

Issue 718

PS

September
2012

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-718

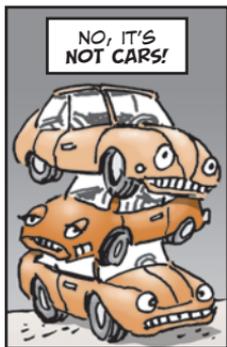
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SOLDIER... I'VE GOT
SOMETHING FOR YOU
AND YOUR UNIT. AND
BELIEVE ME, YOU'VE
EARNED IT!

WHO
HAS ACHIEVED
EXCELLENCE IN
THE ARMY FOR
THIS YEAR?
SEE PAGE 57!

GETTING THE MAGAZINE OUT



THERE ARE THINGS YOU CAN DO TO GET THE WORD OUT AND PREVENT MAGAZINE PILE-UPS...



- * Wherever you see magazines lying around, grab a handful and pass them along to your buddies.
- * Make handing out PS a part of your routine maintenance preparation each month.
- * Leave copies in the restroom. Now that's what I call taking care of business on two fronts!
- * Create ways you can spread the word about PS Magazine's preventive maintenance information.

ALL THE GOOD MAINTENANCE AND SUPPLY INFORMATION IN PS DOES SOLDIERS NO GOOD IF THE MAGAZINES PILE UP WHERE NO ONE EVER SEES THEM.

DON'T LET PS PILE-UPS HAPPEN!
GET 'EM OUT THERE WHERE SOLDIERS ARE TURNING WRENCHES AND OPERATING EQUIPMENT.

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 718 SEPTEMBER 2012**

TB 43-PS-718, **The Preventive Maintenance Monthly**, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

**COMBAT VEHICLES**

M1-Series Tank Electronic Component Shorts
M1-Series Tank Air Intake Cleaner
Stryker Ramp Door Tension
M119A2 Towed Howitzer Brake Lubing
M992A2 Ammo Carrier Towing Caution
M2/M3-Series Bradley Hatch Latch Lever
M113-Series FOV Ramp Rope

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Up-Armored HMMWV AFES Safety Wire
M1070 Battery Switch
HMMWV Seatbelt Assembly
M915 Shock Absorbers
M917A1/A2 Dump Truck Tailgate Air Tank
Commercial Driver's License Training Program Ended

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

Just write to:

MSG Half-Mast

PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

5307 Sparkman Circle

Redstone Arsenal, AL 35898

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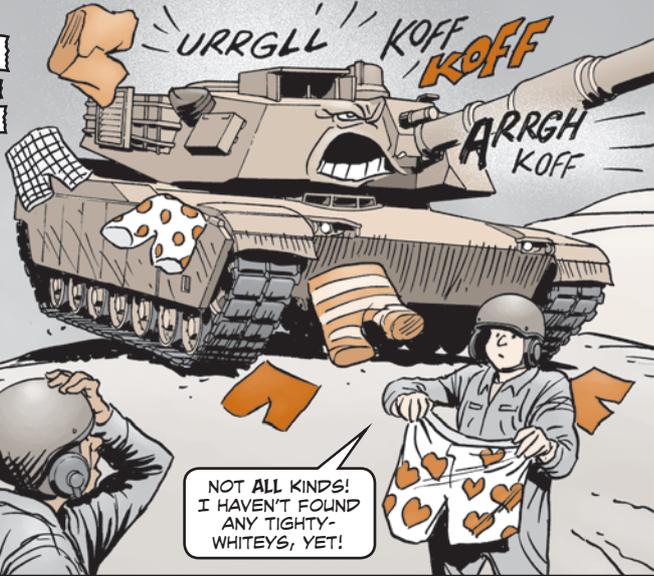
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PS, **The Preventive Maintenance Monthly** (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898-5000. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices.

Postmaster: Send address changes to PS, **The Preventive Maintenance Monthly**, USAMC LOGSA (AMXLS-GP), 5307 Sparkman Circle, Redstone Arsenal, AL 35898-5000.

BEWARE OF THE SHORTS!

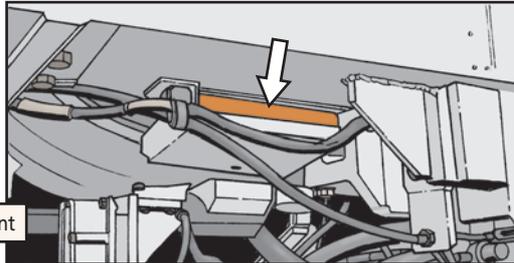
OH, MAN! WHAT AM I GONNA DO? MY TANK'S GOT ALL KINDS OF SHORTS!



NOT ALL KINDS! I HAVEN'T FOUND ANY TIGHTY-WHITEYS, YET!

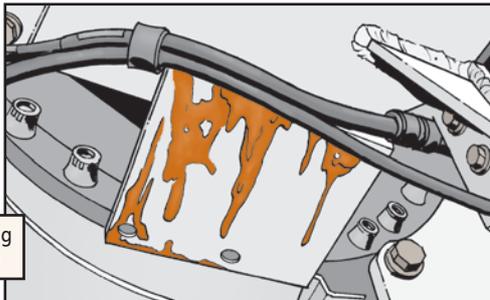
Tankers, stop wringing your hands when it comes to problems with random shorts in electronic components that sit under the breech. Instead, try wringing out the recoil fluid residue collector sponge.

The sponge, which is in a tray right under the gun mount, soaks up excess FRH that leaks out during firing. Nothing wrong with that. In fact, that leaking FRH is completely normal.

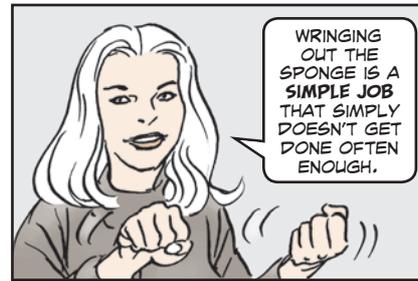


Sponge is in tray under gun mount

However, you're supposed to wring out the sponge every day after firing. Otherwise, the sponge reaches its limit and the excess FRH will leak down onto the electronics gear, causing shorts.



Wring sponge out after firing or FRH drips on components



One precaution to take, though: Make sure you wear long sleeves, gloves, goggles and a faceshield when you wring out the sponge. FRH contains a chemical (tricresyl phosphate) that can cause paralysis if it's taken internally, so dispose of it properly. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.



DON'T BLOCK THE AIR FLOW!

Crewmen are forever looking for new places to stow items on their M1-series tanks. Unfortunately, not every place is a good place!

For example, some crews have taken to storing extra oil, tools and BII items on top of the air intake cleaner.

Bad idea! Not only does this cut off vital cooling air to the engine, but bumps and vibration during movement can damage the air intake cleaner. And if an oil container gets punctured, all that oil will get sucked into the V-packs.

So find somewhere else to put that extra stuff. Never store anything on top of the air intake cleaner.



Stryker...

KEEP TENSION *RIGHT* FOR RAMP DOOR

THE HOLD-OPEN LOCK ON YOUR STRYKER'S RAMP DOOR HAS TO BE **JUST RIGHT**, CREWMEN.

THERE WE GO... **JUST RIGHT!**



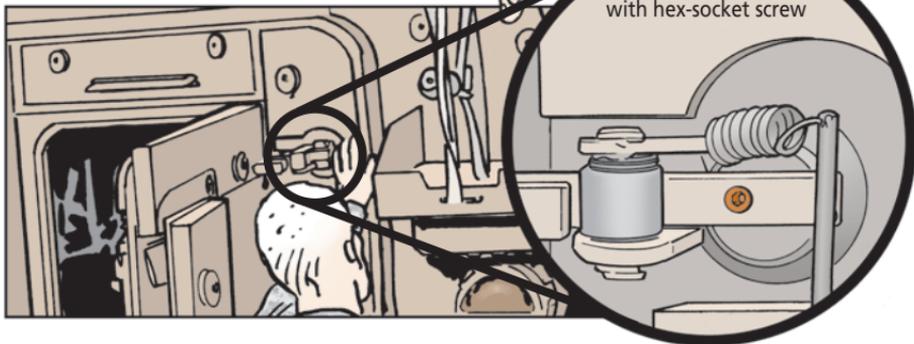
If it's too loose, the door won't stay open. But if it's too tight, you'll have a hard time using either the internal or external release to close the door.

Over time, and with the constant vibration generated during operation, the tension on the lock release can change. A door that was once just right is now too loose or too tight.

NOTIFY YOUR MECHANIC. HE'LL ADJUST THE TENSION BY LOOSENING OR TIGHTENING THE HEX-SOCKET SCREW ON THE DOOR'S HOLD-OPEN LOCK.



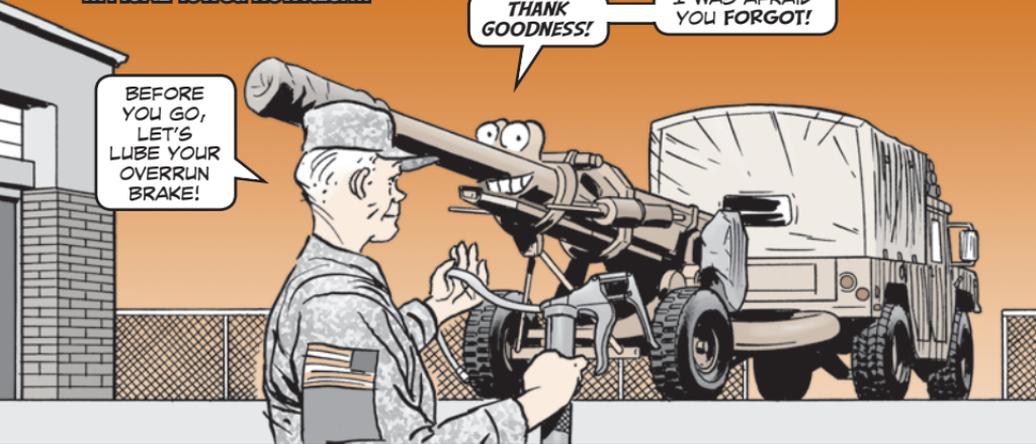
Adjust tension with hex-socket screw



BEFORE YOU GO, LET'S LUBE YOUR OVERRUN BRAKE!

THANK GODDNESS!

I WAS AFRAID YOU FORGOT!

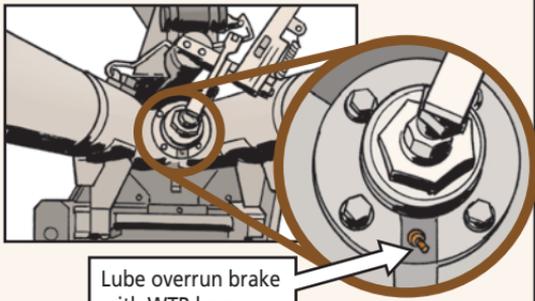


LUBING BRAKE A WEEKLY CHALLENGE!

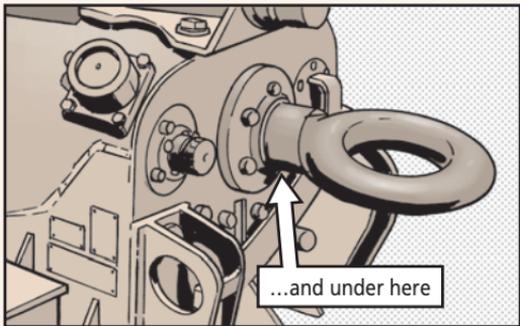
Crewmen, it's a case of out-of-sight, out-of-mind. That's why the overrun brake on your M119A2 howitzer isn't getting lubed.

The brake has two lube points that should be hit weekly with WTR, NSN 9150-00-944-8953. Trouble is, the first one sits under the lunette and the second is under the towing eye. As long as you're going step-by-step through the PMCS instructions in TM 9-1015-252-10 (Sep 10), you should have no problem locating both lube points. Try to rely on your memory, though, and you're likely to miss those as well as some of the other 35 lube points on your howitzer.

Without lube, the brake gets harder and harder to set and release. Eventually it won't move at all. And that means the howitzer might start moving when you don't want it to.



Lube overrun brake with WTR here...



...and under here

M992A2
Ammo Carrier... **A LITTLE PREP WORK BEFORE TOWING**

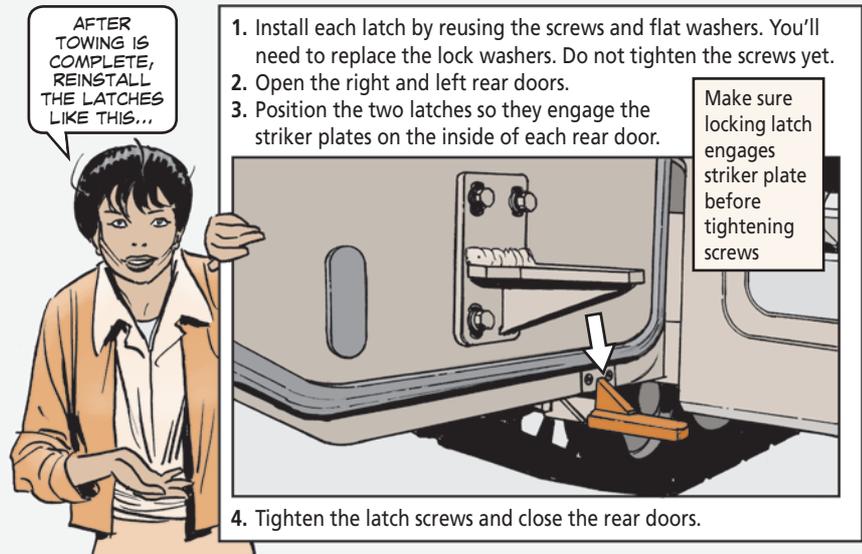
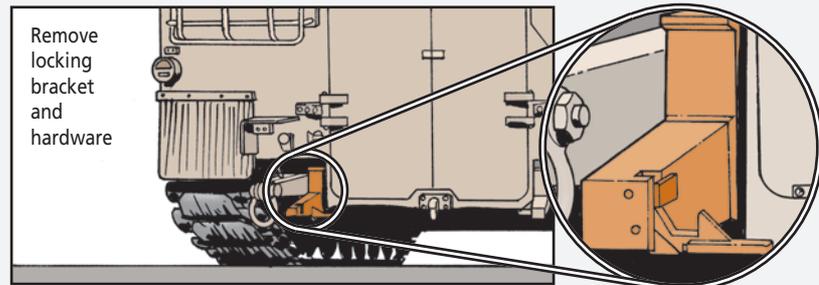


When towing a disabled vehicle, the general idea is to get it back without further damage. That includes not damaging the vehicle that's doing the towing!

But that's exactly what can happen when you're using your M992A2 ammo carrier to tow another vehicle. Either a tow bar or tow cables can hit against the left and right rear door locking latches whenever you make a sharp turn.

When that happens, the latches are bent. If the hit's hard enough to break the attaching hardware, you can lose the whole latch!

Before towing another vehicle with your carrier, you'll need to remove both locking latches. Each latch, NSN 2540-01-525-7167, is held in place with four screws, NSN 5305-00-068-0511, four lock washers, NSN 5310-00-984-7042, and four flat washers, NSN 5310-00-773-7618.



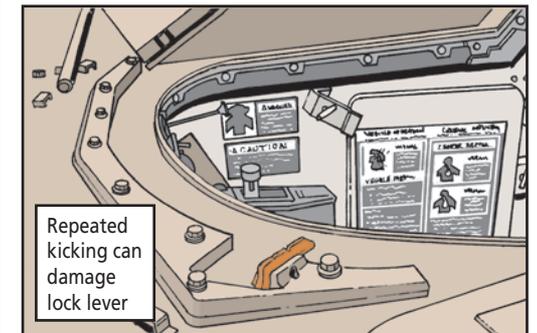
M2/M3-Series Bradleys...

Hatch Latch Lever Is No Kick-off!



After removing the padlock from the lock lever, don't kick the lever to open the hatch. You might get it open that way, but enough of that abuse can bend or even break off the lever. And think of the wear and tear on your foot!

Instead, press down on the hatch and push the lock lever toward the right side of the vehicle. It's OK to use your foot to do this. Just don't rear back and kick for the end zone!



GIVE RAMP ROPE A LIFT

WATCH OUT!

THE RAMP'S WIRE ROPE SNAPPED!

SNAP

WHAM

CREWMEN, THERE'S NO GREATER LETDOWN FOR THE RAMP ON YOUR M113-SERIES VEHICLE THAN A FRAYED OR BROKEN WIRE ROPE.

NO ROPE MEANS THE RAMP CAN'T BE RAISED OR LOWERED AND YOUR VEHICLE IS NMC!

WHEN THE RAMP IS COMPLETELY RAISED, THE WIRE ROPE RETRACTS UNDER THE FLOOR PLATES.

ANY DIRTY WATER THERE SOAKS THE ROPE AND WASHES AWAY ITS LUBRICATING GREASE.

DIRT AND MOISTURE CLING TO THE WIRE STRANDS AND GIVE CORROSION THE FOOHOLD IT NEEDS.

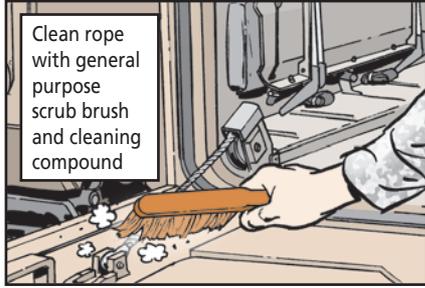
YOU CAN PREVENT THAT BY GIVING THE WIRE ROPE A GOOD CLEANING EVERY 6 MONTHS OR 1,500 MILES.

OF COURSE, IT'S ALSO A GOOD IDEA TO KEEP THE HULL UNDER THE FLOOR PLATES CLEAN AND DRY.

IN AREAS OF HIGH HUMIDITY, YOU MAY NEED TO CLEAN THE ROPE MORE OFTEN.

HERE'S WHAT TO DO...

1. With the ramp in the fully open position, use a general purpose scrub brush and cleaning compound, NSN 6850-00-227-1887, to clean the wire rope. Scrub the rope vigorously in the direction of the wire strands to remove dirt and debris. Never use a wire brush to clean the ramp's wire rope. A wire brush will destroy the protective galvanized finish on the wire strands. Rust will soon follow.



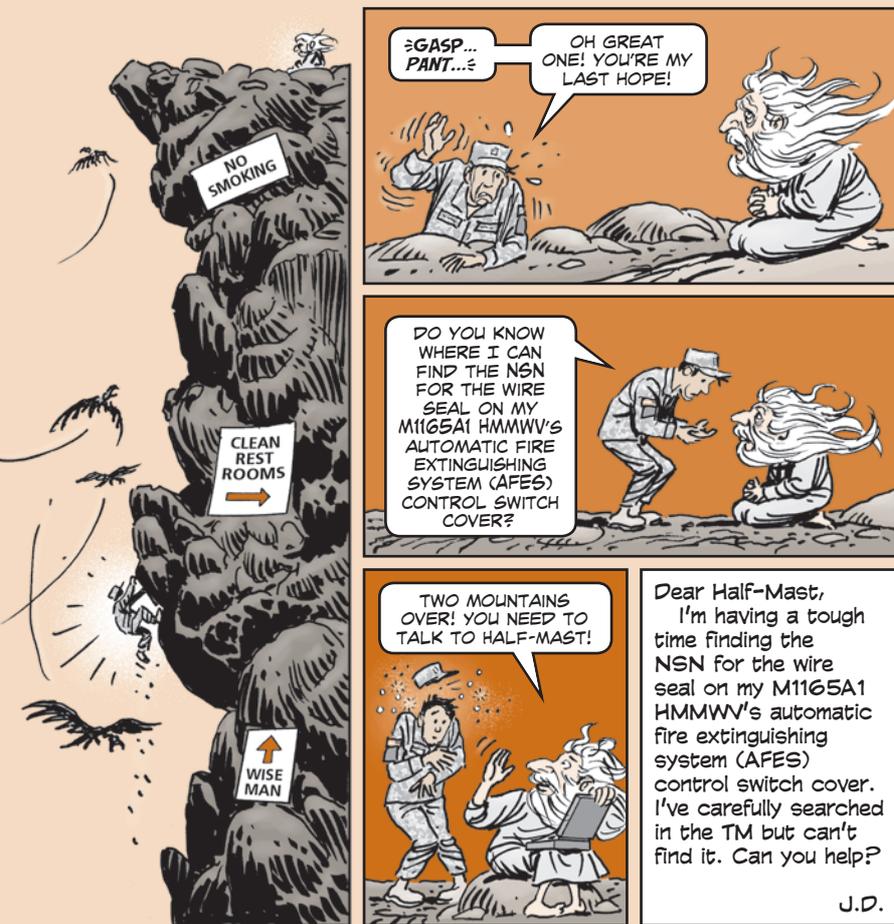
2. Raise and lock the ramp. Clean the remaining portions of the rope from inside the vehicle. Again, use a general purpose brush and cleaning compound to do the job. Make sure you clean all of the wire rope, including what's wrapped around the pulleys and hidden underneath the floor plates.



3. Wear leather gloves to protect your hands as you dry the rope. Using a wiping rag, make sure you wipe in a spiraling motion, following the direction of the strands to remove all the cleaning compound. When done, the rope should be completely dry.
4. With the ramp fully open, and again with the ramp in the closed and locked position, give the wire rope a light coat of CW-II (chain, wire rope and exposed gear grease). Get a 10-lb can with NSN 9150-01-534-7828 or a 35-lb can with NSN 9150-00-530-6814.
5. Wipe off any excess CW-II with a clean wiping rag.



AFES SAFETY WIRE ANSWERS



Dear J.D.,

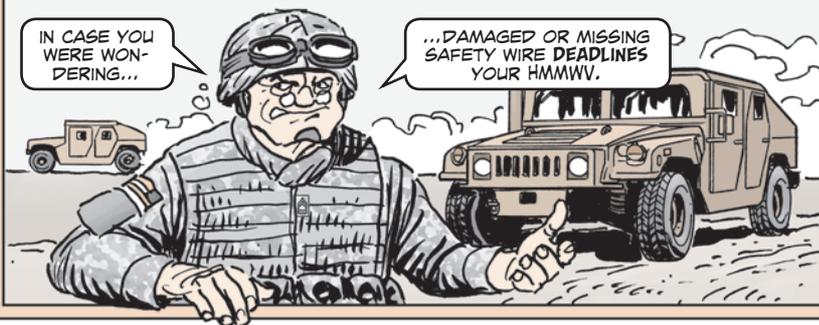
Consider your search done. The safety wire's not in TM 9-2320-387-10 or TM 9-2320-387-24P! But it comes as part of a safety wire, NSN 4210-01-542-3071. And there's more.

You already know the manual release switch on your up-armored HMMWV's AFES has a safety wire. But you might not know there are no procedures to replace the switch guard safety wire or to inspect it.

TACOM LCMC wants to fix that by making the safety wire a PMCS item. Then you'll know what to do if the safety wire is broken or removed.

TM 9-2320-387-10 and TM 9-2320-2320-387-24P will be updated to include safety wire PMCS information. In the meantime, safety wire the manual release switch guard in the down (guarded) position on the AFES, if it isn't already. Just get the safety wire (also called the anti-pilferage seal) you need, which includes the wire and seal, and follow these instructions:

1. Make sure the switch guard is in the down (guarded) position.
2. Insert the safety wire through the hole in the switch guard and into the lower tab below the switch.
3. Insert both ends of the wire into the safety seal. Pull the wire tightly to ensure the switch guard is secured in the down (guarded) position.
4. Use a crimping tool to compress the seal.
5. Cut any excess wire from the seal.



M1070 Battery Switch

Dead batteries and the M1070 HET tractor seem to go hand-in-hand, especially when the vehicle sits idle for a long time. After shutdown, the clock on the tractor's tachograph continues to draw power from the batteries. Stop battery drain by ordering a battery disconnect switch (kit) with NSN 5930-01-494-9353. If the installation instructions are missing from the kit, refer to EM 0305 or TM 9-2330-360-24P.

HMMWV Seatbelt Assembly

Need an improved seatbelt assembly for your HMMWV? Order one using NSN 2540-01-495-0817. The assembly has a longer strap (about 8 inches) made of a slicker material that provides smoother retraction.

Alternative *SHOCK* for Armor

ALL THIS WEIGHT FROM MY ADDED ARMOR HAS RUINED MY FRONT SHOCKS.

NOW I'LL NEED THEM REPLACED.

MAKE SURE THEY REPLACE 'EM WITH HEMTT SHOCKS!

THAT'LL FIX THE PROBLEM.

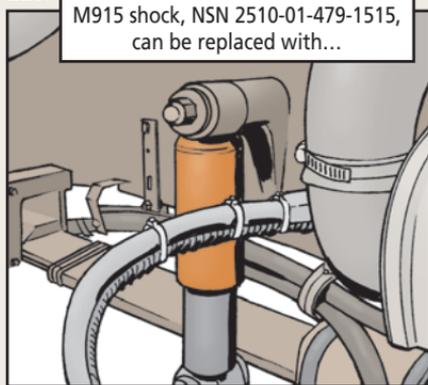


If your unit has up-armored M915A3 trucks, you may have already noticed that the front shocks, NSN 2510-01-479-1515, don't handle the added weight of the armor too well.

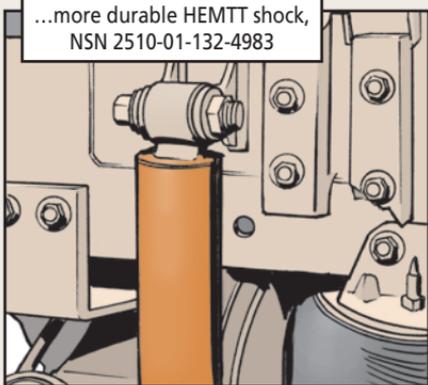
Some Soldiers have found busted shocks, leaking fluid and worn tires that need replacing too soon! But you can stop this.

One unit at Ft Campbell discovered that installing HEMTT shocks, NSN 2510-01-132-4983, fixed this problem. This NSN brings the upper and lower bushings and the shock. It fits right on, too, so no mods are needed. Plus, TACOM LCMC approves this.

M915 shock, NSN 2510-01-479-1515, can be replaced with...



...more durable HEMTT shock, NSN 2510-01-132-4983



Tailgate Air Drain



Operators, you're not done with PMCS until the air tank for the truck's tailgate and material control system (MCS) is drained.

This seldom happens because the tank is in the back of the vehicle under the tailgate's cover. But when the temperature drops, condensation gets into the air lines and solenoid-controlled air cylinders.

That condensation during operation makes the tailgate become sluggish or lock up. Dumping operations come to a halt because the tailgate won't open or close.

So pull the air tank pull-cable to let any water out. Release the pull-cable when all the water and air have drained. This procedure is shown as Step 16 of the operator's PMCS in TM 5-3805-264-14&P (Dec 05, w/Ch 1, Feb 11).



CDL Program Vanishes!



Dear Half-Mast,

I've been trying to find information on the Army commercial driver's license (CDL) training program. Our platoon sergeant says we need to get endorsements for air brakes now, but I'm having no luck finding any info on CDL training. I'm sure I read about it somewhere. Am I just imagining things?

SSG D.T.

Dear Sergeant D.T.,

First, the good news—rest easy, you're not dreaming up a mythical course. The bad news is the Army ended the official CDL training program back in 1996.

Training for most Army commercial vehicles like buses or M915s is now handled by unit master drivers or installation troop schools.

Many Army vehicles have air brakes now. Air brake qualifications can be added to the Equipment Operator's Qualification Record, either the manual DA Form 348 or automated 348-E version, or to the US Government Motor Vehicle Operator's Identification Card (OF 346/5984).

Finally, even though the official Army CDL course is kaput, you can still refer to TC 21-305-100, *The Military Commercial Driver's License Driver's Manual* (Aug 96). If you have a CAC, you can grab this oldie but goodie at:

https://armypubs.us.army.mil/doctrine/DR_pubs/dr_aa/pdf/tc21_305_100.pdf

Also check out the Army Driver Standardization Office (ADSO) website at:

http://www.transchool.lee.army.mil/adso/adso_index.htm

If you have questions about driver qualifications or training, contact ADSO at DSN 539-1859/1955, (804)765-1859/1955, or email:

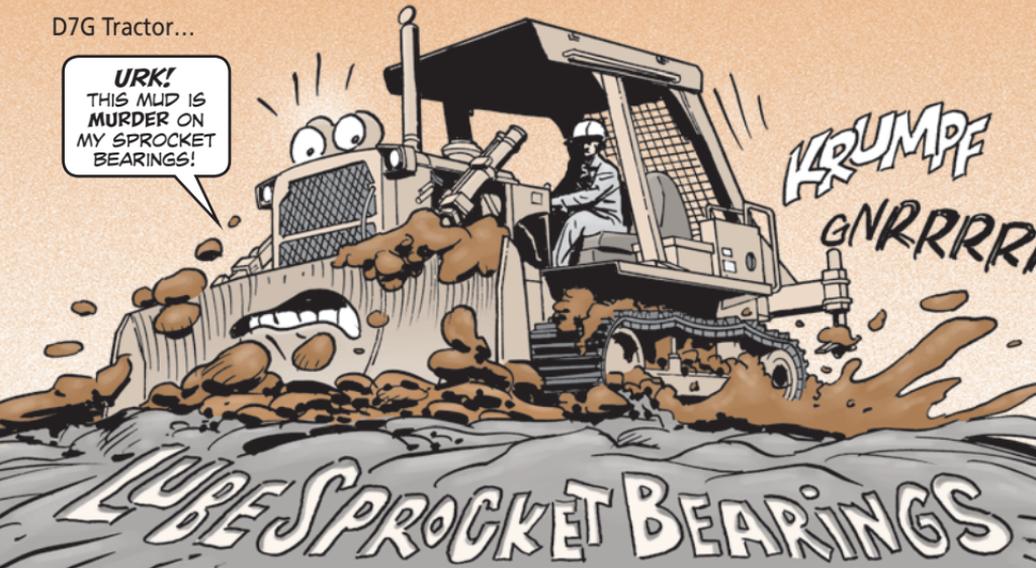
benjamin.o.hickman.mil@mail.mil or

jeffrey.e.skinner4.civ@mail.mil

Half-Mast

URK!
THIS MUD IS
MURDER ON
MY SPROCKET
BEARINGS!

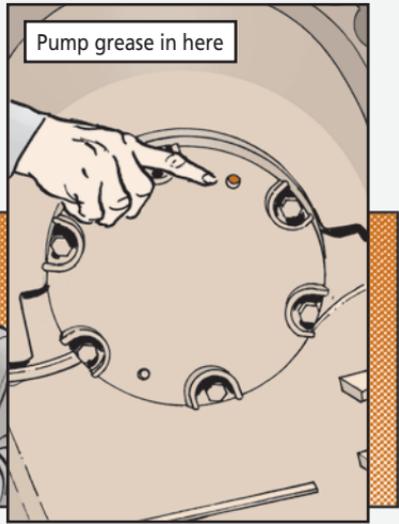
**KRUMPF
GNRRRRR**



LUBE SPROCKET BEARINGS

Working in mud is murder on the dozer's sprocket bearings.

Water and dirt can get past the seals and into the bearings, causing corrosion that eats at the bearing's polished surfaces. Worn bearings knock the dozer's track out of alignment, causing excessive wear-and-tear on the vehicle's undercarriage components.



TO HEAD OFF PROBLEMS, CLEAN OFF THE MUD. THEN, LUBE THE BEARINGS EVERY TIME YOU FINISH A DAY'S RUN IN MUD OR WATER.

PUMP IN GREASE UNTIL CLEAN LUBE COMES OUT AROUND THE DIAGONAL BEARING CAP ASSEMBLY, WHICH IS BEHIND THE DRIVE SPROCKET.



D7G Tractor Hose Assembly

Get a new, preassembled, non-metallic hose assembly for your D7G tractor with NSN 4720-01-209-0851. That NSN will get you all the parts listed as Items 19-24 in Fig 165 of TM 5-2410-237-23P (Jul 05, w/Ch 1, Jul 06).

PM That Works



TODAY IS A GREAT DAY FOR A ROUTE CLEARANCE OPERATION!

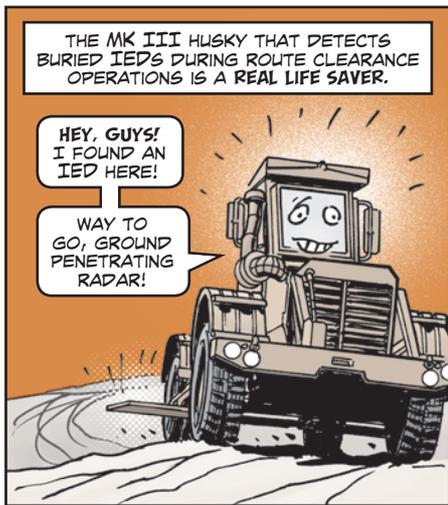
THANKS TO GOOD PM WE CAN DO OUR JOBS PROPERLY...

HEY! WHY ARE YOU HANGING BACK?

UMM... DON'T MIND ME! I'M...AH... MAKING SURE YOU GUYS HAVEN'T MISSED ANYTHING!

I HAVEN'T HAD PROPER PM FOR WEEKS! I COULDN'T SENSE AN IED IF IT BIT ME IN THE BUMPER!

A FELLA COULD GET HURT DOING THIS!



THE MK III HUSKY THAT DETECTS BURIED IEDS DURING ROUTE CLEARANCE OPERATIONS IS A REAL LIFE SAVER.

HEY, GUYS! I FOUND AN IED HERE!

WAY TO GO, GROUND PENETRATING RADAR!



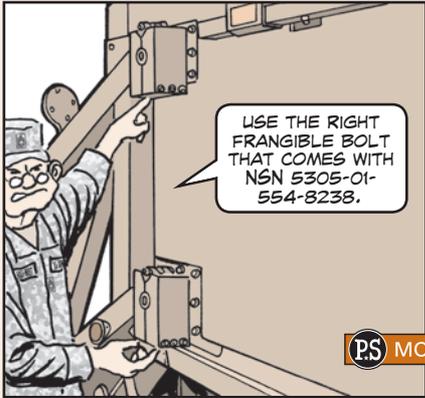
COMBAT ENGINEERS NEED TO KEEP THESE PREVENTIVE MAINTENANCE TIPS IN MIND TO KEEP THE HUSKY MISSION-READY.

Module Bolt Replacement

Some frangible bolts in the vehicle's front and rear wheel modules are designed to break during IED or land mine explosions.

Some well-meaning, but misguided, mechanics are replacing the bolts with stronger Grade 8 bolts that reduce Soldier protection. Plain and simple, these frangible bolts were designed for crewmember survivability, not maintenance efficiency.

The correct bolt comes with NSN 5305-01-554-8238. Use it! Also, use the nylon-locknut, NSN 5310-01-554-4749, that holds each bolt in place.

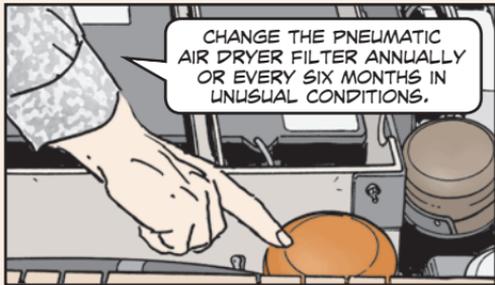


USE THE RIGHT FRANGIBLE BOLT THAT COMES WITH NSN 5305-01-554-8238.



Air Dryer Filter Update

You'll end up scratching your head trying to find the service interval for the vehicle's air dryer filter. Stop looking! It's missing from the technical manual and lubrication order. So, play it safe and change the filter annually or every six months for unusual conditions.



Access Cover Reminder

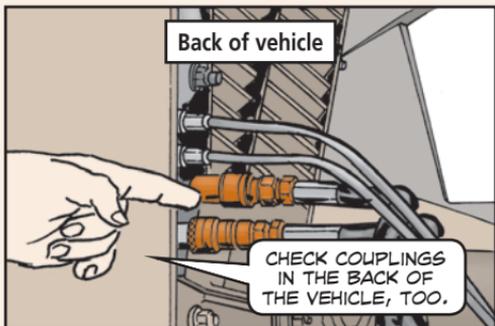
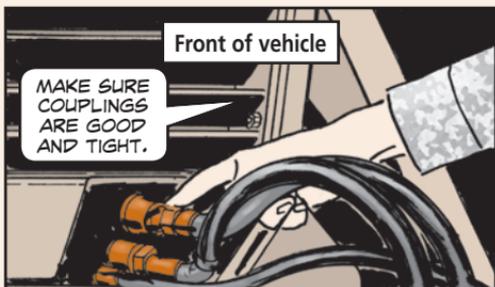
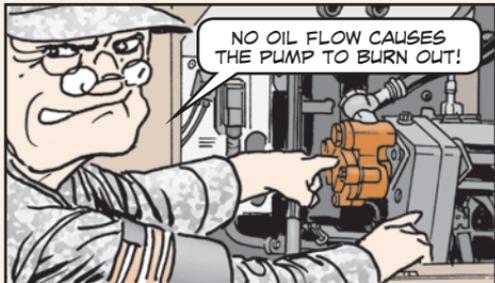
Use a little TLC when you remove the front or rear access door to the transmission. It's real easy to bump a door into a quick-disconnect coupling that attaches hydraulic oil lines to the vehicle's power steering.

When that happens, a loose connection causes hydraulic oil in the power steering pump to back up. When oil can't flow and has no place to go, guess what? All that pressure causes the pump to crack and leak. Enough of a leak means no oil, causing the pump to burn out. Then you're stuck with a "dead head" pump and a Husky without power steering!

Do yourself a favor and make sure the couplings are good and tight when you remove or reinstall an access door.

Also, when the couplings are removed during maintenance, make sure the locking bearings in the female coupling slide back-and-forth freely. Stuck couplings may be clogged with dirt and sand.

Damaged couplings? Replace the female coupling with NSN 4730-01-554-8869 and male coupling with NSN 4730-01-555-5385.



SEE...



**CRAWL
UNDER TO
LUBE!**

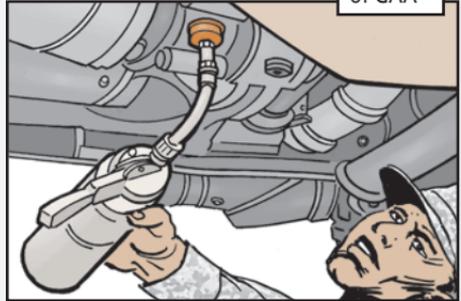
Keeep the excavator's ball joints lubed. No lube leads to friction that ruins ball joints. Water rusts them.

The grease fitting that lubes the front and rear drive shaft thrust ball joints gets overlooked because it's directly under the middle of the vehicle. You have to crawl under the excavator to find it. Without lube, friction will KO the ball joints.

No more than five pumps of GAA

When it's time to lube, read and heed the **CAUTION** in Note 18 of LO 5-2420-224-12. Give the fitting no more than five pumps of lube from a hand-held grease gun.

Pumping in too much lube will split open the ball joint's rubber torsion boot. A split boot lets lube leak out and water get in.



130G
Grader...

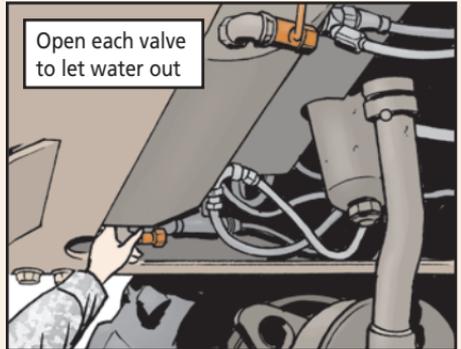
Drain Air Tanks

Operators, it goes without saying that you need to drain the air tanks for your grader's air brakes. Do this each day after operations.

If you forget, moisture builds up in the air lines and that leads to corrosion. All that corrosion plugs up brake valves and cylinders and leads to vehicle brake failure.

So, drain water from each tank at the end of the day. Just open each tank's valve until no more water comes out. Close the valve tightly when you're done.

Open each valve to let water out



HOT SPOT PM POINTERS



WHOA!
I SMELL SMOKE!
WHERE'S IT COMING FROM?!

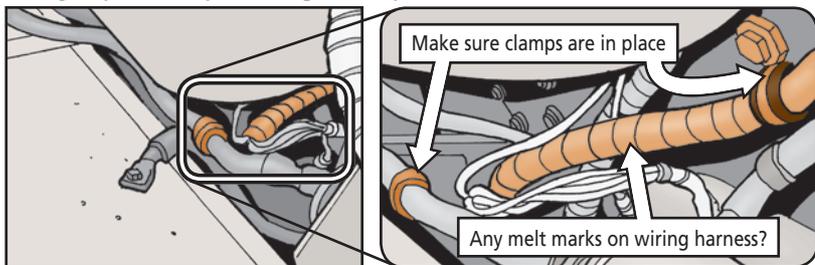


Wiring Harness

Take a look at the wiring harness for the engine's fuel shutoff valve. It's right next to the exhaust manifold on the driver's side.

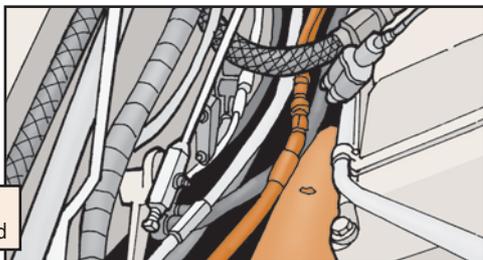
If the harness is too close to the manifold, the wiring will melt and burn, shutting down the M9.

Push the wiring harness down with your hand and look for any melt marks on the wiring. If you see any mark, report it to your mechanic.



Make sure any clamps on the nearby wire or hydraulic hoses are in place and attached. Use a tie-strap, NSN 5975-00-074-2072, to pull the wiring harness away from the exhaust manifold.

Look for lines rubbing against exhaust manifold



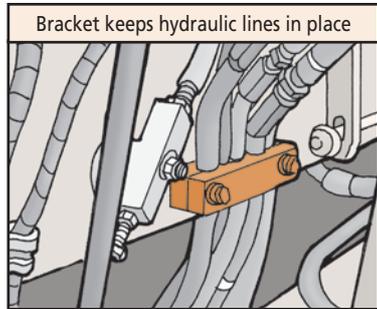
Retainer Bracket

While the access door to the engine compartment is open, eyeball the same driver's side wall where five hydraulic lines are mounted—directly across from the engine's exhaust manifold.

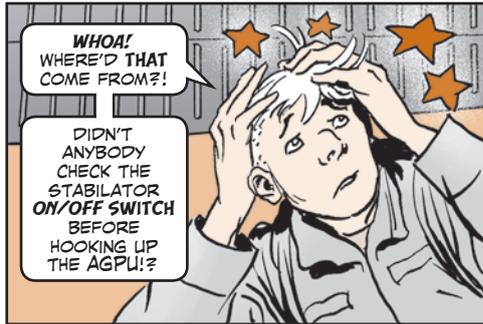
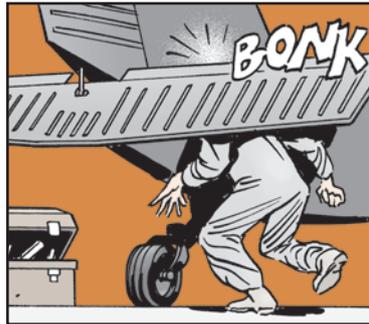
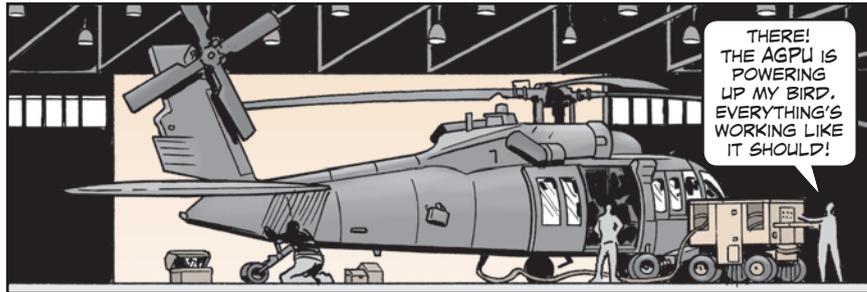
These hydraulic lines go to a hydraulic shift control valve that operates the vehicle. Each line is held in place by a retainer bracket that keeps it snug against the wall.

Sometimes the bracket gets misplaced when a hydraulic line or the engine is repaired. **Do not** run or operate the earthmover when the bracket is missing. Those hydraulic lines will rub up against the engine's exhaust manifold. That manifold gets hot enough to start a fire!

Have your mechanic replace a missing bracket with NSN 5340-01-179-7530. It's shown as Item 40 in Fig 156 of TM 5-2350-262-24P (Jun 12).



BE AWARE WHEN APPLYING AGPU POWER



Mechanics, when an aviation ground power unit (AGPU) is connected to an aircraft and powered up (with the outpower switch in the ON position), did you know the AGPU's electrical and hydraulic power can cause aircraft components or systems to activate inadvertently?

If the answer is yes, you're OK. If the answer is no, you could be in for a surprise if you don't safe the aircraft. Here's the two-fold problem. First, when electrical power is applied to an aircraft, electrical systems can activate if their switches and circuit breakers are not in the OFF position. Make sure you check your specific airframe TM to find out what switches you need to check.

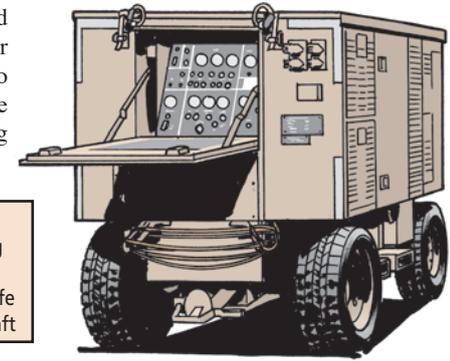
Second, the hydraulic system may activate, regardless of switch settings. This can happen because of previous maintenance that may have been done or because of the application of hydraulic pressure to the system. This is what could cause the stabilator on an AH-64 to move or the rotor blade's pitch angle to shift.

Some mechanics have been bumped by a moving stabilator while working underneath it. That happens because hydraulic power from the AGPU energizes the hydraulic systems. For that reason, mechanics should not be working on or near control surfaces when AGPU power is applied to an aircraft. If that happens, you could lose a finger or fall off the aircraft if you are topside.

The AGPU provides electrical and hydraulic power for testing and other maintenance tasks. So check your bird to make sure everything is off and everyone is safely out of the way before connecting and powering up an AGPU.

For the latest AGPU information check out TM 1-1730-229-13 on: NSN 1730-01-144-1897, NSN 1730-01-466-9371 and NSN 1730-01-552-2313.

Before powering up an AGPU, safe the aircraft



AGSE...

Kits for Helicopters



The mobile helicopter fuel tank respiratory protection kit, NSN 4310-01-581-9773.

The electric-driven explosion-proof mobile helicopter fuel tank ventilating kit, NSN 4920-01-583-5563.

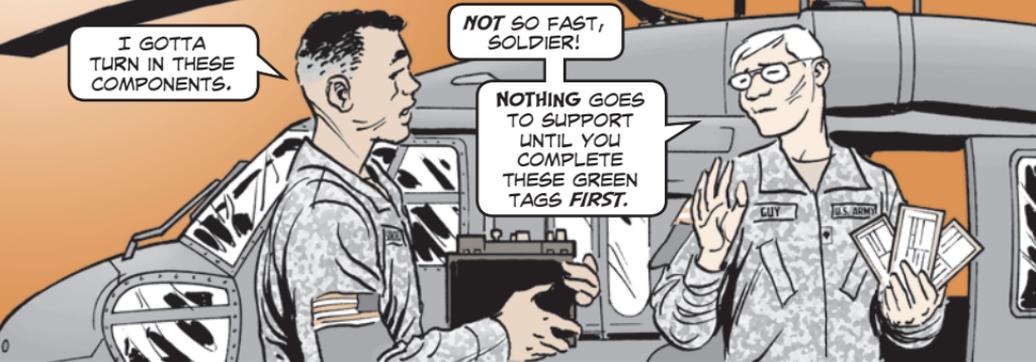


These containerized kits are components of the new modernized Aviation Intermediate Maintenance Tool Crib shop set and the Aviation Unit Maintenance No. 2 shop set (A92). The commercial manuals are available for viewing on the JTDI website:

<https://upw.jtdi.mil>

The site is CAC-enabled. Once you've logged in, click on the AGSE tab then click on EQUIPMENT in the list.

CONDITION CODE TAGS NEED INFORMATION



I GOTTA TURN IN THESE COMPONENTS.

NOT SO FAST, SOLDIER!

NOTHING GOES TO SUPPORT UNTIL YOU COMPLETE THESE GREEN TAGS FIRST.

The support shop hates singing the song, “Return to Sender” but that’s what happens to aircraft components, if you don’t do your part.

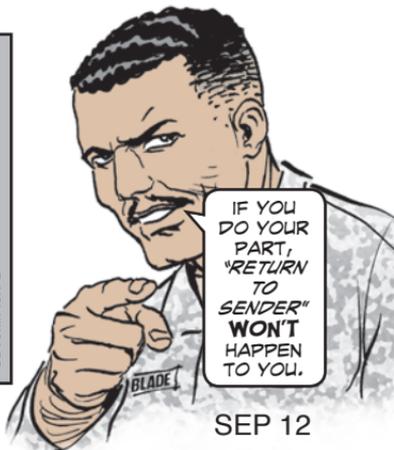
You can write your component’s ticket to repair or replacement success by making sure you attach the correct condition code tag. Make sure it’s filled out correctly and completely. If you don’t, the only thing you’ll be dealing with is delays in repair or replacement of turned-in components.

The green tag, DA Form 1577-2 or DA Form 1577-3 (LABEL), is where most problems lie. Your support shop can’t wave a magic wand and tell you what’s wrong if there is not enough information on the tag describing the problem you are having.

And turn-around time for getting repaired components back depends on your making sure the green tag blocks have correct, current, complete and legible information. In the reason for repairable condition block, do not just write INOP. That says nada to the support folks, leaving them scratching their heads and kicking your unrepaired part right back to you. Instead, describe in exact detail what’s going on with the component. Follow DA PAM 738-751 and local SOP for use of the remarks block for any required information.

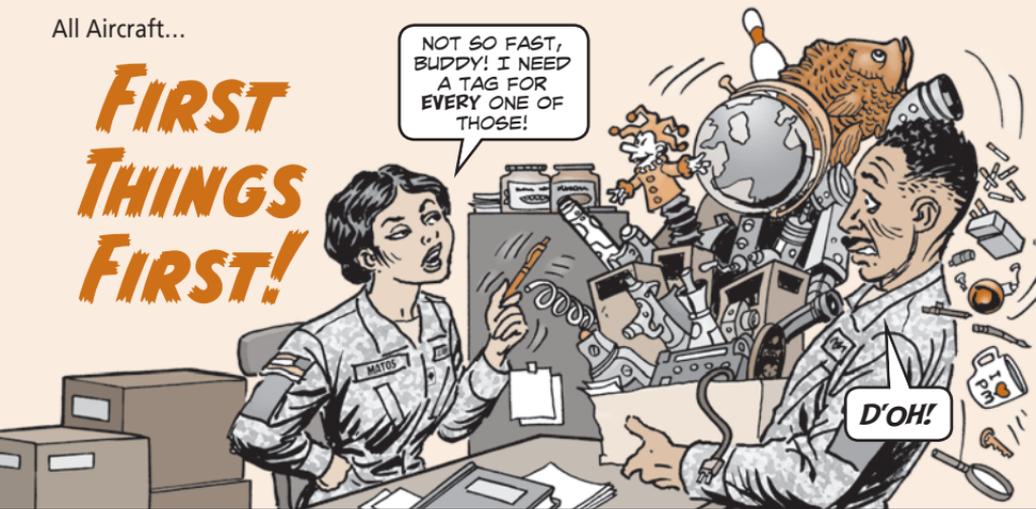
| | | | |
|---|---------------|---|----------------|
| NSN PART NO. AND ITEM DESCRIPTION | | UNSERVICEABLE (REPARABLE) TAG-MATERIEL | |
| | | INSPECTION ACTIVITY | CONDITION CODE |
| | | REASON OR AUTHORITY | |
| | | | |
| | | | |
| SERIAL NO. / LOT NO. | UNIT OF ISSUE | REMOVED FROM | |
| <div style="border: 1px solid black; padding: 5px;"> Follow SOP and DA PAM 738-751 to complete green tag </div> | QUANTITY | INSPECTOR'S NAME OR STAMP AND DATE | |
| | | | |

OF 1577-2 (18 USC 1367) DD FORM 1577-2



IF YOU DO YOUR PART, "RETURN TO SENDER" WON'T HAPPEN TO YOU.

FIRST THINGS FIRST!



Mechanics and inspectors, before you tag and turn in aircraft avionics, hydraulic components, or parts to support, you must do first things first.

If a component or part has a problem, the first step is to ensure you troubleshoot the equipment using the TM before you remove it from the aircraft. When a problem component is identified in the troubleshooting process, ensure that you thoroughly inspect, clean, drain, test, preserve and tag it correctly following the TM and SOP before you send it to support.

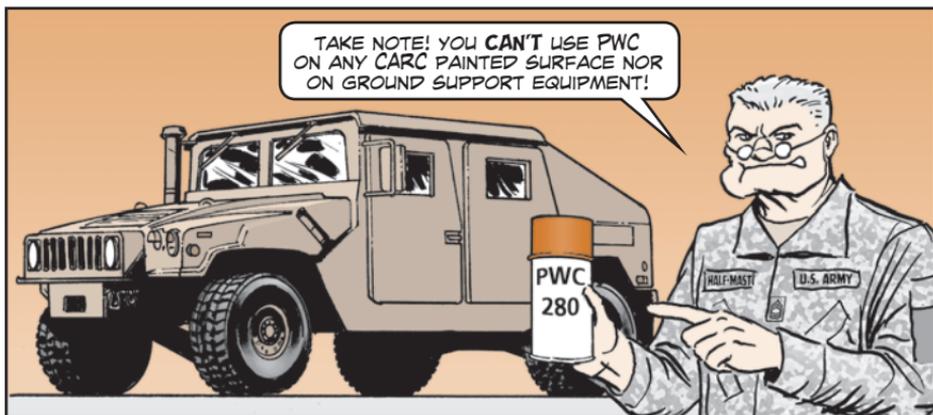
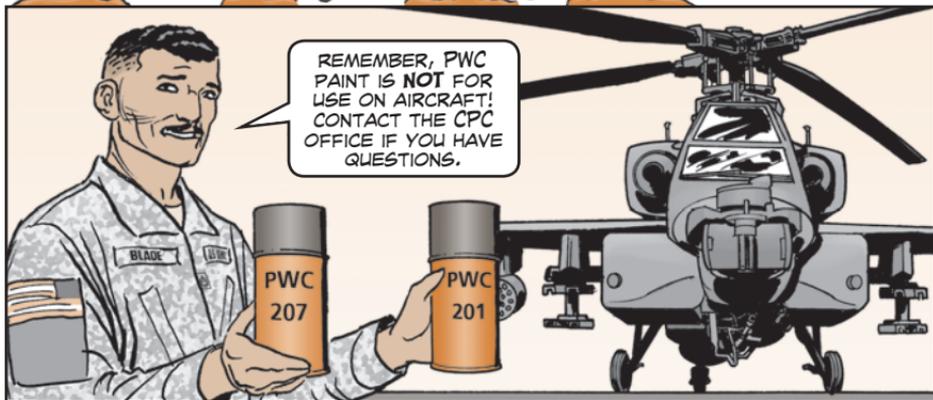
Some mechanics don't fully check out problem components and just send things they can repair at their level on to support for repair. That means some components end up in the support shop with the wrong condition code tags. Check DA PAM 738-751 and TM 1-1500-328-23 for proper condition tag usage.

For example, some components are green-tagged for repair, but they're actually unserviceable (condemned) and should be red-tagged by the unit. Check the Source Maintenance, and Recoverability (SMR) code first to make sure. If you don't do a thorough job, support will end up doing unnecessary work. When this happens, it delays turn-around time for other components that actually need repair.

Need to know how to complete tag? See DA PAM 738-751

So pay attention! Don't send a component to support until you have done all that you can do at your maintenance level based on the TM, the maintenance allocation chart (MAC) and the SMR code.

PWC PAINT NOT AUTHORIZED



Mechanics, if you have any Pacific West Coast (PWC) paint stored in your shop's paint cabinets, don't use it for touch-up work! We had the good word on Page 35 of PS 658 (Sep 07).

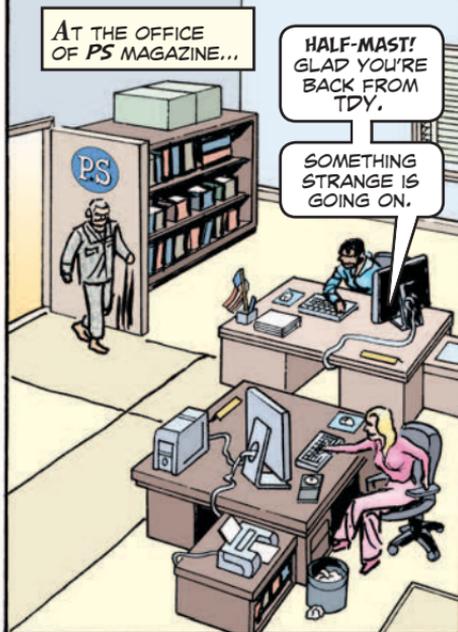
The only paint you're allowed to use is listed in TM 1-1500-344-23, *Cleaning and Corrosion Control, Consumable Materials for Aircraft*. It has NSNs for all approved paint.

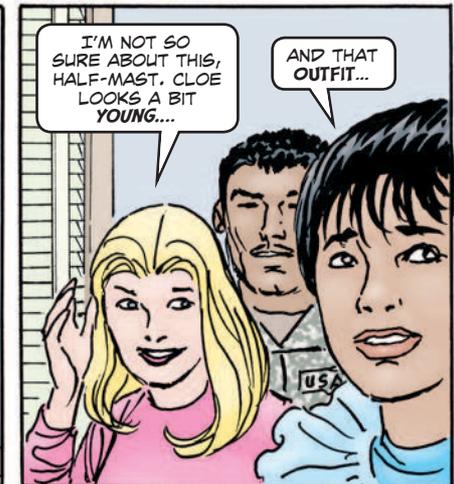
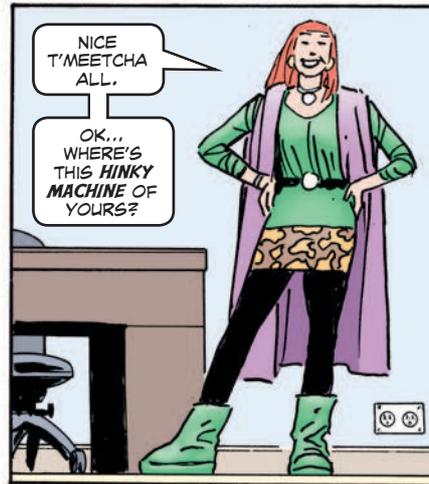
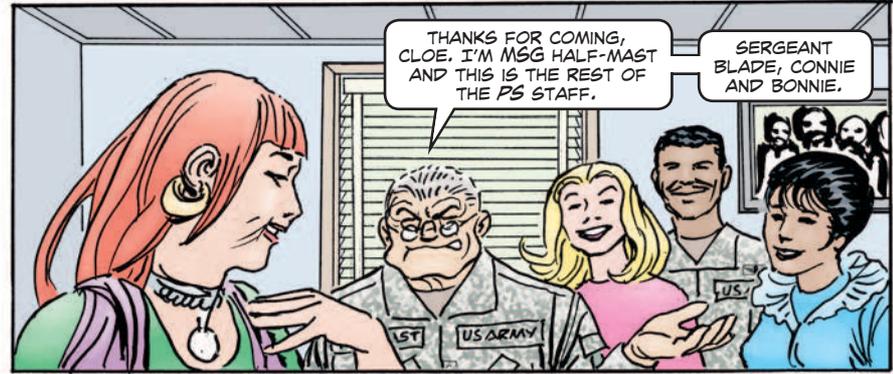
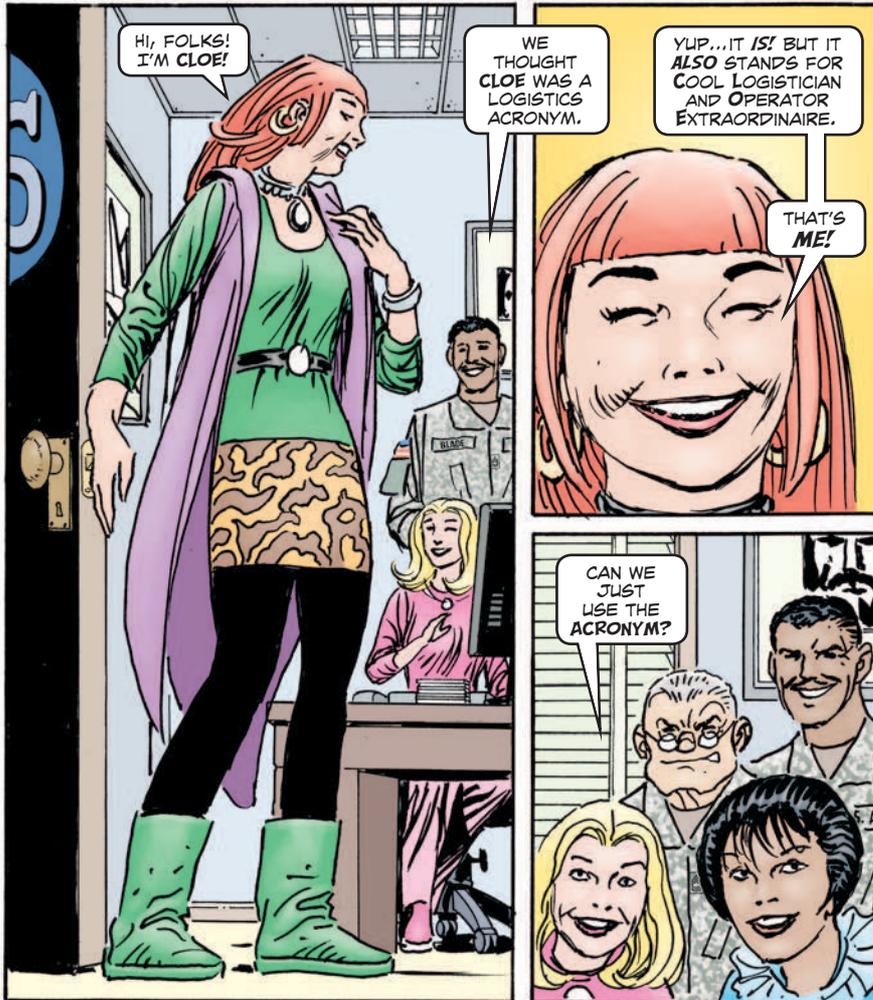
PWC paint does not conform to the MIL-SPEC and is not approved for use on aircraft or any CARC-painted equipment.

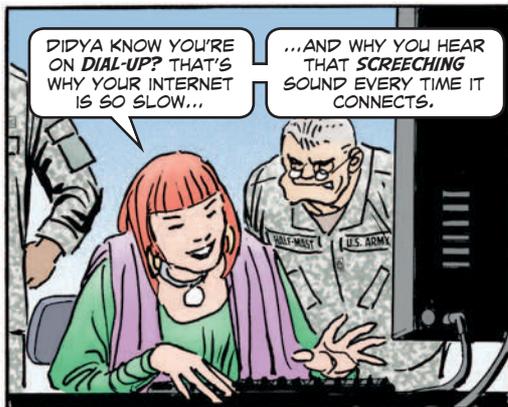
If you spray CARC, you can spray the paint only in an OSHA-approved spray booth while wearing the proper protective gear.

The long and short answer to the question of unapproved products has been and still is to stick with what's in your TM. That includes paint. Additional materials information is available from the AMCOM Corrosion Program Office, DSN 897-0209 or (256) 313-0209. You can also reach them toll-free at (866) 222-2364.

Like it's 1999







DIDYA KNOW YOU'RE ON **DIAL-UP**? THAT'S WHY YOUR INTERNET IS SO SLOW...

...AND WHY YOU HEAR THAT **SCREECHING** SOUND EVERY TIME IT CONNECTS.



HUH. I JUST THOUGHT THAT RACKET WAS SOMEBODY PLAYING **ALTERNATIVE** MUSIC.



WELL...IT'S **BAD LUCK** FOR ANYONE WHO RUNS INTO IT—LIKE YOUR **ELECTRONIC** PAL.

THAT **DISTRESS** MESSAGE IS **CLEVER** BAIT. IT'S ONE REASON **RETRO-X** IS SO **DANGEROUS**.



OH, **NO!** WHAT HAPPENED TO **ON-LINE** WARRIOR?



WEIRD. SOMEBODY DIDN'T **UP-GRADE**...OR ELSE, **DELIBERATELY** **DOWNGRADED** EVERY MACHINE.



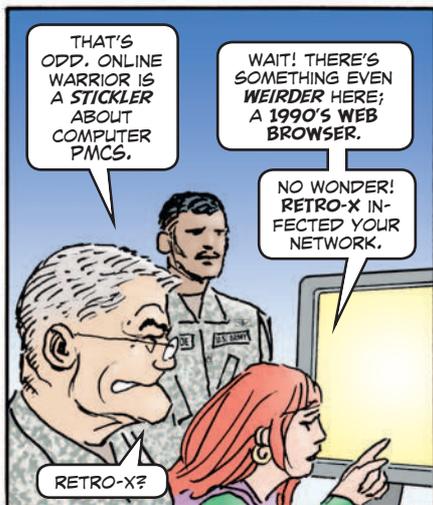
HE GOT **ZAPPED** INTO THE **PAST**, WHERE HE'S **TRAPPED**. HE'S ENCODED WITH 1990'S DATA AND **RETRO-X** UNRAVELED HIS **CODING**.

THE **PRESENT** **DOESN'T** EXIST FOR HIM ANY-MORE, BECAUSE IT HASN'T HAPPENED TO HIM YET.



THE **LAST** ACTIVITY I SEE HERE, **TIME-STAMPED** THREE DAYS AGO ON A **BULLETIN** BOARD SYSTEM, SHOWS HIM **POSTING** ABOUT **ULLS-G**.

BUT THAT'S **OBSOLETE!**

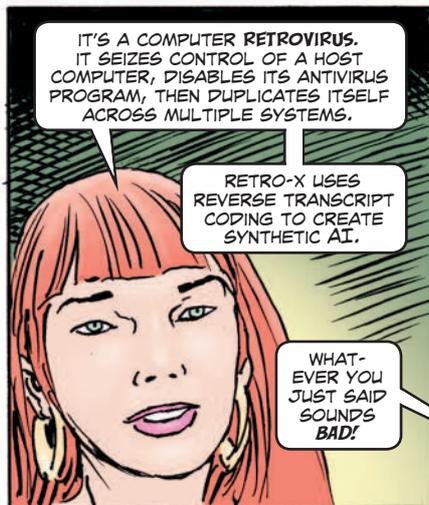


THAT'S **ODD**. **ON-LINE** WARRIOR IS A **STICKLER** ABOUT **COMPLER** **PMCS**.

WAIT! THERE'S SOMETHING EVEN **WEIRDER** HERE; A **1990'S** **WEB** **BROWSER**.

NO WONDER! **RETRO-X** **INFECTED** YOUR **NETWORK**.

RETRO-X?



IT'S A **COMPLER** **RETROVIRUS**. IT SEIZES CONTROL OF A **HOST** **COMPLER**, **DISABLES** ITS **ANTIVIRUS** **PROGRAM**, THEN **DUPLICATES** ITSELF **ACROSS** **MULTIPLE** **SYSTEMS**.

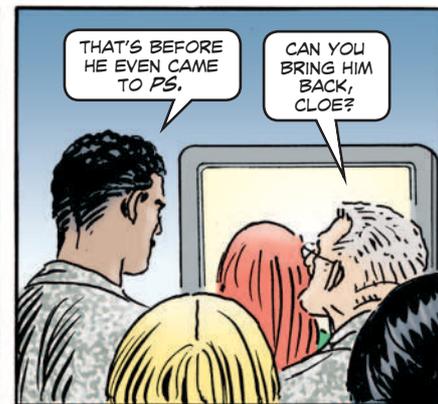
RETRO-X USES **REVERSE** **TRANSCRIPT** **CODING** TO **CREATE** **SYNTHETIC** **AI**.

WHAT-EVER YOU JUST SAID SOUNDS **BAD!**



YUP. YOUR **COMRADE** IS **TRAPPED** **BACK** IN **YE** **OLDE** **STAMIS** **DAYS**. HE'S **PARTYING** **LIKE** IT'S **1999**.

HERE HE'S **POSTING** ON A **BBS**, **WARNING** **EVERYONE** ABOUT **Y2K**.



THAT'S **BEFORE** HE **EVEN** **CAME** **TO** **PS**.

CAN YOU **BRING** **HIM** **BACK**, **CLOE?**



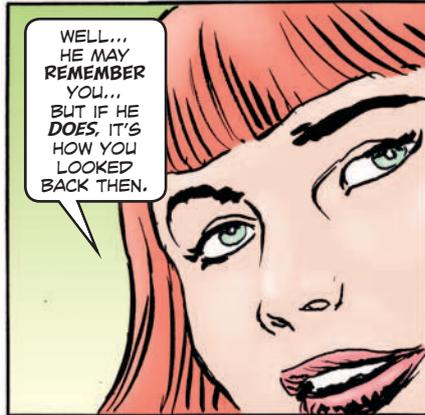
LET ME PUT IT THIS WAY.

BECAUSE ONLINE WARRIOR IS MADE OF ELECTRONS RATHER THAN DNA, HIS HARD DRIVE—OR ELECTRONIC BRAIN (IF YOU WILL)—CRASHED AND REBOOTED.



IT WAS WIPED CLEAN. HE HAS NO MEMORY OF THIS PLACE OR TIME.

OR US?



WELL... HE MAY REMEMBER YOU... BUT IF HE DOES, IT'S HOW YOU LOOKED BACK THEN.



A BAD HAIR DAY THAT LASTED OVER A DECADE!

THIS IS SO SAD.



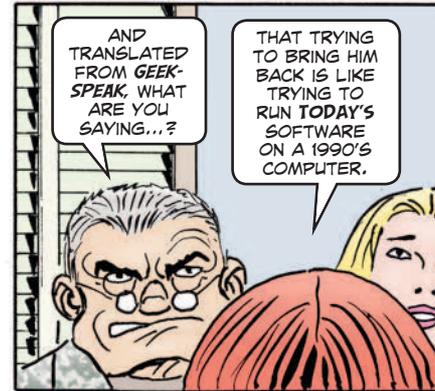
DEPENDS ON HOW YOU LOOK AT IT. YOUR BUDDY SEEMS PERFECTLY HAPPY CHATTING ABOUT Y2K HERE ON BBS. HE CAN'T REALLY MISS WHAT HE DOESN'T REMEMBER.

BUT WE SURE MISS HIM. WHEN CAN WE LAUNCH A RESCUE EFFORT?



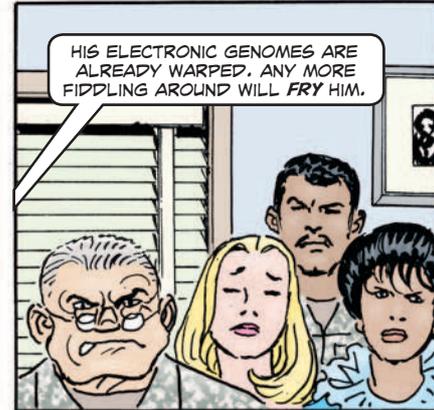
SORRY, YOU CAN'T. NOT WITHOUT DESTROYING HIM.

ONLINE WARRIOR'S OLDER DIGITS... THINK OF THEM LIKE BONES... CAN'T UPGRADE WITHOUT DAMAGE.



AND TRANSLATED FROM GEEK-SPEAK, WHAT ARE YOU SAYING...?

THAT TRYING TO BRING HIM BACK IS LIKE TRYING TO RUN TODAY'S SOFTWARE ON A 1990'S COMPUTER.

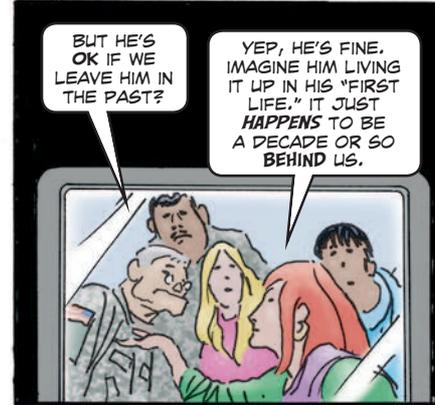


HIS ELECTRONIC GENOMES ARE ALREADY WARPED. ANY MORE FIDDLING AROUND WILL FRY HIM.



BADDA BING! BADDA BOOM!

BLUE SCREEN OF DEATH.

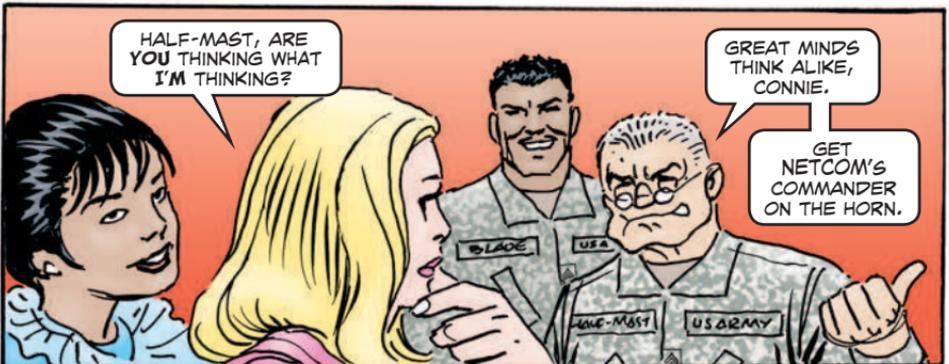


BUT HE'S OK IF WE LEAVE HIM IN THE PAST?

YEP, HE'S FINE. IMAGINE HIM LIVING IT UP IN HIS "FIRST LIFE." IT JUST HAPPENS TO BE A DECADE OR SO BEHIND US.



I'LL MAKE THE TOUGH CALL!



To be Continued...

WATCH YOUR STEP

WHEN YOU'RE ON TOP OF THE NBCRV (NUCLEAR BIOLOGICAL CHEMICAL RECON VEHICLE) STRYKER, YOU ARE VERY HIGH-LIKE 9 FEET UP.

YOU DON'T WANT TO TAKE A HEADER FROM THIS HEIGHT.



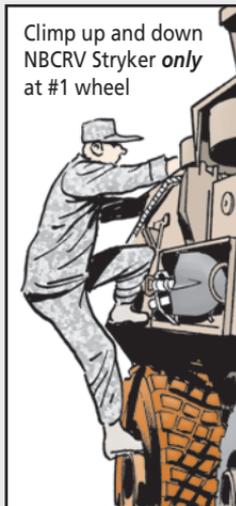
SO YOU DEFINITELY WANT TO WATCH YOUR STEP WHEN CLIMBING UP, DOWN AND ALL AROUND THE STRYKER.



The only safe place to go up and down is at wheel #1. After you put your foot on the hub, you have handholds to help you the rest of the way up top.

Always use three points of contact, not only when you're climbing up and down the Stryker, but also when you're moving around on top. It's too easy to trip on things like the tow bar or storage racks. Then you're taking that long fall unless you're holding onto something.

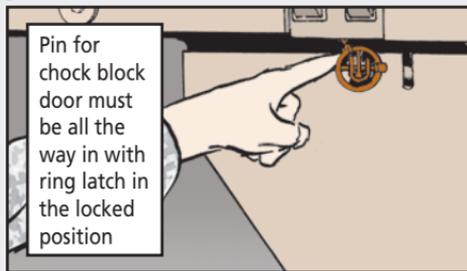
Climp up and down NBCRV Stryker *only* at #1 wheel



Chock Block Lock

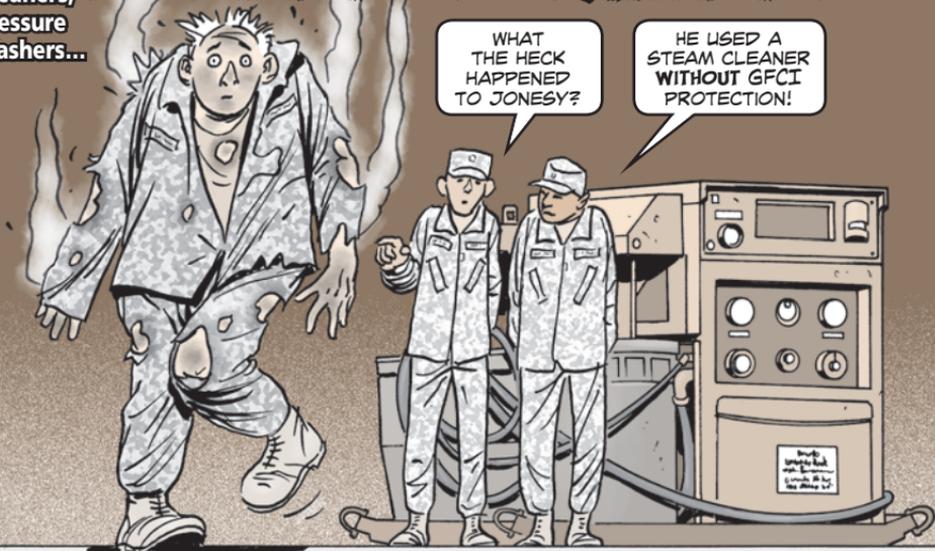
Remember before you hit the road to make sure the chock block door is securely locked. If it's not, one good bump can cause the door to swing down and the chock blocks to fall out. The door usually ends up bent, which means it won't shut anymore. To securely latch the door, push its pin all the way in with ring latch in the locked position.

Pin for chock block door must be all the way in with ring latch in the locked position



Steam
Cleaners,
Pressure
Washers...

ELECTRICAL REQUIREMENTS STILL REQUIRED



TACOM

issued Safety of Use Message (SOU) 00-016 in 2000 that stated all Army steam cleaners and commercial cleaners and pressure washers must be used with ground fault circuit interrupter (GFCI) protection.

Since that SOUM was published, the Army has stopped issuing steam cleaners. The AAC for steam cleaners NSN 4940-00-186-0027, NSN 4940-00-473-6218, and NSN 4940-01-025-9856 has been changed to L, local purchase.

But the GFCI requirement of SOUM 00-016 is still in effect. The requirement can be met in two ways:

- Connect the steam cleaner or power washer plug into a power supply outlet with a GFCI protection system certified by a licensed electrician. Or...
- Connect the steam cleaner or power washer to an electric supply cord with a built-in GFCI (250 volts AC or less, single-phase.) Attach a tag to the cord that says "IAW UL 1776."

If you buy a new steam cleaner or power washer, make sure it meets the Underwriters Laboratory (UL) Standard for Safety 1776, *High Pressure Cleaning Machines*. It needs to have been tested and certified as meeting the requirements of a nationally recognized testing laboratory (NRTL). NRTLs include UL, the Canadian Standards Association (CSA) and Intertek Testing Services NA, Inc (ETL).

If you have questions, contact Misty Mills at DSN 786-4518, (586) 282-4518, or email:

misty.l.mills.civ@mail.mil

or Nathaniel McIntyre, DSN 786-4141, (586) 282-4141, or email:

nathaniel.e.mcintyre.mil@mail.mil

Ammunition... **UTM Now OK for Training**



Dear Half-Mast,

Back in PS 667 (Jun 08) you said the ultimate training munition (UTM) had not been approved for training. Has it been approved yet?

K.H.

Dear Mr. K.H.,

Yes, the UTM, along with several other man-marking ammunition rounds, has been approved for use with close combat mission capability kits (CCMCKs).

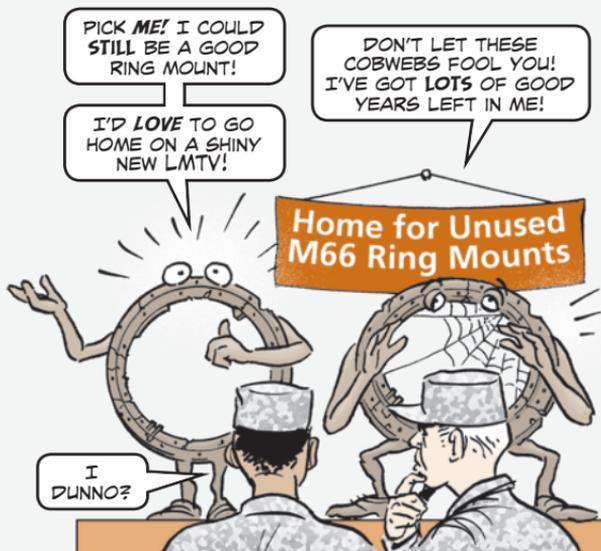
The kits are for the M16-series rifle, M4/M4A1 carbine, M249 machine gun and M9 pistol.

For information on ordering CCMCKs, see TM 9-6920-3700-23&P.

It's on the ETM site: <https://www.logsa.army.mil/etms/welcom1.cfm>

Remember that because these training rounds are filled with paint, it's even more critical you thoroughly clean your weapon's barrel. If you don't get all the debris out of the bore, you risk a ruined barrel.

Half-Mast



What Can M66 Be Used On?

Dear Half-Mast,
We have several M66 ring mounts, NSN 1005-00-701-2810, that have been sitting around for five years. Can they still be used on any vehicles?

1LT D.S.

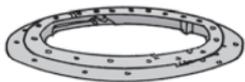
Dear Lieutenant D.S.,

Certainly, the M66 can still be used. On the 800-series 5-ton and M35 2 1/2-ton trucks, mount the M66 using the mounting kit that comes with NSN 1005-01-226-4589. You will also need to use the cab reinforcement kit, NSN 2590-01-322-2694. Mount the M66 on the LMTV and FMTV with mounting kit, NSN 1005-01-381-5431.

The M66 can be installed directly on the FMTV LTAS cab, but can be used only for mounting weapons. To mount the objective gunner protection kit (OGPK) on the FMTV LTAS cab, you must use the weapon station kit, NSN 2510-01-567-8727.

The M66 can be installed on the HEMTT with mounting kit, NSN 1005-01-519-2126.

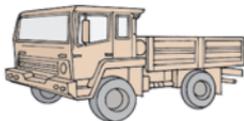
The M66 Machine Gun Mount Ring...



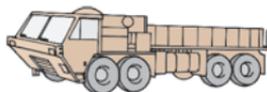
...will work with any of the following:



M800-series 5-ton mounting kit,
NSN 1005-01-226-4589
with cab reinforcement kit,
NSN 2590-01-322-2694



LMTV and FMTV mounting kit,
NSN 1005-01-381-5431

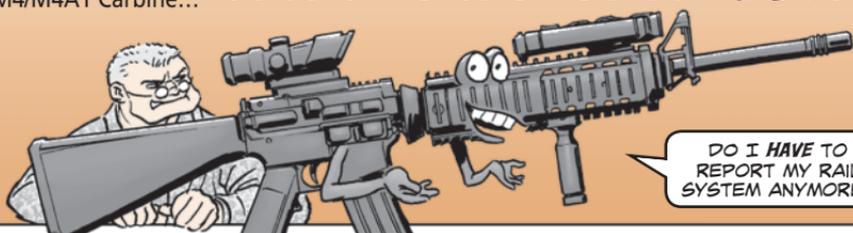


HEMTT mounting kit,
NSN 1005-01-519-2126

Half-Mast

M16-Series Rifle,
M4/M4A1 Carbine...

ARE RAIL SYSTEMS REPORTABLE?



DO I HAVE TO
REPORT MY RAIL
SYSTEM ANYMORE?

Dear Half-Mast,

I am seeing some units report the M4 and M5 adapter rail systems for the M16 and M4/M4A1 as stand-alone LINS, others as components of a LIN, and some are not reporting the rail systems at all on the property books. What is the correct way to report the rail systems?

SGT P.M.

Dear Sergeant P.M.,

The M4 and M5 rail systems should no longer be reported on the property book. Their LINs have been deleted and their supply class has been downgraded to Class IX.

Half-Mast

M2/M3-Series
Bradley...

NO Etching on M242 Bolt



HOLD ON THERE,
PARDNER! YOU DON'T
ETCH NUMBERS ON
MY M242.

THAT RUINS ITS
PROTECTIVE COATING!

Dear Half-Mast,
We are seeing units etching the ID number on the track and bolt assembly for the M242 automatic gun. Should they be doing this?

SFC G.B.

Dear Sergeant G.B.,

No, don't etch on any part of the M242. That can ruin the weapon's protective coating, which leads to corrosion.

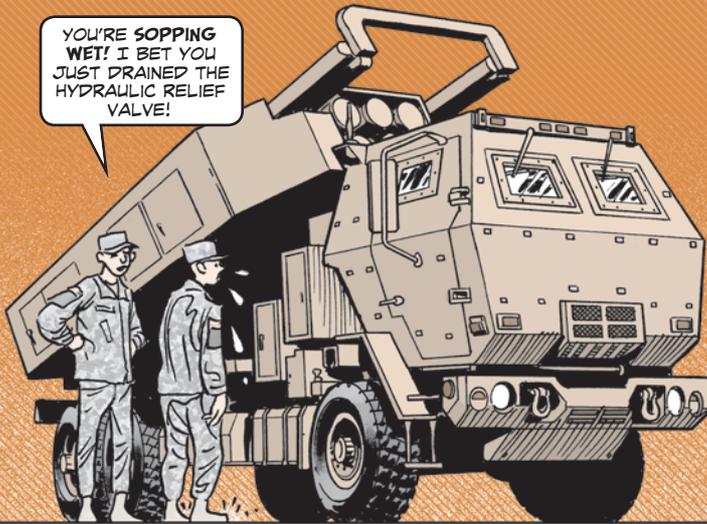
The best way to ID the track and bolt assembly is to store it in an empty ammunition can and write the M242's serial number on the outside of the can. If the track and bolt assembly has already been etched, use a paint marker to blot out the etched numbers. Treat the area with SFL to prevent corrosion.

Half-Mast

HIMARS...

POINT DRAIN COCK DOWN

YOU'RE SOPPING
WET! I BET YOU
JUST DRAINED THE
HYDRAULIC RELIEF
VALVE!



Dear Editor,

The drain cock for the HIMARS' hydraulic relief valve has a problem: It points straight out. When you open the valve, the fluid sprays right on you, which creates a mess. It's not a great idea to get hydraulic fluid on your clothing or skin.

Prevent that mess by installing an elbow pipe fitting that makes a 90-degree turn and points down. NSN 4730-00-720-3170 (P/N 115-B, CAGE L2409) gets the fitting. That way any fluid goes right into a container.

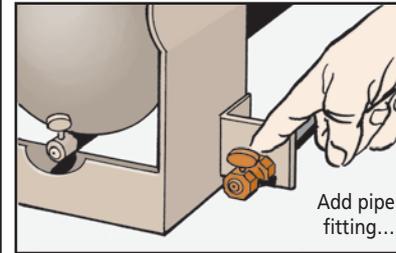
Bleed the air system daily, including the launcher hydraulic system bleed valve at the rear of the three vehicle air tanks.

John Sanders
Lockheed Martin
Ft Sill, OK

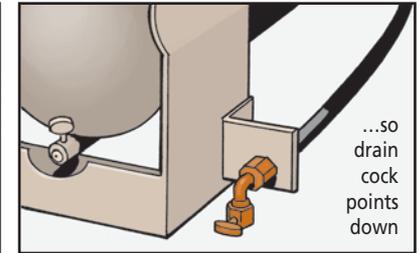
Editor's note: Great way to prevent a hydraulic bath! Remember that bleeding daily prevents fluid buildup. Your support needs to follow the procedures from IETM 9-1055-1646-13&P for removing the old air bleed valve and installing the 90-degree pipe fitting. It goes like this:

WARNING: Isopropyl alcohol vapors are toxic. Avoid prolonged or repeated breathing of vapors or contact with skin. Use adequate ventilation. Solvent is flammable and should not be used near an open flame. Fire extinguishers should be readily available when isopropyl alcohol is used.

1. Use an acid brush and isopropyl alcohol to clean the threads of the bulkhead adapter pipe elbow and the replacement air system bleed valve. Make sure all sealant is removed from the bulkhead adapter.
2. Use the acid brush to apply a thin coat of pipe sealant, NSN 8030-01-218-0321, to the threads of the bulkhead adapter and pipe elbow.
3. Install the pipe elbow on the bulkhead adapter and hand-tighten it. Make sure it points down.



Add pipe fitting...



...so drain cock points down

Then follow the rest of the air bleed valve installation procedures called out in IETM 9-1055-1646-13&P [see "Hydraulic Fluid Reservoir Air Bleed Valve Removal and Installation"], including the HCS maintenance follow-on procedures [see "HCS After Maintenance Follow-on Procedure"].

HIMARS...

RESERVOIR RELIEF

LISTEN UP TO THIS GOOD ADVICE FROM THE HIMARS FOLKS AT FT SILL!



Dear Editor,

We've found it's important with the M142 HIMARS to drain the hydraulic fluid reservoir daily. If you don't, air pressure can build up in the reservoir and cause incorrect fluid readings. The pressure can eventually damage the reservoir.

But before you drain the hydraulic fluid reservoir—or add hydraulic fluid—you need to first drain the air tank, which is right beside the reservoir. Otherwise, the air pressure can cause the hydraulic fluid to spew out. That can be dangerous if the fluid gets in your eyes.

SPC Charles Whalen
578th FSC
Ft Sill, OK

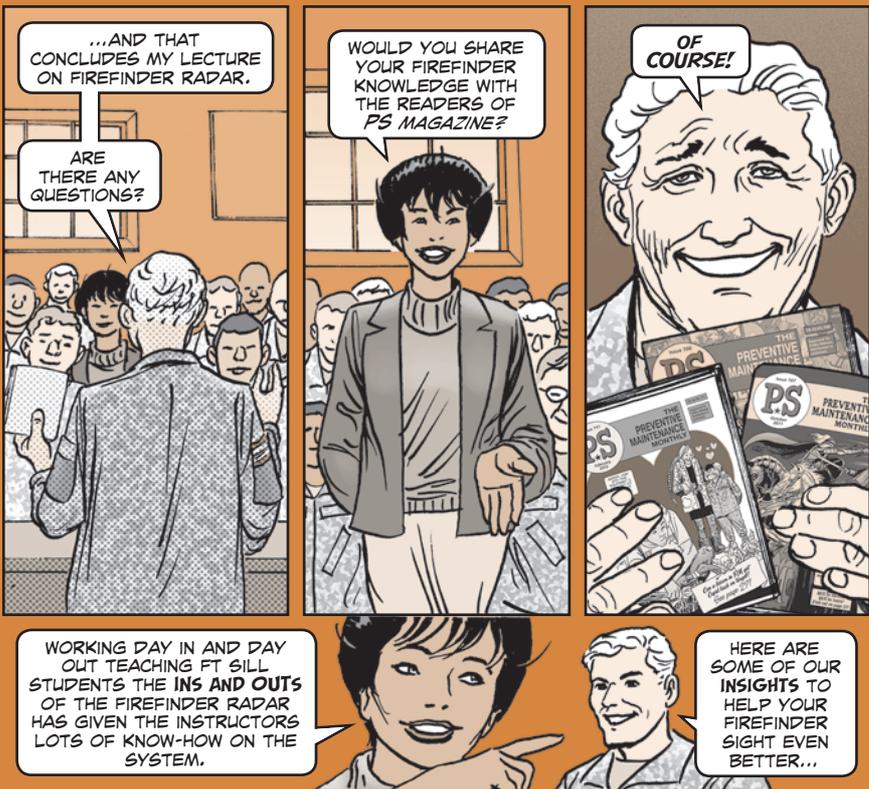


Drain air tanks before draining or adding hydraulic fluid

Editor's note:

Good tip, Specialist. Always remember to drain the air tank **before** the hydraulic reservoir, HIMARS folks. If you need to fill or bleed the reservoir, see the **HYDRAULIC RESERVOIR FILL/BLEED** procedure in IETM 9-1055-1646-13&P.

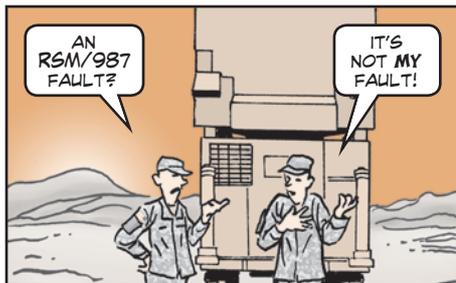
FIREFINDER HELP FROM THE EXPERTS



AN/TPQ-36(V10)

Subtest changes: The radar processor was upgraded in Version 10, resulting in a change to the subtests. Now you will need to first run the 240 and shelter subtests before you run the trailer's. Otherwise the trailer will fail its tests.

RSM/987 fault: Version 10 sometimes gets an RSM/987 fault. Don't waste time doing receiver/excitor troubleshooting to eliminate the fault. First run the 240 subtest in the shelter FIT three times with the fault bypass on. That usually gets rid of the fault. If it doesn't, then troubleshoot the receiver/excitor.



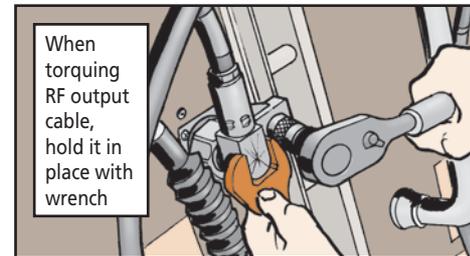
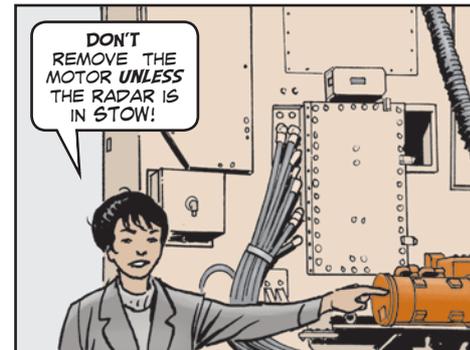
AN/TPQ-37(V9)

Power amplifier modules: Modules were being blown on a regular basis until this solution was discovered. After you turn off the high voltage, wait at least three minutes before turning off the system power.

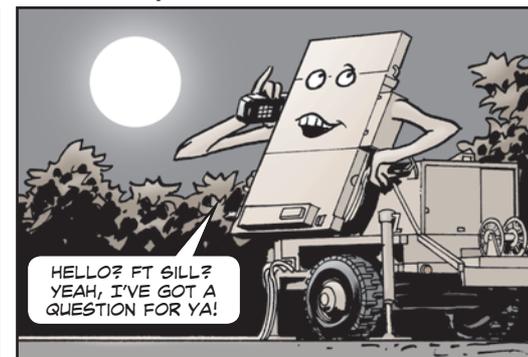
No warning horn: The older versions of the AN/TPQ-37 had a warning horn or 5-second delay before the antenna moved. Some Version 9s don't have those. So before you move the antenna, first make very sure all people and equipment are out of the way.

Antenna stops: If the antenna suddenly stops working and it can't be completely lowered into the STOW position either by hand cranking or by its motor, then STOP. The antenna **must** be supported before the antenna motor is removed. Otherwise, the antenna can fall when the motor is removed and crush anyone beneath it. If the antenna can't be put in STOW, notify your support. They will need to handle this.

Power amplifier cable: The RF output cable must be torqued to 21 lb-ft. But as you use the torque wrench, you must hold the connector in place with a second wrench. Otherwise, the cable twists and its wiring is ruined. That can also lead to RF leakage. Do this when torquing either end of the blue cable.



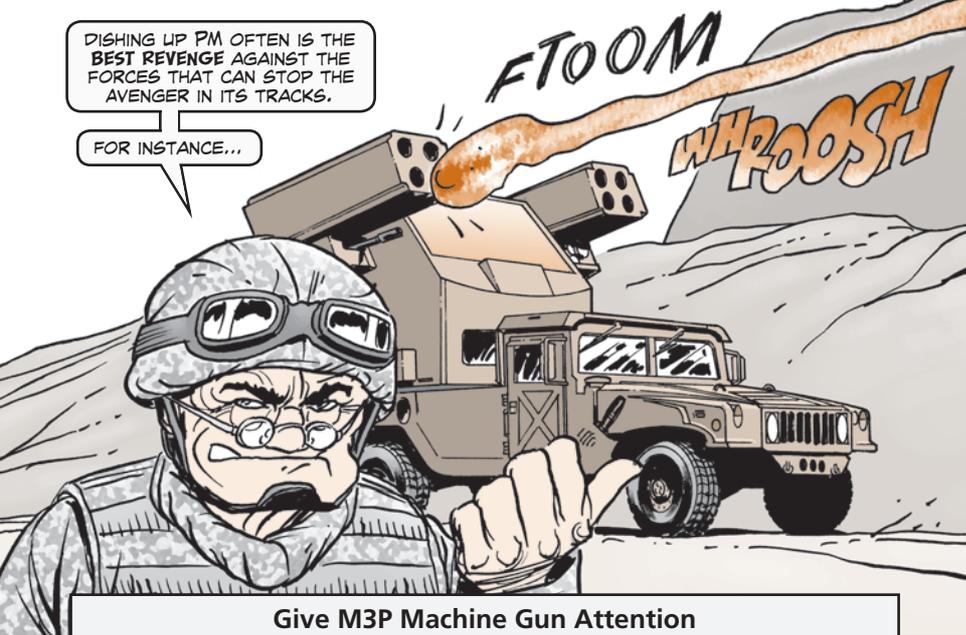
Need Help?



AVENGER PM IS BEST SERVED OFTEN!

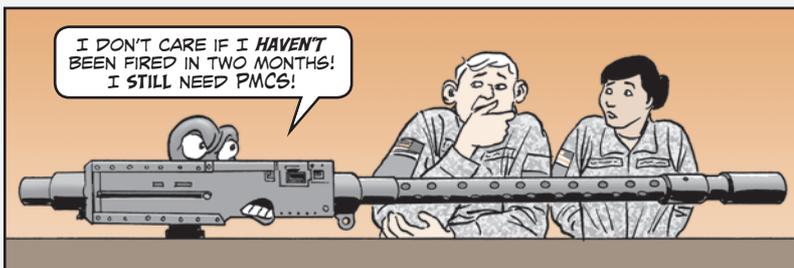
DISHING UP PM OFTEN IS THE BEST REVENGE AGAINST THE FORCES THAT CAN STOP THE AVENGER IN ITS TRACKS.

FOR INSTANCE...



Give M3P Machine Gun Attention

Since it's usually fired only quarterly, it's often forgotten. At least monthly, go to the arms room and give the M3P a complete PMCS. Keep it lubed with TW-25B. If the M3P is going to be in storage, it's OK to give all its parts (except the bolt face) a heavy coat of TW-25B.



When you do mount the M3P, don't use slip joint pliers to install its cable. They damage the connector. Use needle-nose pliers.

If you need new M3P gages, order them with NSN 5280-13-116-6359. Remember, the gages need to be calibrated yearly by TMDE.

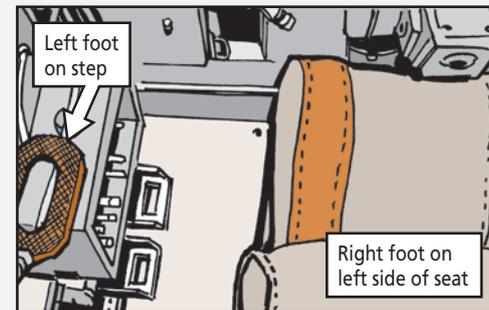
And don't forget to track how many rounds the M3P fires. After 1,250 rounds, it needs to be completely disassembled, cleaned, inspected and lubed.

Tiptoe Through the Turret

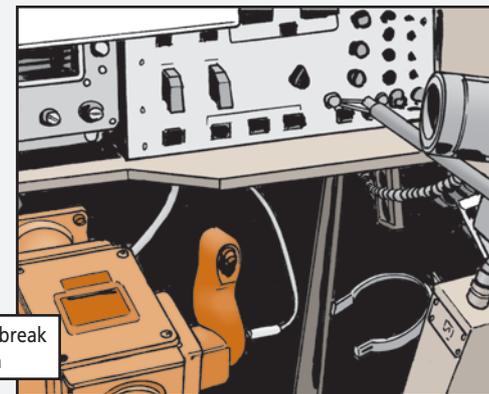
Every gunner knows the Avenger's turret is so cramped you practically have to step outside to change your mind. So when you climb in and out of the turret, be careful where you put your feet. Too many gunner's hand stations and other turret components get KOed by feet every year.

Climb in the turret by putting your left foot on the step on the left side of the turret and then your right foot on the left side of the seat. Climb out by reversing that. Don't do it any other way.

Don't toss things in the turret or use it for storage. Duffle bags and rifles bounce around and break stuff like the sight mount.



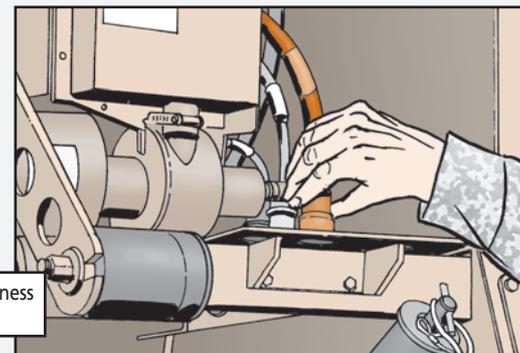
Tossing equipment in turret can break things like gunner's hand station



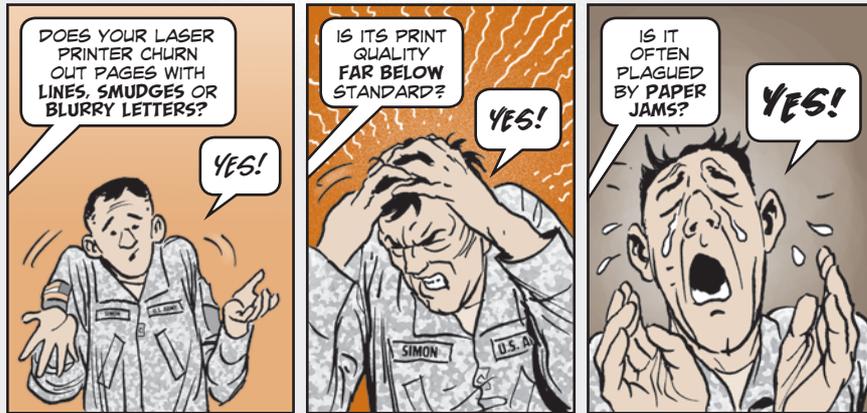
Do ECU/PPU PM PDQ

The unit's W103 cable can vibrate loose during operation. If it gets too loose, it can become a fire hazard. Feel the cable for looseness during your WEEKLY and BEFORE PMCS and tighten it with a strap wrench if necessary.

Feel W103 cable for looseness and tighten if necessary



THE CLEAN ROUTINE



SOUNDS LIKE DIRT, DUST, LINT AND SAND HAVE FOUND A HOME IN YOUR PRINTER. IT'S TIME FOR A THOROUGH HOUSECLEANING.

REGULAR CLEANING NOT ONLY IMPROVES THE PRINT QUALITY AND REDUCES PAPER JAMS, BUT IT ALSO PROLONGS THE PRINTER'S LIFE.



FOLLOW THE CLEANING INSTRUCTIONS IN THE USER'S MANUAL; THAT'S THE BEST APPROACH.

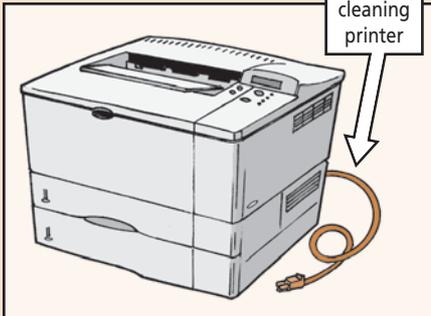
OR YOU CAN LOOK FOR TIPS FOR THE MANUFACTURER'S WEBSITE.

IF NEITHER A USER'S MANUAL NOR A WEBSITE IS AVAILABLE, FOLLOW THESE GUIDELINES...

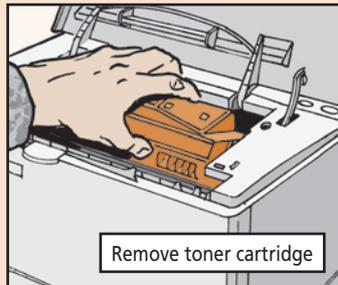
Clean the Inside

1. Turn off the printer and unplug its power cord. The fuser roller gets very hot during printing, so let the printer cool down for an hour.

Unplug power cord **before** cleaning printer



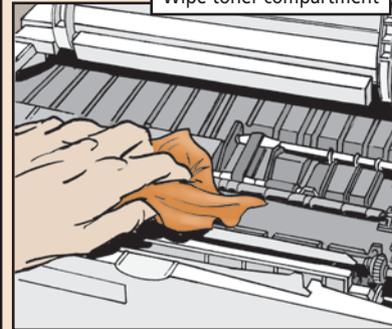
2. Remove the paper trays.
3. Remove the toner cartridge. Wipe it with a lint-free cloth. Put it on some scrap paper so it doesn't dirty the floor or your desk.



Remove toner cartridge

4. Use a lint-free cloth and soft brush to clean inside the toner compartment. Wipe away dust, spilled toner and bits of paper. Brush the toner out of nooks and crannies.

Wipe toner compartment



5. Lightly dust off the printer mirror with the brush.
6. Remove the filters and blow away the dust with compressed gas duster. NSN 7930-01-398-2473 brings a box of six 10-oz cans of duster.

7. Replace the toner cartridge and the paper trays.
8. Clean the rollers with cleaning sheets, NSN 7045-01-412-1482 or 7045-01-450-4376. The sheets remove toner residue, dust and debris from the paper path and rollers. Just run one through the printer as if it were a regular sheet of paper. Most cleaning sheets can be used four or five times, depending on how dirty the rollers are.

Printer Cleaner Sheet



Clean rollers and paper path with cleaning sheets

For cleaning and regular maintenance of all printer units, Clean Laser, Ink and Bubble Jet Printers, Fax and Photocopier machines.
Directions: Run sheet through printer 5 times consecutively. Send to either a blank document or printed material to printer.

Cleaning with Printer Software

ANOTHER WAY TO IMPROVE THE PRINT QUALITY IS TO USE THE CLEANING SOFTWARE THAT COMES WITH SOME LASER PRINTERS.

THE PROCEDURES WILL DIFFER ACCORDING TO MANUFACTURER, BUT, IN GENERAL, THEY WORK LIKE THIS...



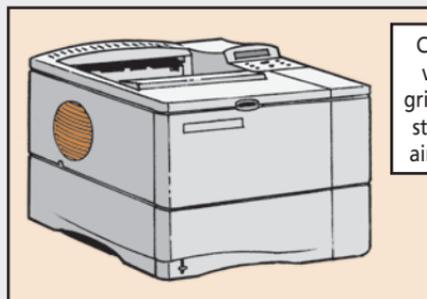
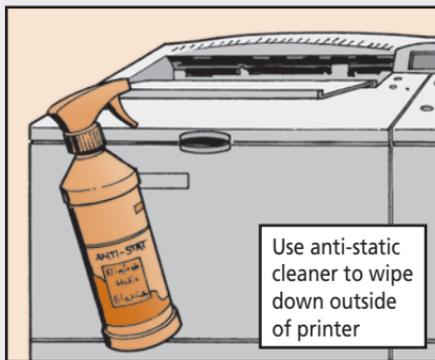
1. Open the control panel and click on the printer icon or a printer utility program.
2. Once you're in the printer software, look for features such as maintenance, toolbox or utilities. One of these should lead you to a cleaning program.
3. Execute the cleaning program.
4. Repeat the cleaning if needed.

PS MORE

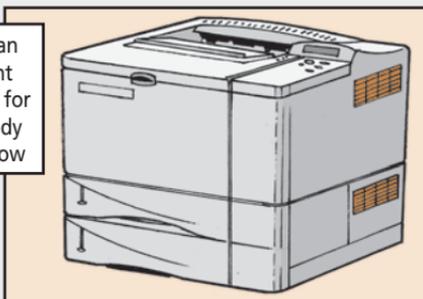
Clean the Outside

Cleaning the outside of your printer keeps it looking new. Cleaning the vent grills promotes a steady airflow and prevents the buildup of heat that ruins internal components.

1. Turn off the printer and unplug its power cord.
2. Dampen a lint-free cloth with water or anti-static cleaner, NSN 6850-01-463-5809. Wring out all excess moisture. You can also use anti-static wipes, NSN 7920-01-295-8918, that are pre-moistened.
3. Wipe down the outside of the printer. Don't let any fluid get inside.
4. Remember to thoroughly wipe off the vent grills.



Clean vent grills for steady airflow



Another method is to use a vacuum cleaner, NSN 7910-01-423-9525, to clean the outside of the printer. It's also good for picking up toner spills. NSN 7045-01-417-3206* brings a package of five replacement vacuum bags.

Do not use this vacuum to clean the inside of your printer. It could generate too much static electricity that can damage internal components. If you need to clean inside your printer, use compressed gas duster.



HERE'S A SUMMARY OF THE NSNs MENTIONED IN THIS ARTICLE...

| Item | NSN |
|-------------------------------|--|
| Compressed gas duster | 7930-01-398-2473 |
| Laser printer cleaning sheets | 7045-01-412-1482* or 7045-01-450-4376* |
| Anti-static cleaner | 6850-01-463-5809* |
| Anti-static wipes | 7920-01-295-8918* |
| Vacuum cleaner | 7910-01-423-9525 |
| Bags for vacuum cleaner | 7045-01-417-3206* |

*These NSNs are not on the AMDF. Order them on DD Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.



Power Cable Lengths

Dear Half-Mast,
Would you happen to have an NSN list for different lengths of the **CX-13303/VRC power cables** used with our vehicular radio sets?

Mr. G.L.H.



Cables come in a variety of sizes

Dear Mr. G.L.H.,
I'll go you one better, Sir. Not only will I list the CX-13303/VRC cable lengths and NSNs, I'll also list the SINGGARS vehicular radios and their installation kits. They're all in this table:

| Cable length in feet | Cable NSN 5995-01- | Used with SINGGARS Radio | Installation Kit | Installation Kit NSN 5895-01- |
|----------------------|--------------------|------------------------------------|------------------|-------------------------------|
| 15 | 219-4696 | AN/VRC-87/88/90 AN/VRC-89/91/92 | MK-2493/VRC | 216-9745 |
| 12 | 300-9321 | AN/VRC-92 | MK-2388/VRC | 309-4604 |
| 7 | 291-1130 | AN/VRC-89/91/92 | MK-2834/VRC | 423-7006 |
| 7 | 291-1130 | AN/VRC-87/88/90 | MK-2852/VRC | 431-3287 |
| 4 1/2 | 300-9324 | AN/VRC-92 | MK-2839/VRC | 421-4160 |
| 4 1/2 | 300-9324 | AN/VRC-91/92 | MK-2914/VRC | 486-6044 |
| 4 | 242-6504 | AN/VRC-89/91 | MK-2406/VRC | 227-5840 |

Don't settle for just a few tidbits. Get the whole story. Read SB 11-131-2, Vehicular Radio Sets and Authorized Installations Volume II: SINGGARS, FHMUX, AND EPLRS.

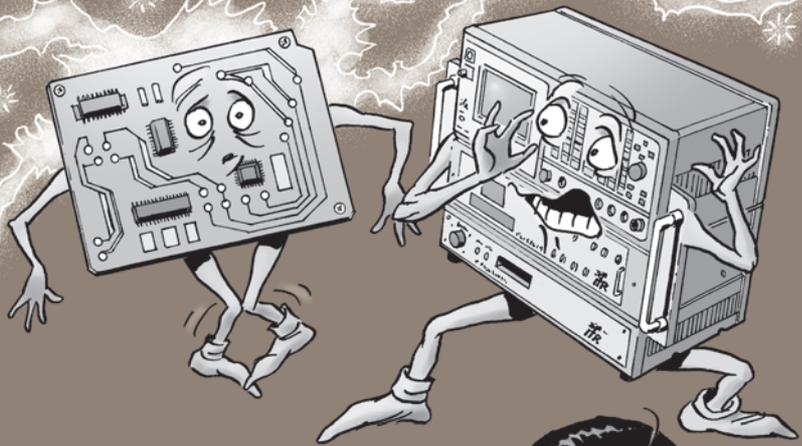
The SB has information about SINGGARS vehicular configurations, installation kits (IK), components of the kits and the technical bulletins detailing installation of the Iks.

You'll find the SB on the USAMC Logistics Support Activity (LOGSA) Electronic Technical Manuals (ETM) Online website:

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

Half-Mast

ESD TAKES OUT CIRCUIT CARDS



YOUR AN/GRM-122 RADIO TEST SET HAS THREE MAJOR COMPONENTS THAT CONTAIN CIRCUIT CARD ASSEMBLIES (CCA)...

- TS-4317/GRM
- J-4843A/GRM
- PL-1536/GRM

BEFORE YOU HANDLE ANY OF THE CCAs, CONSIDER THIS...



CCAs are sensitive to electrostatic discharge (ESD). ESD can degrade or destroy transistors, resistors and the integrated circuits of CCAs. The discharge can happen while packaging, shipping, handling or installing CCAs.

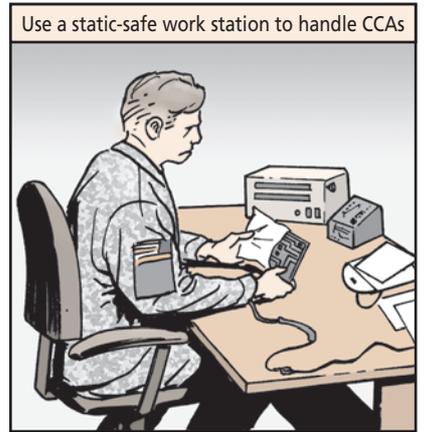
Where does ESD come from? It comes from electrically charged objects all around you: clothing, rugs, chairs, papers, manuals, ordinary packaging materials or the work surface itself.

But more than anywhere else, ESD comes from **you**. Your body has thousands of volts of static electricity. When you handle a CCA without proper grounding, that static electricity is discharged. You may not feel the discharge or see the damage—but it's there.



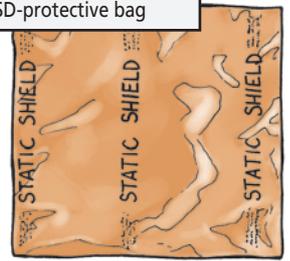
Protect Your AN/GRM-122 CCAs from ESD

- Make sure you're grounded **before** you open the test set's components and handle the CCAs.
- Open the components and handle the CCAs only at a static-safe work station that includes a grounded table mat, floor mat and wrist strap. They're designed to limit static buildup and carry already existing charges to ground.



- When you receive CCAs, make sure they're in their original, unopened packages. If they aren't, the CCAs must be downgraded to supply condition code F, unserviceable.
- **If you return a CCA to the depot for any reason, make sure it's packaged in an ESD-protective bag. ESD-protective packaging is required no matter what condition the CCA is in.**
- When you store CCAs on shelves, work benches or in tool boxes, they must remain packaged.
- When you open the packages, handle the CCAs only at a static-safe work station.

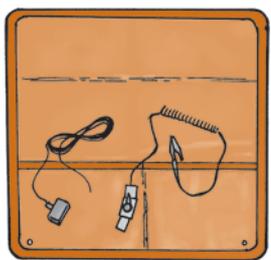
Return CCA to depot in ESD-protective bag



Here are some available static-safe products:

| Item | NSN 5920-01- |
|--|--------------|
| Table mat, common point ground and wrist strap | 250-4236 |
| Portable work surface, common point ground and wrist strap | 250-4237 |
| Field service kit (includes mat, pouches, wrist straps and grounding cord) | 253-5368 |

Portable work surface

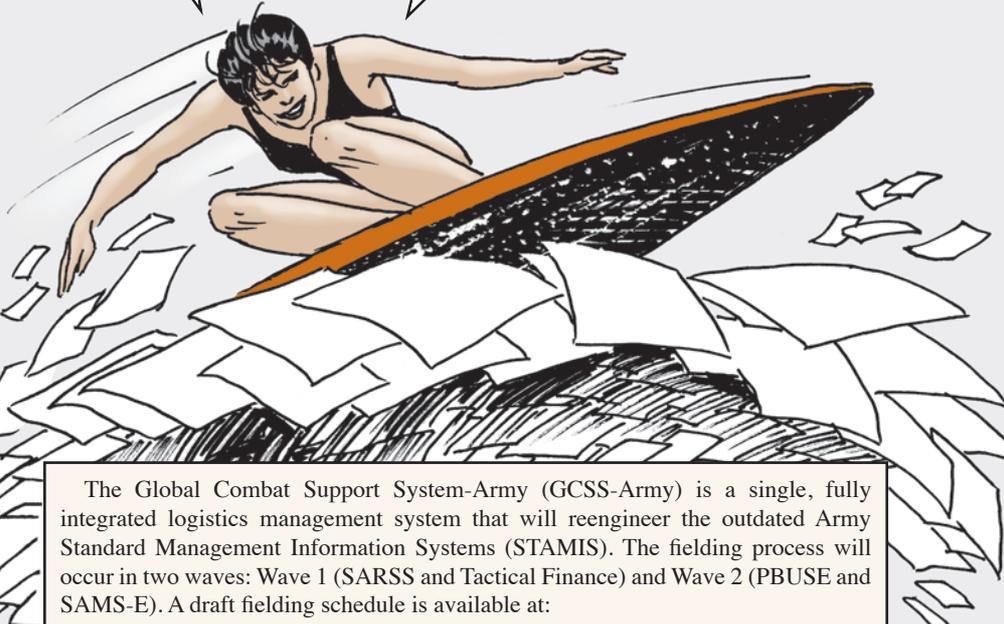


CATCH THE WAVE: CLEAN UP UNIT DATA

EACH DAY WE DEAL WITH AN UNENDING FLOW OF PAPERWORK.

BUT SOMETIMES WE CAN SEE THAT THE FLOW HAS A PURPOSE...

...AND A DEFINITE GOAL IN SIGHT.



The Global Combat Support System-Army (GCSS-Army) is a single, fully integrated logistics management system that will reengineer the outdated Army Standard Management Information Systems (STAMIS). The fielding process will occur in two waves: Wave 1 (SARSS and Tactical Finance) and Wave 2 (PBUSE and SAMS-E). A draft fielding schedule is available at:

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

The Logistics Support Activity (LOGSA) Enterprise Data Management Office (EDMO) developed a four-tiered data cleansing approach for tackling the conversion to GCSS-Army:

Data Evaluation Process GCSS-Army Tiered Approach

| Tier 0 | Tier I | Tier II | Tier III |
|--|--|-------------------------------|---|
| Use current Army policy directives and regulations | Use LOGSA reconciliation tools, such as PBUSE RECON, ARSNT Query Options, Ground Equipment Tracker, etc. | Use EDMO's data error reports | PM GCSS-Army provides cross-process validation and load staging |

CLEANSING DATA IS A COMMAND OWNED PROCESS AND IT'S NEVER TOO EARLY TO START.

UNITS CAN EASE THEIR CONVERSION WITH THE FOLLOWING CHECKLIST...



- ### Wave 1 Things to Do Prior to Data Conversion
1. Conduct all research reconciliations
 2. Confirm all materiel release orders (MROs) in the MRO confirmation file
 3. Conduct location survey and ensure locations are properly labeled
 4. Confirm required inventories completed
 5. Catalog all active non-standard materiel
 6. Validate all DODAACs

LOGSA EDMO will contact all Army Commands, Army Service Component Commands and Direct Report Units no later than 300 days from their respective scheduled unit/site fieldings for Wave 1 and Wave 2.

On initial unit contact, LOGSA EDMO will request STAMIS backup so they can survey the unit and begin providing data validation reports.

In the meantime, command representatives or supervisors should submit a system access request (SAR) to access LOGSA EDMO's portal. Submit a SAR by choosing the blue SAR button at the top (far right) of LOGSA's public page (non-LIW users):

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

Or click the SAR link on the upper right of the LIW login page (if already an LIW user):

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

On the SAR screen, do a keyword search for "EDMO" and select that application. Command representatives and supervisors will be granted view-only EDMO portal access to only their unit(s)/site(s).

To report a problem with LOGSA EDMO access or for EDMO questions, email:

logsa.amxlsed@conus.army.mil

Property Accountability Videos

Check out HQDA's latest property accountability videos on the Army's media player. Episodes include:

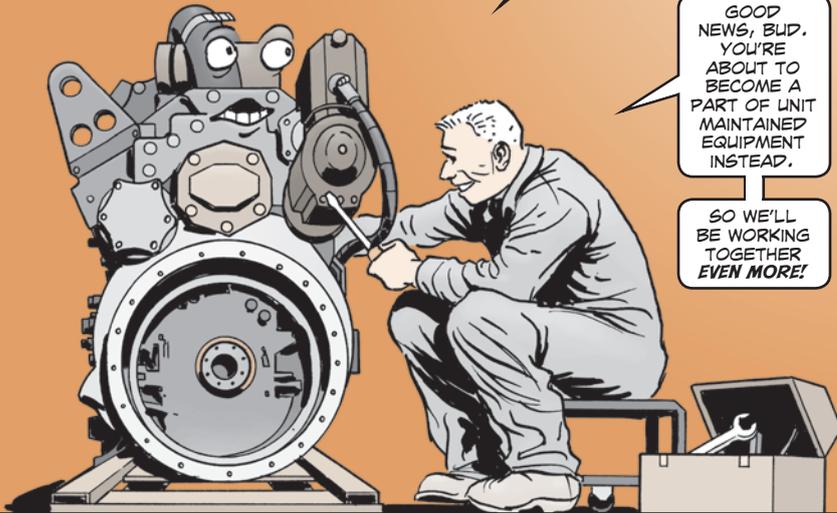
- Never Too Late*—Soldiers doing equipment inventory find excess tools that can help fill unit shortages. <http://bcove.me/mzjwvcio>
- No Match*—Soldiers discover radio equipment's serial number doesn't match the hand receipt. <http://bcove.me/1ryj8vc>
- Weapons Serial Numbers*—Soldiers sort out mismatched serial numbers during arms room inventory. <http://bcove.me/0jg9ykee>
- COMSEC Equipment*—Soldiers learn how to properly account for sensitive equipment. <http://bcove.me/jocpkc45>

Army Converting from LBE to UME

GEE, I HATE BEING A PART OF LEFT BEHIND EQUIPMENT! SOUNDS LIKE I'M **NOT WANTED!**

GOOD NEWS, BUD. YOU'RE ABOUT TO BECOME A PART OF UNIT MAINTAINED EQUIPMENT INSTEAD.

SO WE'LL BE WORKING TOGETHER **EVEN MORE!**



The changing Army mission means that most units must soon make changes in the maintenance arena, too.

The majority of field maintenance tasks performed by the Army Materiel Command (AMC) will transfer back to units. In the future, Soldiers will do the bulk of repairs on maintenance significant items (MSIs).

MSIs include end items, assemblages, components or systems that require maintenance. Right now, any MSIs that are transferred from a unit's property book to AMC when that unit deploys are known as left behind equipment (LBE).

Currently, accountability and sustainment of LBE is done by AMC at the unit's home station. But that's about to change.

Soon, MSIs remaining on a unit's property book at the home station after the main body deploys will be called unit maintained equipment (UME). UME will be accounted for and sustained by the unit's rear detachment.

A pilot test is underway at five locations (consisting of eight units) to test the transition from LBE to UME. If all continues to go well, FORSCOM will convert the majority of its units in FY13, followed by USARPAC and direct reporting units in FY14. Most units will eventually convert to UME, with exceptions made for those units that do not have core maintenance capabilities.

TO PROVIDE THE MOST EFFECTIVE UME SUPPORT, UNITS SHOULD...



- Identify the total number of combat systems and tactical wheeled vehicles that will require scheduled services while the main body is deployed. That will help the rear detachment better understand workload requirements.
- Identify and request augmentation support no later than (NLT) 120 days before deployment.
- Have a Logistics Information System (LIS) (e.g., SAMS-E) on hand to manage maintenance and align UICs and DODAACs NLT 60 days before deployment.



- Separate any special tools required for UME maintenance from the tools the main body plans to take forward.



- Review the maintenance packet NLT 30 days before deployment. Without proper documentation, costs for additional services may arise.
- Know the regulations (AR 750-1, *Army Materiel Maintenance Policy*) for placing tactical wheeled vehicles in low-usage programs.
- Have a plan to exercise (road test) equipment.
- Do PMCS and road test equipment monthly rather than quarterly.
- Reconcile SAMS-E and PBUSE as soon as property books are split. Do not wait until after unit deployment to reconcile.
- Ensure UICs and DODAACs are active and have funding attached before deployment.
- Make all lateral transfers to other units before beginning UME support.



ADDITIONAL DETAILS CAN BE FOUND IN ALARACT 344/2011. FOR QUESTIONS, CONTACT MR. TOMMY PRESTON AT DSN 224-0997, 703-614-0997, OR EMAIL tommy.r.preston.civ@mail.mil

Publications... **CALL Handbook Spotlights PBOs**



Property book officers (PBOs) juggle many responsibilities. Their duties include guiding units in supply discipline and property accountability.

The Center for Army Lessons Learned (CALL)'s *Property Book Officer Operations Handbook* is a helpful guide and handy reference for issues ranging from Army Force Generation to Z LINs.

The handbook can help PBOs increase their effectiveness, so in turn they can:

- Improve Soldier combat capability and readiness.
- Oversee operational funding resources.
- Reduce fraud, waste and abuse of Army assets and resources.
- Develop Soldiers' and leaders' supply management skill sets.
- Serve as major contributors on a commander's staff.



<https://call2.army.mil/toc.aspx?document=6873>

Combined Logistics Excellence Awards 2012

ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY

Depot Category

Winner: Red River Army Depot, Texarkana, TX

Runner-up: Tobyhanna Army Depot,
Tobyhanna, PA

ACTIVE ARMY MTOE

Small Category

Winner: HHSC 24th MI Bn, Wiesbaden,
Germany (INSCOM)

Runner-up: B Btry, 2/20th FA, Ft Hood, TX
(FORSCOM)

Medium Category

Winner: HSC 277th Avn Spt Bn,
Ft Drum, NY (FORSCOM)

Runner-up: HHSC 224th MI Bn
(Aerial Exploitation),

Hunter AAF, Savannah, GA (INSCOM)

Large Category

Winner: 532d MI Bn, Camp Humphreys,
Korea (EUSA)

Runner-up: HQ, 1st Sqdn, 3rd Armored Cav Regt,
Ft Hood, TX (FORSCOM)

ACTIVE ARMY TDA

Small Category

Winner: UN Command Security Bn,
Camp Bonifas, Korea (EUSA)

Runner-up: USAG-Daegu Maint Div,
Camp Henry/Camp Carroll, Korea (IMCOM)

Medium Category

Winner: HHD, 30th Sig Bn, Wheeler AAF,
Schofield Barracks, HI (NETCOM)

Runner-up: US Army Med Materiel Ctr—Europe,
Pirmasens, Germany (MEDCOM)

Large Category

Winner: Army Field Spt Bn-NE Asia,
Camp Carroll, Korea (AMC)

Runner-up: HHC, 7th USA Joint Multinational
Trng Cmd, Grafenwoehr, Germany (USAREUR)

ACTIVE ARMY MTOE

Aviation Category

Winner: 1st MI Bn (Aerial Exploitation),
Wiesbaden AAF, Germany (INSCOM)

Runner-up: 3d MI (Aerial Exploitation),
Camp Humphreys, Korea (INSCOM)

ARMY RESERVE MTOE

Small Category

Winner: 77th Combat Sus Spt Bn, Aguadilla, PR

Runner-up: FSC 448th Eng Bn, Ft Buchanan, PR

Medium Category

Winner: 597th QM Co, Caguas, PR

Runner-up: 370th Chem Co (Heavy), White Settlement, TX

Large Category

Winner: 323d MI Bn, Ft Meade, MD

Runner-up: 368th MI Bn, Camp Parks, CA

ARMY RESERVE TDA

Small Category

Winner: Area Maint Spt Acty #35 (G), Elkhorn, NE

Runner-up: Area Maint Spt Acty #120 (G), Wilkes-Barre, PA

Medium Category

Winner: Equip Concentration Site #67, Ft McCoy, WI

Runner-up: HHC, 7th Civ Spt Cmd, Kaiserslautern, Germany

Large Category

None selected.

**CONGRATULATIONS TO THE WINNERS
AND RUNNERS-UP OF THE 2012 CHIEF
OF STAFF, ARMY COMBINED LOGISTICS
EXCELLENCE AWARDS!**



ARMY AWARDS FOR MAINTENANCE EXCELLENCE (continued)

NATIONAL GUARD MTOE

Small Category

Winner: G Co, 128th BSBn, Ford City, PA
 Runner-up: 1171st Area Spt Med Co, Ypsilanti, MI

Medium Category

Winner: 1244th Trans Co, North Riverside, IL
 Runner-up: 267th Spt Maint Co, Lincoln, NE

Large Category

Winner: 108th Sus Bde, Chicago, IL
 Runner-up: 1st Bn, 119th FA Regt, Charlotte, MI

Aviation Category

Winner: B Co, 1/137th Avn Regt, Columbus, OH
 Runner-up: None

NATIONAL GUARD TDA

Small Category

Winner: Field Maint Shop #3, Cape Girardeau, MO
 Runner-up: Combined Spt Maint Shop #1, Stockton, CA

Medium Category

Winner: Combined Spt Maint Shop, Pineville, LA
 Runner-up: Maneuver Area Trng Equip Site, Yakima, WA

Large Category

Winner: Field Maint Shop—CA, Sacramento, CA
 Runner-up: None

INSTALLATION MANAGEMENT COMMAND

Small Category

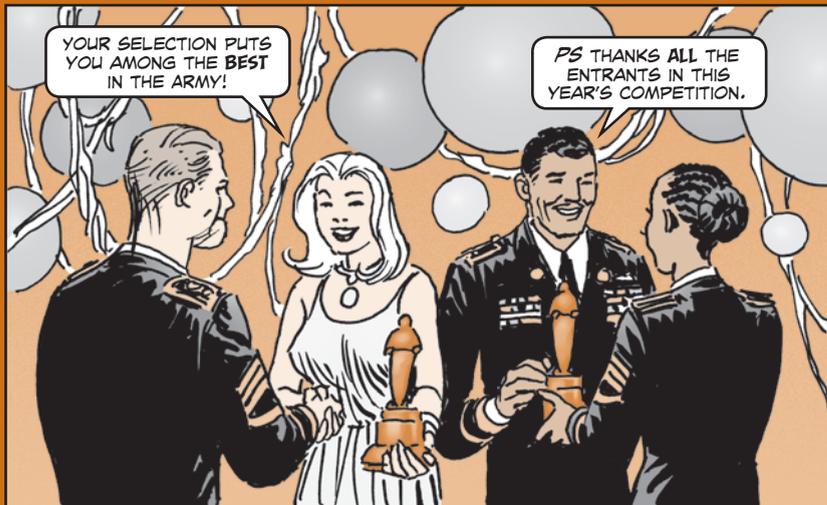
Winner: 6981st Civ Spt Grp,
 Mannheim,
 Germany (NETCOM)
 Runner-up: Busan Storage Ctr,
 Busan, Korea (EUSA)

Medium Category

Winner: Installation Materiel
 Maint Acty,
 Ft McCoy, WI (IMCOM)
 Runner-up: DOL,
 Installation Materiel Maint Div,
 Joint Base Lewis-McChord, WA
 (IMCOM)

Large Category

Winner: Maint Acty
 Kaiserslautern, Kaiserslautern,
 Germany (USAREUR)
 Runner-up: DOL,
 Ground Maint Branch,
 Ft Hood, TX (IMCOM)



YOUR SELECTION PUTS
 YOU AMONG THE BEST
 IN THE ARMY!

PS THANKS ALL THE
 ENTRANTS IN THIS
 YEAR'S COMPETITION.



EVEN IF
 YOU DIDN'T
 WIN, THERE'S
 ALWAYS *NEXT*
 YEAR.

THAT'S
 RIGHT.
 IT'S *NEVER*
 TOO LATE
 TO EARN
 A PLACE
 IN THE
 WINNER'S
 CIRCLE!

HERE'S
 A HINT...

...ASK SOME OF THIS
 YEAR'S WINNERS FOR
 TIPS ON WHAT *THEY*
 DID TO GO ABOVE AND
 BEYOND THE REST!

HERE'S
 HOPING WE'LL
 SEE YOU HERE
 IN 2013!

DEPLOYMENT EXCELLENCE AWARDS

ALL ARMY

Operational Deployment Category

Small Category

Winner: A Co, 62d Exp Sig Bn, Ft Hood, TX
 Runner-up: HHT, 1st Sqdn, 4th Cav Regt, Ft Riley, KS

Large Category

Winner: 1st Sqdn, 4th Cav Regt, Ft Riley, KS
 Runner-up: 62d Exp Sig Bn, Ft Hood, TX

Army Installation CONUS Category

Winner: Ft Riley, KS
 Runner-up: Ft Hood, TX

Army Installation OCONUS Category

Winner: USAG-Vicenza, Vicenza, Italy
 Runner-up: USAG-Baumholder, Baumholder, Germany

ACTIVE ARMY

Small Category

Winner: HHT, Regt Spt Sqdn,
 2nd Cav Regt, Vilseck, Germany
 Runner-up: A Btry 5-7, ADA Bn,
 Kaiserslautern, Germany

Large Category

Winner: 159th Combat Avn Bde, Ft Campbell, KY
 Runner-up: 44th Exp Sig Bn, Schweinfurt, Germany

Supporting Unit Category

Winner: 39th Trans Bn, Kaiserslautern, Germany
 Runner-up: 838th Trans Bn,
 Rotterdam, Netherlands

ARMY RESERVE

Small Category

Winner: HHD, 718th Trans Bn, Columbus, OH
 Runner-up: Det 7, 164th QM Grp,
 Broken Arrow, OK

Large Category

Winner: 310th Exp Sus Cmd, Indianapolis, IN
 Runner-up: 1192d Dep and Dist Spt Bn,
 New Orleans, LA

Supporting Unit Category

Winner: 1172d Trans Det,
 Nuremberg, Germany
 Runner-up: 1190th Trans Bde, Baton Rouge, LA

ARMY NATIONAL GUARD

Small Category

Winner: 162d Mobility Augmentation Co,
 Dallas, OR
 Runner-up: A Co, 30th Bde Special Trp Bn,
 Burlington, NC

Large Category

Winner: 73d Trp Cmd, Columbus, OH
 Runner-up: 3d Bn, 116 Cav, La Grange, OR

Supporting Unit Category

Winner: Camp Atterbury Joint Maneuver
 Trng Ctr, Edinburgh, IN
 Runner-up: 72d Trp Cmd, Wilmington, DE

SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

Unit Level MTOE

Winner: F Co, 6-52d ADA Bn,
Suwon Air Base, Korea (EUSA)

Runner-up: HHD, 902d MI Grp,
Ft Meade, MD (INSCOM)

Honorable Mention: 544th MP Co,
Stuttgart, Germany (USAREUR)

Unit Level TDA

Winner: HHC, 1916th Spt Bn, Ft Irwin,
CA (FORSCOM)

Runner-up: 7th Army NCO Academy,
Joint Multinational Trng Ctr,
Grafenwoehr, Germany (USAREUR)

Honorable Mention:

HHD, 500th MI Bde, Schofield
Barracks, HI (IMCOM)

Property Book Level MTOE

Winner: 4th MI Info Spt Grp (A),
Ft Bragg, NC (USASOC)

Runner-up: 42d MP Bde, Joint Base
Lewis-McChord, WA (FORSCOM)

Property Book Level TDA

Winner: Womack Army Med Ctr,
Ft Bragg, NC (MEDCOM)

Runner-up: USA John F. Kennedy
Special Warfare Ctr and School, Ft
Bragg, NC (USASOC)

Parent Level MTOE

Winner: HHD, 49th Trans Bn,
Ft Hood, TX (FORSCOM)

Runner-up: 212th Combat Spt
Hospital, Miesau, Germany
(USAREUR)

Parent Level TDA

Winner: None selected.

Supply Support Activity MTOE

Winner: E Co, 1-43d ADA,
Ft Bliss, TX (FORSCOM)

Runner-up: 595th Maint Co Supply Pt
51, Yongsan, Korea (EUSA)

Supply Support Activity TDA

Winner: 403d Army Field Svc Bn NE
Asia, Camp Carroll, Weagan, Korea
(AMC)

Runner-up: Supply and Svc Div, DOL,
Ft Riley, KS (IMCOM)

Honorable Mention: 302d Sig Bn,
Ft Detrick, MD (NETCOM)

ARMY RESERVE

Unit Level MTOE

Winner: None selected.

Unit Level TDA

Winner: 1st Bn, 322d Log Spt Regt,
Joint Base McGuire-Dix, Lakehurst, NJ

Runner-up: Area Maint Spt Acty #101 (Gt), St. Joseph, MN

Honorable Mention: Area Maint Spt Acty #166 (G), Winterville, NC

Property Book Level MTOE

Winner: 448th Eng Bn, Ft Buchanan, PR

Runner-up: None Selected.

Property Book Level TDA

Winner: None selected.

Parent Level MTOE

Winner: 211th Reg Spt Grp, Corpus Christi, TX

Runner-up: None selected.

Parent Level TDA

Winner: None selected.

Supply Support Activity MTOE

Winner: SARSS-1 Site, Ogden, UT

Runner-up: SARSS-1 Site, San Antonio, TX

NATIONAL GUARD

Unit Level MTOE

Winner: HQ, 110th Multifunctional Med Bn, Lincoln, NE

Runner-up: 2113th Trans Co, West Paducah, KY

Honorable Mention: 224th Eng Co, Albany, OR

Unit Level TDA

Winner: HQ, 209th Regional Trng Inst, Ashland, NE

Runner-up: 92d Civ Spt Team Weapons of Mass Destruction,
North Las Vegas, NV

Honorable Mention: HHD, 73d Trp Cmd, Columbus, OH

Property Book Level MTOE

Winner: 286th Cbt Svc Spt Bn, Bangor, ME

Runner-up: HHB, 49th Missile Defense Bn, Ft Greely, AK

Honorable Mention: HQ 254th Trans Bn, West Palm Beach, FL

Property Book Level TDA

Winner: Guam ARNG Element J4, Barrigada, Guam

Runner-up: JFHQ—Maine, August, ME

Honorable Mention: JFHQ—Nebraska, Lincoln, NE

Parent Level MTOE

Winner: HQ, 1st Bn, 114th Inf, Woodbury, NJ

Runner-up: None selected.

Parent Level TDA

Winner: HQ, 84th Trp Cmd, Minneapolis, MN

Runner-up: HQ, 1st Bn 186th Inf, Ashland, OR

Supply Support Activity

Winner: USP&FO—New Jersey, Lawrenceville, NJ

Runner-up: USP&FO—California SARSS 1, Acty #2, Stockton, CA





ASV Annual Service Kit

The annual service kit for the M1117 armored security vehicle (ASV) comes with NSN 4330-01-425-7701.

M777A2 Service Kit

Get a quarterly service kit for your M777A2 towed howitzer with NSN 1025-99-476-6599. The kit includes a cotter pin, gasket, bonded seal and wheel hub seal kit. Make a note until the kit is added to TM 9-1025-215-24&P.

M1112 Axle Spindle Nut

To get a spindle nut for the axle on your M1112 400-gal water trailer, use NSN 5310-01-226-8735. This NSN replaces the one shown as Item 28 in Fig 13 of TM 9-2330-397-14&P.

HMMWV SERVICE KIT "EXTRAS"

Get the annual service kit for your unit's HMMWVs with NSN 2590-01-495-6900. The kit doesn't include the engine oil filter, NSN 4330-01-398-8484, or the fuel filter element, NSN 4330-01-190-3579, so order those separately. And if your HMMWV has a serial number of 300,000 or higher, the geared hub spindle bearings don't have to be adjusted thanks to a design change.

MW24C Air Compressor

Get a new air compressor for the MW24C scoop loader with NSN 2530-01-345-8873. The new compressor replaces NSN 4310-01-220-5496, which is shown as Item 1 in Fig 89 of TM 5-3805-262-24P (Dec 08). For first time installation, use kit, NSN 4910-01-580-3737. The kit includes the new compressor and all the parts needed to install it. You won't need the kit if the new compressor was previously installed on the vehicle.

MRAP Training at Wheeled Vehicle Mechanic Course

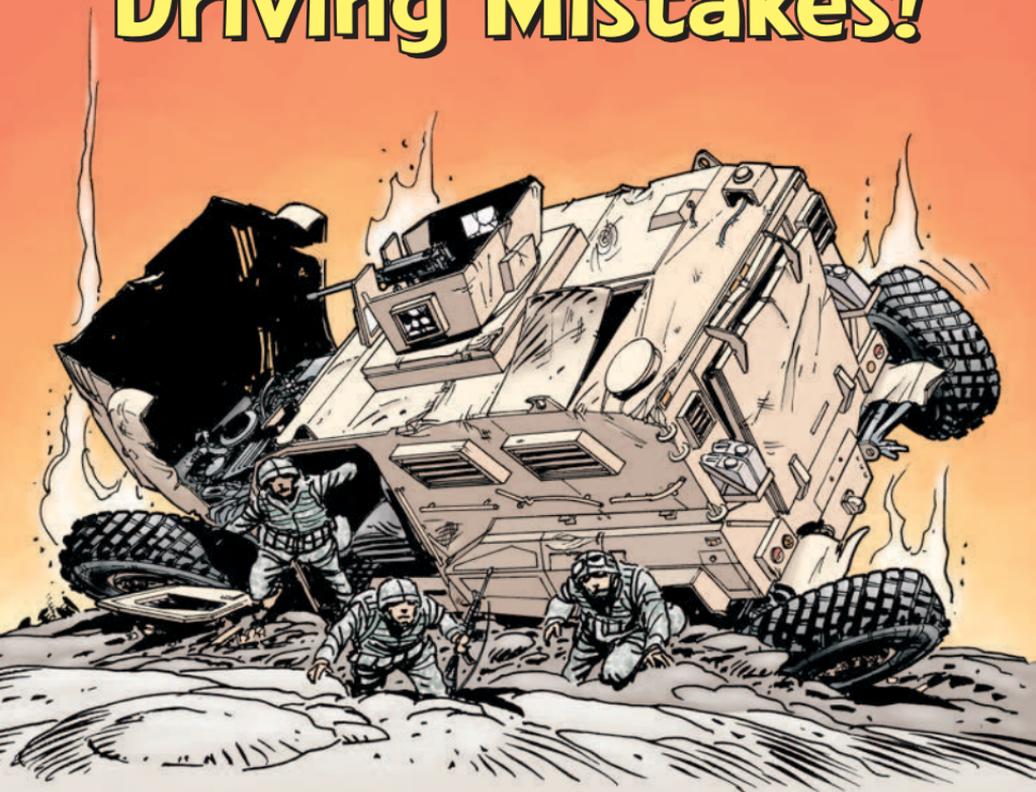
The Wheeled Vehicle Mechanic Course (91B10) began training on MRAP vehicles in Jan 12. Training is centered on the independent suspension system and the fire suppression system. For more info, contact Jose Portalatin, (804) 734-8949, or by email:

jose.g.portalatin2.civ@mail.mil

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?

Avoid These MRAP Driving Mistakes!



- Driving too fast
- Abrupt steering
- Driving too close to the edge of the road
- Not using restraint systems