



Vehicle	Green, NSN	Tan, NSN
M1A1/A2 tank	2350-01-394-7838	2350-01-394-2534
M2/M3-series Bradleys	2350-01-398-5169	2350-01-398-5170
MLRS	2350-01-398-5172	2350-01-398-5171
M113A2 FOV	2350-01-398-5166	2350-01-398-5164
M113A3 FOV	2350-01-398-5165	2350-01-398-5168
M88A1 recovery vehicle	2350-01-394-2530	2350-01-394-2531
M578 recovery vehicle	2350-01-421-7067	2350-01-421-7060
AVLB	2350-01-392-1565	2350-01-392-1566
M992A2 ammo carrier	2350-01-398-5177	2350-01-398-5178
M109A2-A5 SP howitzer	2350-01-398-5176	2350-01-398-5175
M109A6 Paladin	2350-01-398-5179	2350-01-398-5180
SEE	2320-01-398-5161	2320-01-398-5163
M9 ACE	2320-01-399-6773	2320-01-399-6774
D5B tractor	2320-01-400-1810	2320-01-400-1809
Fox NBC vehicle	2350-01-398-5174	2350-01-398-5173
M1025, M1026, M1043, HMMWV	2320-01-398-7193	2320-01-398-7195
M966, M1036, M1045, M1046 HMMWV	2320-01-398-7189	2320-01-398-7190
M996, M997 HMMWV	2320-01-398-7187	2320-01-398-7188
M1037, M1042, M1097 HMMWV	2320-01-398-7191	2320-01-398-7192
M998, M1035, M1038, M1097, M1109 HMMWV	2320-01-406-0481	2320-01-411-4393
M1114 HMMWV	2320-01-472-5882	2320-01-472-5884
Avenger	2320-01-398-7196	2320-01-398-7197



During initial fielding, units are also given a compact disk that provides mounting instructions, an NSN list of individual replacement parts, replacement procedures, care and maintenance, and thermal images of CIP-installed vehicles. If you need a new copy of the CD, contact the Program Manager for Combat ID at DSN 987-5550 or (732) 427-5550.

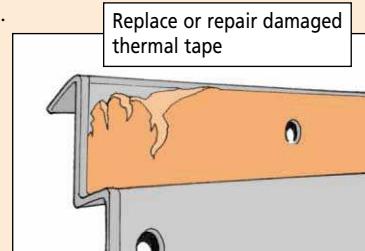


Before Operation

- ★ Eyeball the CIPs to make sure they're securely attached to the vehicle. If you see bends in the CIP brackets, try to straighten them. Report panels that are missing or can't be repaired.

- ★ Check the painted surface of the panels for damage. Spot paint with CARC if needed. Never paint over the thermal tape.

- ★ Inspect the panel for loose, missing or peeling thermal tape. Loose tape should be repaired using adhesive, NSN 8030-00-753-5004. Replace missing green tape with NSN 8135-01-390-7410 and tan tape with NSN 8135-01-392-2928. Each NSN brings a 3 1/2-in x 150-ft roll of self-adhering thermal tape.



- ★ Keep the panels clear of dirt, dust, mud and sand. Use a soft, clean cloth to wipe off the panels.

IF THE TAPE'S DIRTY, YOU WON'T PROJECT A GOOD IMAGE—IN MORE WAYS THAN ONE.



Keep panels clean during operation



- ★ If the panels are mounted using hook-and-pile tape, make sure the tape is securely attached to the vehicle. The tape should also be clean and free of debris.

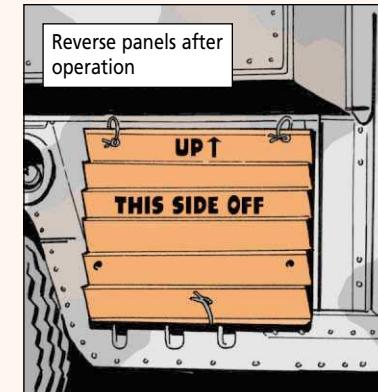
During Operation

When operational conditions allow, make the following checks:

- ★ Report any missing or damaged CIPs.
- ★ Glue down any loose tape.
- ★ Replace any missing thermal tape.
- ★ Wipe the panels with a soft, clean cloth. The panels will need cleaning more often in dusty environments to ensure a strong thermal signature.

After Operation

- ★ Report any missing or damaged CIPs.
- ★ Repair minor damage to the brackets, panels or panel inserts.
- ★ Glue down any loose thermal tape.
- ★ Replace any missing or damaged thermal tape or hook-and-pile tape.
- ★ Remove the panels before washing your vehicle. High-pressure water can knock the CIPs off and damage them.
- ★ Wash both sides of the CIPs with low-pressure water. Then dry them with a soft, clean cloth.
- ★ Reverse the panels so the CARC side faces out.



More Info

User's Guide No 95-3, *Combat Identification Quick Fix Devices*, provides information on training and techniques for vehicles equipped with CIPs. To get a copy, write to:

**HQ TRADOC
TRADOC Program Integration Office -
Combat Identification
ATCD-MQ (Charles Purnell)
Ft Monroe, VA 23651-5000**

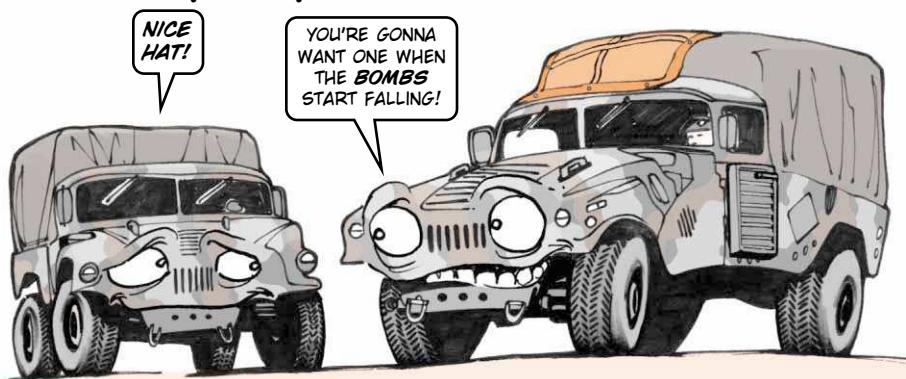
Or call DSN 680-5864 or
(757) 788-5864.

More information on CIP replacement and replenishment for panel kits, components, and tape is available through the CIP item manager at TACOM. Call DSN 786-7210 or (586) 574-7210.

OR SEND
AN E-MAIL TO:
charles.purnell@monroe.army.mil



Get Tip-top Protection from TIPs



Friendly fire protection on the battlefield is vital. And the combat identification panels (CIPs) on Pages 2-5 do a good job of protecting you from all sides—except the top.

That's where thermal identification panels (TIPs) come in.

What are TIPs?

TIPs are 4x4-ft thermal cloth panels that are used to identify stationary friendly vehicles from the air and prevent casualties caused by friendly fire.

When viewed through thermal sights—such as those found on AH-64 Apache helicopters and the Air Force's LANTIRN system—a TIPs panel appears as a large cold spot that marks the vehicle as friendly.

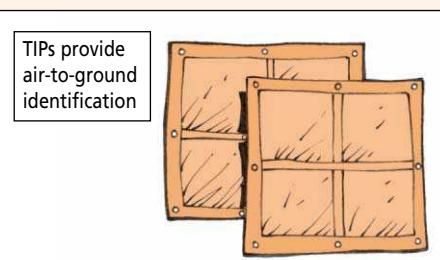
TIPs can also be used as primary markers for positions and structures where CIPs are not installed.

How to Get TIPs

TIPs are being fielded as free-issue items. If you've not yet received your panels, check with the TIP Program Manager at Ft. Monmouth, NJ, DSN 987-5272/5864 or (732) 427-5272/5864.

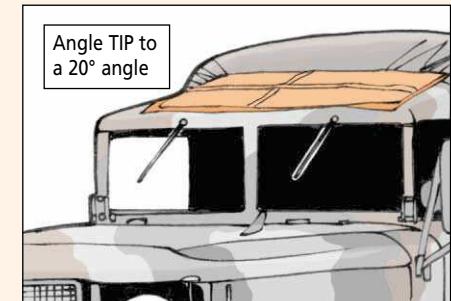
Units that don't get TIPs, or need replacements after the initial distribution, must order the panels through the regular supply system.

TIPs are available in OD green or desert tan to match vehicle camouflage patterns. The opposite side of each panel is international orange for use during air-to-ground visual operations. Get the green/orange panels with NSN 2590-01-447-8997 and the tan/orange panels with NSN 2590-01-448-4531.



How to Install TIPs

1. Remove the cloth panel from its storage bag.
2. Place the panel on the rear deck or similar flat spot that allows exposure of the panel without interfering with vehicle operations. For example, the turret ammunition vent doors are a good spot on M1-series tanks.
3. Position the TIP so that it is tilted approximately 20° from the surface it sits on. A filled sandbag or duffel bag placed under the panel can be used to create the required angle. The slight tilt lets the panel act as a thermal mirror that reflects the cooler temperature of the sky.
4. Tie the TIP in place using the metal grommets around the outside edge of the panel.



More Info

If you need more information about TIPs, contact the combat identification product manager at DSN 987-5324 or (732) 427-5324 or e-mail:

wayne.calabretta@iews.monmouth.army.mil

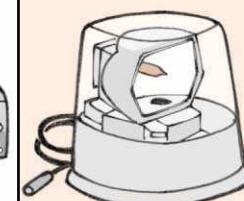
HMMWV...

WARNING LIGHT BULBS

IF YOU'RE USING THE HEMTT WRECKER WARNING LIGHT SYSTEM, NSN 6220-01-250-5190, ON YOUR UP-ARMORED HMMWV BECAUSE OF ITS MAGNETIC BASE PORTABILITY, MAKE A NOTE OF THIS...



"WHEN YOU NEED A REPLACEMENT LAMP BULB, ORDER NSN 6240-01-400-4201 INSTEAD OF THE ENTIRE SYSTEM."



"THE BULB IS ITEM 19 IN FIG 103 OF TM 9-2320-279-24P."



Asbestos Just Won't Go Away



Brake shoes, clutch linings and engine gaskets **may** contain asbestos.

Yes, you may have heard years ago that the Army was purging everything made of asbestos from the system. And yes, you probably figured that by now all parts you receive are asbestos-free.

However, despite the best effort, there is **no guarantee** that brake shoes, clutch linings and engine gaskets do not contain some asbestos.

So you must treat all these parts as if they **do** contain asbestos. That means using a high efficiency particulate air (HEPA) vacuum or the wet method when you work on them—**after you have asked for specific guidance from your supervisor or local Industrial Hygiene support office.**

HEPA Vacuum Info

A HEPA vacuum is the best protection against asbestos. It safely captures asbestos dust knocked free from the parts being removed or repaired. If you have one, use it.

If you don't have one, you can order one with NSN 7910-01-292-0009. This brings a vacuum and an enclosure big enough for working on the brakes on vehicles smaller than 2½-ton trucks. NSN 7910-01-338-3327 brings the vacuum and an enclosure for vehicles 2½-tons and larger.

You can order the larger enclosure separately (the vacuum works with both) with CAGE OC1P4, part number BCE-700. Use RIC GSA on your DD Form 1348-6.

Instructions on the use of the HEPA vacuum come with it.



The Wet Method

Instructions for using the wet method are pretty specific and you must follow local rules. That's why you contact the Industrial Hygiene folks **before** you do any work on brakes or clutches.

- ★ Use a spray bottle, hose nozzle or other implement that can deliver a fine mist of water at low pressure to thoroughly wet the brake or clutch parts. Then wipe the parts clean with a cloth.
- ★ Handle that cloth according to local policy for getting rid of asbestos waste. In some instances, local policy may allow laundering of these cloths. Follow the instructions you are given.
- ★ Clean up any spilled water or other material from the work site immediately, again using instructions as provided by your supervisor or the hygiene folks.
- ★ **Do not grind, sand, scrape or dry brush** brake or clutch parts if you use the wet method.

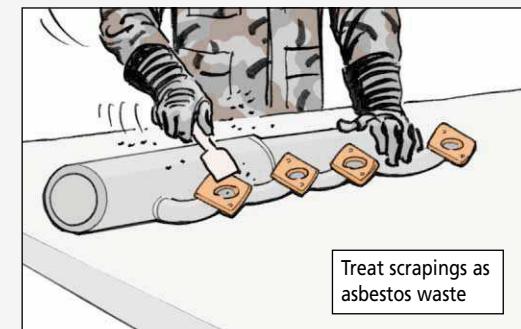


Gasket Removal Tips

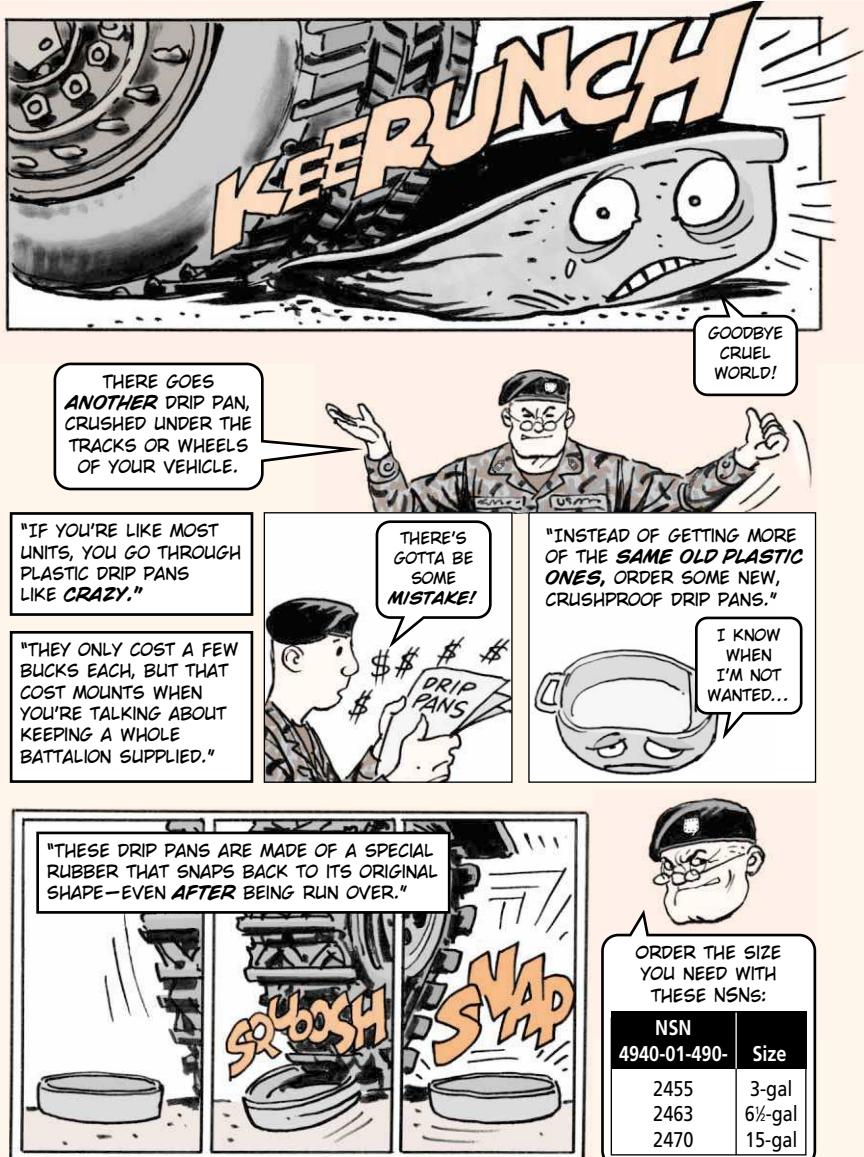
To remove engine gasket material, steam clean the parts, then remove the gasket material by **hand scraping only**.

You must still handle this material as asbestos waste, to be disposed of as directed.

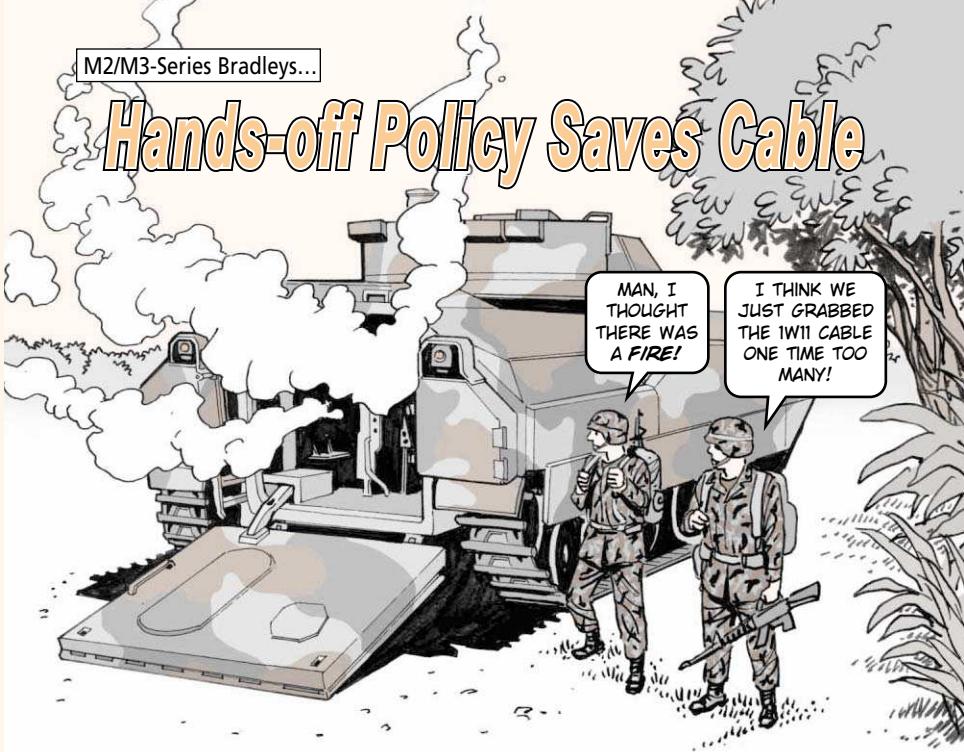
For more details, see TACOM SOUM 00-005 and GPM 99-06.



NEW DRIP PANS -SNAP- BACK



Hands-off Policy Saves Cable



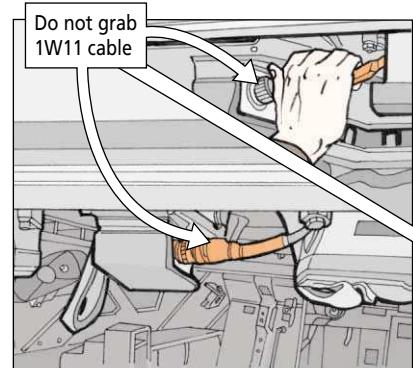
Keep a hands-off attitude when entering the Bradley's troop compartment, soldiers.

A loop of the 1W11 cable for the fire suppression system hangs down from the top of the ramp opening. It looks so much like a handle that most troops automatically reach up and grab it as they duck through the opening.

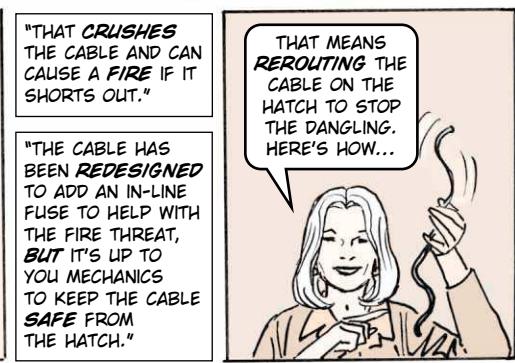
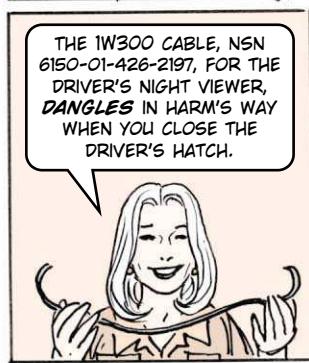
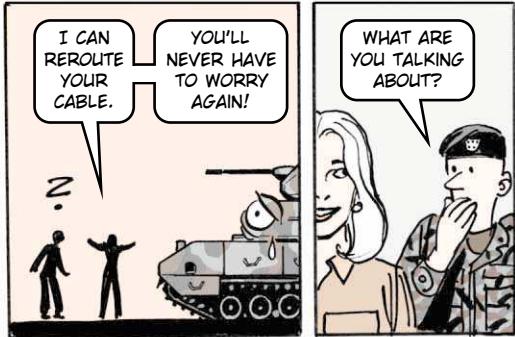
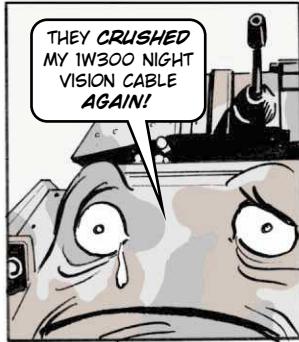
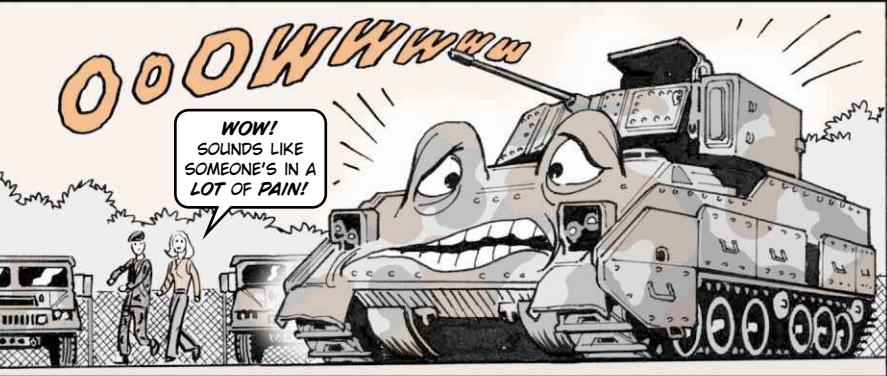
Trouble is, once the cable's been handled a few times, the internal wiring weakens and the connection is broken. When that happens, the fire extinguishers can discharge.

Being in the vehicle when the extinguishers discharge can be dangerous.

Why risk it? Keep your hands in your pockets, cross your arms, do whatever you have to. Just keep your hands off the 1W11 cable.

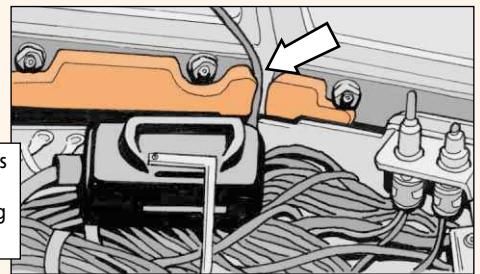


REROUTED CABLE DOESN'T DANGLE



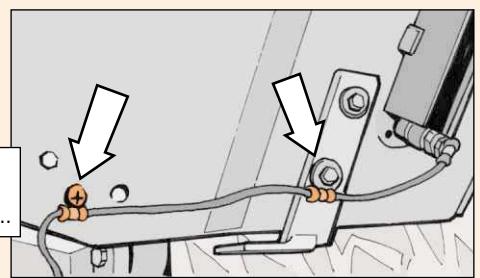
1. MAKE SURE THE CABLE IS ROUTED **OUT OF THE BRADLEY BETWEEN THE TWO SECTIONS OF THE HATCH OPENING CUSHIONING PADS LOCATED OVER THE DRIVER'S LEFT SHOULDER.**

Cable goes through cushioning pads...



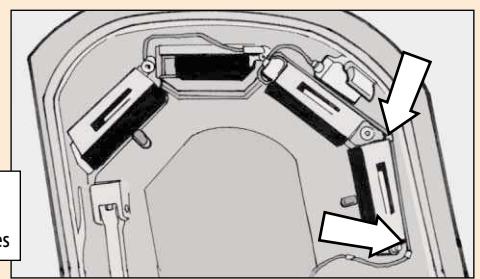
2. ROUTE THE CABLE ALONG THE DRIVER'S HATCH, KEEPING THE FIRST TWO LOOP CLAMPS PARALLEL WITH THE BOTTOM OF THE HATCH.

...along bottom of hatch...



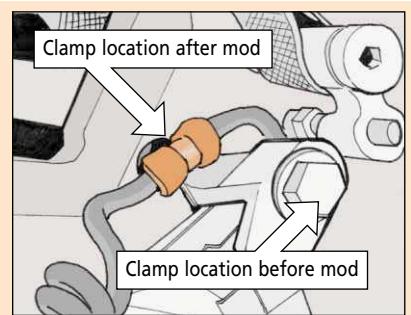
3. CONTINUE ROUTING THE CABLE ALONG THE PERISCOPE USING LOOP CLAMPS AND THE PERISCOPE'S MOUNTING SCREWS.

...and up along periscopes

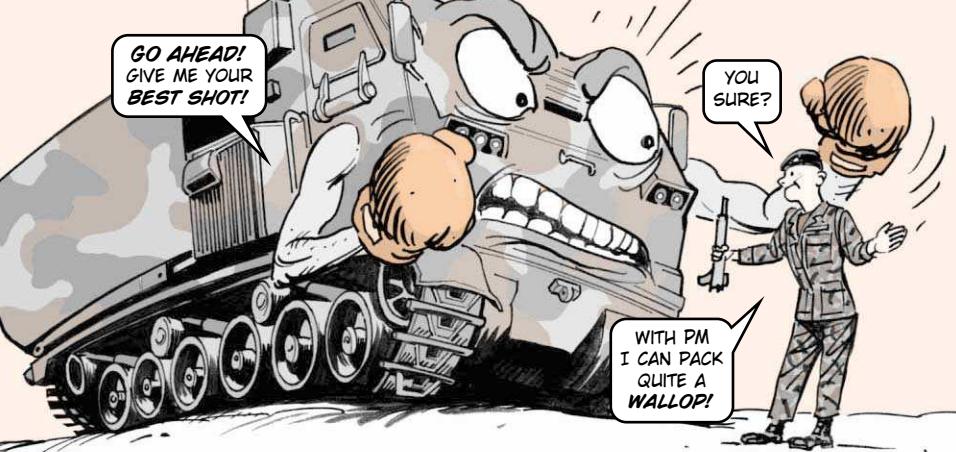


4. AT THE COILED END, DISCONNECT THE CABLE FROM THE HATCH. POSITION THE CLAMP ABOUT 1 INCH UP FROM THE COILED SECTION OF THE CABLE AND REATTACH IT USING THE OLD HARDWARE IN THIS SEQUENCE:

- Loop clamp, NSN 5340-00-954-6014, holding the 1W300 cable.
- Sleeve spacer, NSN 5365-01-172-7899.
- Flat washer, NSN 5310-00-080-6004.
- Eye bracket, NSN 3040-01-106-7812.
- Flat washer, NSN 5310-00-080-6004.
- Self-locking bolt, NSN 5306-01-110-7884.



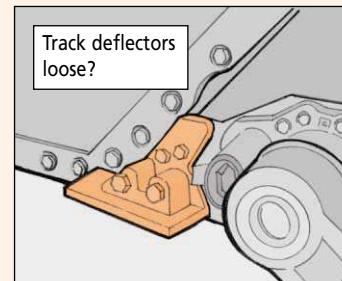
Take Your Best PM Shot



WITHOUT PM,
YOUR MLRS
HAS NO SHOT
AT SMOOTH
OPERATION.
SO TAKE YOUR
BEST SHOT
WITH THIS PM
INFORMATION.

Before moving out, take a look at the track deflectors. They protect the roadwheel arms from track slap. If the bolts are loose, the deflector can get caught in the track and break off. Tell your mechanic about loose bolts.

Track Deflectors



Hardware

At first glance, it may seem cheaper and easier to re-use bolts, screws and self-locking nuts on the MLRS's suspension, steering and braking components. **It's not.**

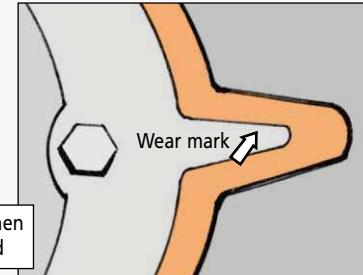
Used hardware won't hold. It works loose and falls out. That results in damaged components. So toss old hardware and replace it with the parts called out in the parts TM.



Final Drive Sprockets

Reverse the final drive sprockets when they wear down to the wear circle. If the wear goes too far past the circle, the sprocket starts hooking the track shoes. That damages the shoes and could result in a thrown track. When both sides of the sprocket are worn to the circle, replace the sprocket.

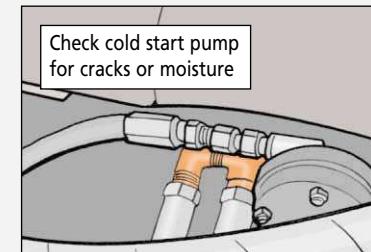
Reverse sprockets when wear mark is reached



Cold Start Pump

The fittings on the cold start pump crack from wear and vibration. Fuel drips from the fittings to the rocker arm covers and then onto the exhaust—a real fire hazard.

Eyeball the fittings for cracks before every operation. Feel for moisture and then smell your fingers for any trace of fuel. Immediately report a potential leak.



Radiator Plenum Seal

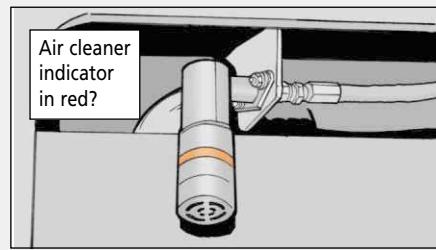
Check the radiator's plenum seal at least semiannually for cracks and tears. A bad seal lets in dirt, sand and insects that will coat the radiator fins and keep your engine from cooling off. Make a note until this check is added to the PMCS tables.



Air Filters

Eyeball the air cleaner indicator in the engine compartment **before** every operation. If the indicator is in the red, double check it like this:

1. Push the reset button.
2. Start the engine and hold the accelerator pedal all the way down for 5 seconds. Then let the engine idle for about 30 seconds.
3. Cut the engine and recheck the indicator. If it's in the red again, remove and clean the air filter V-pack.



Door Seals

The cab is over-pressurized during firing to prevent toxic fumes from entering the cab. If the door seals aren't in good shape, rocket exhaust gas can enter the cab.

Check the rubber seals **before** every operation. If they are dry or brittle, get 'em replaced.



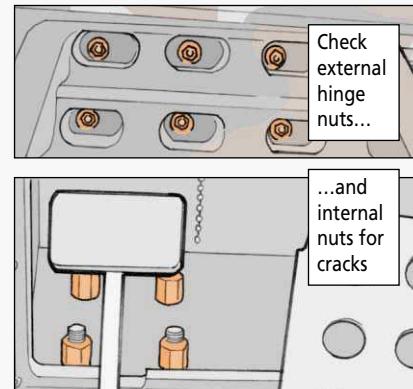
Raising the Cab

Before raising the cab, eyeball the cab hinge studs and nuts for cracks. If you find any, let your mechanic know. Don't raise the cab until cracked studs and nuts have been replaced. You don't want to be under the cab if the hinges fail!

Also, remove all equipment stowed on top of the cab before raising it. The elevating jack assembly can't take the extra strain and falling equipment could kill or injure you or others.

Slow and easy is the way to raise the cab. The faster you go, the more the cab rocks back and forth. That puts a lot of strain on the hinges.

Once the cab is up, check the hinge studs and nuts on the inside, too. Again, your mechanic should replace any damaged ones.



Lowering the Cab

Before lowering the cab, check inside for any TMs, tools or other items that may have fallen around the accelerator and brake pedals. Anything that gets in the way will be crushed and can damage the control linkages as the cab is lowered.

Once the cab is down, lock it down right or you could ruin the threads on the hold-down nuts or crack the frame.

If the nuts are not seated or tightened right, the cab sits cockeyed. The frame can crack as the cab flexes. The nuts can bind, too, so keep the threads clean. Never cross-thread 'em or the entire hold-down assembly has to be replaced. Use a little oil on the threads occasionally to make the job easier, too.



Release the tension on the elevation mechanism after the hold-down nuts are tightened. That way, there's no pressure on the mechanism while you're in operation. If you can move the elevation mechanism with your fingers, the tension is released.



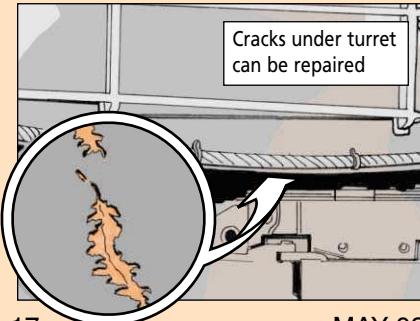
M1A1 Tank...

IS YOUR TANK CRACKING UP?

If you've noticed cracks developing on the underside of the turret, don't panic. Your tank is not coming apart at the seams.

In most cases, these are not cracks in the armor but in the thin metal skin that covers the bottom of the turret.

The cracks need to be repaired, though, so keep an eye out for them during your PMCS. If you spot any, let your mechanic know. He'll fix them following the procedures that start on Page 5-361 of TM 9-2350-264-20-2-3.



USE LOCKOUT FOR HEAVY LOADS



Setting up your M88A1/A2 recovery vehicle to lift a heavy load—more than 6 tons—is a lot of trouble. That “trouble,” though, can mean the difference between an easy lift and equipment damage.

Loads over 6 tons can play havoc with torsion bars, shock absorbers and road arms.

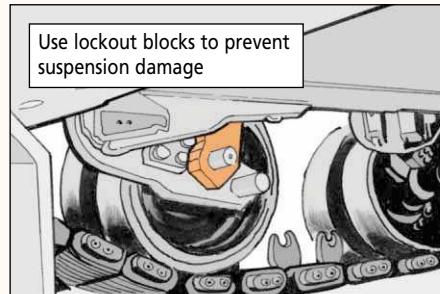
That's why you should always use lockout blocks when lifting heavy loads. It's also a good idea when you're not sure just how heavy the load is. Lockout blocks take the extra stress off the front suspension system. You'll find the procedures for installing and using lockout blocks on Page 2-144 of TM 9-2350-256-10 and Page 2-156 of TM 9-2350-292-10.

Don't think you're in the clear, though, even if the load's less than 6 tons.

Some operators leave the engine deck on the ground between the tank and the recovery vehicle while pulling a powerpack. The M88A1 straddles the deck as it gets ready to lift the pack.

As the pack goes up, the weight compresses the suspension enough that the hull bottoms out on the deck. The pressure can warp the deck.

Play it safe on light loads. Either use the lockout blocks or keep anything that might be damaged out of the way.



CAN YOU BEND U-BOLTS?

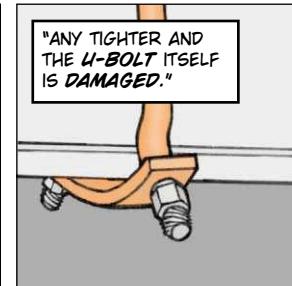
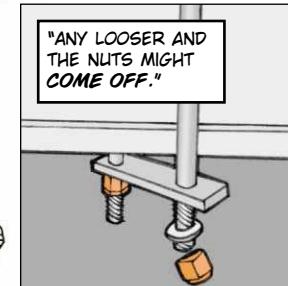
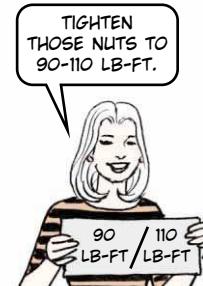
YOU BET!
TOO TIGHT IS NOT RIGHT!



"EASY DOES IT WHEN TIGHTENING DOWN THE NUTS ON THE U-BOLTS THAT SECURE THE MINE CLEARING LINE CHARGE (MICLIC) TO THE ARMORED VEHICLE LAUNCHED MICLIC (AVLM)."

"IF YOU'RE TOO HEAVY-HANDED, THE U-BOLT THREADS CAN STRIP. EVEN IF THE THREADS HOLD UP, THE U-BOLT ITSELF CAN BEND."

"EITHER WAY, YOU'RE GOING TO HAVE A REAL HARD TIME GETTING THE U-BOLT OFF THE NEXT TIME YOU NEED TO REMOVE THE MICLIC."



"NEVER BE TEMPTED TO USE A DAMAGED U-BOLT, EITHER."



TAKE OUT THE TRASH!



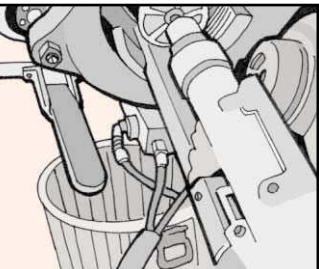
ADMIT IT, CREWMEN. TRASH PILES UP INSIDE YOUR M109-SERIES HOWITZER DURING A FIELD EXERCISE.

"A LOT OF CREWMEN SOLVE THAT PROBLEM BY PUTTING A METAL TRASH CAN IN THEIR VEHICLE."



"UNFORTUNATELY, THEIR PROBLEMS ARE JUST STARTING WHEN THEY DO THAT."

"NO MATTER WHERE YOU PUT THE CAN, IT SLIDES AROUND UNTIL IT ENDS UP UNDER THE GUN."

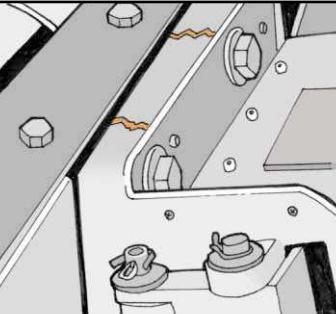


"THE NEXT TIME THE GUN IS RAISED, THE UNDERSIDE OF THE BREECH AND RAMMER ASSEMBLY CRUNCH INTO THE TRASH CAN."

OF COURSE, THE TRASH CAN IS PRETTY MUCH TRASHED.



"BUT THE PRESSURE CAN ALSO CRACK THE RAMMER ASSEMBLY SUPPORT AT THE MOUNTING BOLTS."



THE BEST WAY TO PREVENT BOTH PROBLEMS IS TO KEEP A PLASTIC BAG FOR TRASH. TRASH STAYS OUT OF THE WAY AND THE RAMMER ASSEMBLY KEEPS DOING ITS JOB.



PERSONALS

DESPERATELY SEEKING DESICCANT?

A few bags of desiccant work great for keeping moisture out of your equipment. FED LOG lists a lot of NSNs, but the characteristics data leaves you all wet when it comes to the information you need.

Is the desiccant loose or in bags? If it's in bags, what is the size?

Find the answer to those questions with this list of desiccant bags. All fall under MIL-D-3464 and are either Type 1, general purpose, or Type 2, non-dusting (which means the desiccant leaves behind no dust residue on whatever it is protecting).

NSN	Unit of Issue	Number of Bags	Bag Size (in inches)	Type
6850-00-965-2280	Bag	1	5.5 x 4.75 x .75	1
999-1094	Can	5	3.75 x 2.25 x .25	1
856-7955	Can	18	8.5 x 4 x 1.75	1
263-8640	Can	40	7 x 4 x 1.12	1
935-9793*	Drum	120	8.5 x 4 x 1.75	2
264-6573	Can	130	5 x 4.75 x .5	1
264-6572	Drum	150	8.5 x 4 x 1.75	1
935-9794	Drum	240	7 x 4 x 1.12	2
264-6562	Can	250	3.75 x 2.25 x .25	1
809-7321*	Can	300	3.75 x 2.25 x .25	1
264-6571	Drum	300	7 x 4 x 1.12	1
935-9795	Drum	400	5.5 x 4.75 x .75	2
264-6561*	Can	450	2.5 x 2.25 x .20	1
264-6568	Can	450	2.75 x 2.25 x .25	1
264-6574	Drum	500	5.5 x 4.75 x .75	1
935-9799*	Can	650	2.5 x 2.25 x .20	2
619-7805	Drum	800	5 x 4.75 x .5	1
935-9796*	Drum	1,000	3.75 x 2.25 x .25	2
264-6564	Can	1,200	2.5 x 2.25 x .20	1
619-7804	Drum	1,300	3.75 x 2.25 x .25	1

*Order on a DD-Form 1348-6 from RIC S9G and put "NSN not on AMDF" in the REMARKS block.

PM Helps Detector Detect Mines

ONE OF THE WORST THINGS THAT CAN HAPPEN TO A SOLDIER IS TO STEP ON A LAND MINE.

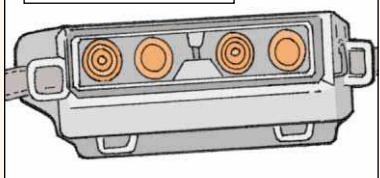
TO PREVENT THAT NIGHTMARE, THE ARMY GIVES YOU ME, THE AN/PSS-12 MINE DETECTOR.

BUT YOU'VE GOT TO DO YOUR PART FOR ME TO DO MINES—DETECT 'EM, THAT IS.

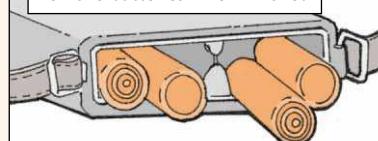
Batteries

Use fresh batteries. A new set of four D-cells lasts at least 12 hours of operating the detector, but when you're dealing with real mines you want real strong batteries. Put fresh batteries in before you start sweeping a field and keep another fresh set in your case in case the BAT LOW light comes on.

Use new batteries and keep spares in case



Remove batteries when finished



Adjust It

Adjust the pole so it's comfortable for you. Stand straight up and hold the detector with your arm straight and the head parallel to the ground. If the head is about 2 inches from the ground, that's a good length.



Sweeping

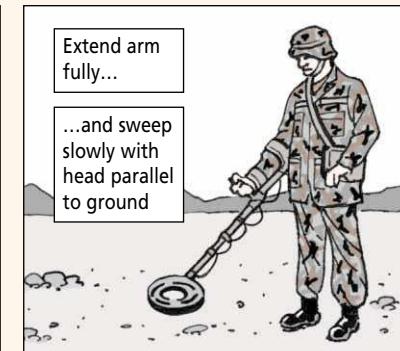
The most important thing is to keep the head no more than 2 inches off the ground. If the head's any higher, you could miss a mine. Don't worry about banging the head against rocks. It's sturdy and can take it.

Keep the head parallel to the ground as you sweep slowly with your arm fully extended. Unless you keep your arm extended, you won't fully cover the 2-meter wide path your sweeps should make.

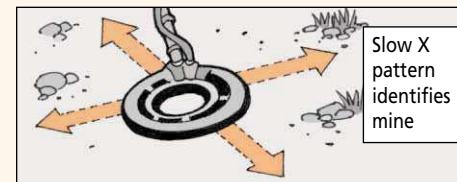
When you think you've found something, do a slow X-pattern over the spot. If you've found a mine, you should get beeps in all parts of the X.



Keep head no more than 2 inches off ground



Extend arm fully...
...and sweep slowly with head parallel to ground



Slow X pattern identifies mine

Squad leaders, keep tabs on how long your people are sweeping. The longest anyone should sweep without a break is 20 to 30 minutes. After that, their concentration weakens.

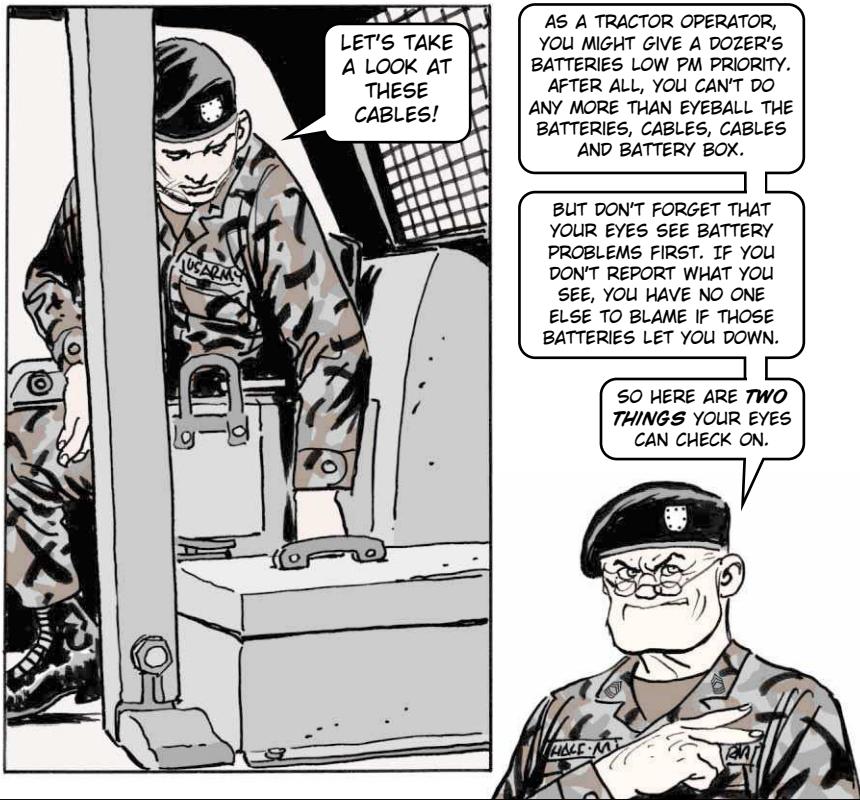
Storage

When you collapse the pole for storage, don't brace the head on the ground. That damages the head. Instead, collapse the pole by pushing its sections together with both hands.



Push sections together with both hands

Keep Battery Cables Able



Plastic Fuel Cans...



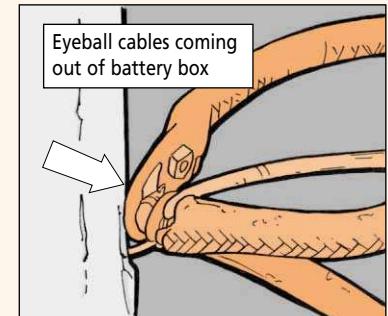
MAY 02

Charging?

After you start your tractor and before you start operations, make sure the battery indicator or ammeter gauge is in the CHARGE range.

All that bouncing around in the rough stuff loosens your tractor's battery clamps. A loose connection keeps your batteries from re-charging. It also keeps your dozer from starting.

No charge?
Check the clamps.



Missing a Grommet?

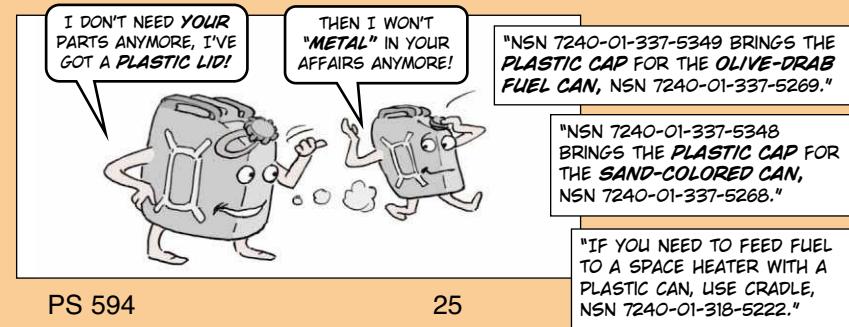
A missing grommet can stop your dozer dead in its tracks. It may sound hard to believe, but it's true.

For instance, take the grommets that protect the D7G's battery cables as they pass from the battery box into the transmission control group housing.

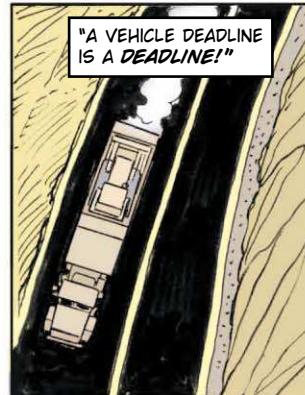
Weather deteriorates grommets and vehicle vibration loosens them. Once the grommets are gone, the metal edges of the housing or battery box can cut cables' rubber insulation.

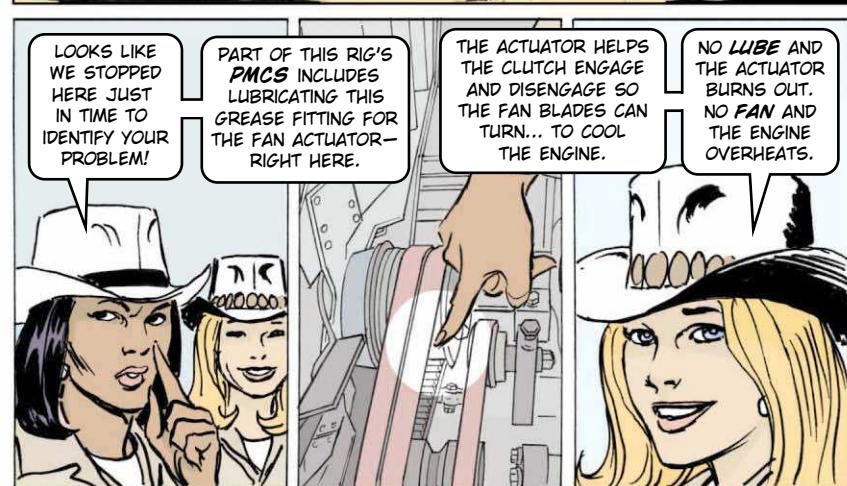
That can ground the battery and shut down the vehicle. It could also burn or shock anyone touching the vehicle.

So eyeball the grommets to see if they're loose, missing or dry-rotted. They should fit snugly in the holes. If they need replacing, use NSN 5325-01-176-8163.



TAKE NO SHORTCUTS





METAL-TO-METAL CONTACT NOT ONLY CAUSES SCREECHING... BUT, ALSO QUICK WEAR.

IT SEEMS LIKE I'M ALWAYS IN TOO BIG A HURRY TO GET ANYTHING RIGHT.



1. WIPE OFF FITTINGS BEFORE YOU LUBE.
2. REPLACE FITTINGS THAT WON'T TAKE GREASE... THEY'RE PLUGGED.
3. WIPE OFF GREASE WHEN YOU FINISH.
4. GIVE UNIVERSAL JOINT FITTINGS A SINGLE SHOT OF GREASE FROM A HAND GUN. **TOO MUCH GREASE CAN BLOW SEALS.**
5. REPLACE BROKEN FITTINGS.
6. USE A BEARING PACKER ON WHEEL BEARINGS. DO NOT PACK THE HUBS FULL OF GREASE.
7. EYEBALL THE GEAR CASE BREATHER VENTS. MAKE SURE THEY'RE NOT CLOGGED.
8. NEVER MIX LUBES. THE MIX WILL NOT WORK AS WELL AS EITHER ONE ALONE.
9. DON'T OVER-LUBE OR UNDER-LUBE. PAY CLOSE ATTENTION TO THE **NOTES** IN THE LUBE ORDER (LO). THEY WILL OFTEN GIVE YOU THE SCOOP ON HOW TO LUBE CORRECTLY.

THERE WAS A YOUNG PRIVATE NAMED SCURRY,
WHOSE BAD PM HABITS CAUSED WORRY!
HE FOUND (TO HIS WOE),
IF HE'D READ THE L.O.,
HIS DISTRESS WOULD'VE EASED IN A HURRY!

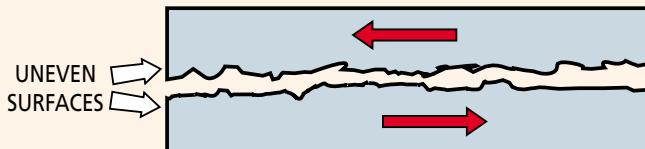
I TOLD
HIM TO DO
PMCS!

WE HAVE THE
WORLD'S BEST
EQUIPMENT...
TAKE CARE
OF IT!



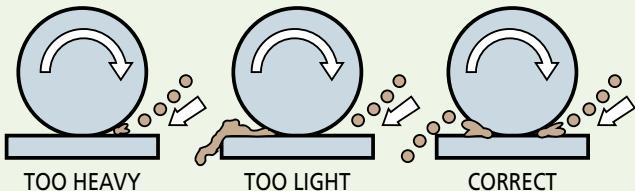
MOST METAL SURFACES THAT REQUIRE LUBE MAY LOOK SMOOTH, BUT... THEY AREN'T.

Close inspection will show that even the smoothest surfaces are rough.



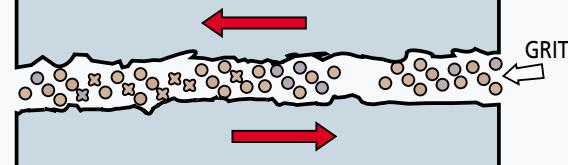
When these surfaces rub together, you get friction, heat and wear.

Lubrication gets between the surfaces and holds them apart. The lube has to be just right to do that.



If it is too thin, it won't keep the surfaces apart.
If it's too thick, it can't get between them.

It has to be clean, too. Grit in the lube wears away parts.



WHEN IT COMES DOWN TO IT, PRIVATE SCLURRY, ANY VEHICLE WILL GRIND TO A HALT... WITHOUT LUBE.



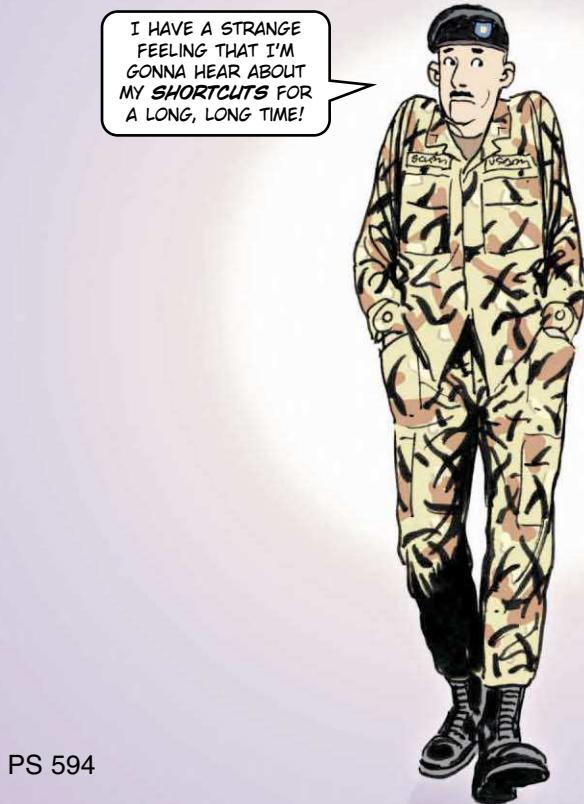
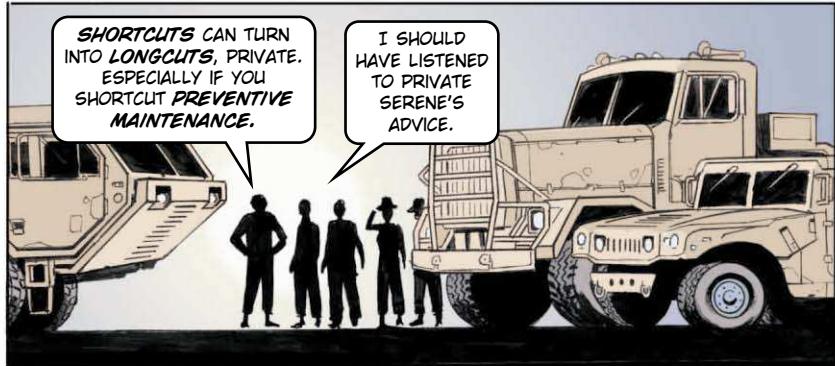
LUBE IS ESSENTIAL TO GOOD PM, PRIVATE.

YEAH... I FOUND THAT OUT.

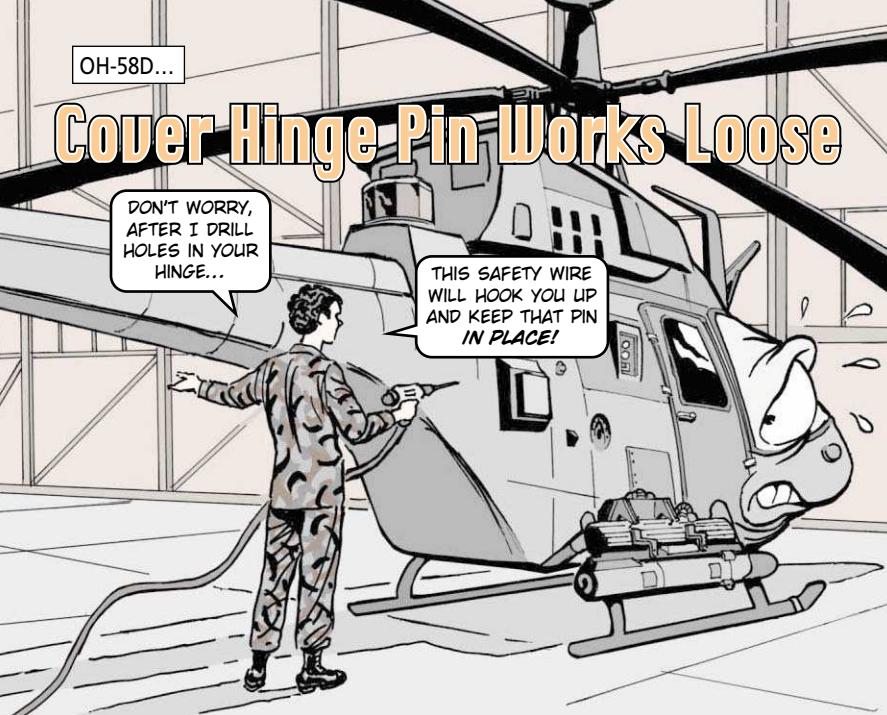
JUST REMEMBER THAT LO SHOWS YOU WHERE EVERY FITTING IS... HOW OFTEN TO LUBE 'EM... AND WHICH LUBE TO USE.

THANKS FOR THE GOOD INFO. LUBING IS A LOT MORE IMPORTANT THAN I THOUGHT.





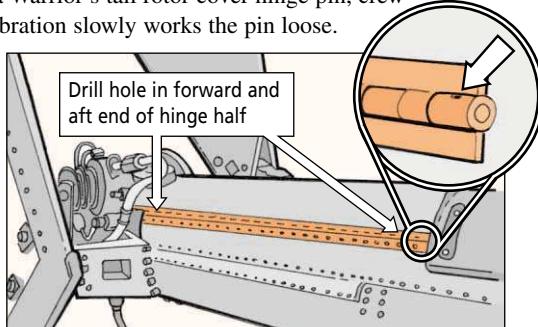
Cover Hinge Pin Works Loose



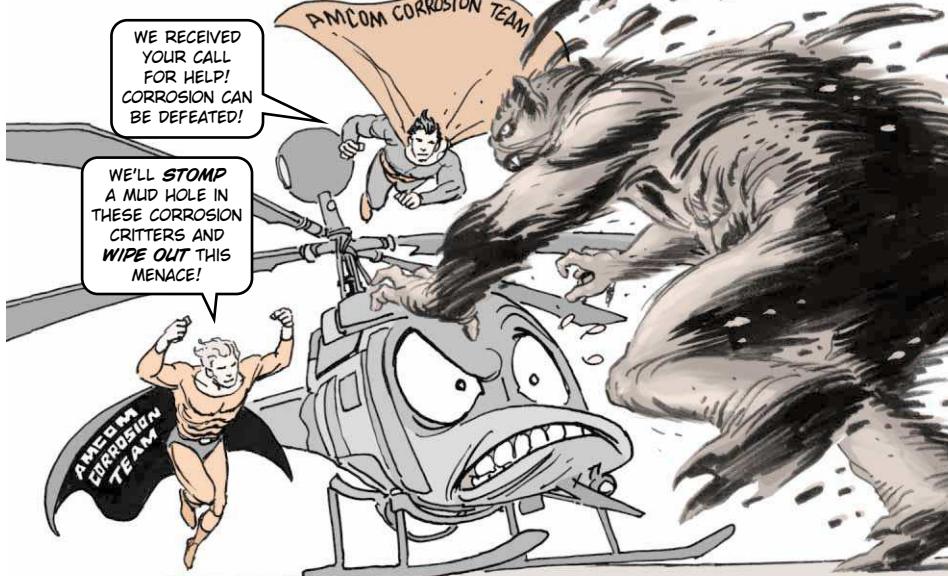
Keep an eye on your Kiowa Warrior's tail rotor cover hinge pin, crew chiefs. Aircraft tail boom vibration slowly works the pin loose.

If the hinge pin gets loose, it can slide back into the tail rotor gear box area. That's like throwing a wrench in the works. If the pin is sheared off and pieces of it become FOD, your flight could end in disaster if the tail rotor is damaged by pieces of the rod.

So keep that slippery hinge pin where it belongs. When you remove and install the tail rotor drive shaft covers, have your airframe mechanic drill a hole in the forward and aft end of the hinge half like it says in paragraph 2-3-11 of TM 1-1520-248-23. Then add some safety wire, NSN 9505-00-293-4208, to keep the pin from sliding out either side of the hinge.



GOT AIRCRAFT CORROSION PROBLEMS?



If the answer is yes, your unit can get a no-cost visit from the AMCOM corrosion assistance team. The team will provide classes on corrosion prevention and control and hands-on training to all maintenance personnel. Overseas units will get a 2-week visit.

The AMCOM corrosion assistance team will send two representatives to your unit to teach the course.

The training consists of a 2½-hour classroom session followed by a 1-hour hands-on session with your aircraft. The classroom training covers the basics of corrosion, repair techniques, stopping

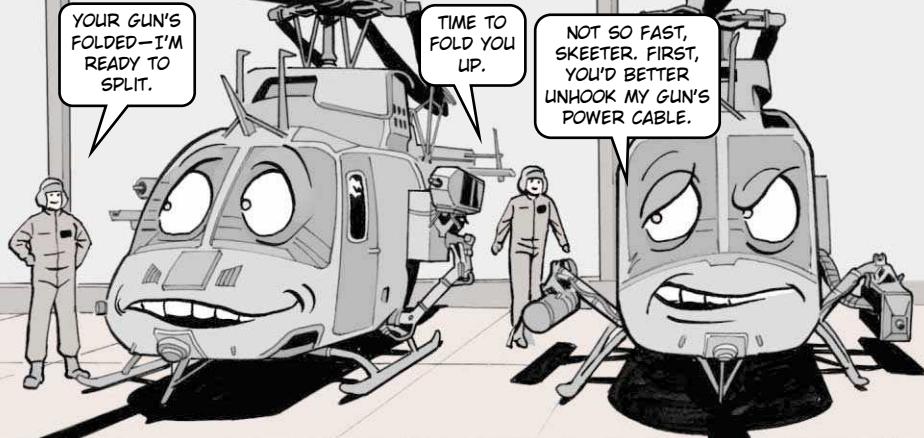
and preventing corrosion and types of materials to prevent corrosion. The team can assist with other corrosion problems you have, too.

To sign up for the course, contact the corrosion hotline at DSN 897-0209, (256) 313-0209 or toll free 1-866-222-2364. You can also contact team members by e-mail:

donald.wilhite@redstone.army.mil
willie.harris2@redstone.army.mil
sidney.harrison@redstone.army.mil
juanita.curtis@redstone.army.mil
vance.riggs@titan.com
jeff.jeter@titan.com

Check out the on-line calendar at http://calendar.yahoo.com/armyavn_corrosion to view the corrosion team schedule. Use the schedule to determine when the corrosion team can visit your unit.

Before you Fold—Disconnect

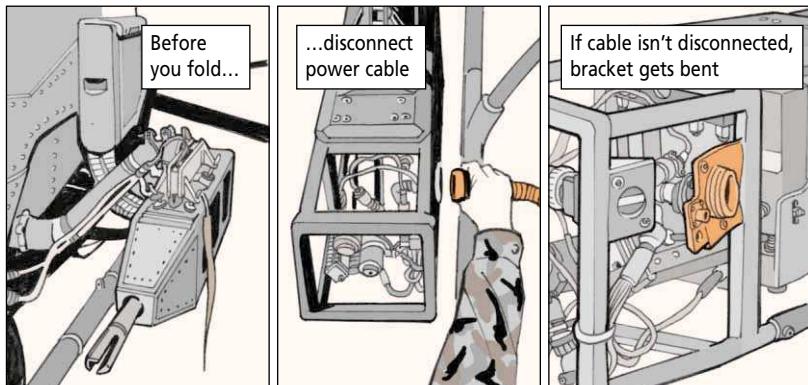


Grew chiefs, folding up your Kiowa Warrior's .50-cal gun with the umbilical cable still attached will strain and damage the cable and cage.

The cable is just not long enough to cover the added distance when you're folding up the universal weapon's pylon. When that happens, it could bend or snap the bracket off the cage that holds the cannon plug and pull the connector off the cable.

To make matters worse, the cable is usually wrapped around the pylon mounting arm to keep it out of harm's way. This wrap makes the cable even shorter!

The simple solution is to disconnect the power cable before you fold the gun.



NO BACKWARDS WIRES ON GENERATORS



Dear Editor,

We have a lot of problems with wires being put on backwards after maintenance on the AH-64 No. 1 and No. 2 generators.

And backward wires lead to fried generators.

The procedure in TM 1-1520-238-23-5 says to identify wires as they are removed. We once used tape or a grease pencil, but neither of those things works. Oil smudges the markings and heat makes the tape fall off.

Our idea is to use an assortment of different colored heat-shrink tubing with stamped stud numbers around the wire leads to avoid the wrong hookup.

**From the desk
of the Editor**

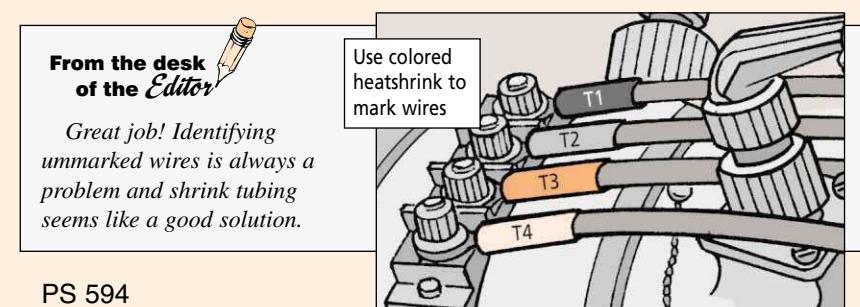
Great job! Identifying unmarked wires is always a problem and shrink tubing seems like a good solution.

Here's what we use:

Wire	Tubing
T1	Black
T2	Blue
T3	Red
T4	Yellow

NSN 9390-01-494-3834 brings you the heat-shrink kit. If you have problems ordering the kit, contact Glen Heitland at DSN 897-1419, (256) 897-1419 or e-mail him at glen.heitland@redstone.army.mil

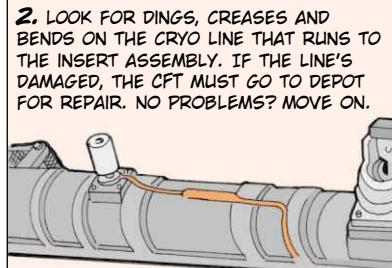
SSG Francisco Declet
D Trp, 6-6 Cav
APO AE 09140



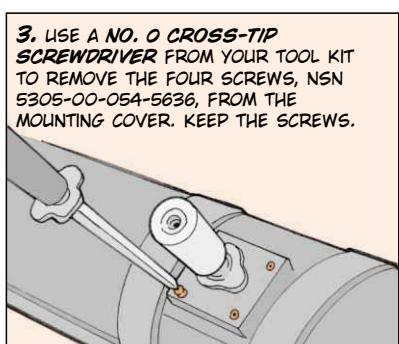
YOU CAN REPAIR CFT



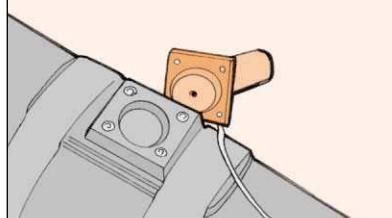
1. POSITION THE CFT OR THT ON A MAINTENANCE STAND OR WORK BENCH SO THE INSERT ASSEMBLY IS EXPOSED.



3. USE A NO. 0 CROSS-TIP SCREWDRIVER FROM YOUR TOOL KIT TO REMOVE THE FOUR SCREWS, NSN 5305-00-054-5636, FROM THE MOUNTING COVER. KEEP THE SCREWS.

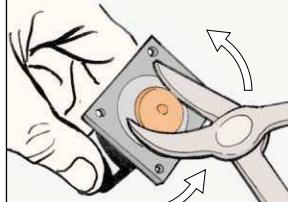


THE MOUNTING COVER REMAINS ATTACHED TO THE INSERT ASSEMBLY, SO YOU WILL HAVE TO ROTATE THE COVER OUT OF THE WAY. DON'T FORCE IT. THAT COULD DAMAGE THE CRYO LINE.

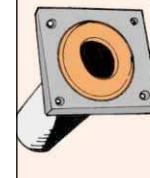


4. LIFT THE INSERT ASSEMBLY OFF THE GAS FITTING MOUNT, BUT ROTATE IT NO MORE THAN 90 DEGREES TO AVOID STRAIN ON THE CRYO LINE. THIS WILL LET YOU GET AT THE SPRING TENSION WASHER AND BUTTON INSERT, NSN 1420-01-346-7657.

5. WHILE HOLDING THE INSERT ASSEMBLY OUT OF THE WAY, USE PLIERS TO TURN THE BUTTON INSERT COUNTER-CLOCKWISE TO REMOVE IT.



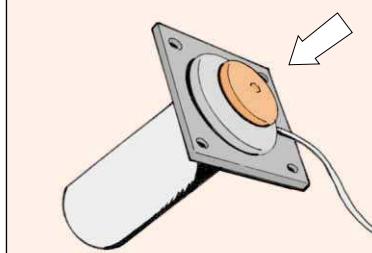
THIS WILL RELEASE THE TENSION WASHER. KEEP THE WASHER.



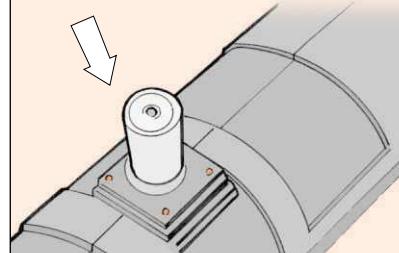
6. POSITION THE MOUNTING COVER OVER THE INSERT ASSEMBLY WITH THE FLAT PART OF THE HALF-CIRCLE HOLE FACING THE CRYO LINE.

7. PUT THE TENSION WASHER ON TOP OF THE MOUNTING COVER WITH THE WASHER'S FLAT PART FACING THE COVER. THE WASHER'S CURVED PART WILL PUSH UP AGAINST THE BUTTON INSERT.

8. PUT THE NEW BUTTON INSERT OVER THE TENSION WASHER AND SCREW ON THE INSERT UNTIL IT'S FINGER TIGHT.

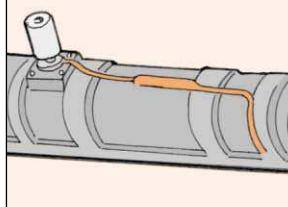


9. ROTATE THE INSERT ASSEMBLY SO THE MOUNTING COVER HOLES ALIGN WITH THE HOLES OF THE GAS FITTING MOUNT.



10. ATTACH THE INSERT ASSEMBLY TO THE LAUNCH TUBE WITH THE FOUR SCREWS.

REINSPECT THE CRYO LINE TO MAKE SURE IT WASN'T DAMAGED DURING THE REPAIR.



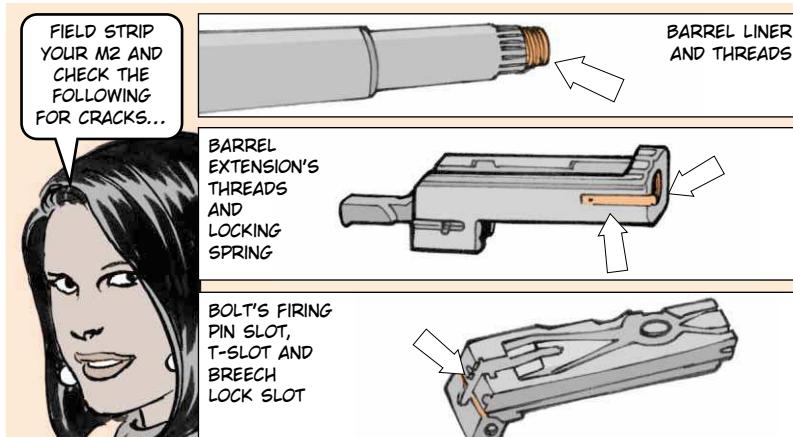
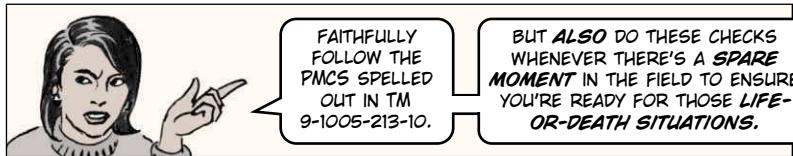
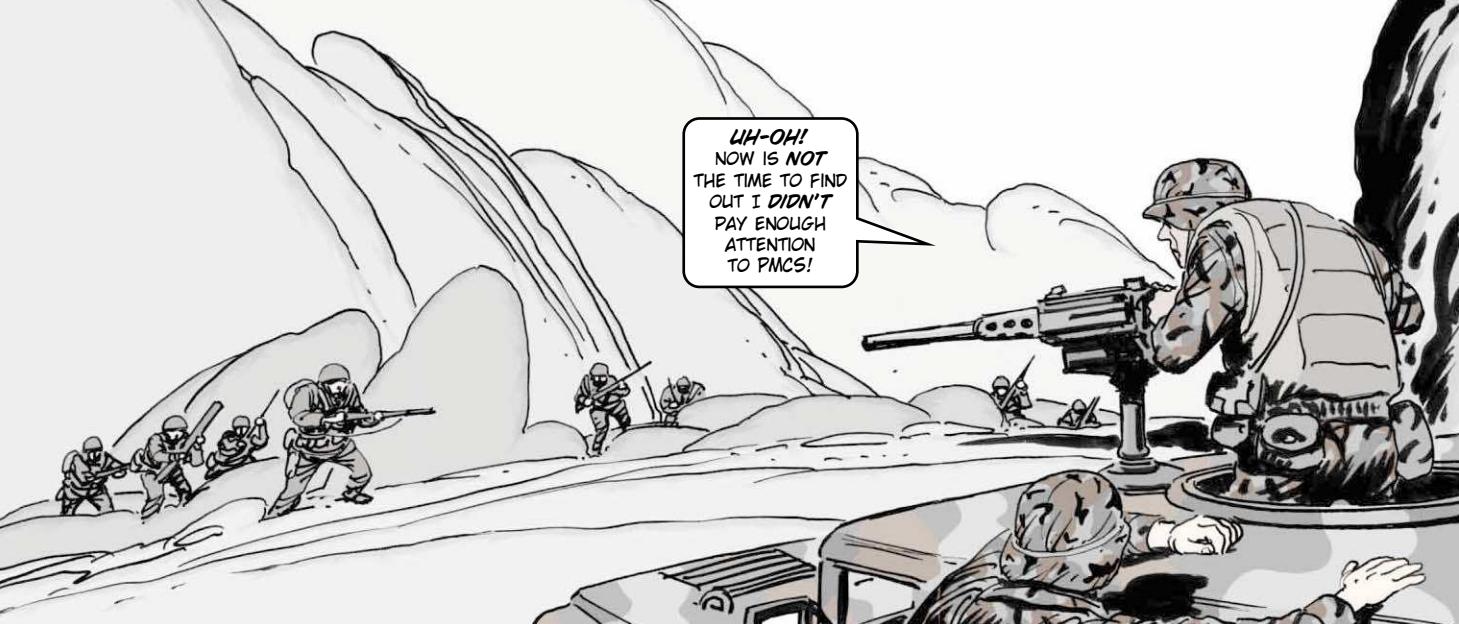
THIS PROCEDURE IS BEING ADDED TO TMS 9-6920-429-12, 9-1425-429-12, AND 9-1440-431-238D.



M2 Machine Gun...

THE REAL THING

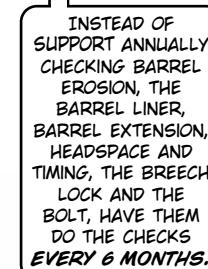
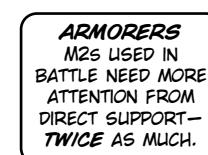
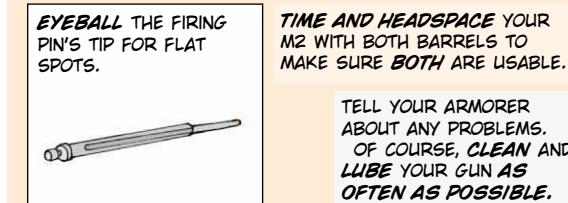
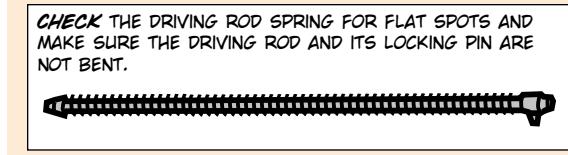
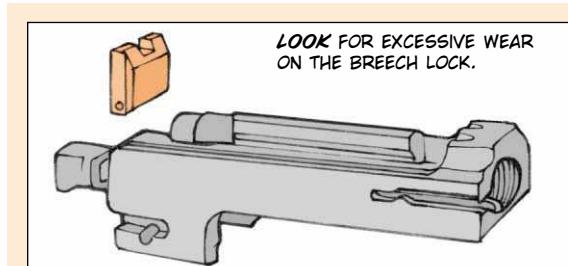
Having your M2 machine gun fail on the battlefield is a life-or-death problem. You don't want to find out as the enemy is bearing down on you that you didn't pay enough attention to PMCS.



PS 594

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MAY 02



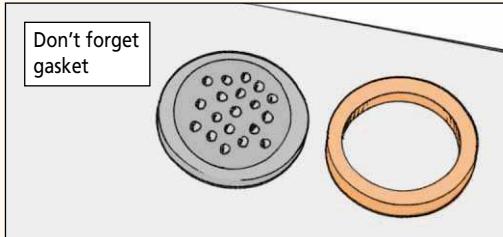
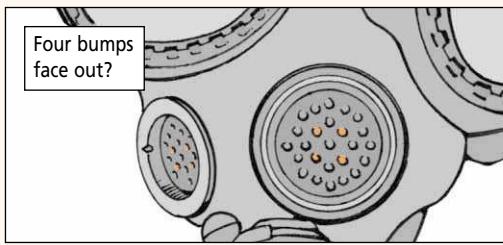
PM for Good



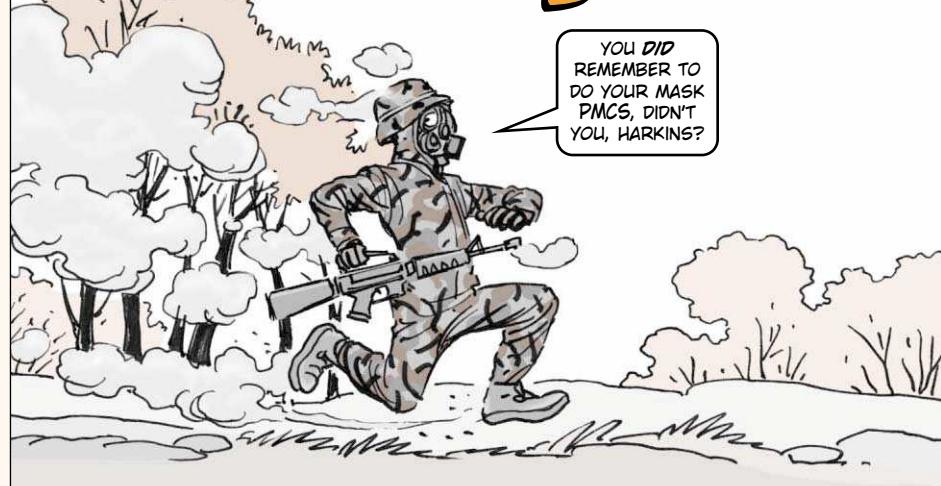
One piece of equipment you want never to fail is your M40 or M42 protective mask. A mask that can't do its job leads to a condition called "can't breathe". But just a few quick checks make breathing easy.

Voicemitters: The No. 1 mistake soldiers make with their masks is putting the side voicemitter in backwards. That offers you less protection. The voicemitters' four bumps should face out.

Remember, the side voicemitter has a rubber gasket. If you forget to put the gasket back in, the voicemitter won't have a good seal. Tighten the side voicemitter ring with the D-ring on the carrier strap.



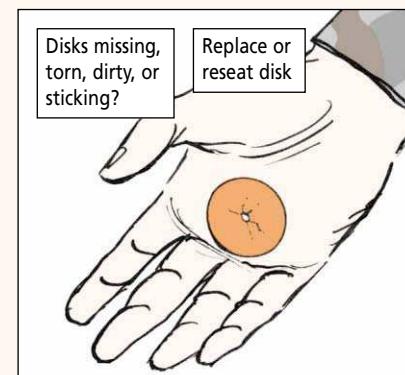
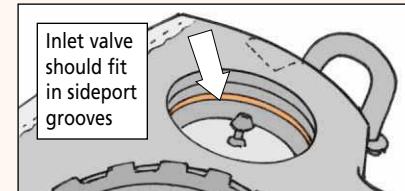
Breathing



Inlet valve: The inlet valve assembly must seat completely in the sideport grooves or the mask won't seal. If the inlet valve is properly installed, you should be able to rotate it easily with your finger. If it's difficult to move, try installing it again.

Disks: The outlet and inlet valves and the nosecup all have disks. If any of the disks are missing, you'll have trouble breathing or the eyelenses will fog up. So make sure all the disks are installed.

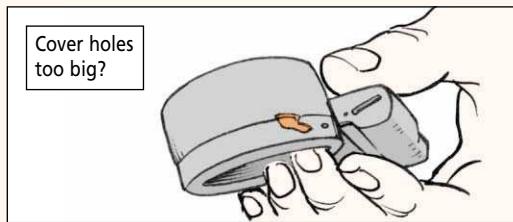
If the disks are torn or dirty, replace them. Rotate the disks with your finger to make sure they're not sticking. If the inlet valve disk sticks, replace it. Sticking nosecup and outlet disks usually just need reseating. Remember, the nosecup valve disks go inside the nosecup, not outside.



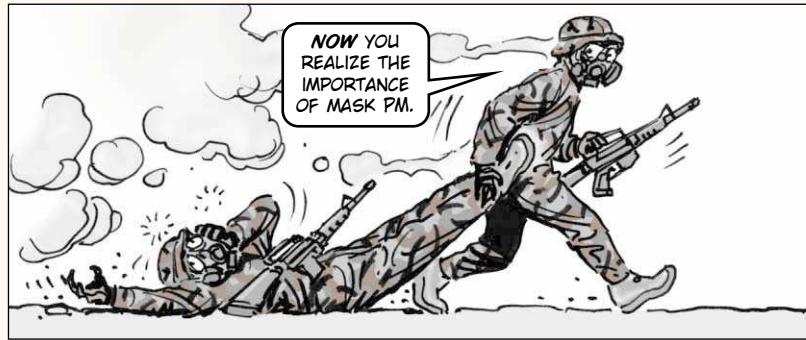
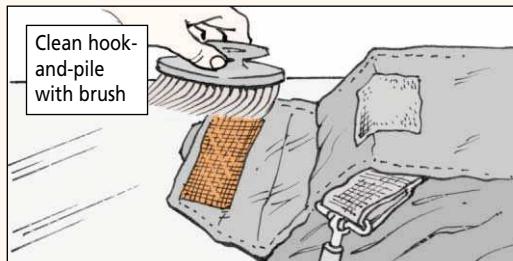
Air flow deflector: The deflector is supposed to be on the left side of the mask for a right-handed shooter and on the right side for a left-handed shooter. If the deflector's on the wrong side, let your NBC NCO switch it. If the job's not done correctly, the mask can be torn.



Outlet valve cover: Make sure the cover fits snugly. The cover's holes that fit over the valve body lugs may tear over time and the cover won't stay on. Get the cover replaced if necessary.

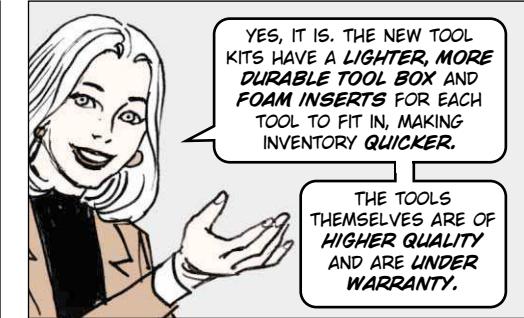


Carrier: Check that the hook-and-pile holds the carrier shut. If the carrier flap flaps open without much pulling, the hook-and-pile may need cleaning. Wipe off dirt with a plastic brush.



Tool Sets...

NEW TOOL KITS AVAILABLE



- Small Arms Tool Kit, NSN 5180-01-462-4254, LIN W51910, SC 5180-095-B71
- General Mechanics Tool Kit, NSN 5180-01-481-8389, LIN T28688, SC 5180-95-B47
- Electronic Repairman Tool Kit, NSN 5180-01-460-9328, LIN W37388, SC 5180-91-R64
- Aircraft Armament Individual Repairman Tool Set, NSN 5180-01-433-4469, LIN W59034, SC 5180-95-A69
- Aircraft Armament Team Repairman Tool Set, NSN 5180-01-433-4470, LIN T59171, SC 5180-95-B70

PS WILL LET YOU KNOW WHEN OTHER NEW TOOL KITS HIT THE SUPPLY SYSTEM.



YOU CAN'T JUST SHOVE 'EM IN A CLOSET



The buzz around commo shops now is about batteries. With new types of batteries coming into the Army system and the emphasis on using rechargeables, proper storage and handling procedures have become even more important.

Here are a dozen storage and handling tips every commo equipment user and repairman, whether at a large storage facility or just in a unit, should know.

1. Personal protective equipment such as gloves, face shields and aprons must be available and must be worn whenever handling leaking or vented batteries.

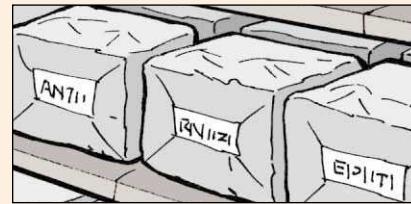


2. Get your post fire department to help you pick a battery storage location and to inspect it periodically.



For large bulk storage of batteries, a sprinkler system is recommended. BC extinguishers will do the job for small fires of combustibles such as packaging. Lithium battery fires should only be handled by trained firefighters.

3. Keep batteries in their original packaging until they are used. The original packaging helps you identify the batteries and does offer some protection from crushing, puncturing and shorting.



4. Temperatures in battery storage and maintenance facilities must not exceed 130°F. Among the problems high heat causes is the loss of available capacity and, in the case of rechargeables, the loss of the capacity for recharging.

If the temperature in your storage area consistently hits the 110-degree mark, it's time to think about cooling off the area or finding another storage spot.

5. Battery chemistries don't mix well with each other. Some combinations can cause explosions and others harmful gases. So segregate batteries in storage, especially lead acid batteries away from nickel cadmium or nickel metal hydride.

6. The same tools and materials must not be used between battery chemistries. So color code the tools. Pick a color for each type of battery a tool could be used on and mark the storage area, as well as the tool, with that color.

Watch out when using metal tools or materials that you don't short circuit a battery or cause sparks that could lead to an explosion.



7. Do not smoke, eat or drink in battery storage areas. An open flame could lead to an explosion and eating around toxins is never a good idea.



8. Do not mix new and used batteries. Each type needs its own storage area. Do not let used batteries pile up. Properly dispose of them quickly.

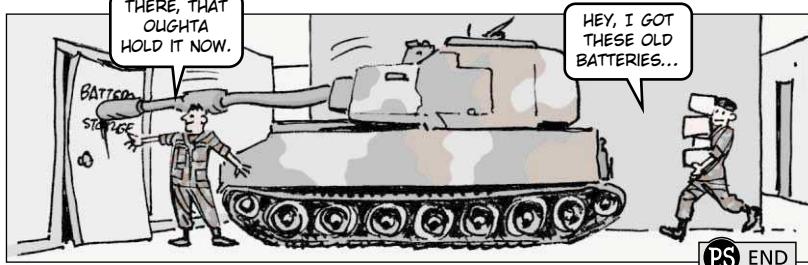
9. Periodically inspect stored batteries for defects such as bulges, cracks or leaks and to monitor battery expiration dates.

10. Keep only authorized batteries on hand and keep only the number that you need. It's a good idea to display in your storage area a list of available batteries and the equipment they're used in.

11. Know the odors, such as the smell of rotten eggs, and sounds, such as hissing and popping, associated with abnormal battery behavior. Let your nose and ears tell you when you might have a problem with a stored battery. Also, immediately disconnect any battery that is hot to the touch.



12. Last, but certainly not least, all personnel should be properly trained in maintenance procedures, first aid, personal protection equipment and the hazards of battery maintenance operations.



AN/TMQ-41, 41A...

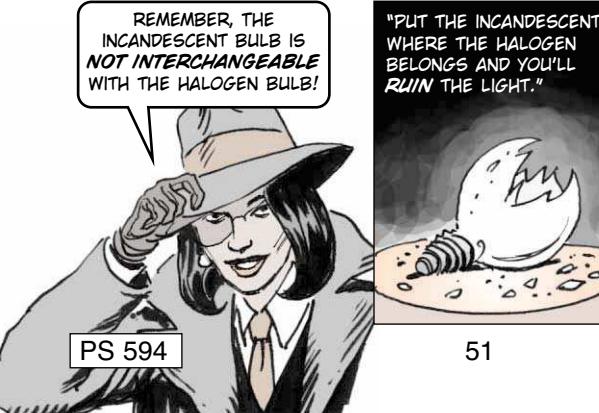


The meteorological measuring set (MMS) AN/TMQ-41, NSN 6660-01-386-3906, uses two types of light fixtures. One fixture takes a halogen bulb and the other an incandescent bulb.

The MMS AN/TMQ-41A uses one type of light fixture—an incandescent bulb.

Some MMS AN/TMQ-41 units contain a light fixture that requires a dual contact, 28V, halogen bulb. This bulb needs to be local purchased from the manufacturer, Ushio America Inc., using CAGE 0H3N2 and a part number of 1000917. Their phone number is 800-838-7446.

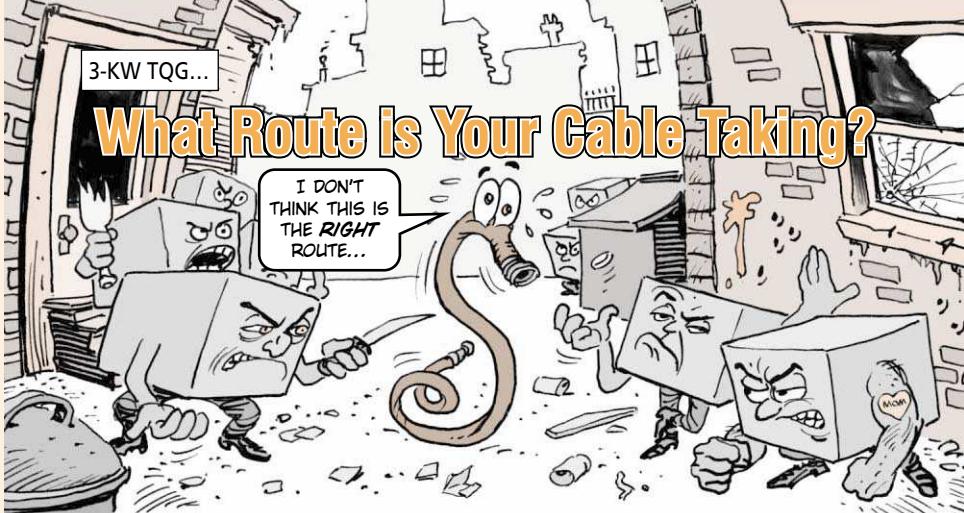
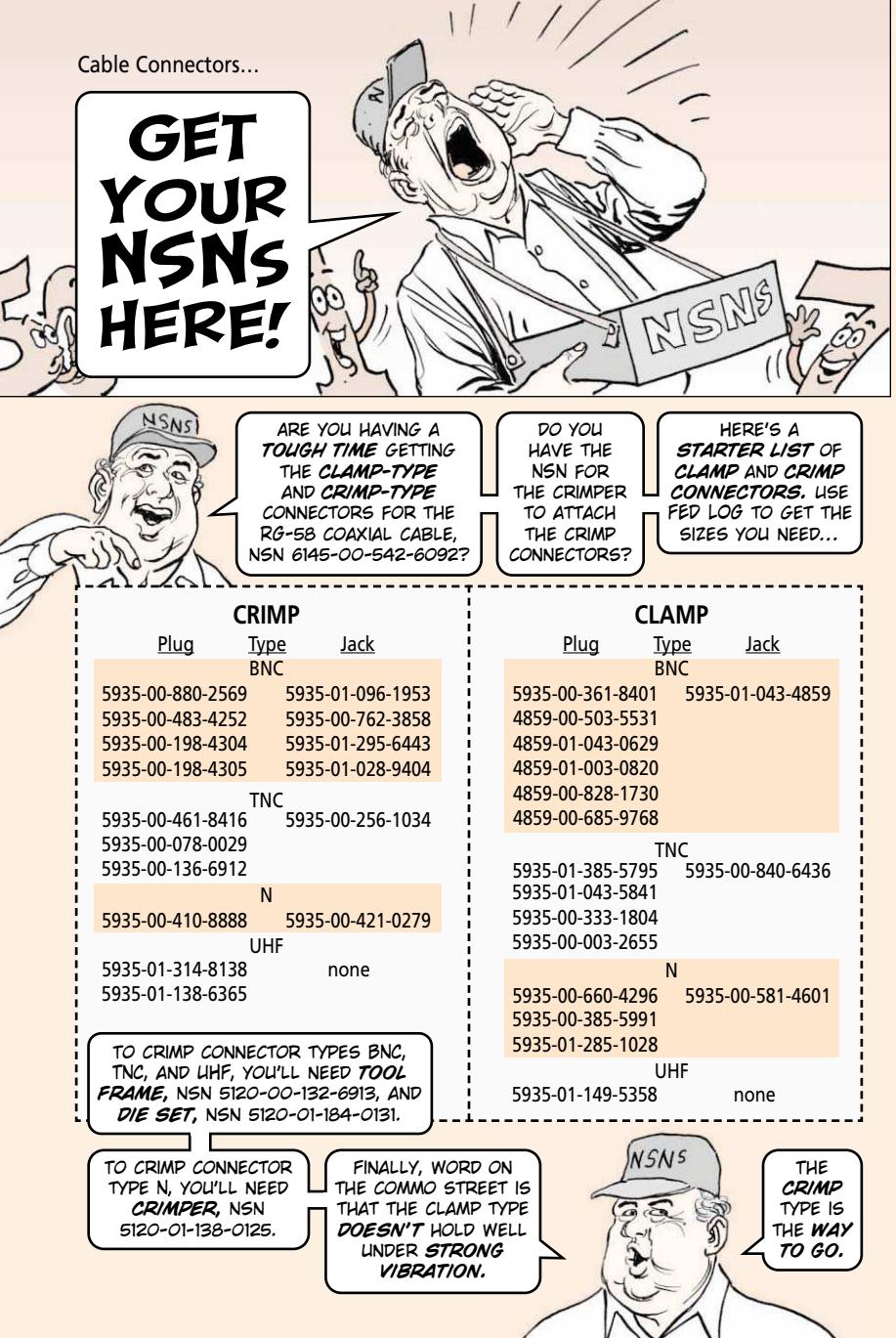
Other MMS AN/TMQ-41s and all AN/TMQ-41As contain a light fixture that requires a single contact, 28V, incandescent bulb, NSN 6240-00-155-7965.



PS 594

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MAY 02



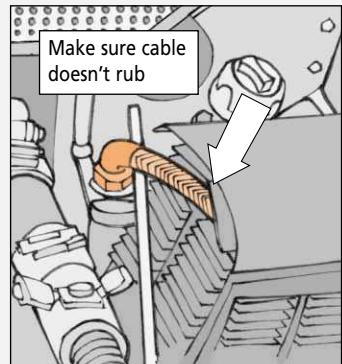
The battery cable on your 3-KW tactical quiet generator might be taking the wrong route through a bad neighborhood. It's a neighborhood where the cable's protective covering can get nicked and rubbed away.

This wrong route is underneath the engine mounting plate. Traveling this way puts the battery cable in harm's way. Cuts and nicks to the insulation can lead to shorts in the equipment and shocks to you.

The right route is above the mounting plate.

Make sure your battery cables are taking the right route. To help them stay in place, use a single tie wrap to secure the battery cables to the top of the engine mounting plate.

Add this routing info to Para 4-45, battery cable maintenance, in TM 9-6115-639-13.

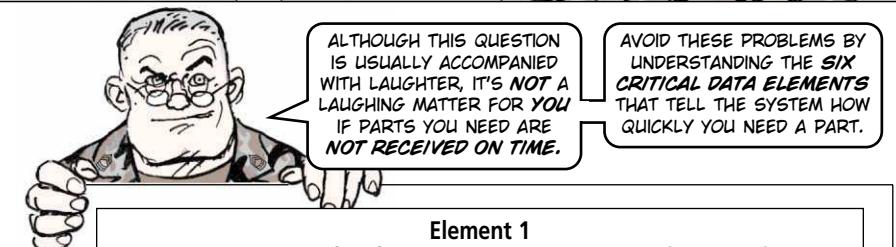


Fuel Filter \$avings

If you're using NSN 2910-01-477-0840 to order a fuel filter element for your 3-KW tactical quiet generator, you're paying \$66 more than you need to and getting more parts than you bargained for.

According to TM 9-6115-639-23P, that NSN should bring you a fuel filter element. Instead it brings you the entire filter assembly!

Use NSN 4330-01-374-9147 to get only the fuel filter element. It will cost you around \$10.



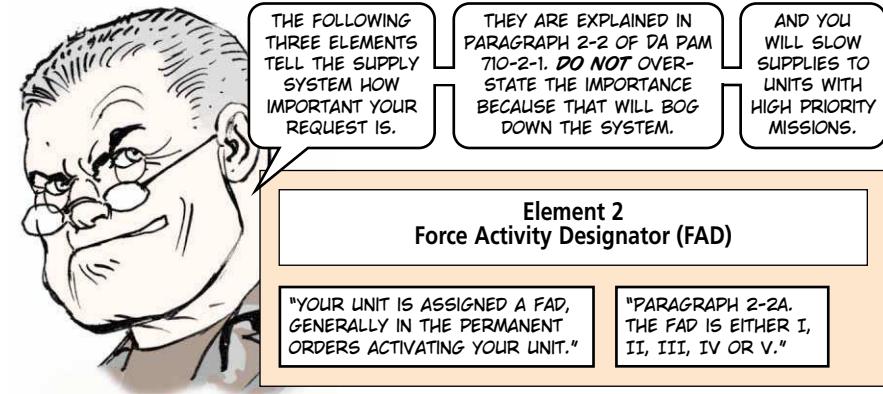
Element 1 Department of Defense Activity Address Code (DODAAC)



The unit DODAAC is on the permanent orders that activated your unit. Unit activation orders are kept with the unit property book or in the commander's unit hand receipt if the unit is supported by a parent unit property book office—such as a battalion.

If not, then your unit will not be authorized to order parts, pick up fuel or do anything in support of unit operations.

If your supporting DSU doesn't have your DODAAC, they can't support you.



Element 2 Force Activity Designator (FAD)

"YOUR UNIT IS ASSIGNED A FAD, GENERALLY IN THE PERMANENT ORDERS ACTIVATING YOUR UNIT."

"PARAGRAPH 2-2A. THE FAD IS EITHER I, II, III, IV OR V."

Element 3 Urgency of Need Designator (UND)



YOUR UNIT DETERMINES THE LIND (A, B, OR C) BASED ON HOW URGENTLY YOU NEED THE SUPPLIES.

YOUR COMMANDER WILL HAVE TO SIGN OFF ON LIND A AND B, AS EXPLAINED IN PARAGRAPH 2-3A OF DA PAM 710-2-1.

Element 4 Issue Priority Designator (IPD)

"THE IPD IS DETERMINED USING THE FAD AND THE LIND. PARAGRAPH 2-2C OF DA PAM 710-2-1 TELLS YOU HOW TO USE TABLE 2-1 OF THE PAM TO DETERMINE THE IPD."

Priority Designator Table
relating Force/Activity Designator (FAD)
to Urgency of Need (UND)

FAD	UND		
	A	B	C
I	01	04	11
II	02	05	12
III	03	06	13
IV	07	09	14
V	08	10	15

Element 5 Required Delivery Date (RDD)

THE RDD IS USED WHEN THE STANDARD DELIVERY DATE (SDD) CANNOT MEET UNIT NEEDS.

IT IS ALSO USED ON HIGH PRIORITY REQUESTS FOR PARTS THAT DEADLINE UNIT EQUIPMENT. SEE YOUR EQUIPMENT TMs FOR PARTS THAT, WHEN BROKE, RENDER THE EQUIPMENT NOT MISSION CAPABLE.

"IF YOU DON'T ASSIGN ONE, THE SYSTEM WILL USE THE SDD TO MEET YOUR NEEDS."

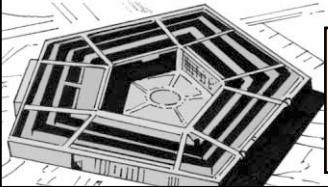


"SEE PARAS 2-4 AND 2-5 OF DA PAM 710-2-1 FOR ADDITIONAL INFORMATION ON THE SDD AND RDD."

FINALLY, IS THERE AN AUTHORIZED PROJECT CODE FOR YOUR REQUISITION?

Element 6 Project Code

"PROJECT CODES ARE ASSIGNED BY HQDA, THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF, THE SECRETARY OF DEFENSE AND THE PRESIDENT OF THE UNITED STATES."



"YOUR COMMANDER WILL TELL YOU OF ALL PROJECT CODES YOUR UNIT MAY USE AND WHEN THEY SHOULD BE USED."

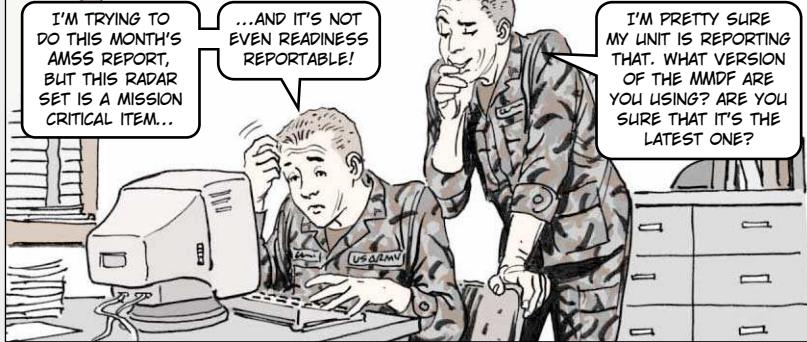
"NEVER USE PROJECT CODES THAT YOUR COMMANDER HAS NOT APPROVED FOR USE. THE CODES EXPEDITE DELIVERY OF PARTS NEEDED IN SUPPORT OF SPECIAL OPERATIONS AND TASK FORCES. PARAS 1-29 AND 1-30 OF AR 725-50, REQUISITIONING, ISSUE AND RECEIPT SYSTEM (NOV 95) DISCUSS THE PURPOSE AND USE OF PROJECT CODES."

IF YOUR REQUISITION HAS THE RIGHT ELEMENTS CORRECTLY ENTERED, THEN YOU SHOULD HAVE NO PROBLEMS GETTING THE PARTS YOU NEED WHEN YOU NEED THEM.

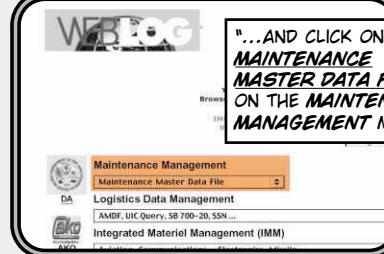


Maintenance Management...

Find Reportable Items in MMDF



THE MOST UP-TO-DATE LIST OF REPORTABLE ITEMS YOU NEED TO COMPLETE YOUR MONTHLY ARMY MATERIEL STATUS SYSTEM (AMSS) REPORT IS ON-LINE. JUST GO TO
<http://weblog.logsa.army.mil/index.shtml>



Maintenance Master Data File (MMDF) & Readiness Reportable Item Listings

(Date 25 July 2001)
Attention: Due to a Windows NT problem in these executables you must FORMAT all disks manually prior to executing the programs.

The MMDF development Unit Level System (S) can also be used to format all disks. You can also use the MMDF program to format all disks. Sustainability readiness is authorized by the readiness manager. Both files are updated semiannually in July and January.

IT'S THE READINESS REPORTABLE ITEM LISTING, A PART OF THE MAINTENANCE MASTER DATA FILE (MMDF).

BOTH FILES ARE UPDATED SEMIANNUALLY IN JULY AND JANUARY.

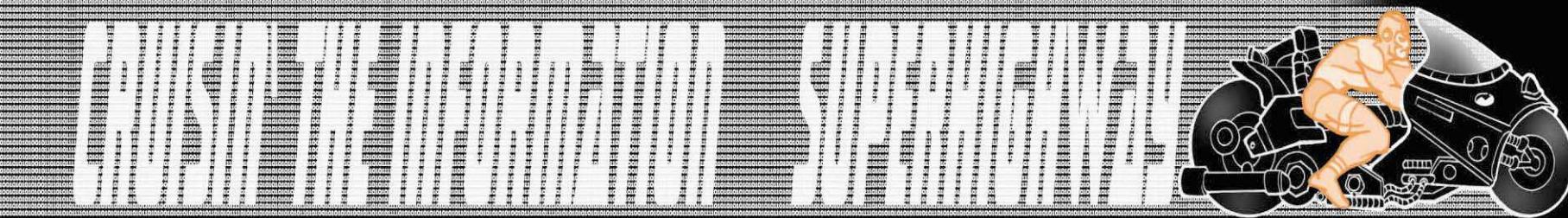
"ACCESS TO THE WEB LOG FILES REQUIRES A LOGONID."

"IF YOU DON'T HAVE ONE, REQUEST ONE AT THE SYSTEM ACCESS REQUEST LINK LOCATED AT THE BOTTOM OF THE WEB LOG PAGE."



"PARA 2-5B OF AR 700-138 ARMY LOGISTICS READINESS AND SUSTAINABILITY (SEP 97), AUTHORIZES YOU TO USE THE MMDF AND ITS READINESS REPORTABLE ITEM LISTING TO VERIFY YOUR AMSS REPORTABLE ITEMS."

CHECK IT OUT AND IF YOU STILL HAVE QUESTIONS, CONTACT THE LOGSA POC AT DSN 645-9748, (256) 955-9748 OR BY E-MAIL AT linda.thompson@logsa.army.mil



THE ON-LINE WARRIOR IS BACK IN THE FAST LANE OF THE INFORMATION SUPERHIGHWAY.

DURING MY LAST TRIP THROUGH THE WEB, I CAME ACROSS THE FOLLOWING USEFUL SITES...

MANY REQUIRE A PASSWORD AND USER ID.

EACH SITE WILL TELL YOU HOW TO GET THEM.



<http://aeprs.ria.army.mil/SMART/smartidea.cfm>

Gets you to the on-line SMART suggestion form. Just input your idea, hit the Submit button and the headshed has your idea to review. You may even make some money!



Navigation
■ SMART Home Page
■ Search Ideas

Submit An Idea

Welcome to the SMART Submission Page. B some information from you to start this proce complete all the entries. We need this inform your suggestion, and provide you the approp suggestion. Also, please do NOT use dou submission.

<http://www.quartermaster.army.mil/ltd/supexcel.html>

Gives you all the info you need to compete for the Army Supply Excellence Award.

LOGISTICS TRAINING DEPARTMENT

Chief of Staff, Army,
Supply Excellence Award Program



<http://www.goordnance.apg.army.mil/>

Defines Army Award for Maintenance Excellence competition requirements. Once there, click on the Ordnance Corps button, then click on Army Award for Maintenance Excellence (AAME) about halfway down the page.



The Chief of Staff, Army Award for Maintenance Excellence (AAME)

[DOD Maintenance Awards](#)

<http://safety.army.mil/home.html>

Is the Army Safety Center web site. It contains safety regulations, safety training programs, risk management information and is home to the Countermeasure and Flightfax newsletters.



Safety Strategic Plan

Army Safety Strategic Plan signed by the SecArmy and Chief of Staff . Plan provides the roadmap for integrating safety risk management into Transformation and all the Army does ([more](#))

Safety Messages

- DASAIF Safety Alerts

Quick View

- Flightfax Januan
- Countermeasure
- UH-60A MedEv
- Aviation Safet
- Ground Safety
- Laser Eye Sur
- CY01 Counter
- Index
- Winter Driving

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

Gets you to the Army Knowledge On-Line web portal. It offers access to Army pubs and news, has a powerful search engine of Army web sites, and a permanent email address for registered users. In short, it's your one-stop shop for Army business.



<http://www.mmis-mwo.com/mwo>

Is the home of MWO reporting.

Modification Management Information System (MMIS)

Please Login

User ID:

Password:

<http://aeps.army.mil>

Allows users to submit supply discrepancy reports, quality deficiency reports or pub changes (DA Form 2028) on-line. It also has a logistics assistance office (LAO) locator service, major subordinate command links to safety of use (SOU), safety of flight (SOF), maintenance advisory messages (MAM) and other maintenance and supply resources.



SB 700-20 APPENDIX H UPDATE

Note that Appendix H of SB 700-20 now authorizes/substitutes LIN combinations of machine gun mounts. The combinations are M12647 (authorized) and M74823 (substitute) and M11071 (authorized) and M74618 (substitute). The changes were applied to SB 700-20's master file in Mar 02. The official pub date of the new appendix is 1 Jun 02.

FMTV HYDRAULIC FLUID

You can also use Royco 756 hydraulic fluid in the air/hydraulic manifold on FMTVs. It joins MIL-H-5606 as the only approved fluids for this application. Royco 756 can be mixed with MIL-H-5606 in the same manifold without causing performance problems. Royco 756 is available in these sizes:

NSN 9150-00-224-4134 (quart)

NSN 9150-00-252-6383 (gallon)

NSN 9150-00-265-9408 (55-gal drum)

AOAP on the Web

Having trouble finding the Army Oil Analysis Program Management Office? Check out these links:

<http://www.logsa.army.mil/prodserv.htm>

<http://www.logsa.army.mil/alc/index.htm>

<http://weblog.logsa.army.mil/aoap/openpg.htm>

You can find out about AOAP, and check out what equipment is enrolled and their sampling intervals.

Drive to Arrive

Soldiers often forget the basics of safe driving when they park their trucks and tanks and fire up their POVs. Every 72 hours, a soldier is killed in a POV accident. Help prevent accidents by showing star-studded country music video clips as part of unit safety briefings. Download from the Safety Center web site at <http://safety.army.mil>. Also check out the POV Risk Management Toolbox for tips and tools to help in the Army's "Drive to Arrive" accident prevention campaign.

BATTERY CHARGER CHANGE

The PP-34/MSM, lead acid battery charger, NSN 6130-00-224-6089, is obsolete. Order the PP-1660E, NSN 6130-01-446-4132, instead.

250 CFM COMPRESSOR FILTER

NSN 2940-01-186-0592 gets the oil filter element shown as Item 9 in Fig 74 of TM 5-4310-452-24P. The NSN listed in the TM gets the wrong filter.

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?

MAINTAIN THE COMMO CHAIN



DON'T BE A WEAK LINK



WHEN IT COMES
TO COMMO PM,
THE WEAKEST LINK
NEVER HEARS
"GOOD-BYE"!

