

Issue 739

**PS**

June  
2014

**THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

TB 43-PS-739

Approved for  
Public Release;  
Distribution is  
unlimited



AND YOU  
ORDERED  
THE COVERS  
WHEN?

I COULDN'T  
FIND THE NSN.

**CARGO COVER NSNs, SEE PAGES 10-20**

# Your Best Insurance

SUMMER IS HERE. THE SUN IS HIGH IN THE SKY AND BURNING BRIGHT. TEMPERATURES ARE SOARING. THE SOIL'S PARCHED AND THE AIR IS THICK WITH DUST.

HERE ARE A FEW PREVENTIVE MAINTENANCE LESSONS FROM SOLDIERS WHO'VE SPENT TIME IN THE SANDBOX...

MAKE A PLEDGE TO PRACTICE PREVENTIVE MAINTENANCE—FOR YOU **AND** YOUR EQUIPMENT.

## PM FOR YOU MEANS TAKING CARE OF YOURSELF:

DRINK PLENTY OF WATER TO REPLACE WHAT YOU SWEAT OUT.

RUB INSECT REPELLANT WITH DEET ON YOUR SKIN SO THE BUGS DON'T FEAST ON YOU.

PROTECT YOUR SKIN WITH SUN SCREEN, YOUR HEARING WITH COMBAT ARMS EARPLUGS AND YOUR EYES WITH COMBAT EYEWEAR.

## PM FOR YOUR EQUIPMENT STARTS WITH YOUR HYDRATION SYSTEM.

MAKE SURE IT WORKS PROPERLY, BECAUSE YOU WON'T LAST LONG IN THE HEAT WITHOUT WATER. CHECK FOR LEAKS. DISINFECT THE BLADDER SO YOUR WATER DOESN'T TASTE FOUL.

THEN INSPECT THE SOFT PANELS AND HARD INSERTS IN YOUR BODY ARMOR. IF THEY'RE DAMAGED BY BULLETS OR FRAGMENTS, THEY CAN'T SAVE YOUR LIFE. **REPLACE THEM.**

FINE DUST AND SAND ARE THE GREATEST THREATS TO YOUR EQUIPMENT. THEY CAN CRIPPLE YOUR GEAR QUICKLY AND QUIETLY.

AND FINALLY, A WORD ABOUT YOUR VEHICLE: YOU **DON'T** WANT YOUR RIDE TO BREAK DOWN IN HOSTILE TERRITORY. A DISABLED VEHICLE ATTRACTS ENEMY FIRE.

SO CHECK YOUR BATTERIES' CHARGE LEVELS AND THE ENGINE'S FLUIDS DAILY. CHECK TIRE PRESSURE. AND MAKE SURE YOU KEEP THE AIR FILTER CLEAN.

TO KEEP **COMMUNICATING**, PUT DUST CAPS ON RADIO CONNECTORS.

TO KEEP **SHOOTING**, CLEAN YOUR RIFLE AND MAGAZINES AS OFTEN AS NEEDED.

KEEP THEIR OUTSIDES WIPED DRY.

PREVENTIVE MAINTENANCE IS YOUR **BEST INSURANCE** AGAINST THE THREATS YOU'LL FACE THIS SUMMER!



ISSUE 739 JUNE 2014

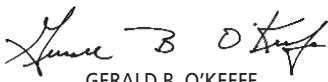
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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

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# AFES PM MEANS SAFETY FOR CREW

OK, I GIVE UP. WHAT ARE YOU DOING?

I NEVER GO ON A MISSION UNLESS I'M PREPARED FOR EVERYTHING...

...AND THAT INCLUDES FIRES!

IT'D BE SO MUCH SIMPLER IF YOU'D JUST DO SOME AFES PM!

CREWMEN, YOUR STRYKER'S AUTOMATIC FIRE EXTINGUISHING SYSTEM (AFES) CAN SAVE YOUR LIFE IN THE EVENT OF A FIRE.

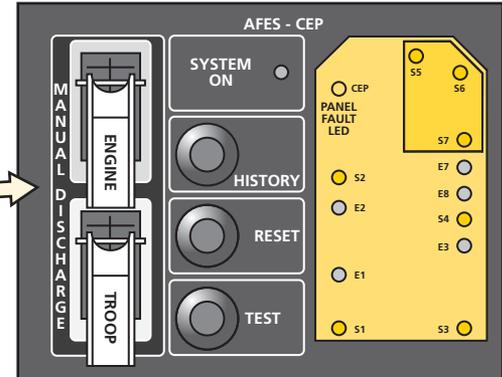
BUT JUST LIKE ANY OTHER PIECE OF EQUIPMENT, REGULAR PMCS IS CRITICAL IN MAKING SURE THE AFES WORKS WHEN YOU NEED IT MOST.

DO THESE CHECKS EVERY DAY TO KEEP YOUR AFES GOOD TO GO...

1. Inside the crew compartment, make sure shipping caps have been removed and stowed in the cap bag and replaced with the AFES nozzle.
  2. Make sure all detector lenses are clean. Wipe the dirty lenses with a clean, dry cloth. A lens tissue dampened with a mild cleanser can also be used.
  3. Check each wire connector on the cylinder. All should be connected and in good condition.
- Make sure sensors are free of dirt and debris

4. Turn your Stryker's main power switch to ON and check the AFES control panel. When the vehicle is started, all the LEDs on the AFES panel will blink for up to seven seconds.

After start up, only the green POWER lamp should stay lit on the detection system and engine control box. No other lamps should be lit.



5. Ensure pressure gauges on the extinguisher bottles are in the green zone.

REMEMBER: AFES CREW COMPARTMENT SENSORS TRIGGER THE EXTINGUISHER THROUGH OPTICAL FLAME DETECTION.

SO NEVER HAVE AN OPEN FLAME INSIDE OF YOUR STRYKER OR HANG ITEMS IN FRONT OF SENSORS.

# RUN-FLAT TIRE TIPS

SURE GLAD I HAVE THESE RUN-FLAT TIRES.

I CAN COUNT ON THEM TO GET ME OUT OF HERE SAFELY!



Crewmen, your Stryker's run-flat tires allow you to get out of a dangerous situation even when one or more of the tires have been seriously damaged.

But remember, your Stryker's run-flat tires are only designed to get you out of the danger zone. You need to slow down and drive just far enough to get to safety when running on punctured or damaged tires.

Drive no further than 25 miles and no faster than 30 mph when on roads that are in good condition. You might need to reduce speed and total mileage when on really rough roads or terrain. That's to prevent damaging the wheel rims and suspension system.

Don't drive more than five miles if **all** of the vehicle's tires are punctured or damaged.

Driving too long on punctured or damaged run-flats can cause tires to catch fire. Keep an eye out for smoke coming from the tires and signs of tires shredding or breaking apart. Pieces of tires breaking away from the vehicle can damage fuel and brake lines, increasing the likelihood of a fire.

If possible, reduce the air pressure of the tires opposite the damaged tires. That'll improve your Stryker's handling and control if the central tire inflation system (CTIS) isn't working.

Reduce speed and distance when driving on a punctured or damaged run-flat tire

# SLAT ARMOR NOT FOR STORAGE

WHERE ARE WE GONNA STORE ALL THIS GEAR?

GUESS WE COULD JUST PILE IT *INSIDE* THE SLAT ARMOR.

OH, NO. YOU DON'T! THAT'LL MAKE YOU AND ME LESS SAFE FROM RPGS!

Crewmen, it's tempting to use your combat vehicle's slat armor as extra storage space for your gear and supplies.

But the slat armor, which is designed to deflect an RPG blast before it can damage your vehicle and hurt you and your fellow crewmen, won't be effective if items are placed in front of or behind the armor.

Don't store cases of water bottles, water cans or other items between the slat armor and the vehicle. And don't hang rucksacks, litters and other gear on the outside of the slat armor. Litters should be secured to the outside of the vehicle with litter brackets, not stored behind the slat armor or attached to it.

**Don't** hang items on the outside...

...or store them on the inside of slat armor

Never step or climb on the slat armor. This can bend or break the slats. The space between the slats is designed specifically to disrupt an RPG. Any change to that spacing can leave you unprotected.

Also, a little PMCS goes a long way toward making sure your vehicle's slat armor will keep you safe. Follow these tips...

1. Look for cracked, warped or broken slats. Report any you find.
2. Tighten bolts and mounting hardware as needed, and replace anything that's missing.
3. Clear paper, leaves, branches and other debris from the slats.
4. Look for rust and report any you find.

# ROOF STORAGE DONE RIGHT

GOOD GRIEF! I CAN'T CARRY OUT A MISSION WITH ALL THAT STUFF ON MY ROOF!

Crewmen, a mission requires a lot of gear. Just be sure to load all that gear on your Stryker the right way so the mission's success isn't jeopardized.

The best place to store rucksacks and other gear is in the bustle rack. Of course, the bustle rack will only hold so much. So your next storage stop is the roof.

Store personal gear in bustle rack

Just don't load items on the roof of your Stryker in a way that interferes with antennas, hatches or the gunner's field of view.

Use nets and tiedown straps to secure gear to the roof, but make sure the tie downs are kept away from door hatches, hinges and handles.

Secure gear to roof with nets and tie-down straps, but don't interfere with hatches, antennas or gunner's field of fire

Don't stack equipment and gear higher than the bottom window of the objective gunner protection kit (OGPK). That gives the gunner a clear field of fire.

If your Stryker has roof storage boxes, put all the gear and equipment you can inside the boxes. Don't strap or tie anything to the outside of the boxes.

Use new external storage boxes if available, but don't tie or strap items to outside of boxes

## M1-Series Tanks...

GONNA HANG THIS ON YOUR TURRET SAFETY SCREEN TO BRIGHTEN UP THE PLACE.

DON'T YOU KNOW THAT'LL DAMAGE MY SCREENS?

BESIDES, I PREFER PICASSO!

# Don't Get Hung Up On

Crewmen, it's tempting to hang items like helmets and other gear from the turret safety screens in your tanks.

But that can cause some real problems. The extra weight cracks and bends the screens. The bent screens get hung up on electrical cables and hydraulic lines when the turret is traversed, causing some serious damage.

That kinda headache you definitely don't need. So store your gear properly and keep the screens from getting hung up with damage.

Don't hang gear on safety screens

# Screen Damage

# No Extra Duty For Turret Bolts

I'M GONNA MOUNT THIS TO YOUR TURRET SO WE DON'T MISS THE BIG GAME!

HOPE YOU'RE NOT PLANNING TO USE MY TURRET BOLTS. THOSE ARE OFF LIMITS!

NEVER USE THE BOLTS FOR MOUNTING STUFF LIKE FLAG BRACKETS, ROADWHEELS, LIGHTS OR OTHER ITEMS.

IF YOU'VE REMOVED ANY OF THE BOLTS OR SOME ARE MISSING, CHECK THE HOLES TO MAKE SURE THEY'RE CLEAN AND FREE OF DEBRIS.

A LITTLE ANTI-SEIZE COMPOUND WILL PREVENT CORROSION AND REDUCE WEAR AND TEAR ON THE THREADS.

YOU CAN ORDER IT WITH NSN 8030-00-597-5367.

AFTER YOU'VE ADDED IT TO THE THREADED HOLES, PUT A FLAT WASHER, NSN 5310-01-382-9030, ON EACH BOLT AND TORQUE THEM TO 50-75 LB-FT.

Those “extra” bolts on the top of your tank’s turret are there for a reason. The bolts, NSN 5305-01-014-5124, protect the threads inside each of the holes where the turret lifting device is attached. If those threads get damaged, there’s no way to separate the turret from the hull for sustainment-level repairs.

## An Exception to Every Rule

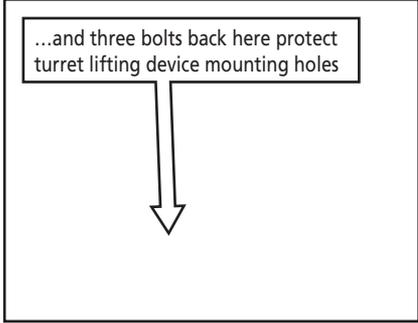
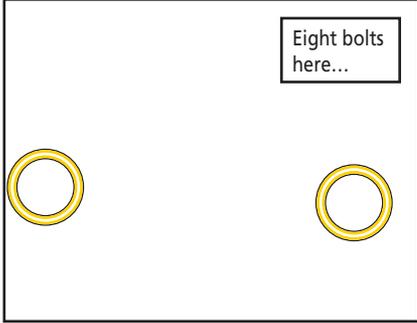
There’s a mount assembly, NSN 2350-01-593-1101, that **does** allow you to mount a roadwheel in front of the loader’s hatch on your M1.

The mount offsets the roadwheel from the lifting bolt holes while allowing the roadwheel to sit flush against the turret roof. That relieves any strain and protects the threads.

However, if your tank doesn’t have the mount assembly, don’t use the “extra” bolts on the top of the turret to mount a wheel assembly or anything else.

Don't use mount assembly for anything other than mounting road wheels

I KNOW THIS ISN'T AS MUCH FUN AS WATCHING THE GAME, BUT MY TURRET BOLTS ARE WORTH IT!



# CARGO COVER KIT NEWS YOU CAN USE!

NEED TO INSTALL A NEW LIGHTWEIGHT CARGO COVER KIT ON YOUR UNIT'S FMTV'S?

MOST CARGO COVER KITS ARE BEING RE-DESIGNED FROM THE CURRENT THREE-PIECE BOW KIT TO A NEW ONE-PIECE BOW KIT.

THE ONE-PIECE KITS WON'T BE AVAILABLE UNTIL SEP 14.

IN THE MEANTIME, KEEP ORDERING THE THREE-PIECE KITS UNTIL THEY'RE GONE.

FOR KITS THAT ARE OUT OF STOCK, ORDER THE DOWN PARTS TO PIECE THE KIT TOGETHER.

HERE ARE THE THREE-PIECE AND RELATED ONE-PIECE KIT NSNs AS WELL AS THE NSNs FOR THE KIT'S COMPONENTS...

## One-piece Arctic (green) 2 1/2-ton Cargo Cover Kit, NSN 2540-01-459-0365

COVER UP IN THE COLD!

Qty	Description	NSN
1	Cover assembly	2540-01-460-3487
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Assembly, pipe	4710-01-393-3192
3	Strap, tiedown	5340-01-460-6616
24	Snap, extension	5325-01-460-7431
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
4	Brace, bow support	2540-01-461-0106

## Three-piece Arctic (green) 2 1/2-ton Cargo Cover Kit, NSN 2540-01-539-3903

Qty	Description	NSN
1	Cover assembly	2540-01-460-3487
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-461-1429

## Three-piece Tan 2 1/2-ton Cargo Cover Kit, NSN 2540-01-539-3936

Qty	Description	NSN
1	Cover assembly	2540-01-460-2337
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-461-1429

**One-piece Tan 2 1/2-ton Cargo Cover Kit,  
NSN 2540-01-437-1463**

Qty	Description	NSN
1	Cover assembly	2540-01-460-2337
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
4	Brace, bow support	5340-01-461-0106

**One-piece Woodland Camo 2 1/2-ton Cargo Cover Kit,  
NSN 2540-01-385-9462**

Qty	Description	NSN
1	Cover assembly	2540-01-387-3987
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
4	Brace, bow support	5340-01-461-0106

**Three-piece Woodland Camo 2 1/2-ton Cargo Cover Kit,  
NSN 2540-01-539-3626**

COVER  
UP WHILE  
DRIVING  
IN THE  
WOODS!

Qty	Description	NSN
1	Cover assembly	2540-01-387-3987
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, Support	5340-01-461-1429

**Three-piece Arctic (green) 5-ton Cargo Cover Kit,  
NSN 2540-01-539-3915**

Qty	Description	NSN
1	Cover assembly	2540-01-460-0898
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-461-1429

**One-piece Arctic (green) 5-ton Cargo Cover Kit,  
NSN 2540-01-459-6479**

Qty	Description	NSN
1	Cover assembly	2540-01-460-0898
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
4	Brace, bow support	2540-01 461-0106

**One-piece Tan 5-ton Cargo Cover Kit,  
NSN 2540-01-436-9658**

Qty	Description	NSN
1	Cover assembly	2540-01-460-1075
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
4	Brace, bow support	2540-01 461-0106

**Three-piece Tan 5-ton Cargo Cover Kit,  
NSN 2540-01-539-3946**

Qty	Description	NSN
1	Cover assembly	2540-01-460-1075
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-461-1429

**Three-piece Woodland Camo 5-ton Cargo Cover Kit,  
NSN 2540-01-539-3647**

Qty	Description	NSN
1	Cover assembly	2540-01-472-5091
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453
4	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-461-1429

**One-piece Woodland Camo 5-ton Cargo Cover Kit,  
NSN 2540-01-386-2952**

Qty	Description	NSN
1	Cover assembly	2540-01-472-5091
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
24	Snap extension	5325-01-460-7431
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
4	Brace, bow support	5340-01-461-0106

**One-piece  
Arctic (green)  
5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-464-1399**

Qty	Description	NSN
1	Cover assembly	2540-01-460-0428
2	Bow, front or rear	2540-01-466-1937
2	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-462-8578
36	Snap extension	5325-01-460-7431
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
6	Brace, bow support	2540-01-461-0106

**Three-piece  
Arctic (green)  
5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-539-3909**

Qty	Description	NSN
1	Cover assembly	2540-01-460-0428
2	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
36	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
38	Snap button	5325-01-569-5453
6	Brace, bow support	2540-01-464-0106
2	Strap, support	5340-01-462-8578

**Three-piece  
Camo 5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-539-3927**

COVER  
UP WHILE  
DRIVING IN  
THE SUN!

Qty	Description	NSN
1	Cover assembly	2540-01-393-0950
2	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
36	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
1	Strap (1-in width, 24-in length)	5340-01-451-8966
38	Snap button	5325-01-569-5453
6	Brace, bow support	2540-01-464-0106
2	Strap, support	5340-01-462-8578

**One-piece Camo  
5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-387-5734**

Qty	Description	NSN
1	Cover assembly	2540-01-393-0950
2	Bow, front or rear	2540-01-466-1937
2	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-462-8578
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
6	Brace, bow support	2540-01-461-0106

**One-piece Tan  
5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-436-8898**

Qty	Description	NSN
1	Cover assembly	2540-01-479-5022
2	Bow, front or rear	2540-01-466-1937
2	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
5	Tube, horizontal (1 1/3-in dia, 93-in length)	4710-01-460-9522
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
2	Strap, support	5340-01-462-8578
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Pipe, assembly	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
6	Brace, bow support	2540-01-461-0106

**Three-piece Tan  
5-ton (LWB)  
Cargo Cover Kit,  
NSN 2540-01-539-3588**

Qty	Description	NSN
1	Cover assembly	2540-01-479-5022
2	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 93 1/4-in length)	4710-01-564-2798
36	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
8	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
1	Strap (1-in width, 24-in length)	5340-01-451-8966
38	Snap button	5325-01-569-5453
6	Brace, bow support	2540-01-461-0106
2	Strap, support	5340-01-462-8578

NOTE: The 5-ton dump truck covers have *not* been changed to a one-piece configuration. Here are the down parts for the three-piece cargo cover kits:

**Tan  
5-ton (Dump)  
Cargo Cover Kit,  
NSN 2540-01-539-3638**

Qty	Description	NSN
1	Cover assembly	2540-01-479-5026
1	Bow, front	2540-01-564-3372
1	Bow, center	2540-01-564-3669
1	Bow, rear	2540-01-564-4936
5	Tube, horizontal (1 1/4-in dia, 51 3/5-in length)	4710-01-565-1202
5	Tube, horizontal (1-in dia, 51 5/8-in length)	4710-01-564-9737
5	Tube, horizontal (1 3/40-in dia, 74 1/2-in length)	4710-01-573-0305
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7619
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453



**Woodland Camo 5-ton (Dump) Cargo Cover Kit,  
NSN 2540-01-539-3631**

Qty	Description	NSN
1	Cover assembly	2540-01-472-4368
1	Bow, front	2540-01-564-3372
1	Bow, center	2540-01-564-3669
1	Bow, rear	2540-01-564-4936
5	Tube, horizontal (1 1/4-in dia, 51 3/5-in length)	4710-01-565-1202
5	Tube, horizontal (1-in dia, 51 5/8-in length)	4710-01-564-9737
5	Tube, horizontal (1 3/40-in dia, 74 1/2-in length)	4710-01-573-0305
24	Snap, extension	5325-01-460-7431
1	Pipe, black iron	4710-01-391-3192
3	Strap, tiedown	5340-01-460-6616
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
1	Strap (1-in width, 24-in length)	5340-01-451-8966
26	Snap button	5325-01-569-5453

WELL, I THINK WE'VE GOT ALL THESE TRUCKS COVERED!

YOU SAID IT, CONNIE!

Trailer Hookups...

# COLOR-CODING SAVES BRAKES!

WHAT HAPPENED?!

OUCH! OH, MY ACHIN' TREAD!

LOOKS LIKE YOU **CROSSED** THE AIR BRAKE LINES.

**D**on't throw CAUTION to the wind when it's time to hook up a trailer's brake air hoses to your 2 1/2- or 5-ton truck. Cross those air lines and the trailer brakes will lock up, burn out or ruin the tires!

So make sure your trailer's hooked up right. It's not that hard. Just locate the SERVICE and EMERGENCY air couplings and use the TM to verify which is which on your trailer.

If they're not already marked, it's a good idea to color-code the trailer air hose connectors and the truck's gladhand couplings now. A dab of blue paint on the SERVICE connectors and red on the EMERGENCY pair will keep things straight the next time you hook 'em up.

Color code truck gladhands...

...and trailer couplings

YOU CAN ALSO ADD A SERVICE OR EMERGENCY ID PLATE TO YOUR TRUCK'S GLADHANDS WITH THESE NSNs...

ID Plate	2 1/2-ton truck NSN 9905-	5-ton truck NSN 9905-
SERVICE	00-740-9721	00-999-7370
EMERGENCY	00-774-4284	00-999-7369

# TAKE NO SHORT CUTS ON GUN MAINTENANCE

MY INSIDES  
FEEL ALL  
QUIRKY.

UHH... AFTER THE  
INSPECTION, I TRIED  
TO SPEED UP THE  
ASSEMBLY PROCESS.

NO! DON'T  
TELL ME YOU  
TRIED TO **STACK**  
THE WORM  
GEAR PARTS.

OH-58D...

HEY, I HAD TO COME  
BACK BECAUSE I COULDN'T  
FIRE! THE GUN IS **JAMMED!**

LOOKS LIKE  
THE CULPRIT IS  
THE EXTRACTOR.  
SOMEONE DIDN'T  
PAY ATTENTION  
TO DETAIL!

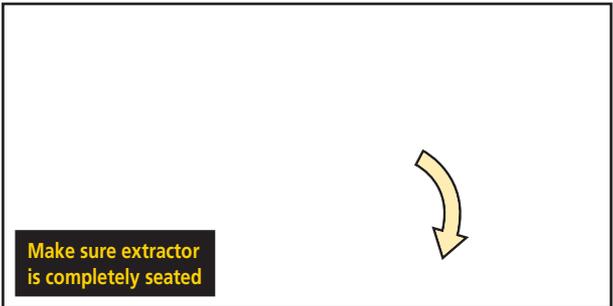
## PREPARE M3P GUN FOR FIRING

GUNNERS, KEEP YOUR M3P .50 CAL  
MACHINE GUN, NSN 1005-01-303-5250,  
**OFF** THE NMC LIST WITH PREVENTIVE  
MAINTENANCE **AND** ATTENTION  
TO DETAIL.

BEFORE TELLING THE PILOT TO MOVE THE  
GUN'S BREECH BOLT FORWARD OR TO THE  
REAR DURING GUNNERY EXERCISES, MAKE  
SURE THE EXTRACTOR IS COMPLETELY  
DOWN AND SEATED IN THE GUN.

Stacking  
worm  
gear  
parts on  
bearing  
retainer  
like  
this...

...to install in receiver opening will **not** work



If the extractor is not completely down, it can't grab the rounds to place them in the bolt face. When the breech bolt is moved, the gun will jam with the bolt to the rear. Then you can't close the gun door because the bolt is stuck. The only way to fix a jammed gun is to call the armament folks to the rescue.

Another thing that could knock your gun out of commission is not doing pre-load gun inspections to make sure the spring pin is installed in the extractor body.

During cleaning and servicing, the gun is taken apart. When the gun is reassembled, the spring pin sometimes gets overlooked and isn't reinstalled.

That's bad news for the gun. If it's fired without the spring pin, the gun will malfunction. The firing pin sticks, which can lead to run-away firing. And that will destroy the breech bolt.

# SERVICING THE MAST-MOUNTED SIGHT

BOY, DOES MY MMS NEED SOME JUICE!

DON'T YOU WORRY. I'VE GOT YOU HOOKED UP WITH THE COOLANT YOU NEED!

**C**rews, not servicing the turret on your Kiowa Warrior's mast-mounted sight (MMS) can lead to problems.

When servicing the MMS, take your readings with the MMS in the OFF position. If the coolant level indicator reads between +60°C and ambient minus 10°C, no servicing is required, like it says in Para 8-16 (9) of TM 1-1520-248-10. When adding coolant, follow the info in EM 0246, WP 2875 00.

After you've added coolant, check the sight glass again to make sure the temperature reading is normal. If the reading is between 60°C and the ambient temperature minus 10°C, no service is required. The color should be yellow or white, with white being the most common ambient temperature. The level should not be in red. Red is -120°C all the way to 0°C. That's not good. If the reading is above 60°C, you need to drain the excess coolant from the system.

Always check temperature tape before flight

Never overfill the MMS with antifreeze. Too much coolant overpressurizes the system. That can cause coolant lines to burst inside the MMS.

Over time, additives in the antifreeze can form gummy deposits and block coolant circulation, causing the turret to overheat. If that happens, it's probably time for a coolant change.

Remember, there is a 300-hour inspection requirement to drain, flush and refill the system with fresh coolant. Follow the procedures in EM 0246, WP 2878 00.

## KEEP BLADES OFF SLIPPERY SLOPE

OK, I'M TIRED OF THIS TOOL SLIPPING!

**S**ometimes the simplest maintenance task on your Kiowa Warrior can turn into a lot more than you bargained for.

For instance, rotating or folding rotor blades should be a no-brainer, right? But when you use the tie-down wand assembly, NSN 1730-01-185-8877, things can get a little slippery.

The wand assembly is placed under the blade to lift it. While rotating or folding, the blade can slip off the top of the wand even if you're moving very slowly. If that happens, the blade drops from an elevated position damaging the blade cuff, the hub and the root of the blade.

Wand assembly with no top slips off blade

Wrapping duct tape to create top prevents slips

To keep the blade from slipping off the wand, wrap some duct tape around the wand to create a top. Then add another piece of the tape to cover the exposed sticky side so it doesn't come in contact with the painted surface of the blade. Duct tape is the simplest method but another option is to use some strap webbing.

Then you can easily slide the wand onto the blade. The tape over the top and sides keeps the blade from sliding off.

Make a note that the wand assembly is a part of the Kiowa Warrior's fly away items.

# INSPECT CABLES BEFORE HOOKUP

MAKE SURE YOU'VE  
GOT A MATCH BEFORE  
HOOKING ME UP  
TO THAT WEAPONS  
SYSTEM!

**M**echanics, the Kiowa Warrior's weapons system cables and connectors are made for a snug fit. If you force a fit, you'll force a break.

Before hooking cables into aircraft weapons system connectors, visually check the cable pins and the connector receptacles. Make sure you have a match before you hook up.

Ensure connector and connector receptacle match before hooking up weapon system

If your aircraft has been through Reset, it is especially important to check connectors. What may have matched up fine before may not now.

If you force a mismatched cable and connector together, you'll bend or break the cable's pins when you try to muscle it in place. These internal pins are easily damaged, so the armament folks will have to take apart the cable to repair it or replace the entire cable, depending on the type of damage.

So avoid the agony of defeat by making sure you have the right match first. Then go easy when hooking up the Hellfire missile system, the M3P machine gun or rocket launcher to your aircraft.

# The Battle for PM

THE PLANET  
OF ATMOS...

...WHERE THE PRINCIPLES  
OF PM REIGN SUPREME!

FROM A DISTANCE, ALL  
LOOKS PEACEFUL...

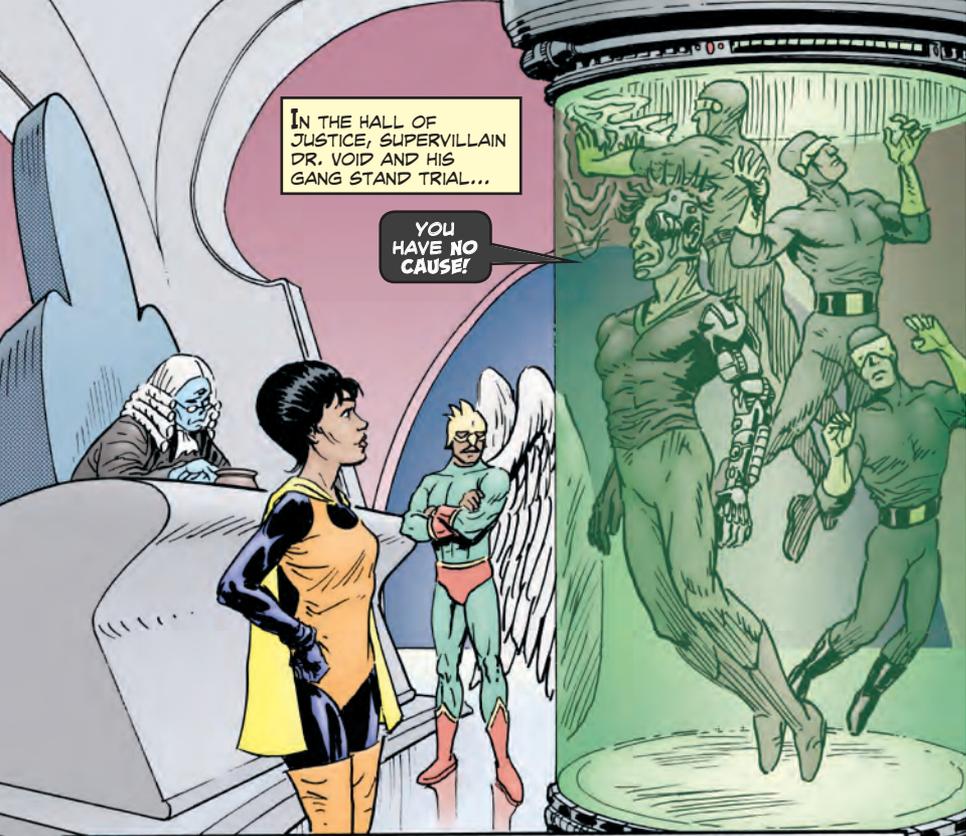
...BUT LET'S TAKE  
A CLOSER LOOK...

THIS TRIAL IS  
A MOCKERY!

A MOCKERY,  
I TELL YOU!

IN THE HALL OF JUSTICE, SUPERVILLAIN DR. VOID AND HIS GANG STAND TRIAL...

YOU HAVE NO CAUSE!



NO CAUSE FOR QUESTIONING MY EXPERIMENTS WITH INACTIVE PREVENTIVE MAINTENANCE.

PEOPLE WITH SUPER POWERS HAVE NO NEED OF PM!

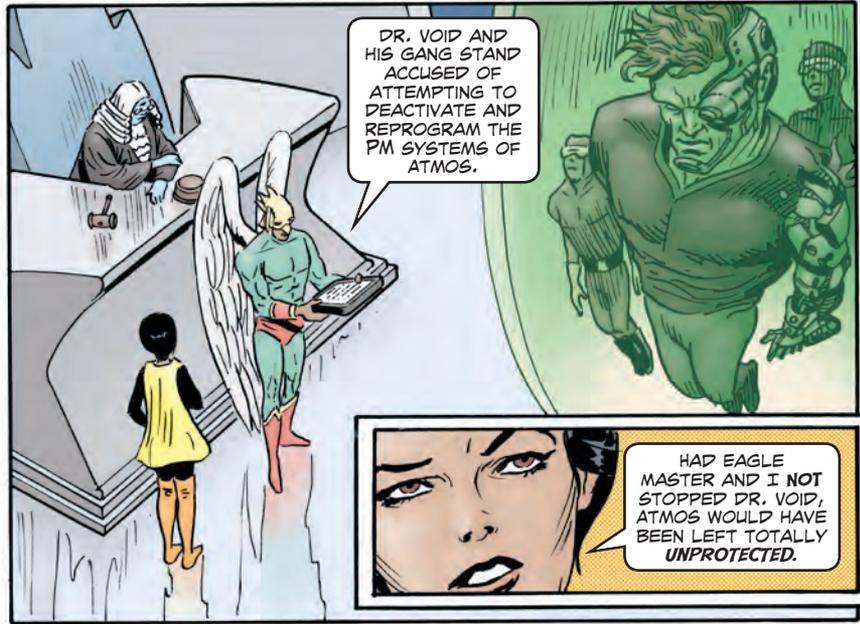


SILENCE!

BANG!  
BANG!



EAGLE MASTER, ONYX, PLEASE READ THE CHARGES.



DR. VOID AND HIS GANG STAND ACCUSED OF ATTEMPTING TO DEACTIVATE AND REPROGRAM THE PM SYSTEMS OF ATMOS.



HAD EAGLE MASTER AND I NOT STOPPED DR. VOID, ATMOS WOULD HAVE BEEN LEFT TOTALLY UNPROTECTED.



DR. VOID, HOW DO YOU PLEAD?

I DID NOTHING WRONG!



VERY WELL, SINCE YOU DO NOT DENY YOUR CRIMES, I SENTENCE YOU AND YOUR GANG TO INCARCERATION ON THE PRISON SATELLITE OF OUTERMOST!

ONYX, PLEASE CARRY OUT THE SENTENCE.



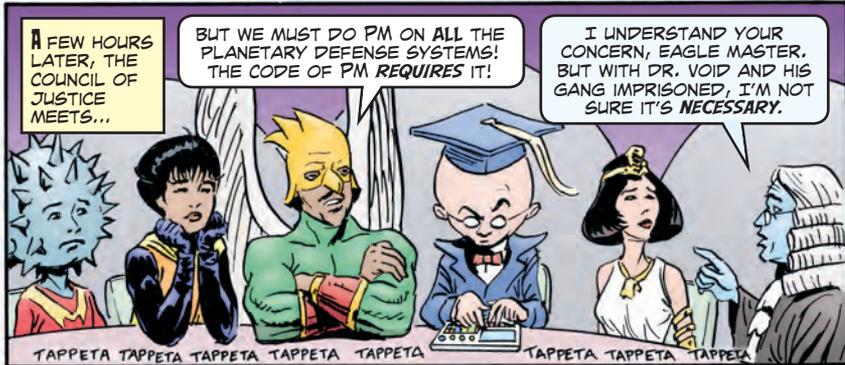
IT'S MY PLEASURE, YOUR HONOR.



NO! NOOOOOO! YOU'LL PAY FOR THIS



OUTRAGEEE...

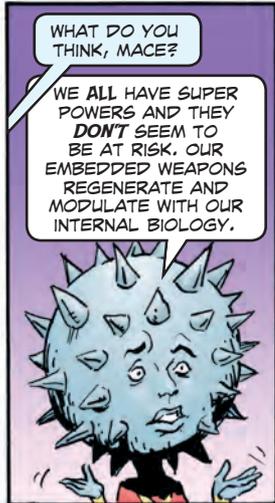


A FEW HOURS LATER, THE COUNCIL OF JUSTICE MEETS...

BUT WE MUST DO PM ON ALL THE PLANETARY DEFENSE SYSTEMS! THE CODE OF PM **REQUIRES** IT!

I UNDERSTAND YOUR CONCERN, EAGLE MASTER. BUT WITH DR. VOID AND HIS GANG IMPRISONED, I'M NOT SURE IT'S **NECESSARY**.

TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA



WHAT DO YOU THINK, MACE?

WE ALL HAVE SUPER POWERS AND THEY **DON'T** SEEM TO BE AT RISK. OUR EMBEDDED WEAPONS REGENERATE AND MODULATE WITH OUR INTERNAL BIOLOGY.



BUT THAT DOESN'T MEAN WE SHOULD **NEVER** DO PM. MY SCANS OF THE PLANET'S SHIELD GENERATORS INDICATE A SLIGHT DROP IN THEIR DEFLECTION CAPACITY. PM COULD IMPROVE-

CAPTAIN WISDOM, WHAT'S YOUR OPINION?



HUH? SORRY. I'M CALCULATING THE DECIMAL RATIO OF PI.

ASK DR. SPHINX. SHE'S THE PLANET'S MAINTENANCE CZAR.

TAPPETA TAPPETA TAPPETA TAPPETA



WE'VE NEVER LOST A BATTLE AGAINST A SUPERVILLAIN. OUR MAINTENANCE CODES ARE SELF-PERPETUATING!

I AGREE.

TAPPETA TAPPETA TAPPETA TAPPETA TAPPETA



TAPPETA TAPPETA

THE DEFENSE SYSTEMS WILL CONTINUE AS USUAL WITH NO REMODULATION SHUTDOWNS. PM CAN WAIT UNTIL THERE'S AN ACTUAL PROBLEM!



SOME TIME LATER, THE HEADQUARTERS OF EAGLE MASTER AND ONYX...

BASED ON THE JUDGE'S DECISION, WE **CAN'T** DO PM ON THE PLANETARY DEFENSES.

BUT WE CAN MAINTAIN OUR OWN SYSTEMS AND WEAPONS.

AT LEAST WE'LL BE READY IF SOMETHING SHOULD GO WRONG.



I WAS AFRAID OF THIS. IT APPEARS DR. VOID HAS **ESCAPED!**

OUR PLANETARY DEFENSE SYSTEMS HAVE **FAILED!**

DR. VOID MUST HAVE USED THE PRISON AS A TESTING GROUND FOR HIS EXPERIMENTS!

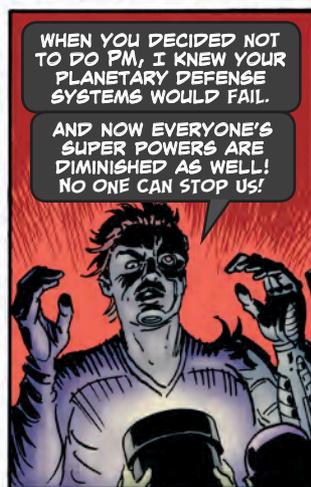


THAT'S THE PLANETARY DEFENSE WARNING. BETTER USE YOUR SUPER VISION, EAGLE MASTER.

BEEP BEEP BEEP BEEP



I'M SURE HE'LL WANT TO EXACT HIS REVENGE ON THE COUNCIL OF JUSTICE!





# TM Changes For

# M240H and M240L

GET OUT YOUR PENCILS, SMALL ARMS REPAIRMEN. YOU NEED TO MAKE SOME CHANGES TO THE M240 MACHINE GUN'S TM 9-0115-313-23&P.

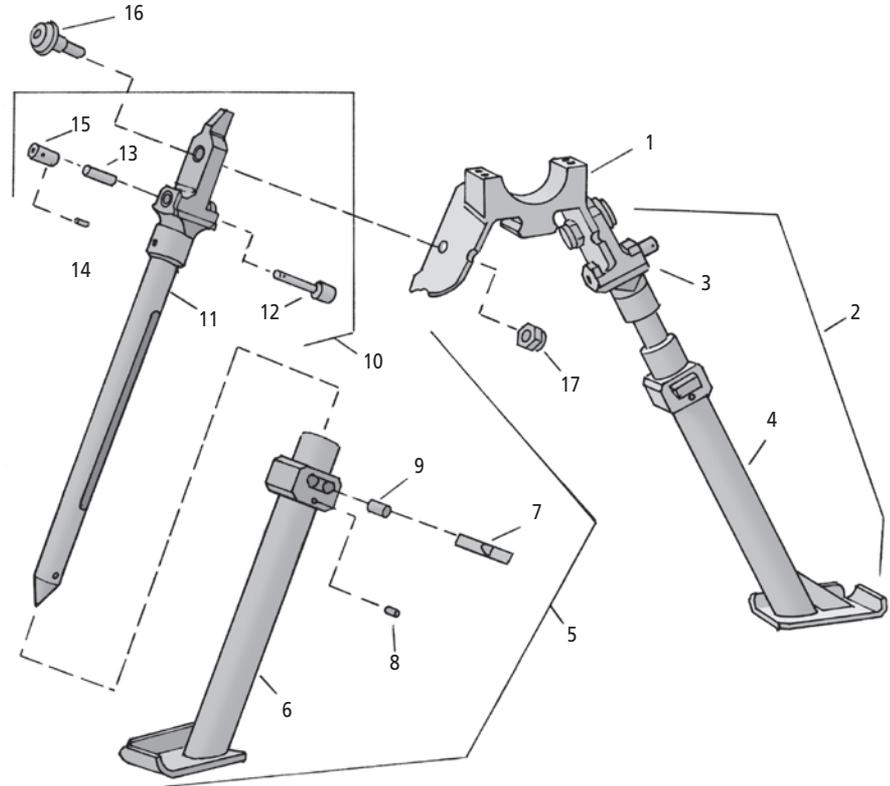
## M240H Bipod

MWO 9-1005-313-23-1 UP-GRADED THE M240H'S BIPOD ASSEMBLY. THE WORK SHOULD HAVE BEEN COMPLETED BY 13 NOV 13.

AS A RESULT OF THE MWO, FIG 19 IN WP 0049 00 NEEDS TO BE CHANGED TO THIS...

Item Number	Nomenclature	SMR Code	NSN
1	Yoke, bipod	XAFZZ*	
2	Leg, left assembly	PAFFF	1005-01-522-0761
3	Leg, upper left	PAFFF	1005-01-522-0764
4	Leg, lower left	XAFZZ*	
5	Leg, right assembly	PAFFF	1005-01-522-0767
6	Leg, lower right	XAFZZ*	
7	Latch	PAFZZ	1005-01-522-0762
8	Setscrew	PAFZZ	5305-01-524-2975
9	Spring, helical comp	PAFZZ	5360-01-522-0763
10	Leg, upper right	PAFFF	1005-01-522-0769
11	Leg assembly	XAFZZ*	
12	Plunger, detent	PAFZZ	5340-01-522-0765
13	Spring, helical comp	PAFZZ	5360-01-522-0766
14	Pin, spring	PAFZZ	5315-01-114-2396
15	Cap, detent	PAFZZ	1005-01-522-0768
16	Screw, shoulder	PAFZZ	5305-01-563-5472
17	Nut, self-locking	PAFZZ	5305-00-245-8825

\*Do not order XA coded items. Order the next higher assembly.



## M240L Safety Spring

ON WP 0017 01, PENCIL IN THAT THE SAFETY SPRING, NSN 5340-01-550-1620, MUST BE REPLACED WHENEVER IT'S REMOVED.

IT SHOULD **NOT** BE REMOVED UNLESS ABSOLUTELY NECESSARY.

WHERE ARE YOU GOING?

THAT'S A LOT OF CHANGES. I NEED ANOTHER PENCIL!

# What's Needed to Turn in M2010

WAITAMINIT! WHERE'S THE REST OF MY STUFF? MY CASE? MY MAGAZINES?!

I'M **NOT** READY FOR TURN-IN!

WHEN IT'S TIME TO TURN IN YOUR M2010 SNIPER RIFLE, YOU MUST TURN IN **EVERYTHING**, NOT JUST THE RIFLE.

IF **ANY** OF THE FOLLOWING ARE MISSING, A FINANCIAL LIABILITY INVESTIGATION OF PROPERTY LOSS (FLIPL) WILL BE INITIATED...

Item	NSN	Part Number
.300 Magazine	1005-01-588-2913	130340406
Hard case	1005-01-604-1567	404067
Sling	1005-01-603-3480	404059
Suppressor	1005-01-604-1555	405322
Suppressor sleeve	1005-01-604-1556	404062
Scope case	1005-01-603-3478	40465
Scope	1240-01-603-2241	40457
Deployment kit	1005-01-604-1545	404049
Soft case	1005-01-604-1569	40468
LFU/ARD	1240-01-502-1295	13001589
Cleaning kit	1005-01-604-1528	404040
Magazine	1005-01-606-7255	302176
Recoil pad 1.5 inch	1005-01-604-1503	303300
Recoil pad .75 inch	1005-01-604-1502	303299

THERE MAY BE OTHER ITEMS IN THE DEPLOYMENT AND CLEANING KITS THAT MAY ALSO NEED TO BE TURNED IN. SEE YOUR HAND RECEIPT.

REMEMBER, TOO, THE M2010 MUST BE IN ITS **ORIGINAL** CONFIGURATION FOR TURN-IN.

IF YOU HAVE ANY QUESTIONS, CONTACT TACOM'S GENE MEADE AT DSN 786-1253, (586) 282-1253, OR EMAIL: [eugene.v.meade2.civ@mail.mil](mailto:eugene.v.meade2.civ@mail.mil)

Small Arms...

AH, NOW THIS IS A GOOD QUESTION!

# HOW SHOULD SAFETY WIRE BE WIRED?

Dear Half-Mast,  
Most of the TMs for small arms show screws safety-wired with several loops. But we often receive weapons from the manufacturer or depot with screws safety-wired with only one loop. Are both methods OK?

D.L.

Dear Mr. D.L.,  
Both methods are fine. The important thing is that the screws are in fact safety-wired. Otherwise, vibration during firing works them loose. Then you've got real problems.

*Half-Mast*

Single-strand or double-twist safety wire OK

M110 SASS...

## DUST COVER REPLACEMENTS?

Dear Half-Mast,  
The dust covers for the day sights on our M110 semi-automatic sniper system (SASS) disappear. Can we order replacement covers?

SGT D.R.

Dear Sergeant D.R.,  
Yes! Order the front dust cover with NSN 1005-01-544-7450 and the rear one with NSN 1005-01-545-0711. They aren't listed in TM 9-1005-342-23&P.

Rear and...

...front dust covers are available

*Half-Mast*

# What Are MK 19 Model Differences?

NOW, WHO AM I?

IF THEY ONLY KNEW!

I THINK I CAN HELP WITH THAT.

Dear Half-Mast,

We have several different models of the MK 19 in our unit and we're not sure how to list them on our property books. Can you help?

SSG S.L.

SURE THING. HERE'S THE LOWDOWN...

- MK 19 MOD 3, NSN 1010-01-126-9063, is the basic model
- MK 19 MOD 3 with an adjustable sight bracket resulted from MWO 9-1010-230-50-1. Its NSN is 1010-01-490-9697. The sight bracket was added to the right side of the receiver.
- MK 19 MOD 4, NSN 1010-01-362-6513, was added to the Army inventory in 2013. It's used with the armored security vehicle (ASV). Unit MTOEs have probably not been updated to include the MOD 4. Property book officers are authorized to add the MOD 4. The MOD 4's data plate and item unique identification (IUID) will be updated when the MK 19 is sent for overhaul. The MOD 4 does not have its own TM yet. Order spare parts for it through DLA. They are listed in TM 9-1010-230-23&P.

IF YOU'RE UNSURE WHICH MK 19 YOU HAVE, CONTACT YOUR LOCAL TACOM LAR. OR YOU CAN CONTACT TACOM'S WAYNE WAROWAY AT DSN 786-1254; (586) 282-1254; OR EMAIL: [wayne.d.waroway.civ@mail.mil](mailto:wayne.d.waroway.civ@mail.mil)

M16-Series Rifle...

# DON'T LOSE SIGHT OF CORRECT SIGHT

HEY! WAIT A MINUTE! THIS SIGHT POST IS ROUND.

MINE IS S'POSED TO BE SQUARE! WHAT GIVES?!

Dear Editor,

As a TACOM LAR, I've run into several instances where an M16A1 front sight post was installed on an M16A2 rifle.

The sight posts are different and the difference makes a difference. The A1 post is round, whereas the A2 post is square. The A1 post has five adjustment notches, whereas the A2 has four. You can sight with an A1 post on an A2 rifle, but you won't be able to use the corrections when zeroing a target.

All Soldiers should check their M16A2s and make sure they have a sight post that is square. If you have the wrong sight post, get your repairman to install the correct one, NSN 1005-01-134-3625.

Karl Hayhurst  
TACOM LAR  
Camp Casey, South Korea

Tip of M16A2 sight post should be square

*Editor's note: Another fine tip, Karl. Thanks for sharing it. Soldiers, the round sight post is obsolete for all weapons. So if your M16A1 still has the round sight post, get it replaced with the square M16A2 post.*

JBPDS BIDS...

I'M RUNNIN' LOW ON POWER HERE, YOU GUYS.

HOW ABOUT GENERATING SOME GENERATOR PM SO I CAN REALLY CRANK INTO ACTION?

# GENERATOR SOLUTIONS RIGHT HERE!

IF THE GENERATOR FOR THE JBPDS (JOINT BIOLOGICAL POINT DETECTION SYSTEM) BIDS CAN'T GENERATE POWER, YOUR BIDS IS POWERLESS TO DETECT THREATS.

HERE ARE A FEW WAYS TO KEEP THE GENERATOR EMPOWERED...

## Get New Insulation

The old insulation breaks off and gets sucked into the air cleaner. That cuts off the generator's airflow. Since 2011, new BIDS have insulation with a special coating that won't come apart.

If your BIDS doesn't have the new insulation, see maintenance advisory message (MAM) JPM-BD 11-01, which explains how to get a replacement set. One free set of insulation may be available per system. Additional sets have to be purchased directly from the manufacturer. Units install the insulation. Instructions come with the insulation.

I HEAR THERE'S NEW INSULATION FOR MY GENERATOR THAT DOESN'T BREAK APART!

HOW 'BOUT GETTIN' ME SOME?

I'LL GET RIGHT ON IT!

For help getting the insulation or MAM, contact George Barnes at DSN 786-1387, (586) 282-1387, or email: [george.l.barnes.civ@mail.mil](mailto:george.l.barnes.civ@mail.mil)

## Pull Out Part of Exhaust Hose Before Sliding Out Generator

PULL OUT 3-4 FEET OF THE EXHAUST HOSE TO GIVE THE HOSE SOME SLACK.

IF YOU DON'T, THE HOSE'S COUPLING MAY TEAR THE HOSE WHEN YOU PULL OUT THE GENERATOR TRAY.

Pull out exhaust hose before sliding out generator

## Keep an Eye on Exhaust Pipe's Wrapping

The generator's vibration can cause the wrapping to unravel to the point it catches in the generator fan.

Help keep the wrapping on the exhaust pipe with a 2-in hose clamp, NSN 4730-01-515-4940.

Help extend the life of the exhaust pipe by installing a 1 1/2 x 1 1/2 x 2 3/4-in slotted angle support bracket and a 1 3/4-in muffler clamp, NSN 5340-01-455-3934. The bracket, which was suggested by the 326th Chemical Company in Huntsville, AL, cuts down on tension and vibration that can damage the muffler tail pipe. Get the bracket by contacting George Barnes.

If you have a tailpipe break, the 375th Chemical Company in Council Bluffs, IA, suggests having your maintenance section weld a piece of pipe to the muffler and exhaust pipe. That may be enough to keep you operating until you get a new muffler and tailpipe.

Bracket extends life of exhaust pipe

Secure wrapping with hose clamp



## Clean Back of Radiator Every Six Months

This is critical if you're operating in a sandy environment. Oil and sand collect on the backside of the radiator. If it gets too dirty, the radiator can't cool the generator and it overheats. That can kill the generator.

To clean the back of the radiator, you'll need to get your mechanic to remove the fan guard, which is held in place by several screws. Spray low-pressure water through the front of the radiator to loosen up the gunk. Then use something soft and flexible like a playing card to scrape off the gunk. Don't use anything metallic that could damage the radiator coils.

Run low-pressure water through front of radiator to knock loose crud



M240-Series  
Machine Gun...

## LOOK FOR LOOSE OP ROD PIN

IF THE M240-SERIES MACHINE GUN OP ROD GAS PISTON PIN LOOSENS TOO MUCH, YOUR GUN WILL STOP FIRING.

OPERATORS SHOULD IMMEDIATELY CHECK ALL THEIR M240 OP RODS FOR LOOSE PINS. JUST FEEL THE GAS PISTON TO SEE IF IT'S LOOSE. IT'S OK FOR IT TO MOVE A LITTLE.

ALSO CHECK FOR ANY DAMAGED OR MISSING OP ROD PARTS.

THERE IS NO FIX FOR A LOOSE PISTON PIN OTHER THAN TO REPLACE THE OP ROD.

THIS CHECK WILL BE ADDED TO THE PMCS IN THE NEXT UPDATE TO TM 9-1005-313-23&P.

M153 CROWS II...

# UNLOCK BEFORE POWERING UP!

HOLEY MOLEY!  
YOU FORGOT  
TO UNLOCK  
ME.

I THINK YOU  
JUST DID  
IN MY MAIN  
FRAME.

When it's time to use your common remotely operated weapons station (CROWS) II, it's important to first unlock all the locks. If CROWS is locked when you power it up, major damage to the main frame assembly can result. That can cost more than \$40,000 to fix!

Before  
you  
shoot:

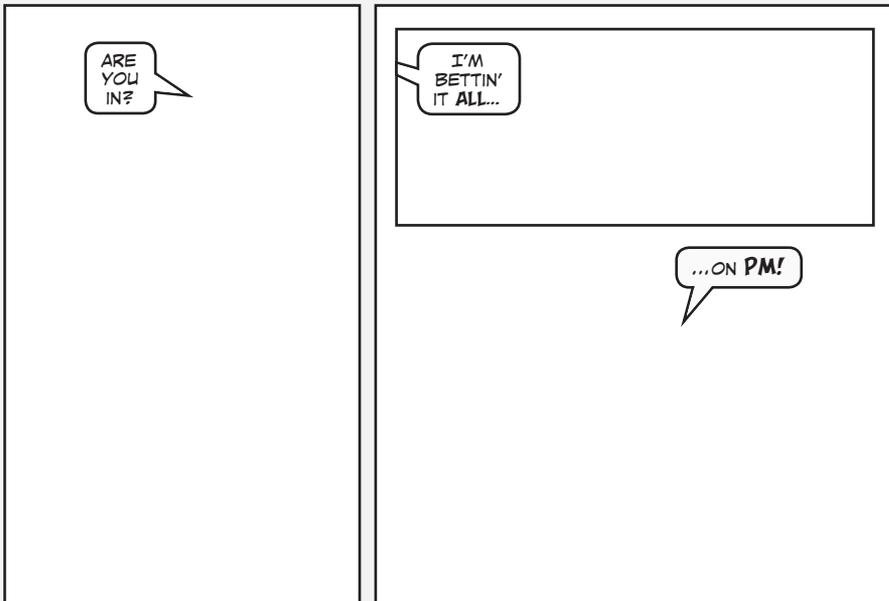
- Disengage the azimuth (AZ) lock

- Put the ELEVATION (EL) transport lock in OPERATION

- Remove the SSA clamp assembly and stow it in the support equipment bag

OF COURSE, WHEN YOU'RE DONE WITH YOUR MISSION, YOU NEED TO RELOCK CROWS.

# Place Your BETSS on Preventive Maintenance



That's exactly what's happening. Recently, some TQGs powering the BETSS-C stopped running because Soldiers neglected preventive maintenance checks and services (PMCS). In some cases, the failed generator or its parts were beyond repair.

HERE'S WHERE TO LOOK IN THE TMS FOR PMCS WORK PACKAGES...

TM	Work Package
TM 9-6115-641-10	WP 0010 & WP 0011
TM 9-6115-641-24	WP 0007 & WP 0008
TM 9-6115-639-13&P	Operator PMCS in WP 0009 & WP 0010. Field Maintenance PMCS in WP 0015 & WP 0016

AND HERE'S A CLOSER LOOK AT SOME COMMON MAINTENANCE PROBLEMS AND THEIR SOLUTIONS...

**WARNING**  
Never service or perform maintenance on a generator while the engine is running. Shut down the generator and let the engine cool before servicing.

## Operator PMCS

**ENGINE OIL:** When the engine is low on oil, parts can seize and the engine can fail. Low oil pressure can cause cylinders to dry out and throw rods. Too much oil creates pressure that can blow O-rings and the gasket to the valve cover. And that can break the seals in the engine block.

Here's how to make sure the engine has the right amount of oil:

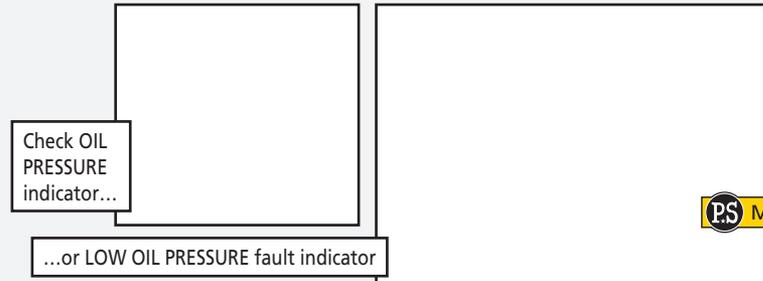
- Inspect the TQG for oil leaks before, during and after operating it. Report Class III leaks to field maintenance.
- Remove the oil fill cap and look at the dipstick. Make sure the **oil level** is at the FULL mark or between the hash marks. When the TQG's running, keep an eye on the **OIL PRESSURE** indicator on the control panel or the **LOW OIL PRESSURE** fault indicator.
- Add oil to the engine crankcase if it's low or if the indicators show the pressure is low. **Shut down the generator set before checking the oil level or adding oil.**

IF YOU HAVE A BASE EXPEDITIONARY TARGETING AND SURVEILLANCE SYSTEM-COMBINED (BETSS-C), LISTEN CAREFULLY.

THE BETSS-C IS POWERED BY ONE OF THESE GENERATORS...

Generator	NSN 6115-	TM
5-kW MEP-802A tactical quiet generator (TQG)	01-274-7387	TM 9-6115-641-10 (Oct 09) and TM 9-6115-641-24 (Apr 12)
5-kW MEP-812A TQG	01-274-7391	TM 9-6115-641-10 (Oct 09) and TM 9-6115-641-24 (Apr 12)
3-kW MEP-831A TQG	01-285-3012	TM 9-6115-639-13&P (Apr 10)
3-kW MEP-832A TQG	01-287-2431	TM 9-6115-639-13&P (Apr 10)

If the TQG goes down, the BETSS-C has no electrical power. Security monitoring and surveillance suffer. You've lost your eyes and ears.



**FUEL:** Fuel leaks are dangerous. Inspect the TQG for leaks before, during and after operating it. If you find any, **shut down the TQG** and report the problem to field maintenance.

Dirt and debris in the fuel system make the engine run rough. They can cause engine speed to vary. And that can spike voltage and damage equipment powered by the TQG. Remove the fuel tank fill cap. Remove the **mesh fuel strainer** and wipe it clean. Also inspect your **plastic fuel cans**. Make sure the caps are screwed on snug. Covering the cans with a tarp helps keep dirt, debris and water out of the fuel, too.

Wipe fuel strainer clean

Tighten fuel can caps

The **fuel/water separator** removes water and sediment from the fuel. Open the drain cock and drain the contaminants into a container. Inspect the fuel/water separator for leaks, cracks and loose fuel lines before and after running the TQG. If you find any damage, report it to field level maintenance.

When the TQG's running, keep an eye on the **FUEL LEVEL** indicator on the control panel and the **NO FUEL** fault indicator. Never allow the fuel tank to run dry while the TQG is running. That can drain the batteries and damage the fuel pump. Depending on which TQG you have, its fuel tank holds 4 or 5 gallons, enough for about 8 hours of operation.

Keep an eye on FUEL LEVEL indicator...

...and NO FUEL fault indicator

Refuel if the indicators show the fuel level is low. **Shut down the generator set before refueling.** Never refuel while the engine is running. Read your TM's WARNINGS about filling the fuel tank.

**HEAT:** A running engine creates heat. This heat needs to be released into the surrounding air to reduce engine temperature. Problem is, heat releases more slowly in hot weather than in cooler weather. That means engine temperature stays high longer. The result: The engine overheats and may stop running altogether. During hot weather, take precautions to avoid engine overheating.

If you put the **TQG in a revetment**, give it plenty of air. Center the TQG with at least 4 feet between it and the walls.

Another way to keep the TQG cooler is to put it under a **solar shade**. Solar shades block out the sun and reduce hot surface temperatures.

Give TQG lots of room for air

The shades come in two sizes:	System	Size in feet	Floor area in square feet	NSN 5410-	Each system includes cover, poles, stakes and repair kit.
	Type I	35 x 35	892	01-519-7041	
Type II	50 x 50	2000	01-519-7185		

YOU CAN ALSO SHADE THE GENERATOR WITH THE ULTRA-LIGHTWEIGHT CAMOUFLAGE NET SYSTEM (ULCANS). ULCANS IS AVAILABLE IN FOUR SYSTEMS...

System	NSN 1080-
Desert radar scattering	01-475-0696
Desert radar transparent	01-475-0694
Woodland radar scattering	01-457-2956
Woodland radar transparent	01-475-0697

### Heat and the 3-kW TQG

Before you run the 3-kW TQG, inspect the **air intake ducts, exhaust ducts** and **air filter** for clogging dirt and debris. A clogged air intake or filter chokes off air to the engine, making it work harder. The results are overheating and shutdown. Remove clogs from the ducts. Clean the filter with compressed air. Replace it if necessary.

Remove clogging dirt and debris from ducts

Keep the **access doors** closed. That allows air to flow around inside and cool the generator. Closed doors also keep dirt and sand away from the engine.

Keep an eye on the **ENGINE HIGH TEMP** fault indicator on the control panel. If the indicator shows the engine's running hot, the problem could be a clogged air filter or air intake ducts. Or the generator could be overloaded. Read the operator's troubleshooting table for instructions.

## Heat and the 5-kW TQG

THE 5-KW TQG ENGINE COOLING SYSTEM CONSISTS OF A RADIATOR, HOSES, COOLING FAN, WATER PUMP, FAN BELT AND OVERFLOW BOTTLE.

BEFORE YOU RUN THE TQG, INSPECT THE RADIATOR FOR DIRT AND DEBRIS BLOCKING AIR FLOW. CLEAN IT IF NECESSARY.

INSPECT THE ENTIRE COOLING SYSTEM FOR CLASS III LEAKS, DAMAGE, CRACKS OR MISSING PARTS. IF YOU FIND ANY OF THESE PROBLEMS, REPORT IT TO FIELD MAINTENANCE.

Also inspect the **air intake ducts**, **exhaust ducts** and **air cleaner** for dirt and debris. A clogged air intake or cleaner chokes off air to the engine, making it work harder. The results are overheating and shutdown. Remove clogs from the ducts. Check the air cleaner's restriction indicator. If it's in the red, the air cleaner element is clogged. Clean the element with compressed air. Replace it if necessary. Inspect the air canister. If it has dirt and debris, clean it with a lint-free cloth.

Keep the **access doors** closed so air can flow around inside and cool the generator. Closed doors also keep dirt and sand away from the engine.

Close access doors to help cool generator

Now and then look at the **COOLANT TEMP** indicator on the control panel and the **COOLANT HIGH TEMP** fault indicator. If either indicator shows the engine's running hot, the problem could be a clogged air cleaner or air intake ducts. Or the generator could be overloaded. Read the operator's troubleshooting table for instructions.

IF THE ENGINE'S HOT, THE COOLANT COULD BE LOW. CHECK THE COOLANT LEVEL. IF IT'S LOW, ADD MORE.

## Field Level PMCS

Field level PMCS is based on an interval schedule of hours, weeks or months of operation. Regular PMCS ensures that defects are found and fixed before they can disable your generator. Field maintenance must complete **all** of the checks and services in the TMs. Here are some of the highlights:

**ENGINE OIL:** Drain the engine oil according to the PMCS interval schedule. Add the proper type of oil. Also change the oil **filter**. If you're in a dusty or sandy place, change the oil and filter more often.

**FUEL:** Inspect the **fuel/water separator** by the interval schedule. Inspect it more often if the TQG is in constant use. If there's water, drain it. If the fuel/water separator has cracks, corrosion or signs of leakage, replace it.

If there's water in fuel/water separator, drain it

Inspect the **engine fuel injection pump**. Look for damage or signs of leakage. Also inspect the **pump sealing gasket** for leaks. If you find problems, read TM 9-2815-257-24 (Nov 00) for instructions on pump and gasket replacement.

**HEAT:** To keep the engine from overheating, inspect the **engine air filter/air cleaner**. Look for cracks and dents. Also look for dirt and clogging. A clog chokes off air to the engine, making it work harder. Clean or replace the filter/cleaner as needed.

Field maintenance must remove and replace the engine air filter/air cleaner at least as often as the PMCS interval schedule requires.

The 3-kW TQG is cooled by two fans. Inspect the cooling fans for damage. Make sure the blades turn smoothly. Replace the fans if necessary. Also check the engine's cylinder fins for dirt and debris. Clean if necessary.

Read your TMs. In the pages following the PMCS tables, you'll find work packages for the general inspection and service of both the generator and engine.

## You're Responsible

OPERATORS AND FIELD MAINTAINERS ARE REQUIRED TO PERFORM **ALL** PREVENTIVE MAINTENANCE CHECKS AND SERVICES ASSIGNED TO THEM.

LACK OF PMCS HAS CAUSED THE TQGS AND BETSS-CS TO **SHUT DOWN**. PERFORMING PMCS BY THE BOOK WILL KEEP THEM RUNNING.

# Update MSD's Brain for Best IETM Results

GAAH, I MUST BE GETTING OLD... VISION GETTING BLURRY, CAN'T REMEMBER WHAT SENTENCE I WAS READING IN THIS IETM...

IT'S NOT YOU. IT'S YOUR EMS NG AND ADM SOFTWARE. TIME TO BOOST YOUR BRAINPOWER AGAIN, BUDDY!

**ZAPPP!**

**I**t's here! Be sure to download and install the latest version 2.1.8 of the Electronic Maintenance System—Next Generation (EMS NG) Viewer and Autonomous Diagnostics Manager (ADM) on your Maintenance Support Device (MSD). Updating the MSD's brain helps you get the most out of interactive electronic technical manuals (IETMs).

IETMs are mailed with the version of Viewer/ADM that was current when the IETM was published. For example, the HEMTT A4 IETM comes packaged with EMS NG v2.0. The Viewers/ADMs are updated annually to improve performance and maintain information assurance, but IETM updates happen less often.

So if you have trouble reading your IETMs, upgrade your version of EMS to match (or exceed) the software version the IETM was authored in. Each update is backwards-compatible and will work on older IETMs.

You can download the most current EMS NG Viewer/ADM from:

<http://www.ems-helpdesk.com>

or from AKO at: <https://www.us.army.mil/suite/files/26121198>

**Note to MSD administrators:** The EMS NG Viewer and ADM have up-to-date Certificates of Networkiness (CoNs) and are authorized for installation on DOD network-connected computers. The CoNs are included on the software disc. For example, you'll find the EMS NG Viewer's CoN in the folder titled "EMS NG/Viewer/Certificates of Networkiness."

The CoNs ensure software security and are necessary for installing and using the EMS NG viewer and ADM. Be aware that installing these on some Army local area networks may require administrator rights.

If you run into problems or have questions, submit a ticket to the EMS NG help desk at:

<http://www.ems-helpdesk.com>

You can also call the help desk at 1-877-445-1780 or email: [Support@EMS-HelpDesk.com](mailto:Support@EMS-HelpDesk.com)

**FROM  
SOUP TO  
NUTS  
(AND  
BOLTS)**

**W**e know extra nuts, bolts and washers can sure come in handy, especially for do-it-yourself projects, like building a workbench or adding shelves in a tool room.

You can view off-the-shelf inventory with the Defense Logistic Agency's Inventory Locator Network (DILNet). DILNet lists the hardware inventory available to troop support, land, maritime and aviation supply chains from participating vendors. Best of all, it's updated every day.

You can search inventory by NSN or part number. When you find what you need, you can work with a customer account specialist and submit a MILSTRIP requisition. Hardware ships directly from vendors, with shipping times averaging only 8 days.

**BINGO!** I'VE HUNTED FAR AND WIDE FOR YOU FOR MONTHS.

**THERE'S AN EASIER WAY, SOLDIER. IT'S CALLED DILNET.**

CHECK OUT DILNET AT...

<https://www.troopsupport.dla.mil/CE/dilnet/index.asp>



Another helpful page on the website has fastener, assortment, and nuts and washer catalogs: <https://www.troopsupport.dla.mil/Hardware/Fasteners/>

You also have the option to check availability of your parts or NSNs at:

<https://www.troopsupport.dla.mil/CE/dilnet/CT.asp>

For DILNet customer assistance, call DSN 444-5510, (215) 737-5510, or email:

[dscpdilnet@dlamail](mailto:dscpdilnet@dlamail)

## Urgent Reminder

Never use fasteners to repair or reassemble equipment without first consulting the TM. Use only the exact fasteners called for in the TM. Remember, bolts and screws are precision materials. The wrong ones could snap under stress or not snap when they should. And that could be dangerous, even fatal.

# Make Connections on milSuite

SERGEANT, YOU'RE WAY OUT HERE, YET YOU PUT TOGETHER A WHATSIT! HOW DID YOU DO IT?

EASY PEASY! I CONNECTED TO PEOPLE WHO COULD HELP ME THROUGH MILSUITE!

Dear Half-Mast,

I'm a new supply sergeant learning the ropes. Is there someplace online where I can meet similar professionals and subject matter experts (SMEs) to ask questions or get info about my field? Thanks.

SGT R.T.

Dear Sergeant R.T.,

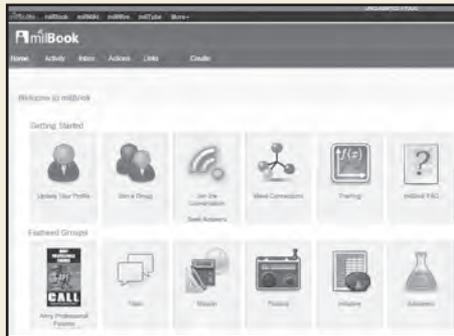
Yes, there's a great online tool set called milSuite that you can check out, no matter your experience or field of expertise.

MilSuite offers a secure way for Soldiers, DOD civilians and contractors to unite in specialized online communities across DOD.

Users can share thoughts, ideas, lessons learned and seek assistance from experts and peers in a whole range of topic areas. It's a great way to break the age-old cycle of constantly reinventing the wheel.

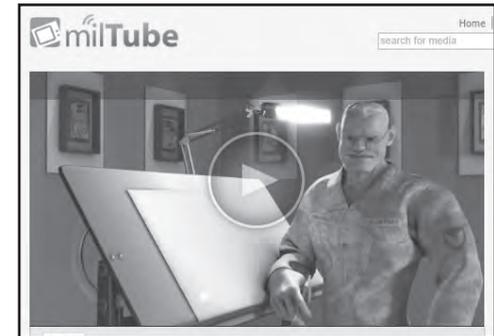
MilBook connects people across DOD. It's a central hub for networking workforce professionals, like similar commercial social media websites. Users can share information through group blogs, discussions and private wiki documents, or create secure communities of interest that grow and connect with others across the greater military community.

## milBook



MILTUBE IS A PLATFORM FOR SHARING VIDEOS CREATED ACROSS DOD. YOU'LL FIND VIDEOS RANGING FROM TRAINING TO NEWS OR EDUCATIONAL FOOTAGE.

## milTube



## milWiki

MilWiki is a military encyclopedia and knowledge management tool. Users can integrate and interlink knowledge into topical-based articles. Experts are encouraged to contribute experience and knowledge and update information.

Wikis are websites that are editable by anyone who can access them and this one is no different, so the whole military community is involved in keeping the articles up-to-date.



## milWire

MilWire promotes sharing of existing content through short microblog-style posts. The format encourages short text updates, or link sharing from other milSuite areas and external websites.

Ready to jump in and get your feet wet? Grab your common folks and share what you know. Here's the address:

<https://www.milsuite.mil/>



Half-Mast

# SHOULD IT STAY OR SHOULD IT GO?

Are you ready to transfer or turn in equipment? Trying to figure out which items should go along with the equipment and which ones you should keep? Or maybe you're a little baffled by the difference between COEI, BI I, AAL and expendable/durable supplies and material. If so, here's the scoop!

● **Components of End Item (COEI)** are part of the end item, but are removed and packed separately for transportation or shipment. These items must stay with the end item whenever it is transferred or turned in. An example is the antenna that goes with a radio set. COEI are authorized by the end item's TM.

● **Basic Issue Items (BI I)** are used to set up and operate equipment or perform emergency repairs of end items. BI I stay with end items throughout their service life, even through turn-in. An example is the retaining bar for installing a radio set in a vehicle. BI I are authorized by the end item's TM.

BI I

COEI

Some Soldiers don't know or forget that operator TMs are also BI I. TMs should stay with vehicles or equipment whenever it's turned in or transferred. Due to cuts in the Army's printing budget, this is more important than ever.

● **Additional Authorization List (AAL) items** are authorized by MTOE, TDA, or common or joint table of allowances for use with the end item. Since they are optional, the unit retains these items if the end item is transferred or turned in. Examples of radio AAL are cables, adapter wires and batteries.

AAL

● **Expendable/durable supplies and materials** are used to take care of end items. Your unit buys them and keeps them until used up. They include things like cleaning rags, adhesives, lubricants, rope and tape. They are authorized by CTA 50-970. For more info, download the pub:

[http://armypubs.army.mil/doctrine/DR\\_pubs/dr\\_a/pdf/cta50\\_970.pdf](http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/cta50_970.pdf)

# Training... HOW MANY CHECK RIDES REQUIRED?

ME AND MY BUDDIES ARE WONDERING WHY WE ALL HAVE TO GET CHECK RIDES!

CHECK RIDES AREN'T REALLY ABOUT YOU GUYS. THEY'RE FOR THE DRIVERS!

FIRST-LINE SUPERVISORS MUST CONDUCT ANNUAL CHECK RIDES FOR EACH DRIVER IN ACTIVE ARMY UNITS, AND EVERY 2 YEARS IN RESERVES OR NATIONAL GUARD UNITS.

Dear Half-Mast,

It says in AR 600-55, *The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)*, that supervisors must conduct annual check rides on unit drivers/operators. I'm responsible for our drivers' training. Some drivers are licensed on multiple equipment and vehicles. Is there a requirement to give them a check ride on each piece of equipment or vehicle, or just one? Please clarify.

Mr. W.C.

Dear Mr. W.C.,

Glad to clear things up. The reason for the annual check ride is to assess a driver's skills, not equipment capability. So there's **no requirement** for supervisors to test drivers on every piece of equipment or vehicle.

However, the **option** to test on more than one piece of equipment or vehicle exists if the supervisor or examiner thinks it's necessary to evaluate overall driver or operator proficiency.

As AR 600-55 explains, "The purpose of the road test is to evaluate the driver's ability to drive safely in most on-the-road situations. It serves as the basis for issuing an operator's permit and provides instructional reinforcement and counseling. Driving weaknesses that surface as a result of the test should be called to the attention of the examinee so that specific steps can be taken to eliminate these weaknesses."

By the way, Appendix G, Driver's Performance Test, has some great info on the right way to set up road tests and assess driving skills.

Note: Look for an updated version of AR 600-55 this year.

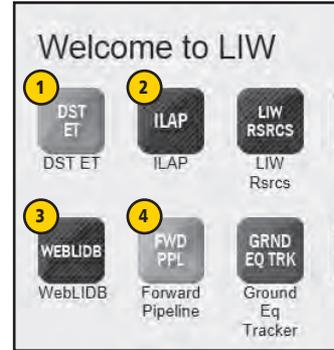
Half-Mast

# Get a Grip on ESDs

Dear Mr. A.W.,

I hear your frustration. It's important to understand and accept the fact that ESDs will continue to shift, depending on where your unit or organization is within the ARFORGEN cycle. Equipment sourcing is based on mission needs for those in deployment cycles, and mission requirements in other cases.

But that doesn't mean you don't have tools for getting a better grip on ESDs. The Logistics Support Activity's Logistics Information Warehouse (LIW) rides to the rescue!



### LOGSA's LIW offers multiple options for firming up ESDs

- 1 Use the Decision Support Tool in LIW, which displays the fill level of your organization, reflecting the ARFORGEN cycle.
- 2 Use ILAP in LIW to verify the equipment's availability and on-hand balance.
- 3 Try a WebLIDB pipeline query to verify the requisition status.
- 4 Contact the equipment's item manager or project manager to verify where your unit or organization falls in the fill order.

Options #1 and #3 can help determine where your unit is in the fill order, and options #2 and #4 will give your document's status. After you submit a request in PBUSE, you should interface daily (blast process or by Secure File Transfer Protocol [SFTP]) with the Standard Army Retail Supply System (SARSS) or Global Combat Support System-Army (GCSS-Army) to get an updated status on your requisition.

You can find all these great LIW tools, instructions and more at:

<https://liw.logsa.army.mil/>

*Half-Mast*

THE BEST WAY TO WRANGLE IN ESDs IS WITH THE TOOLS PROVIDED BY LOGSA'S LOGISTICS INFORMATION WAREHOUSE!

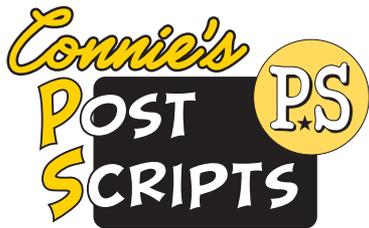
Dear Half-Mast,

I'm trying to understand why estimated ship dates (ESDs) change on equipment due-in. Every month my commander wants equipment shortages briefed along with the ESDs. Every month it seems that I brief a different ESD because the ESD is forever changing. I am trying to understand what causes ESDs to shift. Can you help?

Mr. A.W.

THANKS TO HALF-MAST AND LIW, WE'VE GOT EVERYTHING WE NEED TO GET A HANDLE ON THESE ESDS!

Note: No animals were harmed in the making of this article.



### FMTV Brake Spider NSNs

Need a new brake spider for your FMTV? The brake spider with 10 unthreaded holes comes with NSN 2530-01-467-4098. Get a brake spider that's tapped with 10 threaded holes with NSN 2530-01-588-7963. Make a note until these NSNs are updated in Fig 133 of TM 9-2320-365-24P for the 2<sup>1</sup>/<sub>2</sub>-ton LMTV, and Fig 161 of TM 9-2320-366-24P-1 for the 5-ton MTV.

### New NSN for M1070A0/A1 HET Wheel Hub

Need to order a new wheel hub assembly seal for your M1070A0/A1 HET? Get it with NSN 5330-01-549-9595. That replaces NSN 5330-01-350-2906, which is shown as Item 3 in Fig 164 of TM 9-2320-360-24P (Feb 98) and Figs 156 and 158 of TM 9-2320-427-13&P in IETM EM 0310 (Jan 11). The old NSN is a terminal item.

### M400T/W Skid Loader Door Assembly

Get a new door assembly for your M400T or M400W compact skid loader with NSN 2510-01-593-8321 (PN 87724852). NSN 5330-01-566-3948 (PN 87724851), which is shown as Item 36 in Fig 66 of TM 5-3805-292-23P (Mar 10), brings a gasket, not the door assembly.

### Backhoe Loader Roof Pad NSN

On Page 21 of PS 729 (Aug 13), we said you could get a new roof pad for your backhoe loader (BHL) with NSN 2510-01-582-5088. Turns out that NSN actually brings a roll of door seal insulation. The correct NSN for the roof pad is 2540-01-548-9159.

### Soutache Braid in the ASU Pocket

There is no NSN for the soutache braid worn on the sleeve of your blue Army service uniform (ASU). The Army issues the blue ASU coat with the braid inside one of the pockets. So, check all the pockets when you receive your coat.

If you don't find the braid, contact the Defense Logistics Agency (DLA) Troop Support Clothing and Textiles Army Recruit Clothing Team: Ellen Henning at (215) 737-2482, or email: [ellen.henning@dla.mil](mailto:ellen.henning@dla.mil) Or Gerald Iulucci, (215) 737-8610, or email: [gerald.iulucci@dla.mil](mailto:gerald.iulucci@dla.mil) They'll work with the vendor to have the braid sent directly to you.

### GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit:

<https://gcss.army.mil/>

Or sign up to get automatic notifications at: <https://gcss.army.mil/Support/register.aspx>

### SATS Door Handle NSN Change

Get a new generator access door T-handle for your SATS with NSN 5340-01-603-1874. It replaces NSN 5340-01-534-2834, which is shown as Item 3 in Fig 5-6 of TM 9-4910-783-13&P (Sep 05). That NSN is a terminal item.

### Free FRS Retrofit...If You Act Fast!

Units with older M7 forward repair systems (FRS), NSN 4940-01-533-1621, are eligible for a free tool retrofit if they act fast. The retrofit will make the older systems align with SC 4940-95-E42. Only some M7s with serial numbers 1999-3 and below are eligible.

To see if your M7 is on the serial number list, go to:

<https://tulsa.tacom.army.mil/Maintenance/?t=mam&f=RetLisFRSsernum17MAR.pdf>

If your FRS is eligible, order the retrofit kit at:

<https://tools.army.mil>

The deadline for ordering the free kit is July 14, 2014. Follow the ordering instructions in TACOM MAM 11-038:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA14-030.html>

Questions? Contact TACOM's Donald Hoisington at DSN 786-6951, (586) 282-6951, or by email:

[donald.j.hoisington.civ@mail.mil](mailto:donald.j.hoisington.civ@mail.mil)

Or contact Brian Egli at DSN 786-6968, (586) 282-6968, or by email:

[brian.j.egli.civ@mail.mil](mailto:brian.j.egli.civ@mail.mil)

### ATLAS, 6K VRRFTL Fork Extensions Not Authorized

Fork extensions are **not** authorized for use on the ATLAS, ATLAS II, or 6K variable reach rough-terrain forklift (VRRFTL). That's the official word from both TACOM LCMC and JLG, the manufacturer of the forklifts.

### PLS Basic First Aid Kit

The basic first aid kit, NSN 6545-00-922-1200, is a basic issue item (BII) for the M1074/A1 and M1075/A1 palletized loading system (PLS). Some of the kit's medical supply items have expiration dates. So when you receive a newly fielded truck, check the kit for expired items. Take any expired items to your local medical unit and exchange them for new ones.

### DA Pam 750-43 Revised

A major revision to DA Pam 750-43, *Army Test Program Set Implementation Guide (Maintenance of Supplies and Equipment)*, went into effect in January 2014. The revision covers various subjects, including program management, test program set requirements, acquisition, engineering development management, product assurance and tests. There are also numerous terminology changes.

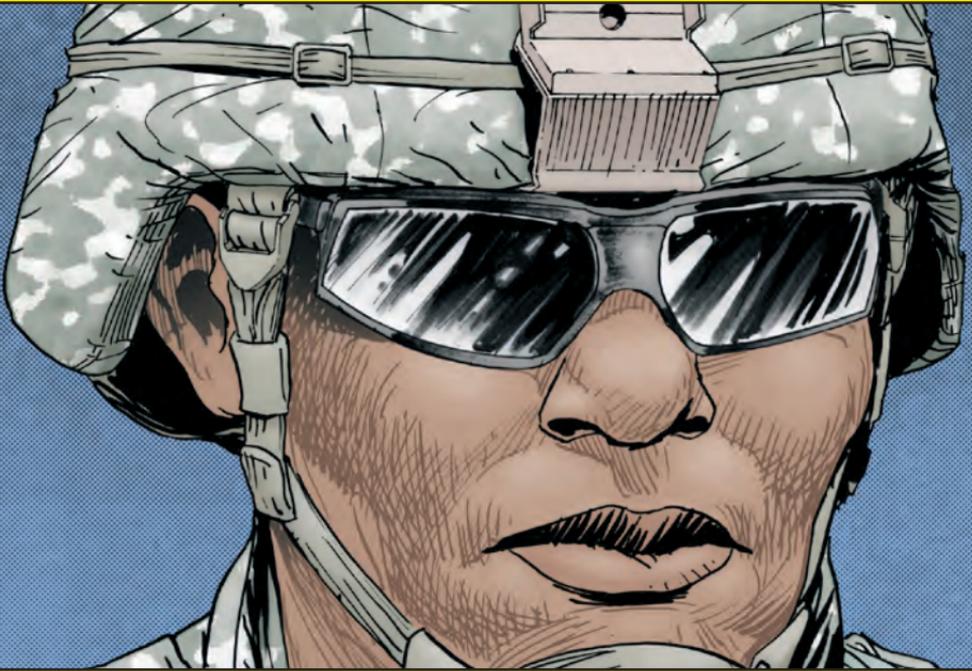
Download the pub at:

[http://www.apd.army.mil/pdf/files/p750\\_43.pdf](http://www.apd.army.mil/pdf/files/p750_43.pdf)

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 345239, requirements for the TB 43-PS-Series.

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