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By order of the Secretary of the Army:

RAYMOND T. ODIERNO

General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1425201

Issue 745

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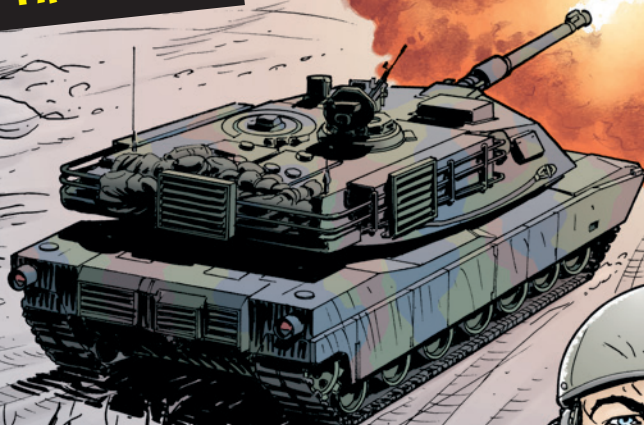
December  
2014

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-745

Approved for  
Public Release;  
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Unlimited

**MAINTENANCE  
AND GUNNERY  
TABLES,  
PAGES 3-9**



IF YOU WANT TO SHOOT  
STRAIGHT ON THE  
RANGE, YOU HAVE TO  
SHOOT STRAIGHT ON  
MAINTENANCE!







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RAYMOND T. ODIERNO

General, United States Army Chief of Staff

Official:

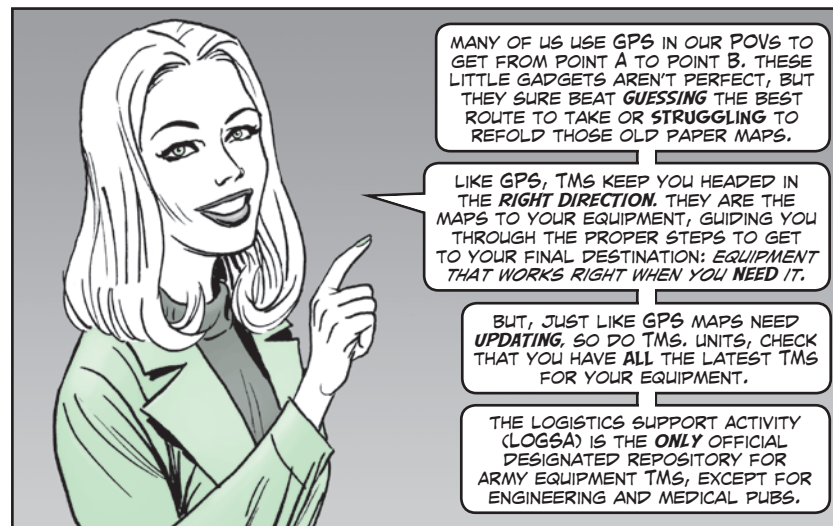
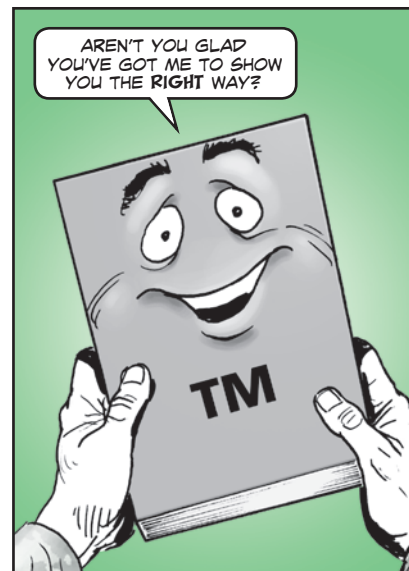
*Gerald B. O'Keefe*

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1425201

# From GPS to PMCS!



VISIT LOGSA'S ETM WEBSITE AT: [HTTPS://WWW.LOGSA.ARMY.MIL/ETMS/](https://www.logsa.army.mil/ETMS/)

PS

## COMBAT VEHICLES

## GUNNERY TABLES AND MAINTENANCE

DASHING THROUGH THE  
SNOW, IN A 69-TON RIG...



Our gifts are  
information on:  
M119 bore cleaning,  
Bradley PM, M1 tanks  
that are shy a few bolts,  
and other M1s with  
replenisher problems.

PS 745

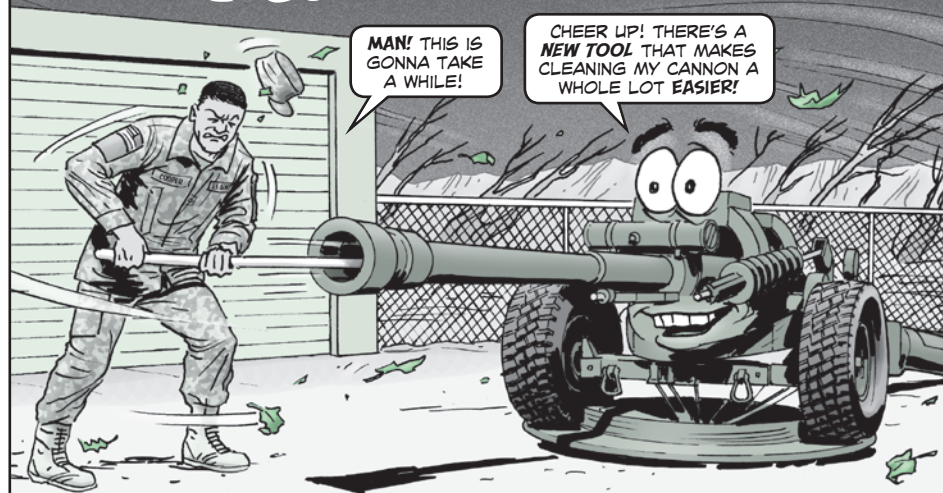
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M119-Series  
Towed Howitzers...

# Air Tool Makes Bore Cleaning a Breeze



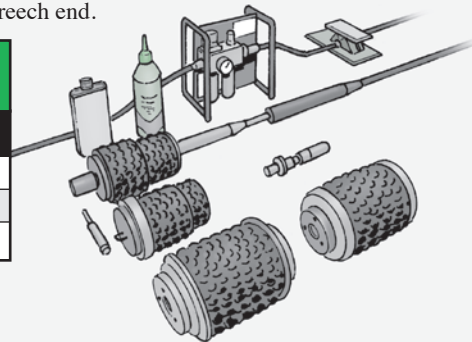
Crewmen, cleaning those 105mm cannon tubes after a fire mission isn't the funnest way to spend your day. It takes time and a lot of very hard work.

Good news! A new cleaning kit makes that difficult but necessary chore easier and faster.

The new bore cleaning kit, NSN 1015-01-626-1316 is an air-powered tool that can be used by just one Soldier. Apply some CLP and the gun tube can be cleaned in minutes from either the muzzle or breech end.

Here are replacement brushes  
for the cleaning kit:

Item	NSN 1015-
Nylon oiling brush	01-626-0916
Nylon squeegee brush	01-626-0937
Steel cleaning brush	01-626-1300



Note that the kit is scheduled to be added to the Additional Authorization List (AAL) at the next TM update.

New cleaning kit can be operated by one Soldier

PS 745

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THERE YA GO,  
YOUR PM IS **DONE!**

GREAT! NOW  
I'M READY FOR  
ANYTHING!

## Keep Big Gun Ready With a Little PM

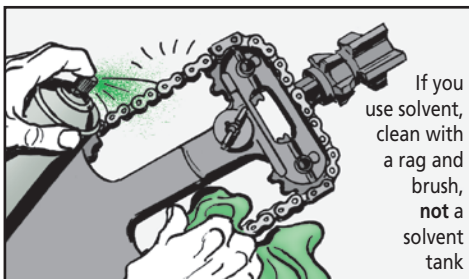
YOUR BRADLEY'S M242  
MACHINE GUN MAKES A  
LOT OF NOISE WHEN IT'S  
FIRING, BUT A LACK OF  
PMCS CAN **SILENCE** IT IN  
A HURRY.

HERE ARE SOME  
TIPS TO TAKE CARE  
OF THE M242 SO  
IT'S READY TO TAKE  
CARE OF YOU WHEN  
THE TIME COMES.

### Cleaning and Lubing

Solvent can make cleaning off carbon easier, especially on the bolt. Just don't dunk the bolt in a solvent tank. Too much solvent ruins the bolt's track assembly gears, which means a trip to support. If you do use a solvent, use a rag and brush.

But once you're through cleaning, you gotta lube the M242. GMD isn't pleasant to work with, but your M242 will corrode if you don't use it. The barrel is especially prone to rust and needs a light coat of GMD inside the locking lugs and barrel support bearings. Use CLP on the rest of the barrel.



If you  
use solvent,  
clean with  
a rag and  
brush,  
**not** a  
solvent  
tank

**BUT REMEMBER:**  
MORE IS **NOT**  
BETTER WHEN IT  
COMES TO LUBE.  
TOO MUCH LUBE  
ATTRACTS SAND,  
WHICH LEADS TO  
JAMMING AND  
A **VERY DIRTY**  
WEAPON.

A **LIGHT COAT** OF GMD  
IS ALL THAT'S NEEDED  
ON THE OUTSIDE OF THE  
BREECH AND LOCKING  
LUGS.

**DO NOT** LUBE THE FACE  
OF THE BOLT—THAT  
CAUSES MALFUNCTIONS!

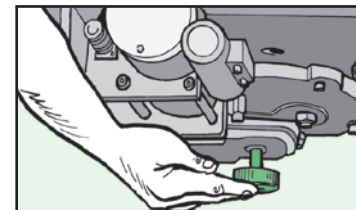
### Assembly, Disassembly

Pull the lower straight drive shaft down only when you're installing or taking off the feeder. And then put the drive shaft back up ASAP. If you leave the shaft down, it can easily get bent.

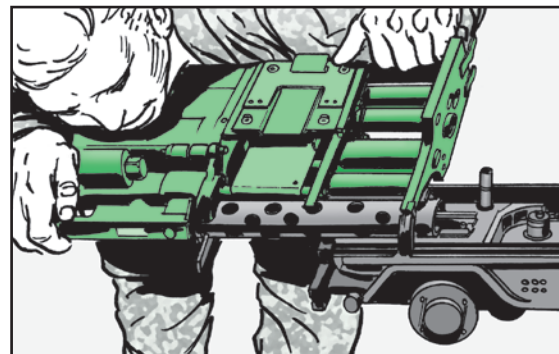
When you install the feeder, make sure it's correctly installed on the receiver before you push up the lower straight drive shaft. If the shaft doesn't want to go up, the feeder isn't positioned right. Reposition it and try again.

Once the drive shaft handle is locked in place, the feeder handle should lock in the down position easily. If it doesn't, your repairman needs to check it out. If you try to force the feeder handle down, you could damage the 14-pin connector.

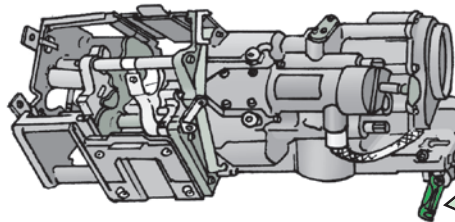
If you set the gun at 30 degrees, that makes it easier to maneuver the feeder on and off.



Pull drive shaft handle down only  
when installing or removing feeder



Reposition feeder and try again  
if drive shaft handle doesn't want to go up



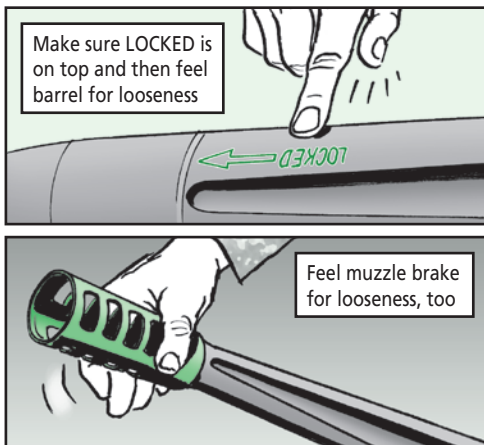
When you remove the feeder, make sure its handle is in the down position before you lay the feeder on the ground. That protects the feeder's 14-pin connector, which is easily damaged.

Put feeder handle  
down before putting  
feeder on ground

Make sure the barrel is actually locked in. Many a gunner has watched in dismay as their M242's barrel goes flying off because they didn't lock it in. Check that LOCKED is on top of the barrel, then move the barrel back and forth to make sure it's locked in. If it turns, tell your repairman.

Feel the muzzle brake for looseness, too. If it turns more than 1/4 inch, tell your repairman. Vibration can cause it to work loose and then it flies off during firing.

## PMCS



## Override Safety

IF YOU HAVE TO OPERATE THE BRADLEY IN OVERRIDE, MAKE VERY SURE THE DRIVER'S HATCH IS DOWN BEFORE YOU TRAVERSE THE TURRET.

IF YOU FORGET, THE M242 SLAMS INTO THE HATCH, WHICH CAN DAMAGE THE MUZZLE BRAKE AND THROW OFF THE M242'S ZERO.

## Manual Safety

Remember, turn the manual safety forward to fire and back for safe. If you force the safety the wrong way, it can be damaged. That allows the gun to be fired on SAFE.

## AP/HE Stops

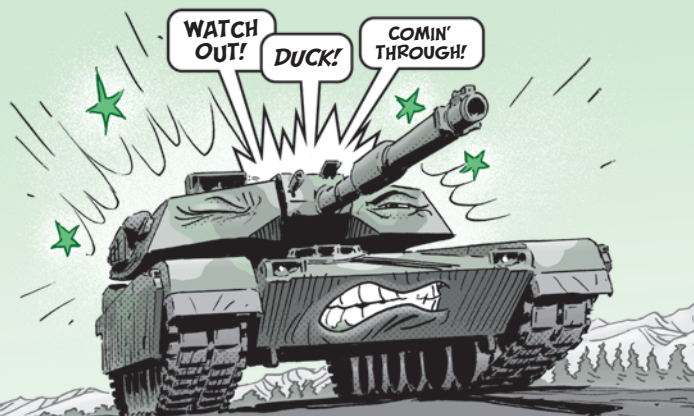
IF YOU CAN'T GET THE AP/HE STOPS TO MOVE, DON'T TRY FORCING THEM WITH SOMETHING LIKE A HAMMER. THAT JUST BREAKS THE STOP SHAFTS. LET YOUR REPAIRMAN HANDLE IT.

AND DON'T FORGET TO PAY ATTENTION TO THE TM'S WARNINGS, CAUTIONS AND NOTES.



M1-Series Tanks...

# The Shot Heard 'Round the Turret



Dear Editor,

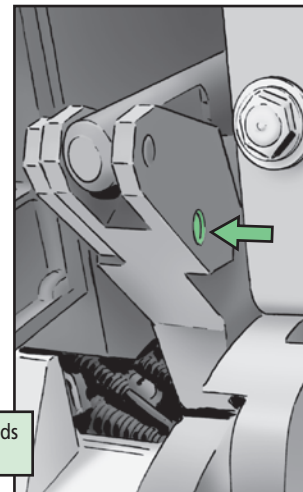
Our brigade has found a lot of bolts, NSN 5305-01-336-8241, missing from the breech crank assembly on M1-series tanks. Either the crews have been removing the bolts, which they're not supposed to do, or the bolts are coming loose and falling out on their own.

Either way, the bolt; spring, NSN 5360-12-189-0284; and nut, NSN 5310-01-336-3521, on the breech crank assembly end up missing. When that happens, the closing piston comes apart and shoots across the turret, especially during firing. That's a good way to hurt someone.

Crews should check the breech crank assembly and report any bolts that are loose or missing to their mechanic. He'll apply sealing compound, NSN 8030-01-025-1692, to the bolt's threads like it says in WP 0813 of TM 9-2350-388-23-2-4 (Jan 09, w/Ch 1, Oct 11) and WP 1359 of TM 9-2350-264-23-2-6 (Jul 11, w/Ch 2, May 13). That'll keep those pins tight and our tank crews safe.

Dennis Dudley  
TACOM LAR  
Ft Hood, TX

Apply sealing compound to threads of breech crank assembly bolt



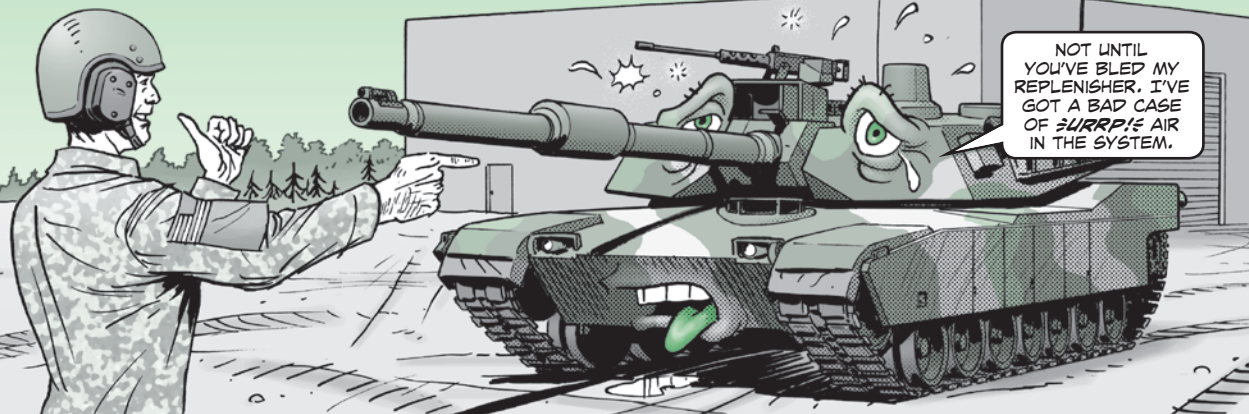
**Editor's note:** That's good info that all tank crews need to know, Dennis.

Mechanics, make sure you use the safety clip, NSN 5340-01-205-9963, to keep the piston in place while adding sealing compound to the breech crank assembly bolt. See WP 0774 in TM 9-2350-388-23-2-4 and WP 1342 in TM 9-2350-264-23-2-6 for more information.



# CHECK REPLENISHER BEFORE FIRING

YOU READY FOR OUR FIRE MISSION?



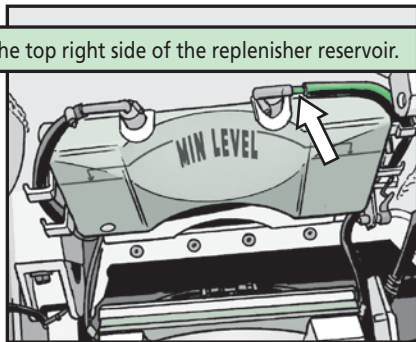
Crewmen, your M1's main gun could recoil uncontrollably the next time it's fired if the recoil system has too little fluid or too much air. When either happens, the cannon can shear its retaining bolts and slam into the ammo compartment—definitely not something you want happening to you or anyone else in the turret!

So if your tank's replenisher has been drained for maintenance, or if you're preparing for a firing exercise, here's what you need to do:

## Replenisher Level

1. Park the tank on level ground and raise the gun tube to max elevation.
2. Make sure you're wearing long sleeves (rolled down), rubber gloves, goggles and a faceshield. FRH contains a chemical that can cause paralysis if it's taken orally. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.
3. Disconnect the hose from the plug on the top right side of the replenisher reservoir.
4. Uncoil the hose by sliding it out of the six retaining clips around the outside of the replenisher.
5. Extend the hose through the loader's hatch.
6. Put the small BII funnel, NSN 7240-00-404-9793, in the hose and slowly add FRH, NSN 9150-00-111-6256, until the fluid level reaches the MIN LEVEL mark on the replenisher.
7. Remove the funnel, slide the hose back through the retaining clips and reattach it to the plug on top of the replenisher.

If the fluid level in the replenisher keeps moving down over time, report it. You could have a Class III leak.

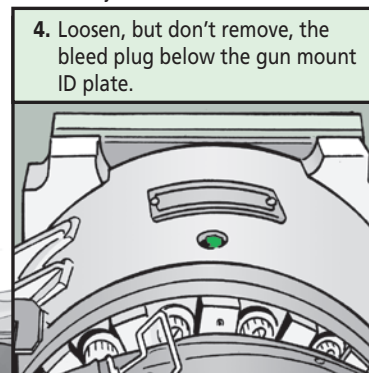


## Bleed Recoil System

Checking the FRH level in the replenisher isn't all you need to do, though. If there's air in the system, the replenisher could give you a false reading. The level may look good when it's actually low.

Bleed the system prior to firing exercises and every time the system is drained and refilled. Here's how:

1. Make sure you're wearing long sleeves, gloves, goggles and a face shield for protection.
2. Elevate the main gun to maximum elevation with the hydraulic pump handle and check the replenisher to make sure it's full.
3. With turret power off and the system hydraulic pressure reduced to zero, manually depress the gun tube just below level.
4. Loosen, but don't remove, the bleed plug below the gun mount ID plate.
5. Allow all the air to escape until you see FRH starting to ooze from around the bleed plug.
6. Retighten the bleed plug. Wipe off any FRH with a rag and dispose of it properly.
7. Recheck the replenisher reservoir. Add FRH if needed.



NOW WE'RE TALKING! I COULD DO THIS ALL DAY!



# PS TACTICAL VEHICLES

HERE'S WHEN WE PINE  
FOR THE SUNSHINE OF  
A FRIENDLY FACE...

...AND SOME  
HOMEMADE  
PUMPKIN PIE!

**R**ead about FMTV  
CTIS lights as bright as  
a Christmas tree, PLS  
trailer interface kits,  
HMMWV Frag armor  
and OGPks, PLS speed  
sensors, HEMTT tanker  
manual controls and  
MRAP driver's training!

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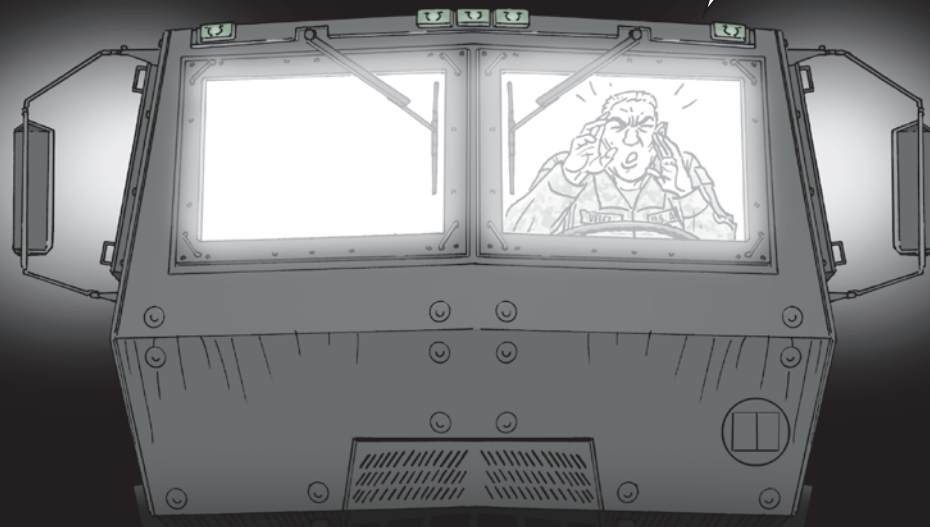
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FMTV...

## Blinded by the CTIS Light?

WHAT TH-?!  
THAT LIGHT! IT'S  
BLINDING!!



**D**rivers, is the CTIS light on the dash of your LTAS FMTV lit? Is it driving you batty?

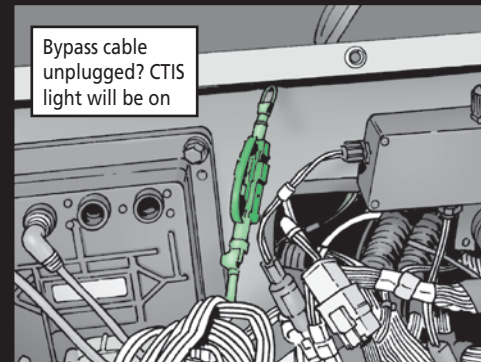
Then you need to eyeball the CTIS switch bypass cable (plug 31). It's inside the cab under the instrument panel. This cable should be unplugged **only** when the vehicle is operating in cold temperatures and has an arctic heater kit installed.

Most of these LTAS vehicles were fielded without the arctic heater but with the cable unplugged. That means the CTIS is off.

It's not a big deal as long as you're willing to manually check the tire pressure for whatever terrain and speed you're operating at. But it does mean that CTIS light is gonna glow!

So just plug the cable back in place to power up the CTIS system and out goes the light!

Bypass cable  
unplugged? CTIS  
light will be on



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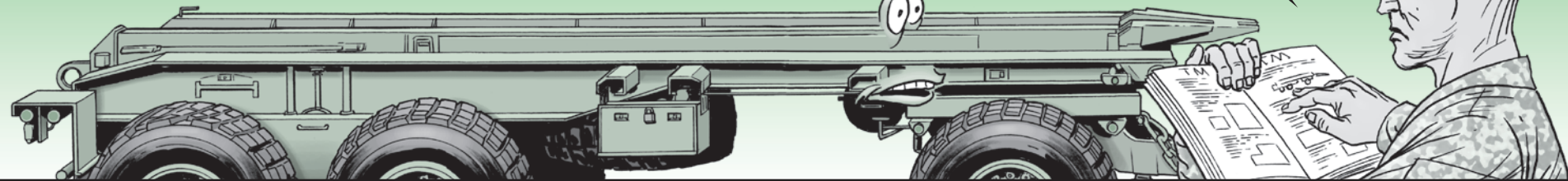
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# AN ABOUT FACE ON INTERFACE KIT



Dear Half-Mast,

I'm confused about some of the information in the BII of TM 9-2330-385-10 (Apr 09) for the M1076 PLS trailer.

Item 12 in WP 0049-6 is the trailer interface kit, NSN 2590-01-507-7132. But the drawing only shows the left- and right-hand vehicle loading ramps. Both of these loading ramps are also shown as Items 13 and 14 in WP 0049-7.

If you click the Characteristics tab for the kit in FED LOG, it shows the part numbers for 11 different items totaling 16 pieces, none of which crosses to an NSN.

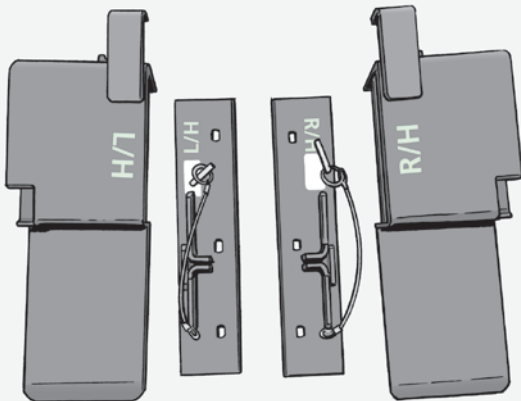
So if you order the trailer interface kit, you should get more than just the two loading ramps. Right?

Mr. M.C.K.

Dear Sir,

I can understand your confusion.

When you order the trailer interface kit, you'll get the left- and right-hand loading ramps. In addition, you'll receive a left-hand double angle bracket, NSN 5340-01-527-0985, and a right-hand double angle bracket, NSN 5340-01-527-0986. Both mount to the side of the stowage box.



Trailer interface kit, NSN 2590-01-507-7132, has four major components



The list of components you see on FED LOG is actually the components that are used to make up the two brackets. TACOM is working with DLA to get the Characteristics data cleared up in FED LOG.

Another potentially confusing issue is exactly how many left- and right-hand loading ramps are needed per trailer. The trailer interface kit has one of each. Item 13 indicates a separate quantity of one right-hand ramp. And Item 14 gives an additional quantity of two for the left-hand ramp.

Add it all up and you have a total of two right-hand loading ramps and three left-hand loading ramps required as BII. But that's the wrong answer.

The right answer is that you only need the trailer interface kit (Item 12).

Items 13 and 14 will stay in the TM, but only to provide the NSNs in case a replacement ramp is needed. Note that the quantity for Item 14 will be changed to 1.

The drawing for the trailer interface kit will be changed to show all four of its components.

The description will be updated to say the kit is located on the side rather than inside the stowage box.

I HOPE THAT  
CLEARS UP THE  
CONFUSION!

HMMWV...

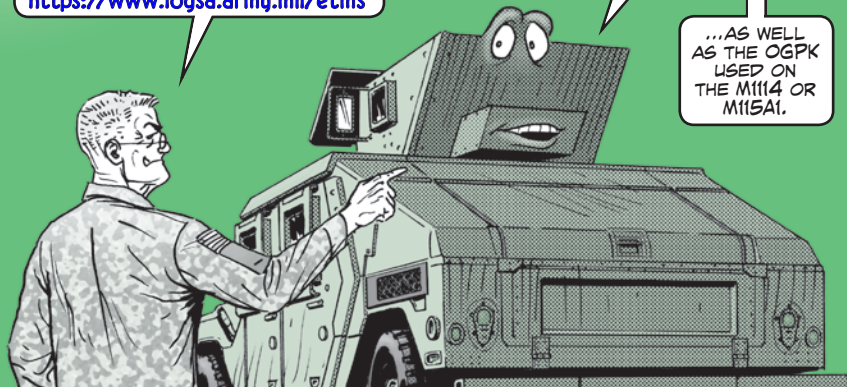
## Need Frag Armor or OGPK Parts?

IF YOUR HMMWV'S FRAG ARMOR OR OBJECTIVE GUNNER PROTECTION KIT (OGPK) NEEDS REPAIR PARTS, DOWNLOAD TM 9-2540-239-13&P FROM THE ETM WEBSITE:

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

**RIGHT!** THE TM HAS OPERATOR INSTRUCTIONS, MAINTENANCE INFO AND REPAIR PARTS FOR THE FRAG ARMOR USED ON THE M1114, M1151A1/A2, M1165A1 AND M1167 VEHICLES...

...AS WELL AS THE OGPK USED ON THE M1114 OR M1151A1.

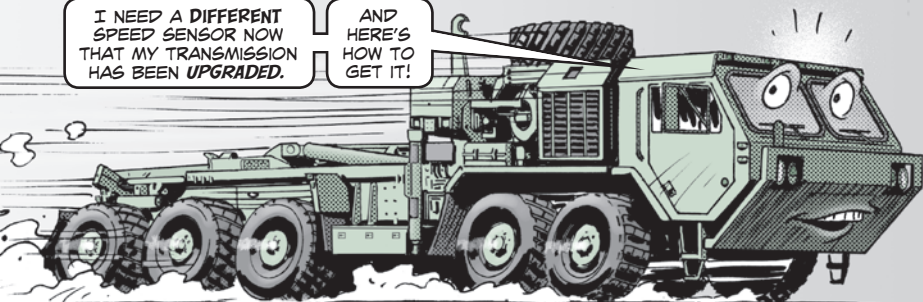


M1074, M1075 PLS...

## Got a Need for Speed Sensor?

I NEED A DIFFERENT SPEED SENSOR NOW THAT MY TRANSMISSION HAS BEEN **UPGRADED**.

AND HERE'S HOW TO GET IT!



**W**hen the M1074 and M1075 PLS trucks switched over to the new Allison 4500SP transmission, the vehicle's speed sensor had to be updated to handle a 24V system.

But when you check out Item 2 in Fig 1 of TM 9-2320-364-14&P in IETM EM 0206 (Apr 09), you'll notice there isn't an NSN listed. And PN 1857380U doesn't cross to an NSN.

Until an NSN is available, order the speed sensor directly from Oshkosh. Call 1-800-392-9921 or email: [partssales@defense.oshkoshcorp.com](mailto:partssales@defense.oshkoshcorp.com)

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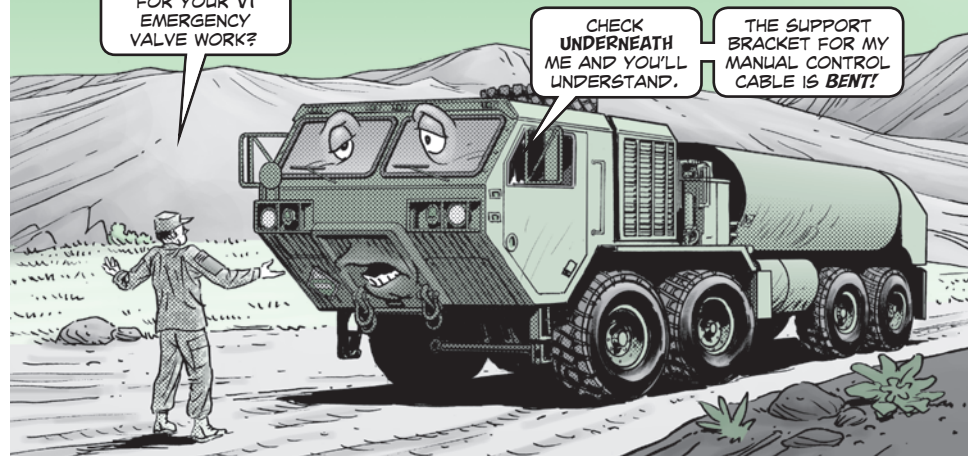
M978A4 HEMTT  
Tanker...

## DON'T GET BENT UP OVER BRACKET

I DON'T GET IT. **WHY** WON'T THE MANUAL CONTROL FOR YOUR V1 EMERGENCY VALVE WORK?

CHECK **UNDERNEATH** ME AND YOU'LL UNDERSTAND.

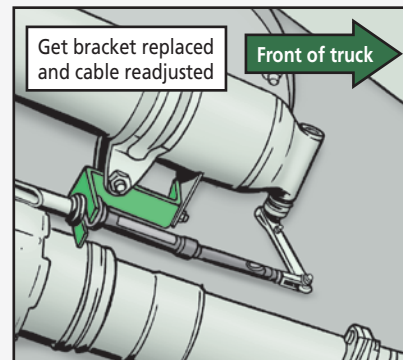
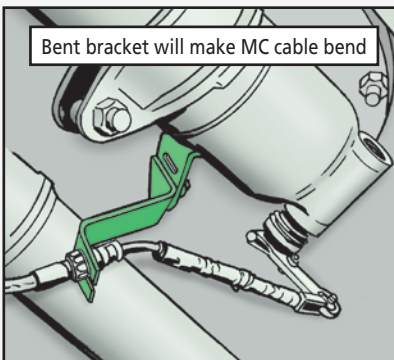
THE SUPPORT BRACKET FOR MY MANUAL CONTROL CABLE IS **BENT!**



**H**aving trouble pulling the manual control (MC) on your M978A4 HEMTT tanker's V1 emergency valve, operators? Then get down on your hands and knees and take a close look at the MC cable's support bracket.

If the support bracket is bent, it's likely because the cable isn't properly adjusted. As the bracket bends, the cable binds even more. Pretty soon, you've got a cable that's damaged and an MC that won't pull at all.

If you find a bent support bracket, tell your mechanic. He'll replace the bracket, NSN 5340-01-618-5711, and readjust the cable to prevent future problems.



PS 745

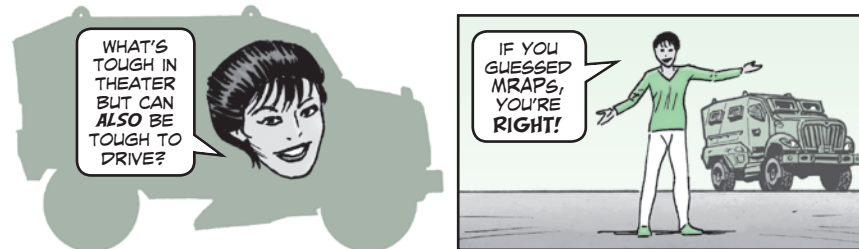
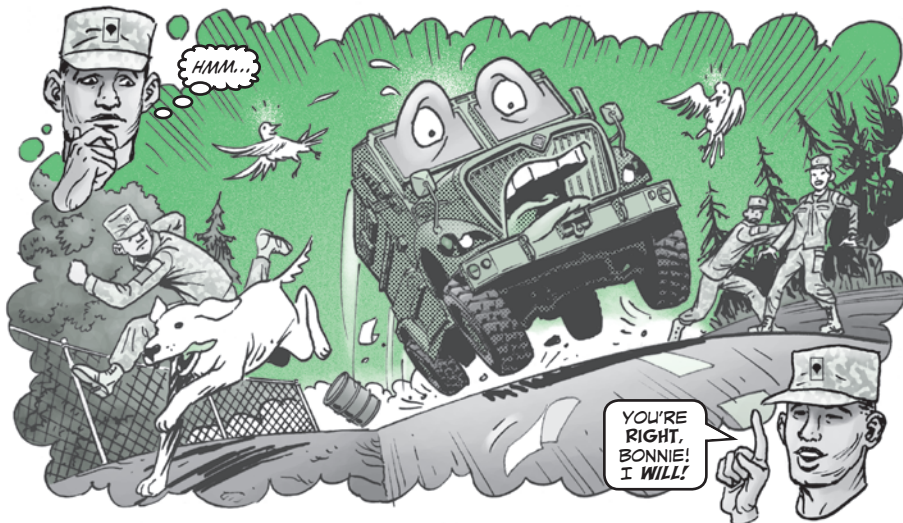
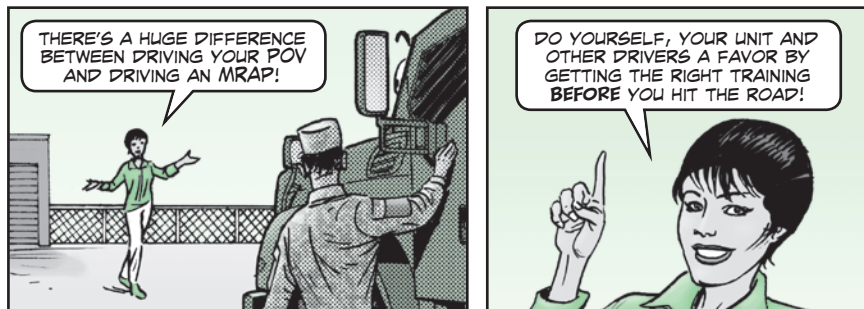
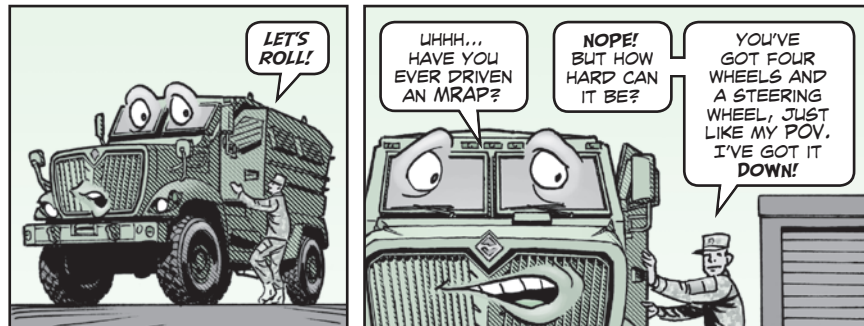
15

DEC 14

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# NO EASY DRIVER



More MRAPs are showing up at units and installations as equipment returns from theater. They need to be safely integrated into the motor pool. Sounds like a simple task, but oversized armored vehicles like MRAPs pose unique driving challenges.

Fact is, drivers need special training to handle MRAPs. These rigs take longer to stop and have slower acceleration than unarmored vehicles. Drivers must adjust for different payloads and lane change reaction times. They must get the feel of driving a vehicle with a higher center of gravity and restricted fields of view.

Unit leaders, take a hard look at your unit-level drivers' training programs. Make sure your Soldiers are trained to operate MRAPs safely on public roads, on-and-off post.

Master driver trainers (MDTs) should be fully engaged in daily training and overseeing MRAP movement, planning and use. For units without resident MDTs, the US Army Transportation School offers an MDT course (ASI M9). Request training through the ATRRS course catalog under School Code 551L. We gave all the details on Page 57 of PS 730:

<https://www.logsa.army.mil/psmag/archives/PS2013/730/730-57.pdf>

## Recommended Publications

- **AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing).** This reg sets standards, policies and procedures for selection, training, testing and licensing of Army wheeled vehicle operators. Download at: [http://www.apd.army.mil/pdf/files/r600\\_55.pdf](http://www.apd.army.mil/pdf/files/r600_55.pdf)
- **TC 7-31, MRAP Family of Vehicles.** Chapter 3 covers driver selection, training and supervision. Use as a reference for developing and improving your unit's drivers' training program. Click the URL link to 7-31 (requires CAC) and you'll be forwarded to AKO for a secure download: [http://armypubs.army.mil/doctrine/TC\\_1.html](http://armypubs.army.mil/doctrine/TC_1.html)
- **MRAP Handbook 11-11.** Covers the MRAP family of vehicles, including capabilities and limitations. This website is restricted and requires CAC and registration to download: <https://call2.army.mil/toc.aspx?document=6618&tag=141>

## Additional Resources

- **Common Driver Trainer (CDT) MRAP Variant.** The CDT is a driver/trainer simulator that offers initial and sustainment driver training. Look for the CDT at training institutions and operational installations. Simulators can be part of an effective drivers' training program.

The US Army Transportation School's Army Driver Standardization Office (ADSO) can help units develop safe and effective drivers' training programs. For more info, contact Jeffrey Skinner, DSN 539-1955, (804) 765-1955, or email: [jeffrey.e.skinner4.civ@mail.mil](mailto:jeffrey.e.skinner4.civ@mail.mil)



# PS CONSTRUCTION

THUMPITY THUMP THUMP,  
THUMPITY THUMP THUMP,  
LOOK AT FROSTY GO!  
THUMPITY THUMP THUMP,  
THUMPITY THUMP THUMP,  
INTO MY SCOOP OF SNOW!

When temps drop, watch for these problems in 815F compactors, HYEXs, and RTCHs.



PS745

18

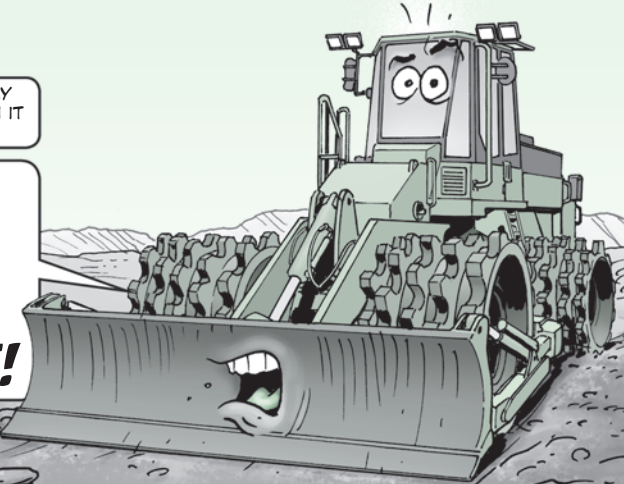
DEC 14

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815F Compactor...

WHEN YOU'RE CHECKING MY OIL, REMEMBER THIS WHEN IT COMES TO MY ENGINE...

**...HOT  
OR COLD  
MAKES A  
DIFFERENCE!**



OPERATORS, WHEN YOU'RE CHECKING THE 815F COMPACTOR'S ENGINE OIL LEVEL, MAKE SURE YOU READ THE **RIGHT SIDE** OF THE DIPSTICK.

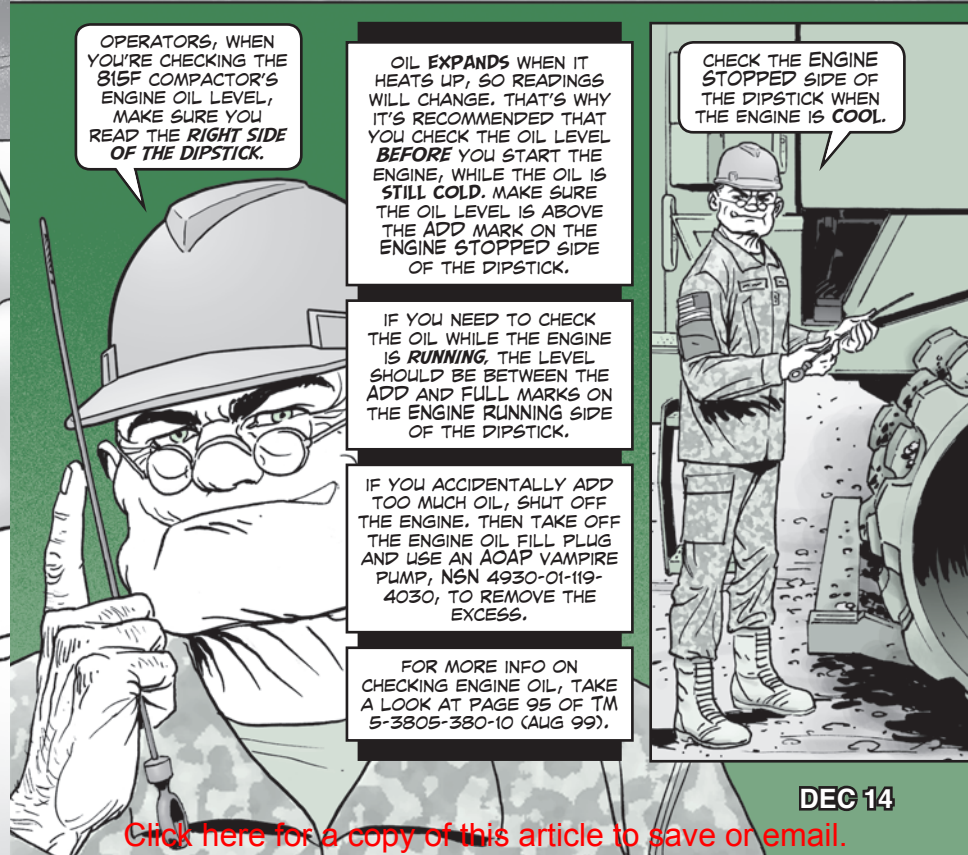
OIL **EXPANDS** WHEN IT HEATS UP, SO READINGS WILL CHANGE. THAT'S WHY IT'S RECOMMENDED THAT YOU CHECK THE OIL LEVEL **BEFORE** YOU START THE ENGINE, WHILE THE OIL IS **STILL COLD**. MAKE SURE THE OIL LEVEL IS ABOVE THE ADD MARK ON THE ENGINE STOPPED SIDE OF THE DIPSTICK.

IF YOU NEED TO CHECK THE OIL WHILE THE ENGINE IS **RUNNING**, THE LEVEL SHOULD BE BETWEEN THE ADD AND FULL MARKS ON THE ENGINE RUNNING SIDE OF THE DIPSTICK.

IF YOU ACCIDENTALLY ADD TOO MUCH OIL, SHUT OFF THE ENGINE. THEN TAKE OFF THE ENGINE OIL FILL PLUG AND USE AN AOAP VAMPIRE PUMP, NSN 4930-01-119-4030, TO REMOVE THE EXCESS.

FOR MORE INFO ON CHECKING ENGINE OIL, TAKE A LOOK AT PAGE 95 OF TM 5-3805-380-10 (AUG 99).

CHECK THE ENGINE STOPPED SIDE OF THE DIPSTICK WHEN THE ENGINE IS **COOL**.



DEC 14

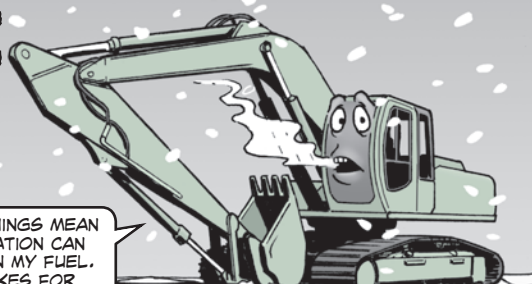
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HYEX...

# TEMPERATURE DROP BRINGS DRIPS

COOL MORNINGS MEAN CONDENSATION CAN BUILD UP IN MY FUEL. THAT MAKES FOR ROUGH RUNNING IF YOU DON'T DRAIN IT!



A temperature drop means you'll have to do more than just grab a jacket, operators. Colder temps bring condensation that forms on the inside of your hydraulic excavator's fuel tank.

Water and fuel aren't a good mix. Water's bad enough, but it also lets crud grow inside your fuel tank. If you don't get it all out, the engine runs rough—or not at all.

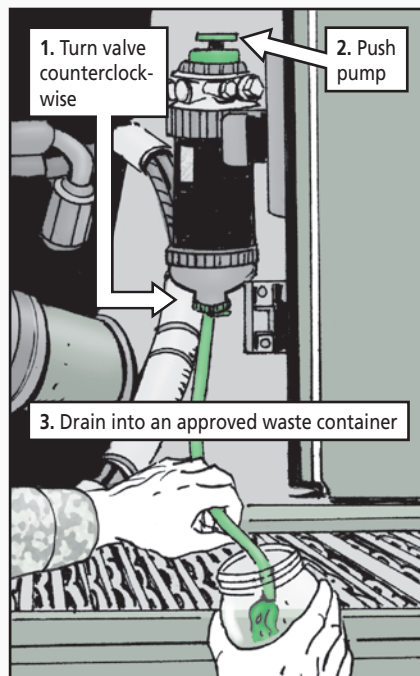
To get that water and crud out, you need to drain the fuel/water separator on your Model 230 and 330 HYEX before every day's run. The separator is located behind the engine access door on the left side of the excavator.

Open the separator by turning its drain cock counterclockwise. Then push down on the press pump to get water out of the separator.

Some fuel is going to come out with that water, so make sure you dispose of it in an approved hazardous waste container. Never dump it down a drain or on the ground from the separator's drain hose.

The fuel should run clear after a few seconds. If it doesn't, close the valve and report it to your mechanic.

Draining the fuel/water separator for the Model 240 HYEX is handled differently. See WP 0086 in TM 5-3805-294-10 (Mar 11) for the specifics.



RTCH...

# PM Goes UP When Temps Come DOWN

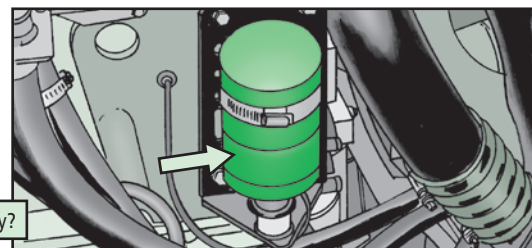
OPERATORS, ROUTINE MAINTENANCE WON'T HACK IT IN COLD WEATHER.

SO HERE ARE TWO COLD WEATHER TIPS TO KEEP YOUR ROUGH TERRAIN CONTAINER HANDLER (RTCH) MISSION-READY THIS WINTER.



## Hard to Start?

These vehicles have a canister that automatically injects ether into the engine for cold weather starting. If your RTCH is hard to start, chances are the canister is empty. Have your mechanic replace it.



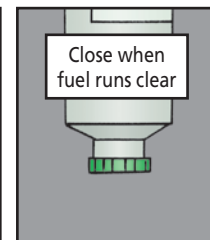
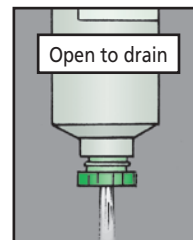
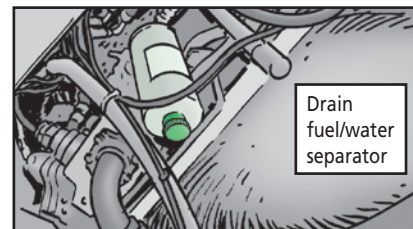
## Drain Out Water

Water in your RTCH's fuel leaves the engine running rough—if it runs at all.

Water gets in the fuel when warm days and cool nights cause condensation to form in the vehicle's fuel tank. Get rid of that water by draining the fuel/water separator every week like it says in TM 10-3930-675-10.

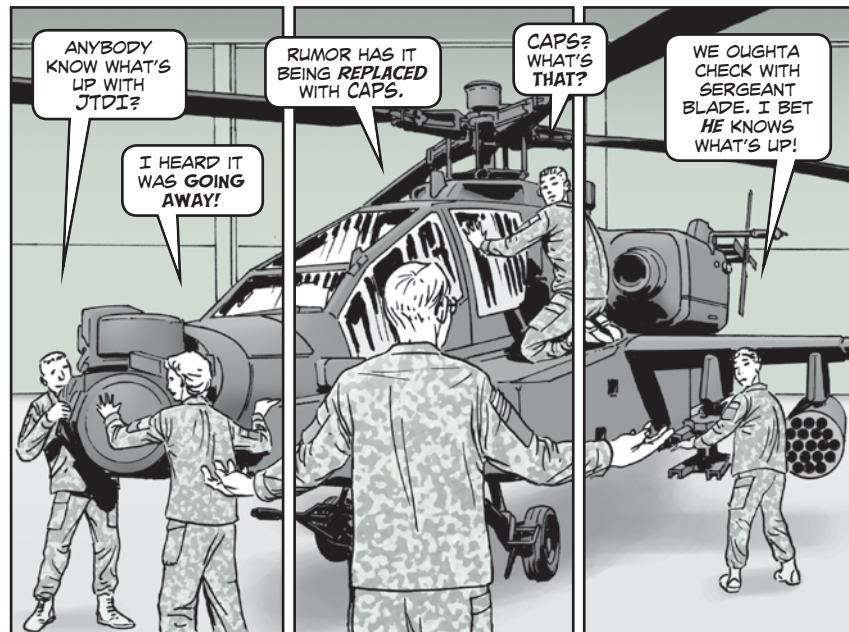
You'll find the fuel/water separator behind the left-side engine access door. Turn the drain knob counterclockwise to open it. Drain the water/fuel mixture into a can and dispose of it in an approved hazardous waste container. **Never** dump it down a drain or let it run on the ground.

Once the fuel runs clear, you're OK. But if the fuel still contains water after you've drained half a pint or so, turn the knob clockwise to close the valve and report it to your mechanic.





## What's The Status of JTDI and CAPS?



THERE'S BEEN A LOT OF CHATTER ABOUT THE STATUS OF THE JOINT TECHNICAL DATA INTEGRATION (JTDI) WEBSITE AND THE NEW KID ON THE BLOCK, THE CONSOLIDATED AVIATION PORTAL AND STORAGE (CAPS).

AVIATION MAINTENANCE ACTION MESSAGE (AMAM) GEN-14-AMAM-03 ANNOUNCED THAT PEO-AVN WILL TRANSITION SELECT SERVICES FROM THE JTDI-HOSTED WEBSITE TO THE CAPS SERVER.

YOU CAN ACCESS CAPS FOR AVIATION INFORMATION AT:  
<https://caps.peoavn.army.mil>

MAKE A NOTE THAT THE JTDI PROGRAM OF RECORD IS STILL RESPONSIBLE FOR AVIATION DATA AND INFORMATION DELIVERY SERVICES. AND ALL AVIATION LOGBOOKS GET THIS DATA AUTOMATICALLY.

SAFETY OF FLIGHT (SOF) MESSAGES, AVIATION SAFETY ACTION MESSAGES (ASAMS), AVIATION MAINTENANCE ACTION MESSAGES (AMAMS) AND AIRWORTHINESS RELEASES WILL CONTINUE TO BE POSTED ON JTDI.





INFORMATION REPORTED AND DOWNLOADED BETWEEN THE TACTICAL AND NATIONAL SERVERS WILL FLOW TO THE UNIT'S MID-TIER SERVERS AND THEN UP TO THE JTDI TOP TIER SERVER FOR DISTRIBUTION TO AUTHORIZED CUSTOMERS.

TECHNICAL MANUALS AND MESSAGES THAT WERE PREVIOUSLY VIEWED OR MANUALLY DOWNLOADED FROM JTDI ARE AVAILABLE FOR DOWNLOAD THROUGH ULLS-A(E).

FOR ALL THE SPECIFIC DETAILS ABOUT AVIATION INFORMATION MOVING FROM JTDI TO CAPS, CHECK OUT THE COMPLETE MESSAGE, GEN-14-AMAM-03.

YOU CAN VIEW THE MESSAGE ON THE CAPS WEBSITE. AFTER ENTERING THE SITE WITH YOUR CAC, CLICK ON THE CHINOOK TAB.

THEN UNDER SAFETY, CLICK ON AVIATION MAINTENANCE ACTION MESSAGES (AMAMS) AND LOCATE THE MESSAGE.

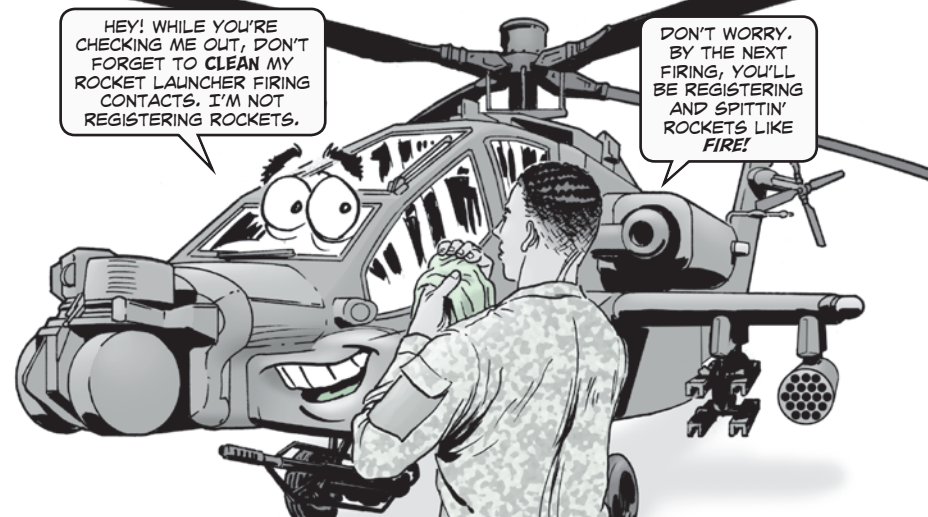


If you have questions about JTDI, contact Deborah Mclemore-Baugh, DSN 747-5127, (256) 876-5127 or email: [deborah.a.mclcmore-baugh.civ@mail.mil](mailto:deborah.a.mclcmore-baugh.civ@mail.mil)  
You can also contact Brian Mathy, DSN 788-8291, (256) 842-8291 or email: [brian.p.mathy.civ@mail.mil](mailto:brian.p.mathy.civ@mail.mil)

If you have questions about CAPS, contact the PEO AVN POC, Charity Evans, DSN 897-1320, (256) 313-1320 or email: [charity.a.evans.civ@mail.mil](mailto:charity.a.evans.civ@mail.mil)  
You can also contact James Thompson, DSN 645-0239, (256) 955-0239 or email: [james.e.thompson325.civ@mail.mil](mailto:james.e.thompson325.civ@mail.mil)

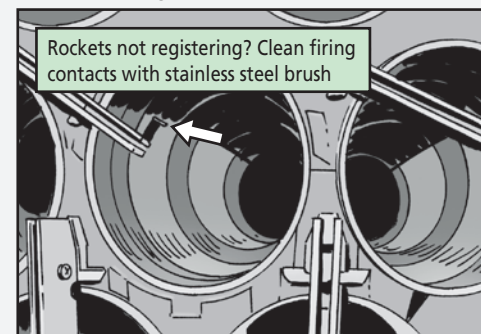


# Rocket Launcher Needs Help



**R**epairers, when you load rockets into your AH-64's M261 rocket launcher, you know something isn't right if the rockets don't register.

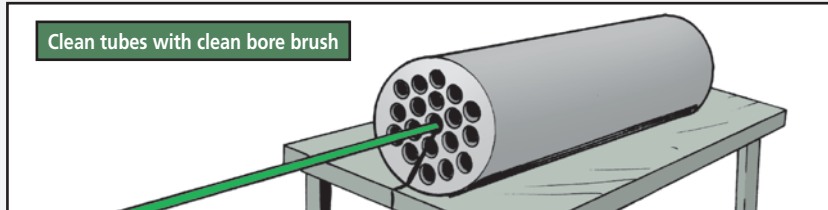
The first suspect is the launcher's contacts. Before you go on a major troubleshooting expedition, first try using a stainless steel brush to clean the firing contacts in the tubes where the rockets won't register. If the contacts are dirty, the rockets don't have a good electrical connection. That prevents the launcher from knowing the rocket is loaded.



Sometimes when you clean the launcher tubes with CLP, too much gets applied to the bore brush. If that happens, and the excess CLP isn't removed or dried up, the fired rocket motors burn the CLP and leave behind a coating on the contacts. When you load the next rockets, they won't register on the cockpit display panel.

As always, make sure you use a clean bore brush when cleaning the rocket tubes. Don't use one coated with dirt and carbon. A dirty brush just spreads that stuff around inside the tube. If your brush is dirty, clean it with soap and water and allow it to dry completely before using it again. That way you don't introduce moisture into the tubes.

Clean tubes with clean bore brush



Another maintenance tip is to leave the igniter arm up for flights when no rockets are loaded. Doing this protects the contacts from the environment.

PS  
END

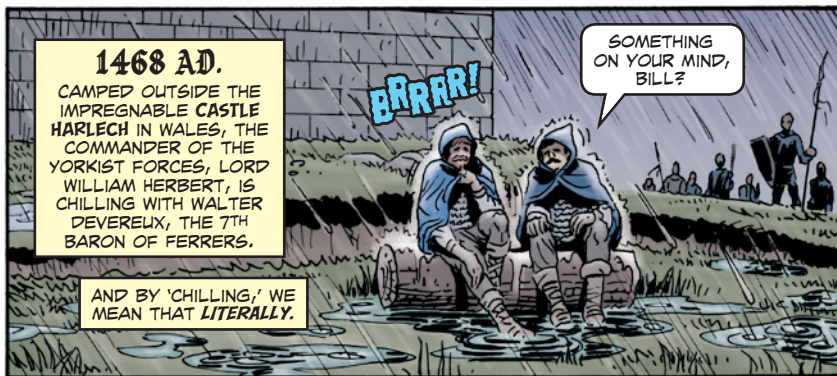
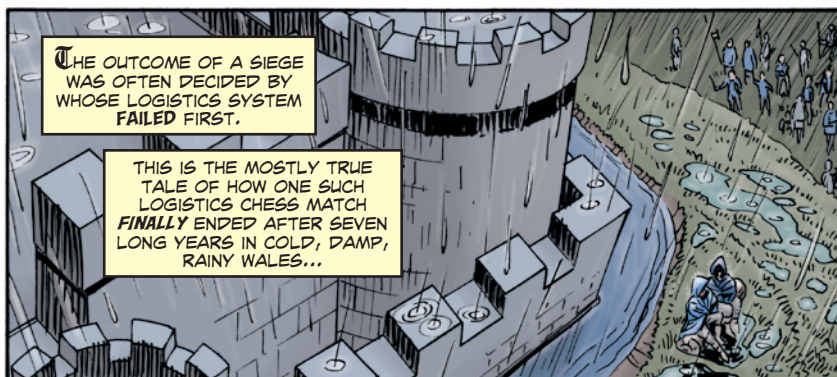
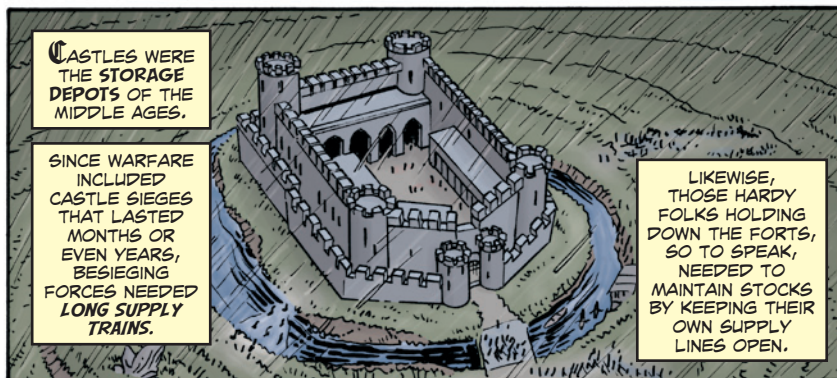
## All Aircraft... **USE THE DA-AUTHENTICATED TM**



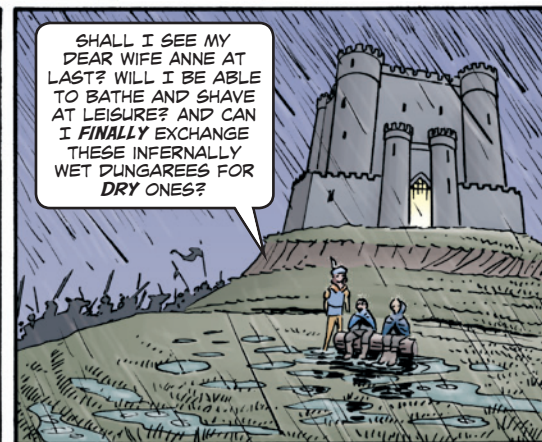
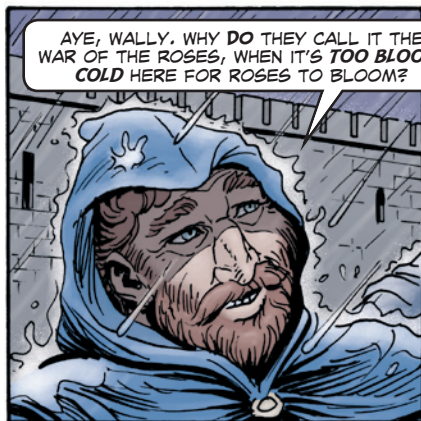
**M**echanics, if you need to do any composite material maintenance, we've got good news! TM 1-1500-204-23-11, *Advanced Composite Material General Maintenance and Practices, Vol 11*, is now fully authenticated and available on the LOGSA ETM website through LIW: <https://liw.logsa.army.mil/>

If you're still using the verified draft of the TM that can be found under the Composites tab at the Joint Technical Data Integration (JTDI) or the Consolidated Aviation Portal and Storage (CAPS) websites, stop! Now that the TM is DA-authenticated, only the authenticated version is OK to use.

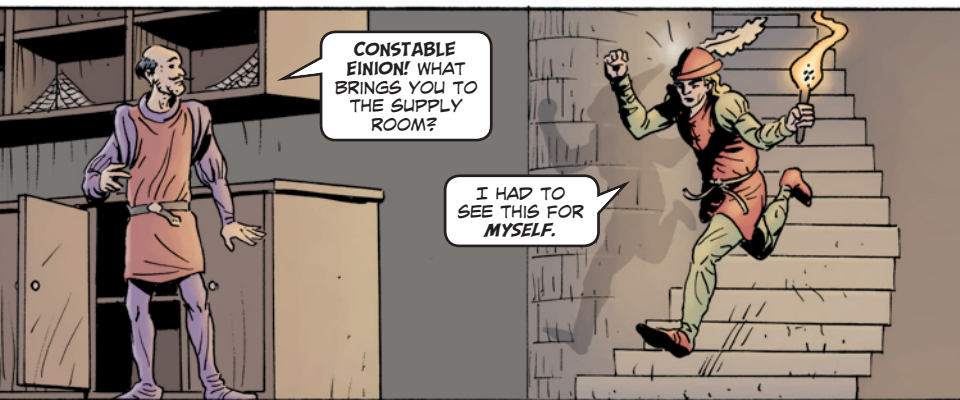
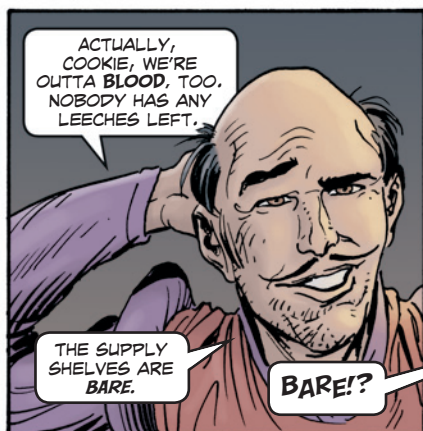
# Knight to Castle 4



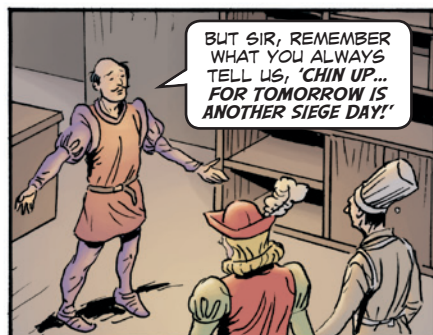












BUT SIR, REMEMBER WHAT YOU ALWAYS TELL US, 'CHIN UP... FOR TOMORROW IS ANOTHER SIEGE DAY!'



THAT WAS THE MOTIVATIONAL SLOGAN!

**CHIN UP!**  
FOR TOMORROW IS ANOTHER SIEGE DAY!

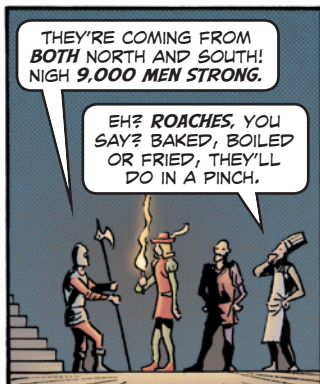


NAY, I MEANT THAT THESE EMPTY SHELVES DON'T BODE GOOD FOR YOUR CAREER, AMERAWDWR. YOU CAN KISS THAT PROMOTION GOODBYE.

SIR!



SIR, THE YORKIST LOUTS ARE BOILIN' OVER THE HILLS LIKE ROACHES!



THEY'RE COMING FROM BOTH NORTH AND SOUTH! NIGH 9,000 MEN STRONG.

EH? ROACHES, YOU SAY? BAKED, BOILED OR FRIED, THEY'LL DO IN A PINCH.



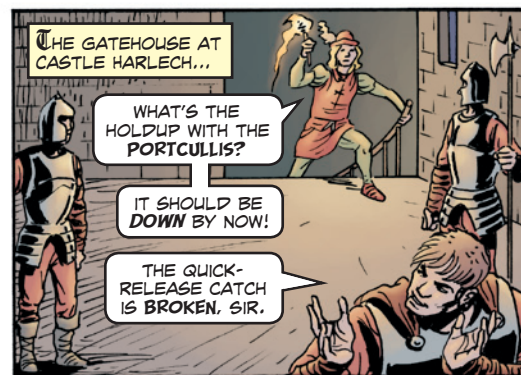
OUR HUNGRY BELLIES MUST BIDE, COOKIE. RIGHT NOW, WE NEED YOU TO BOIL UP SOME KETTLES OF PITCH!



THE ENEMY IS ON OUR DOORSTEP!

DO WE HAVE ANY PITCH?

I USED IT FOR PORRIDGE LAST WEEK.



THE GATEHOUSE AT CASTLE HARLECH...

WHAT'S THE HOLDUP WITH THE PORTCULLIS?

IT SHOULD BE DOWN BY NOW!

THE QUICK-RELEASE CATCH IS BROKEN, SIR.



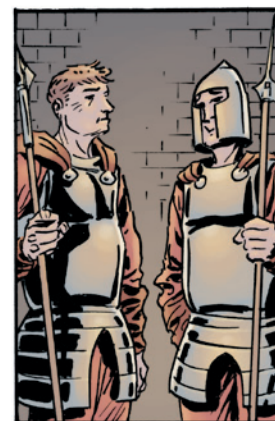
DO I LOOK LIKE I JUST GOT OFF THE CART FROM LLANFAIRPWLLGWYNGYLL? NO EXCUSES, SOLDIER!



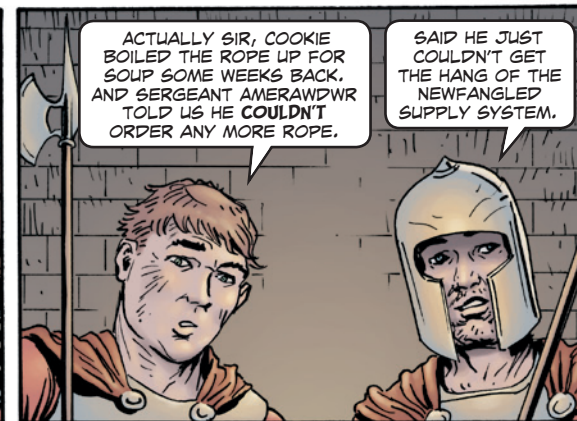
BUT WE DON'T HAVE THE PARTS TO REPAIR IT, SIR.



THEN SLASH THE ROPES! DO I HAVE TO COME UP WITH EVERY PLAN B, TOO?

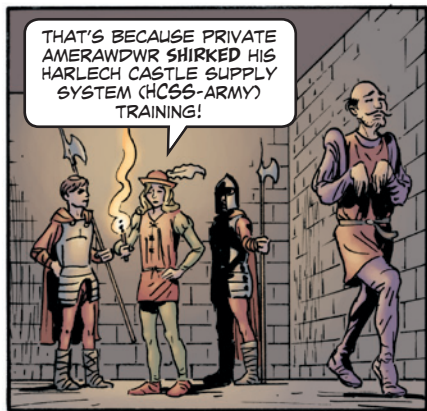


ACTUALLY SIR, COOKIE BOILED THE ROPE UP FOR SOUP SOME WEEKS BACK. AND SERGEANT AMERAWDWR TOLD US HE COULDN'T ORDER ANY MORE ROPE.



SAID HE JUST COULDN'T GET THE HANG OF THE NEWFANGLED SUPPLY SYSTEM.





THAT'S BECAUSE PRIVATE AMERAWDWR SHIRKED HIS HARLECH CASTLE SUPPLY SYSTEM (HCSS-ARMY) TRAINING!



AYE, YOU HEARD THAT RIGHT. I SAID **PRIVATE!**

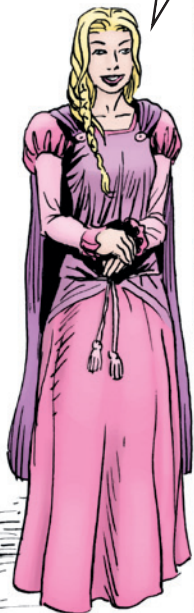
D'OH!

**M**IGHTY CASTLE HARLECH **SURRENDERED** TO YORKIST FORCES ON THAT FATEFUL DAY IN AUGUST 1468, AFTER A GOOD 7-YEAR RUN.

THE MORAL HERE IS THAT WHILE LOGISTICS MAY NOT SEEM EXCITING...

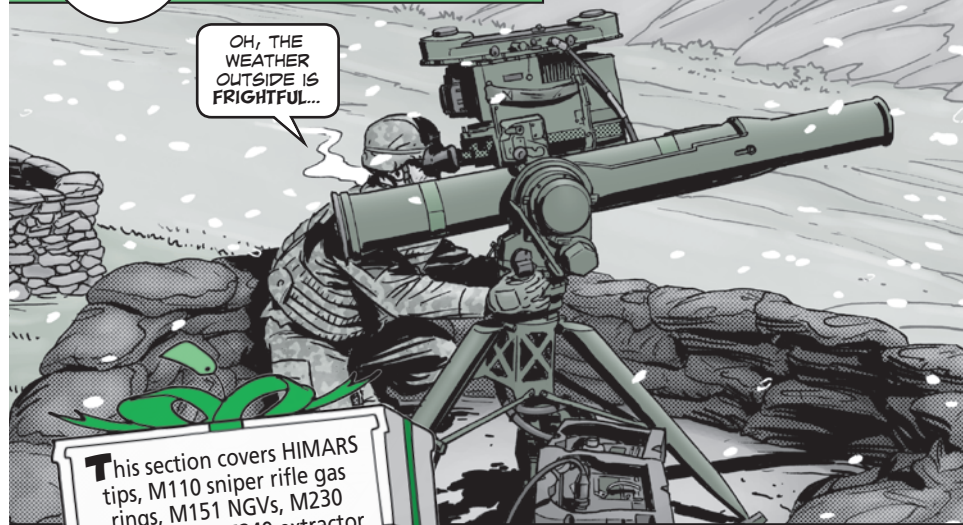
...ESPECIALLY COMPARED TO A **BATTERING RAM** OR **TREBUCHET**...

...THE FACT IS IT'S TURNED THE TIDE OF HISTORY MANY A TIME!



**PS**

**MISSILES**



OH, THE WEATHER OUTSIDE IS FRIGHTFUL...

**T**his section covers HIMARS tips, M110 sniper rifle gas rings, M151 NGVs, M230 turn-ins, bad M249 extractor kits, mortar sight protection, ammo placards, torque wrenches, CBRN masks, and M41 PATS shipping.



...BUT PM IS SO **DELIGHTFUL!**

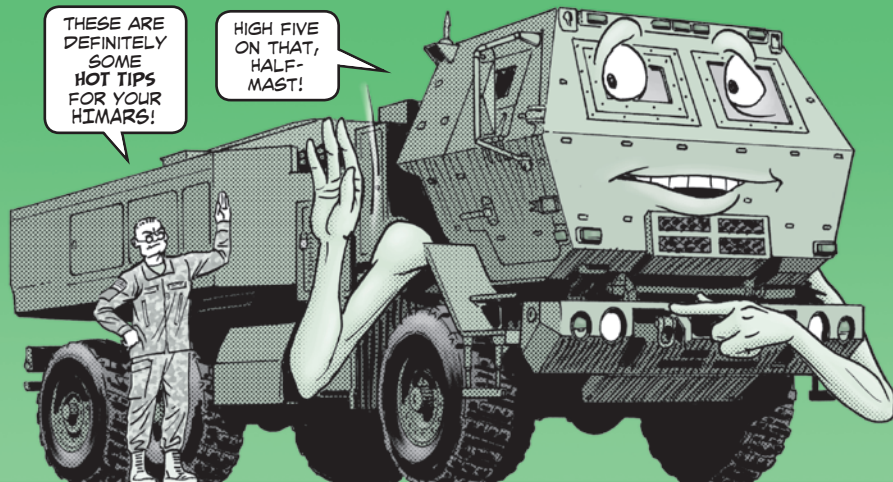
**SMALL ARMS**



# HOT TIPS FOR HIMARS

THESE ARE  
DEFINITELY  
SOME  
HOT TIPS  
FOR YOUR  
HIMARS!

HIGH FIVE  
ON THAT,  
HALF-  
MAST!



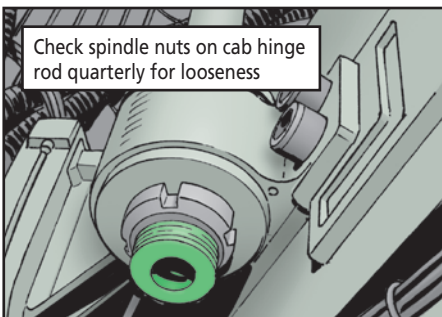
Dear Editor,

While repairing and maintaining the M142 HIMARS at Ft Sill, we've come up with a few tips for keeping it firing and rolling:

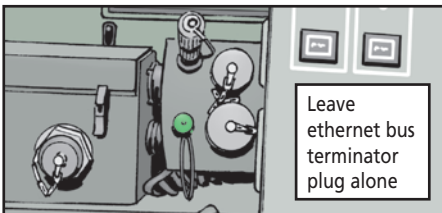
**Check the spanner nuts on the cab's front support assembly at least quarterly.** They are Items 7 and 8 in Fig 1240 in TM 9-2300-310-14&P. When replacing cabs, we've found the nuts so loose that they could be turned by hand. That means the cab could slide around on the front support assembly. If you find loose nuts, apply sealing compound, NSN 8030-00-148-9833, before torquing them to 138-163 lb-ft.

**Hands off the ethernet bus terminator plug.** The plug is part of the fire control system and lets the components communicate with each other. Leave the plug alone because it's very easy to damage its pins. Then you'll get faults when you try to operate.

Check spindle nuts on cab hinge rod quarterly for looseness

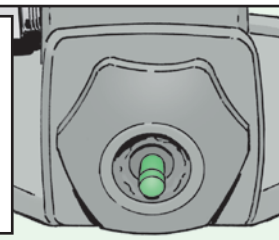


Leave ethernet bus terminator plug alone



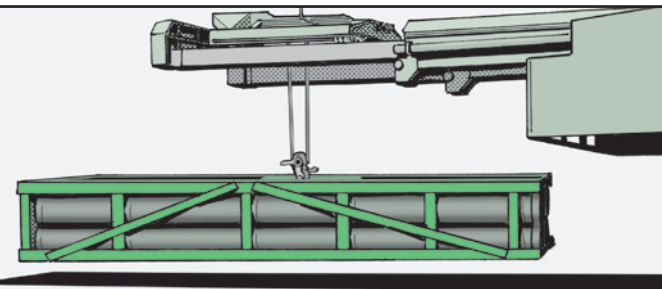
**Make sure the cab lock is unlocked before you lift the cab.** If the lock hasn't released, the cab and the locking mechanism can be damaged. Just check to make sure the cab lock pin is sticking out. That indicates the cab is unlocked and OK to lift. It's a good idea to paint the pin a bright color so it's easy to see. For more info, see the raising/lowering work package in the -14&P.

Check that cab lock pin is sticking out before lifting cab



**Load and unload pods straight up and down.** If you do the job at an angle, you will soon be replacing the lifting cables.

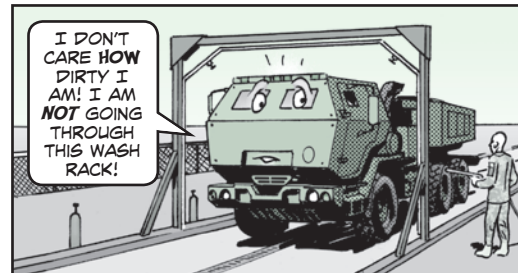
Load and unload pods straight up and down



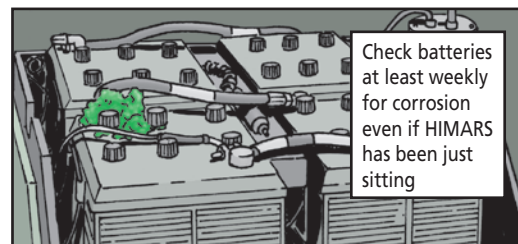
**Stay out of the wash rack.** The starter isn't waterproof. Going through the wash rack can force water inside the starter. Rust sets in and soon the starter won't work. It's a good idea to start HIMARS at least weekly. That helps the starter keep starting.

**Pay attention to the batteries.** They need to be checked at least weekly for corrosion, even if the HIMARS has just been sitting. A quick once-over with a wire brush is usually enough. Batteries are part of the weekly PMCS for both the launcher and vehicle.

I DON'T CARE HOW DIRTY I AM! I AM NOT GOING THROUGH THIS WASH RACK!



Check batteries at least weekly for corrosion even if HIMARS has been just sitting

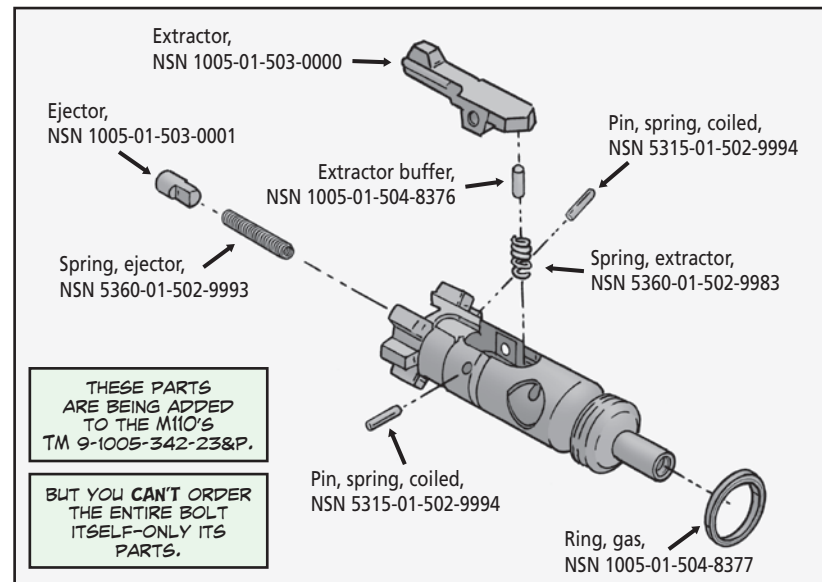


**Editor's note:** High five for your HIMARS tips. Thanks for the help.

CW2 John Kuehny  
SPC Brenton Bush  
MATES  
Ft Sill, OK



# Bolt Parts REPLACEABLE



IF YOU HAVE ANY QUESTIONS ABOUT THE M110, CONTACT TACOM'S EUGENE MEADE AT DSN 786-1253, (586) 282-1253, OR EMAIL: [eugene.v.meade2.civ@mail.mil](mailto:eugene.v.meade2.civ@mail.mil)

OR CONTACT MIKE PRICE AT DSN 786-1252, (586) 282-1252, OR EMAIL: [michael.b.price.civ@mail.mil](mailto:michael.b.price.civ@mail.mil)

SOME UNITS HAVE BEEN CODING OUT THEIR M110 SEMI-AUTOMATIC SNIPER SYSTEMS (SASS) BECAUSE OF **BAD GAS RINGS**.

THERE'S **NO NEED TO DO THAT**.

ALL PARTS OF THE BOLT CAN BE REPLACED USING THESE NSNs...

Item	NSN	PN	Qty
Gas ring	1005-01-504-8377	21002	1
Spring-coiled pin	5315-01-502-9994	99080	2
Ejector spring	5360-01-502-9993	99076	1
Ejector	1005-01-503-0001	97170	1
Extractor	1005-01-503-0000	99075	1
Extractor buffer	1005-01-504-8376	99164	1
Extractor spring	5360-01-502-9983	91492	1

## M151 Spotting Scope System...

# ADDING NIGHT VISION GOGGLE

THERE ARE **TWO WAYS** TO ATTACH A NIGHT VISION GOGGLE TO THE M151 SPOTTING SCOPE SYSTEM...

Night vision adapter, NSN 5855-01-602-3270

Monoloc, NSN 5855-01-505-3248

If you have a choice, choose the **night vision adapter**. It weighs 10 times less than the monoloc and provides no loss of vision in field of view.

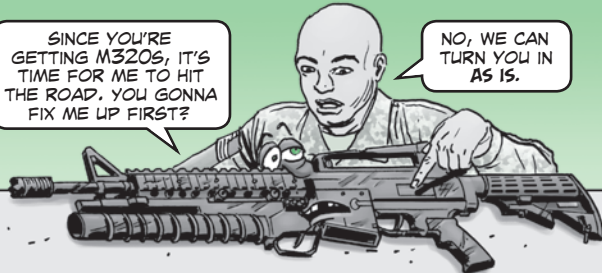
The instructions for installing either adapter are in WP 0016-1 of the M151's TM 9-6650-238-13&P (Feb 13).



## Turn in M203s As Is

SINCE YOU'RE GETTING M320s, IT'S TIME FOR ME TO HIT THE ROAD. YOU GONNA FIX ME UP FIRST?

NO, WE CAN TURN YOU IN AS IS.



When your unit receives the new M320/A1 grenade launchers, it's time to turn in your old M203 grenade launchers. But don't waste time bringing your M203s up to 10/20 standards. That's not necessary.

Turn in your M203s as is and coded **F**. Make sure they are packed well so they won't be damaged during shipment. Include all documentation and serial numbers so that Anniston Army Depot can easily process them.

Send them to:

(DODAAC) SV3120  
DLA Disposition Anniston  
7 Frankford Ave  
Bldg 360 ATTN: Justin Houston  
Anniston, AL 36201

Put on the package:  
"POC: Justin Houston,  
[justin.houston@dla.mil](mailto:justin.houston@dla.mil)  
(256) 741-5343"

If you have questions about M203 turn-in, contact TACOM's Veronica Cook at DSN 786-1268, (586) 282-1268, or email: [veronica.l.cook4.civ@mail.mil](mailto:veronica.l.cook4.civ@mail.mil)

If you have technical questions about the M203, contact TACOM's Matt Williams at DSN 786-1331, (586) 282-1331, or email: [matthew.w.williams21.civ@mail.mil](mailto:matthew.w.williams21.civ@mail.mil)

## Extract Bad M249 Extractor Kits

Some of the springs in the M249 machine gun's extractor kit, NSN 1005-01-383-0168, have been reported as out of tolerance. The bad springs make it difficult to fit the helical compression spring over the extractor's straight headless pin. That can lead to extraction failures.

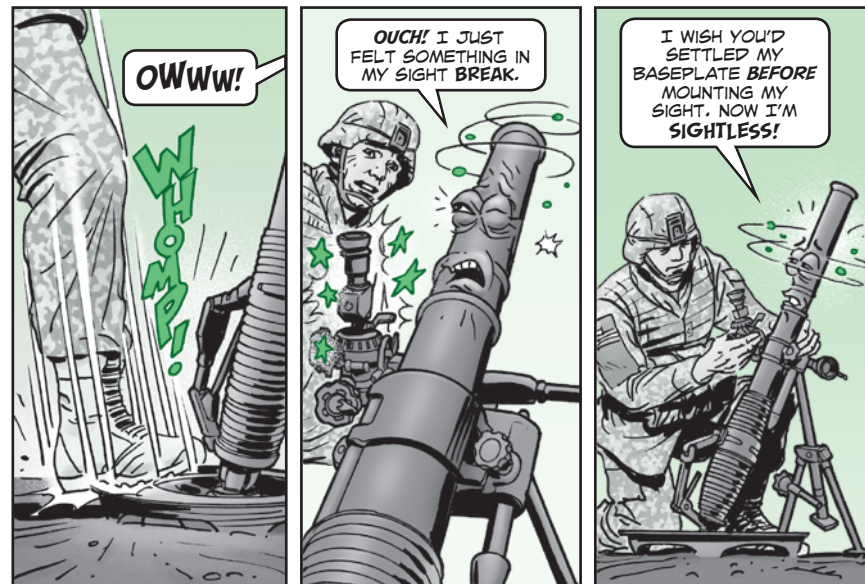


Check for extractor kits from CAGE 06MA8 dated prior to 2014. If you find any, replace them by contacting TACOM's Anna Kersey at DSN 786-1337, (586) 282-1337, or email: [anna.l.kersey.civ@mail.mil](mailto:anna.l.kersey.civ@mail.mil)

For any other M249 problems, contact TACOM's Andre Pilgrim at DSN 786-1335, (586) 282-1335, or email: [andre.v.pilgrim.civ@mail.mil](mailto:andre.v.pilgrim.civ@mail.mil)

Mortars...

## SIGHT ON SIGHT PROTECTION



If you leave your mortar's sight mounted at all times, your mortar will soon be sightless. Sights are often broken because Soldiers forget to remove the sight before settling the baseplate.

It doesn't take much of a knock to knock out the sight. And that's an expensive fix, not to mention the danger of tritium contamination from a broken sight.

Once the baseplate is settled, the sight can stay mounted during firing.

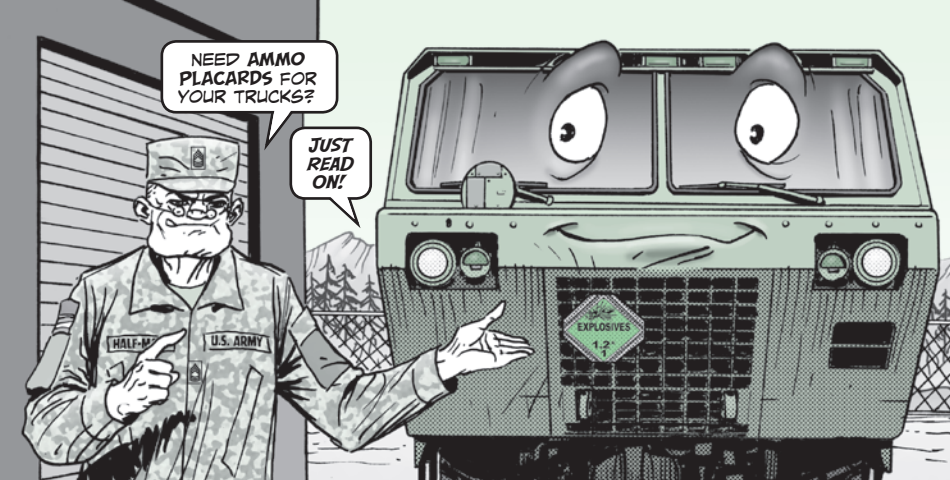
When the sight is not being used, secure it in its carrying case for protection.

Remember, the M67 or M64A1 sights contain tritium. If they're ever broken, immediately notify your safety officer. The entire mortar system may need to be tested for contamination.



Keep sight in case when you're not firing





## AMMO PLACARD NSN?

Dear Half-Mast,

Is there an NSN for the ammo placards required for vehicles carrying ammo and explosives? We've searched and searched with no luck.

SFC W.C.

Dear Sergeant,

NSN 9905-01-371-5231 brings an ammo placard for a bit less than \$19. It is a flip-type aluminum plate for the various classes of explosives.

Here's a quick review of the classes:

**1.1 explosives:** Consists of explosives that have a mass explosion hazard. A mass explosion affects almost the entire load instantaneously.

**1.2 explosives:** Consists of explosives that have a projection hazard, but not a mass explosion hazard.

**1.3 explosives:** Consists of explosives that have a fire hazard and a minor blast hazard and/or a minor projection hazard, but not a mass explosion hazard.

**1.4 explosives:** Consists of explosives that have a minor explosion hazard. The explosive effects are largely confined to the package and no projection of fragments of significant size or range is expected. An external fire will not cause an instantaneous explosion of almost the entire package.

**1.5 blasting agents:** Consists of explosives that have very little chance of detonating under normal conditions.

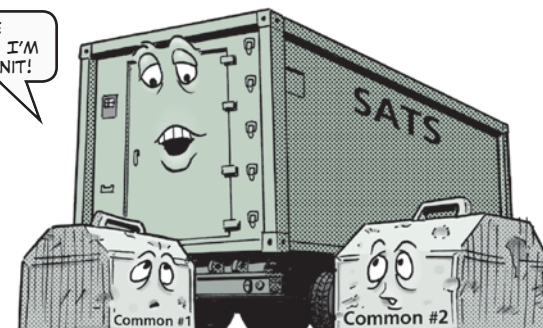
**1.6 explosives:** Consists of explosives even less likely to explode than those in the 1.5 class. They have no mass explosion hazard.

*Half-Mast*

Tools...

SORRY, GUYS. YOU'VE DONE A GREAT JOB, BUT I'M REPLACING YOU IN THIS UNIT!

## Common #1 and #2 Are History For Some Units



Dear Half-Mast,  
Are we supposed to turn in the Common #1 and #2 tools sets to get the standard automotive tool set (SATS)?

CW3 A.D.



THAT DEPENDS, CHIEF. THE COMMON #1, NSN 4910-00-754-0654, AND THE COMMON #1 SUPPLEMENT (ALSO KNOWN AS THE COMMON #2), NSN 4910-00-754-0653, ARE *STILL* AUTHORIZED FOR SOME UNITS.

YOU'LL NEED TO CONTACT HQDA-G8 OR CASCOM TO VERIFY WHICH TOOL SET YOU'RE AUTHORIZED BEFORE TURNING THEM IN.

## ZERO TORQUE WRENCH... ESPECIALLY IF IT CLICKS



Dear Editor,

When you're through using your torque wrench to tighten bolts, it's always a good idea to return its setting back to zero. That helps the wrench maintain its accuracy.

But that's especially true if you have the kind of torque wrench that clicks. The "clicking" torque wrench has an internal spring. If this wrench isn't returned to zero after use, the spring wears out. Soon it's giving you bad readings.

So zero all torque wrenches, but especially those that click. For more on tool use and care, see TM 9-243, *Use and Care of Hand Tools and Measuring Tools*.

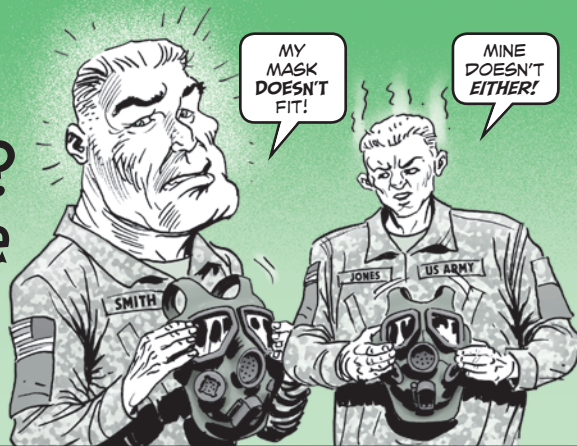
Joe McLoughlin, TARDEC  
James Palmer,  
TACOM ARFORGEN  
Field Integrator  
JBLM, WA

Editor's note:

This suggestion measures well! Thanks, Jim and Joe.



# Mask Won't Fit? Try These Solutions



The M40/M42 masks are designed to fit nearly all Soldiers. Fit problems are usually caused by facial size and shape. But what should CBRN specialists do when they have one of these hard-to-fit Soldiers?

First do PMCS and make sure the mask is fitted like it says in TM 3-4240-346-23&P.

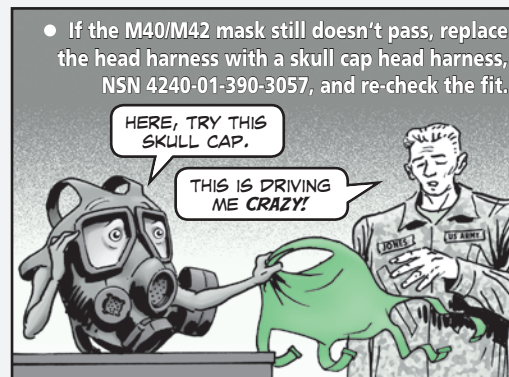
If that doesn't work, try these tips:

- Always use the M41 protection assessment test system (PATS) to test the mask fit.



- If a small mask is too big to create a good seal, readjust and tighten the head harness, then test with PATS again. Sometimes that's enough to do the trick. If it still flunks, make sure the head harness snaps back when stretched. Replace it if necessary.

If the mask doesn't fit, refer to TB 3-4240-341-23, which offers fitting solutions. It's on the LOGSA ETM site: <https://www.logsa.army.mil/etms> or can be provided by the Individual Protection Team Mailbox. Their information is located at the end of the article.



- If the M40/M42 mask still doesn't pass, replace the head harness with a skull cap head harness, NSN 4240-01-390-3057, and re-check the fit.

- Still no fit? Try the M45 land warrior mask. It has an extra small size, NSN 4240-01-447-6989, that might do the trick. And the large M45, NSN 4240-01-447-6988, is slightly larger than the M40/M42 large. In addition, the M45 has interchangeable nose cups in sizes XS, S, M, L, and XL that can provide an even better fit. See TM 3-4240-348-20&P.

If a Soldier must wear an M45 because the M40/M42 doesn't fit, he's authorized to keep the M45 for the rest of his active service. This is authorized by TB 3-4240-341-23.

If all these tips fail, it's time to contact the Individual Protection Team:

[usarmy.detroit.tacom.mbx.ilsc-masks@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-masks@mail.mil)

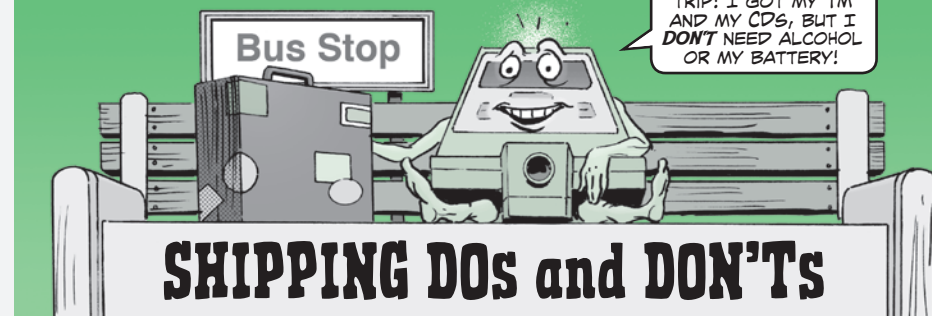
That'll get the experts on the case.

Don't forget the Joint Acquisition CBRN Knowledge System (JACKS) website:

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

The site provides lots of CBRN information.

M41 PATS...



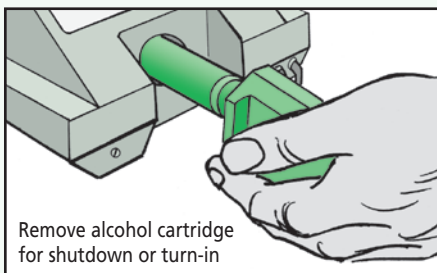
## SHIPPING DOs and DON'Ts

**CBRN** specialists need to mark their calendars to ensure their M41 PATS are calibrated by TMDE every 18 months. If you don't know when your PATS is due for calibration, just check its TMDE sticker.

When you turn in PATS for calibration, turn in everything—carrying case, TM, CDs and DVDS—**EXCEPT** the alcohol used with PATS and its battery. The alcohol is highly flammable and the battery can leak. If possible, turn in PATS in its original shipping box.



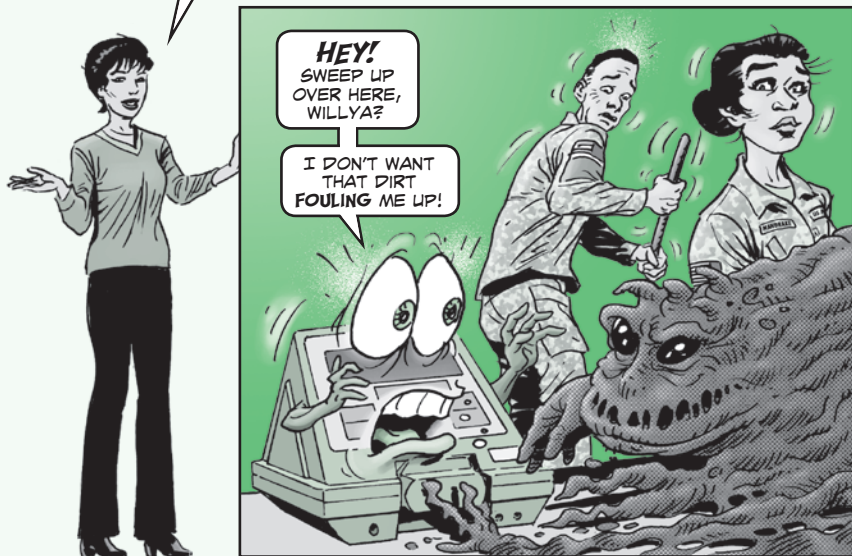
Any time PATS is going to be turned in or go into long-term storage, remove its alcohol cartridge and return it to the alcohol fill capsule. Then replace the storage cap on PATS and let it run for 5 minutes. That lets dry air run through PATS, evaporating any alcohol residue. This helps the switching valve and nozzle last longer.



Remove alcohol cartridge for shutdown or turn-in

IT'S ALSO A GOOD IDEA TO KEEP PATS AND ITS TWIN TUBES AWAY FROM LINT AND DIRT AS MUCH AS POSSIBLE.

THIS KEEPS THE PATS' INSIDES **CLEANER**, WHICH MEANS **LESS MAINTENANCE**.



WHEN YOUR PATS DOES NEED CALIBRATION, TURN IT INTO YOUR LOCAL TMDE.



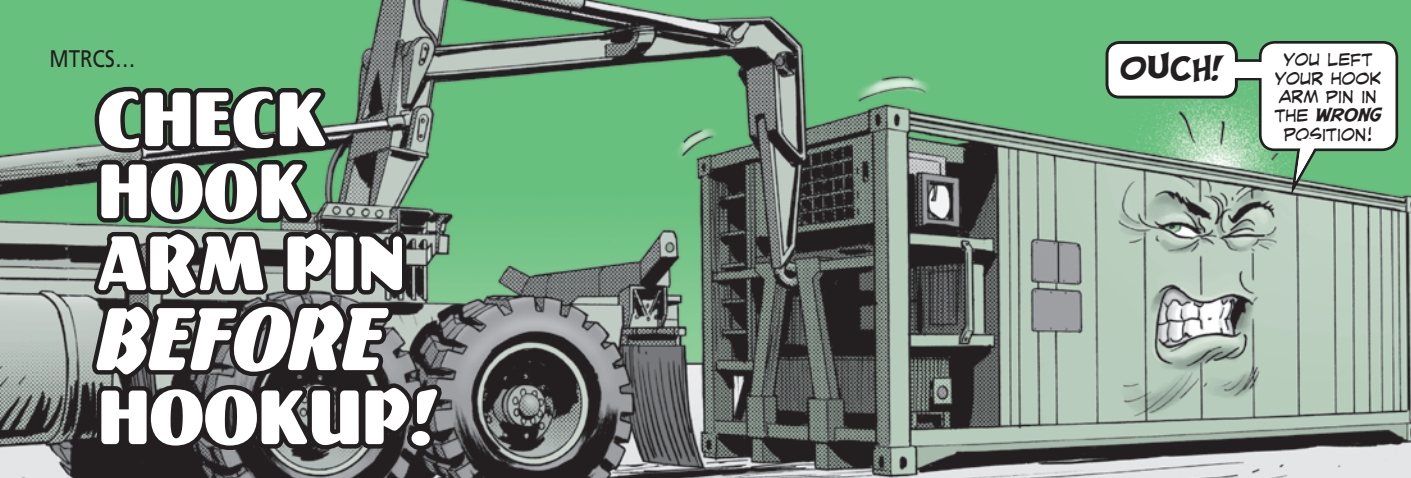
PS END

# PS SOLDIER SUPPORT





# CHECK HOOK ARM PIN BEFORE HOOKUP!

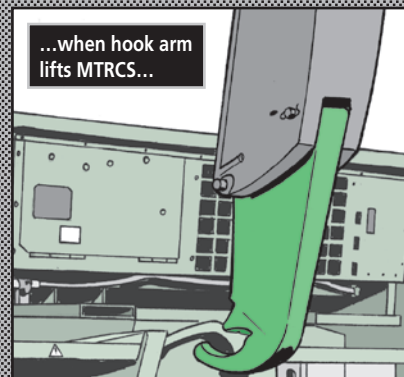
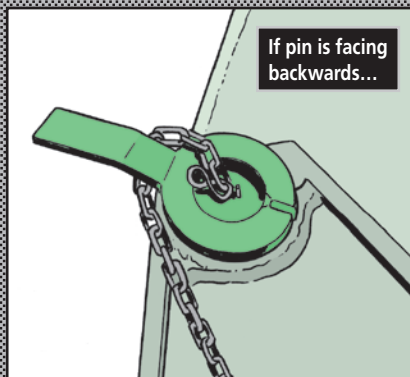


THE MULTI-TEMPERATURE REFRIGERATED CONTAINER SYSTEM (MTRCS) DELIVERS PALLETS OF FOOD TO SOLDIERS IN THE FIELD. THAT'S VERY IMPORTANT WORK, ESPECIALLY IF YOU'RE ONE OF THOSE SOLDIERS.

UNFORTUNATELY, MTRCSs ARE ENDING UP IN THE SHOP BECAUSE SOLDIERS ARE **NOT** CHECKING THE POSITION OF THE HOOK ARM PIN ON THE M1074/A1 PLS OR M1120/A2/A4 HEMTT LHS **BEFORE** HOOKUP.

IF THE HOOK ARM PIN FACES AWAY FROM THE ARM, IT **PUNCTURES** THE CONDENSER AS THE HOOK ARM LIFTS THE MTRCS FOR TRANSPORT.

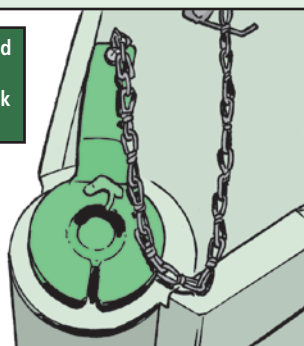
AND THEN, THERE GOES THE MTRCS REFRIGERATION! IT COSTS \$12K TO REPLACE THE CONDENSER, WHICH IS DIFFICULT TO GET. ONE INSTALLATION LOST **FOUR OUT OF 10** MTRCS CONDENSERS TO THIS SNAFU.



THE DAMAGE IS **EASILY** AVOIDABLE.

**BEFORE** ATTACHING THE HOOK ARM TO THE MTRCS BALE BAR, MAKE SURE THE HOOK ARM PIN IS POINTING **UP** SO THAT IT'S FLUSH AND ALIGNED WITH THE HOOK ARM.

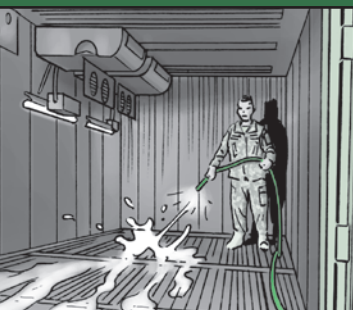
Pin should be flush with hook arm



## Cleaning Tip

At the end of a mission, the MTRCS must be sanitized before it's turned in. The easiest way to clean out gunk is to take the MTRCS to the wash rack. Tilt it so water drains out and use a high-pressure hose to wash it out. Then scrub it out with bleach and water. When you're finished scrubbing, rinse out the MTRCS with water.

Wash out with high-pressure hose



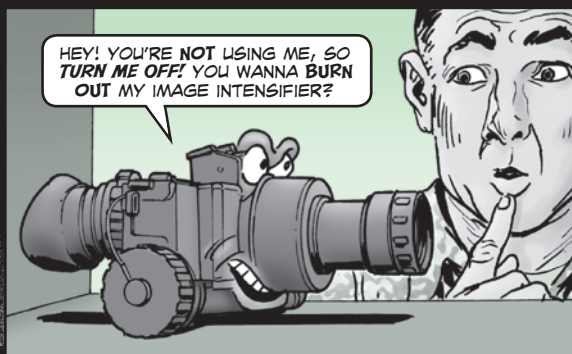
# Bright Tips to See in the Dark



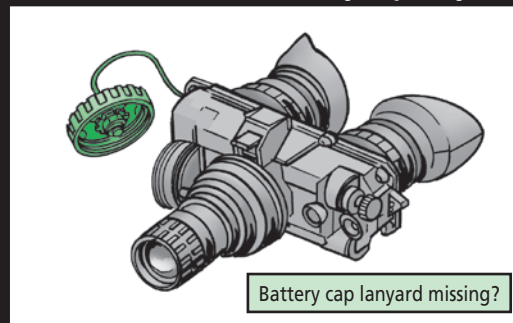
THESE BRIGHT TIPS CAN HELP YOU AND YOUR AN/PVS-7B/D OR AN/PVS-14 NIGHT VISION DEVICE (NVD) SEE BETTER IN THE DARK...

## Turn off NVD when not in use and remove batteries for storage

Just remembering to do that will prevent the most common NVD damage. If you leave your NVD on all the time, eventually the image intensifier burns out. That costs \$2K to replace. If you're not using your NVD, turn it off. And before you store it, remove the batteries. That way the batteries can't leak and destroy the NVG's electronics.

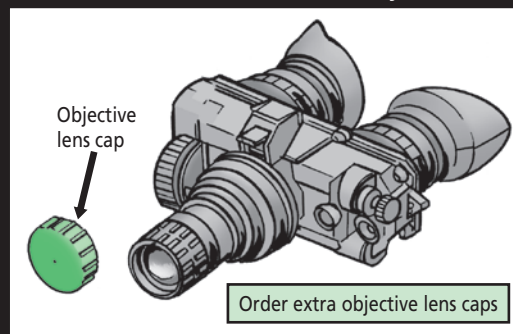


## Check for battery cap lanyard during PMCS



It doesn't take much to break the lanyard. Once the lanyard disappears, the battery cap will soon follow. And then your NVG is out of business. Order a new lanyard with NSN 6160-01-448-6355. It costs only 33 cents, so keep extras on hand.

## Check for the objective lens cap, too

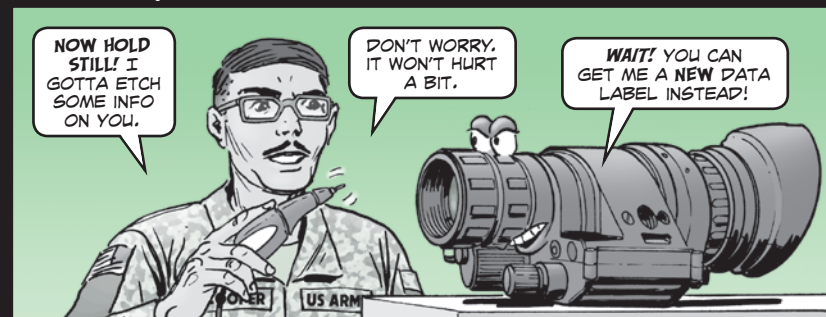


Without the cap, the lens gets scratched, the objective lens housing is damaged and the image intensifier tube burns out. New caps cost only 17 cents each, so order extras with NSN 5340-01-397-6608. The cap has a tab for attaching a lanyard to keep it from disappearing.

## Replace missing data label

Some units just etch the information into the NVG. Bad idea! That can damage the NVG. If you need a new data label, contact CECOM's Jenny Irizarry at DSN 648-1406, (443) 395-1406, or email: [jenny.a.irizarry.civ@mail.mil](mailto:jenny.a.irizarry.civ@mail.mil)

Provide her the sight's NSN, how many labels are needed, whether the label is for the sight itself or the sight case, and a valid shipping address. Normally, you'll receive the labels within a few days.





Clothing...

WE MAY  
LOOK ALIKE  
ON THE  
SURFACE,  
BUT IN  
SUPPLY  
CIRCLES...

...WE'RE  
REALLY  
WORLDS  
APART!

## TWO SHIRT TALES

Dear Half-Mast,

Is the Army Combat Shirt (ACS) still a rapid fielding initiative (RFI) item? Or can it be ordered through regular supply channels now?

SFC R.G.

AFFIRMATIVE  
TO BOTH  
QUESTIONS,  
SERGEANT!

THAT'S BECAUSE  
THE ACS COMES  
IN **TWO PATTERNS**  
THROUGH **TWO**  
DIFFERENT  
SOURCES.

THE UNIVERSAL CAMOUFLAGE PATTERN (UCP) VERSION OF THE ACS CAN BE ORDERED THROUGH REGULAR SUPPLY CHANNELS.

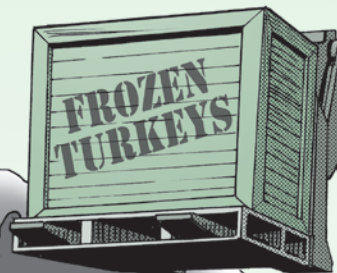
MOST SIZES ARE AVAILABLE, EXCEPT FOR SMALL, MEDIUM AND 3XL. SINCE THE UCP IS BEING PHASED OUT, THE DEFENSE LOGISTICS AGENCY (DLA) NO LONGER PROCURES THOSE SIZES.

BUT STOCK WILL  
BE ISSUED ON  
THE REMAINING  
SIZES UNTIL  
THEY RUN OUT.  
HERE ARE THE  
NSNs FOR THE  
AVAILABLE SHIRT  
SIZES:

Size	NSN 8145-
XS	01-548-7187
L	01-548-7209
XL	01-548-7232
XXL	01-548-7215

THE OPERATION ENDURING FREEDOM CAMOUFLAGE PATTERN (OCP) VERSION OF THE ACS IS STILL ISSUED THROUGH RFI, BUT **ONLY** TO DEPLOYING SOLDIERS.

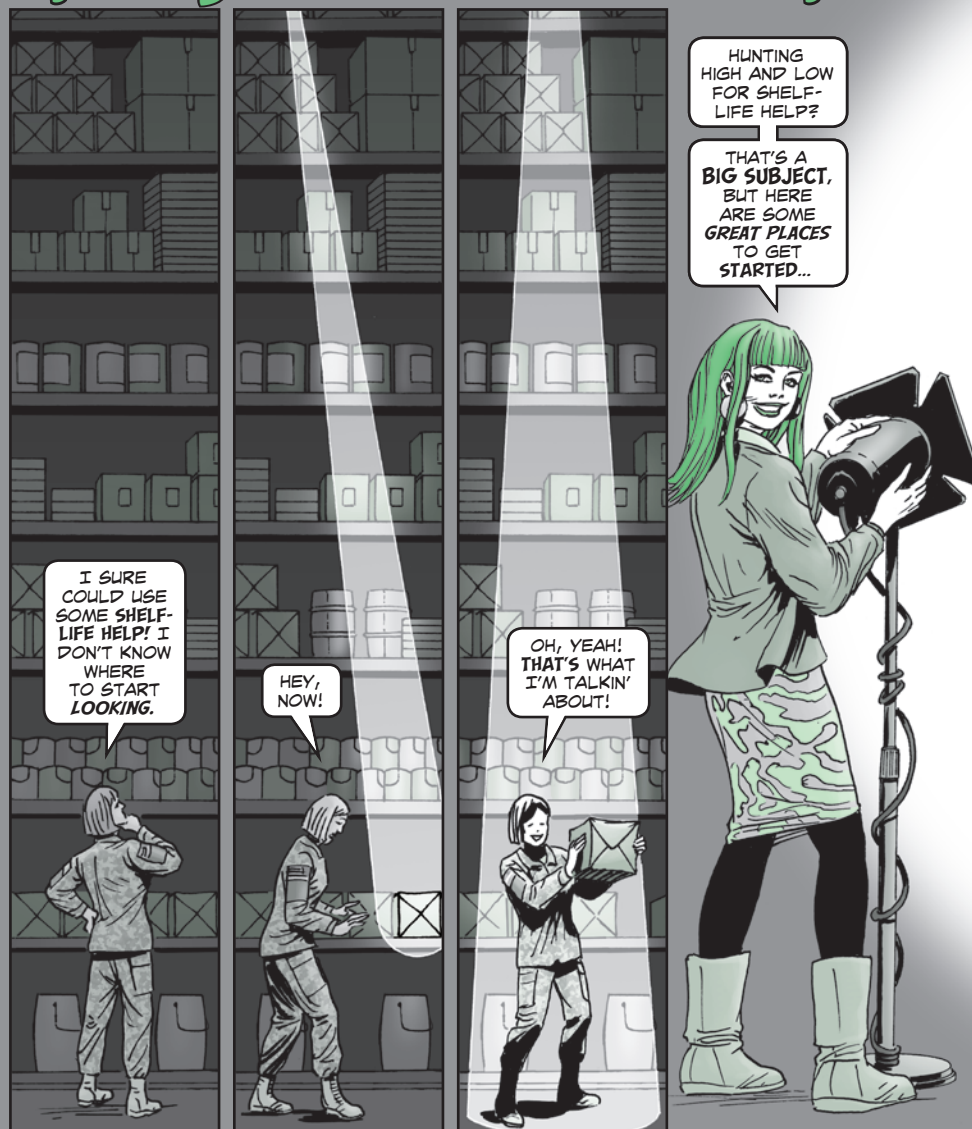
## PS LOGISTICS



GET ME TO THE MESS  
HALL! EVERYBODY  
KNOWS SOME TURKEY  
HELPS TO MAKE THE  
SEASON BRIGHT!



# Spotlight on Shelf-Life Help



PS 745

54

DEC 14

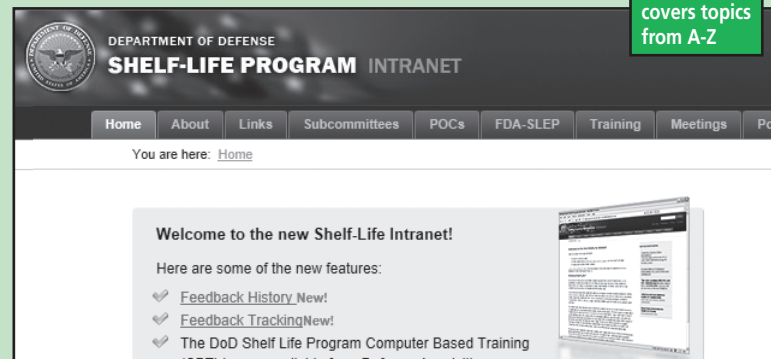
## Enter the Shelf-Life Wormhole

Your one-stop portal for shelf-life management is DOD's Shelf-Life Program website. It has tons of shelf-life info, including Shelf-Life Extension System (SLES) labels, policy publications, POCs, training and more.

If you have a Common Access Card (CAC) and a .mil domain computer, you can enter the DOD website directly at:

<https://headquarters.dla.mil/j-3/shelflife/>

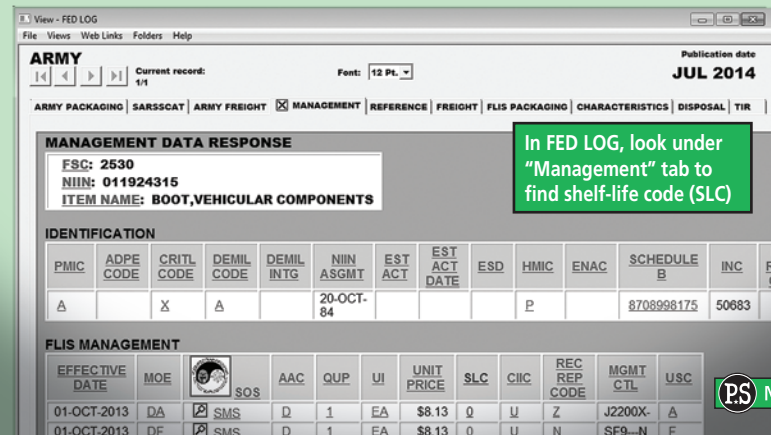
DOD's Shelf-Life Program website covers topics from A-Z



Even without a CAC, you can go to <https://www.shelflife.hq.dla.mil> and request an SLES account.

## It's All About the Code

To find out if an NSN item has a shelf life, check its shelf-life code in WebFLIS, FED LOG, SARSS or GCSS-Army. These databases should all show the same code.



PS MORE

PS 745

Click here for a copy of this article to save or email.



If your item's shelf-life code is alpha (A–Z, except X), then it's Type I non-extendible. If the code is numeric (1-9), then the item's eligible to be extended after the original shelf-life with a proper inspection, which may also include laboratory testing.



If the shelf-life code is zero (0), it's a non-shelf-life item. For local purchase items, the shelf-life date is printed on the package or container.

### Make a List, Check it Twice

If you're not sure whether you have identified all your shelf-life items, contact the Logistics Support Activity (LOGSA) Packaging, Storage, and Containerization Center (PSCC).

PSCC can give you a customized listing of items on your Authorized Stockage List. This list shows NSNs, nomenclatures and corresponding shelf-life codes (Type I or Type II).

To get a customized shelf-life list, email PSCC. Put "Shelf-Life SSA Listing" in the subject line. In the main email, give your SSA DODAAC and Routing Identifier Code (SARRS-1), along with your full POC information. Send it to:

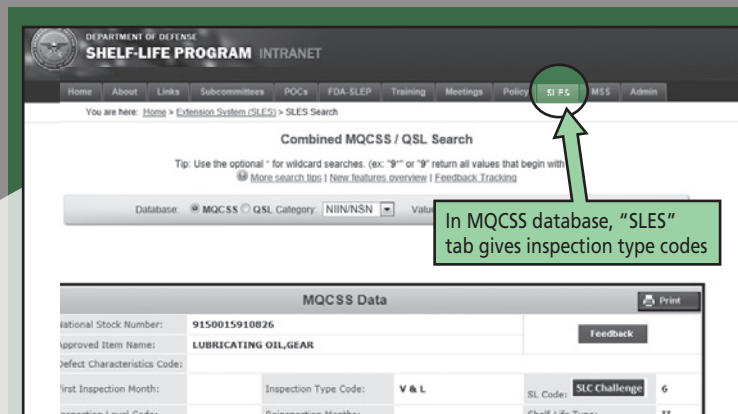
[toby.pt@us.army.mil](mailto:toby.pt@us.army.mil)

You can also call PSCC at DSN 795-7685 or (570) 615-7685.

### Enter the SLES Time Warp

Type I items are "use or lose" at the expiration date. To get extensions for Type II items, go to the DOD Shelf-Life Program website listed in the first paragraph of this article, select the SLES tab, then click [SLES Search](#).

Choose the Materiel Quality Control Storage Standards (MQCSS) database radio button and enter your NSN. Click on the blue NSN hyperlink. The inspection-type code will show a "V" for visual inspection, "L" for laboratory testing, or "R" for restoration.



Visual inspections can be done by designated staff in your chain of command who have had basic shelf-life training.

When shelf items need lab testing, it's best to get it done at a DOD-certified lab. Sending materiel to an unqualified local lab for shelf-life extension testing is risky because unserviceable materiel may be introduced into the supply system.

You'll find a list of DOD-approved labs on the DOD Shelf-Life website at:

<https://headquarters.dla.mil/j-3/shelflife/SLES/TestLabs.aspx>

Before arranging for a lab test, check the Quality Status List (QSL) first to see if your NSN/lot/batch has already been tested. If not, and you have a lot of inventory on hand, contact your DOD lab of choice for instructions on how to send them a sample for testing. If restoration is required, follow the procedures listed in the "Remarks" section on the MQCSS NSN data record, or look there for contact info for assistance.

### Training Key to Shelf-Life Success

One way to brush up or stay current is to get the latest DOD shelf-life training. Check out the training tab of the DOD shelf-life homepage at:

<https://headquarters.dla.mil/j-3/shelflife/Training.aspx>

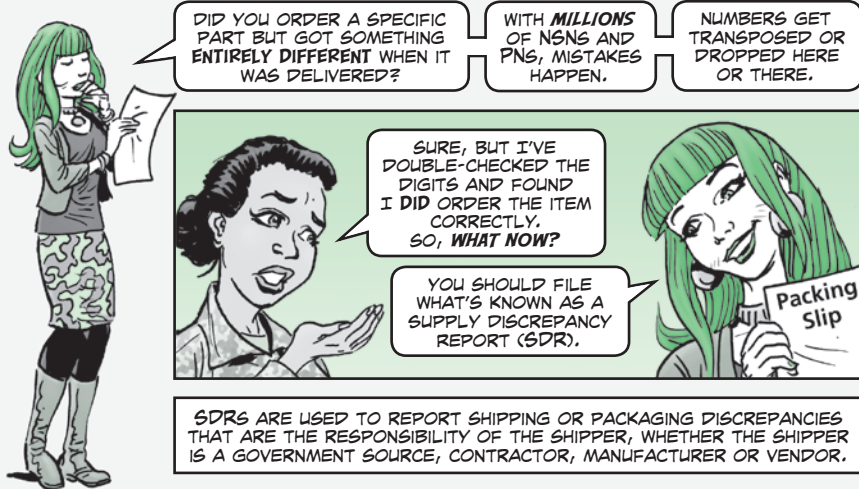
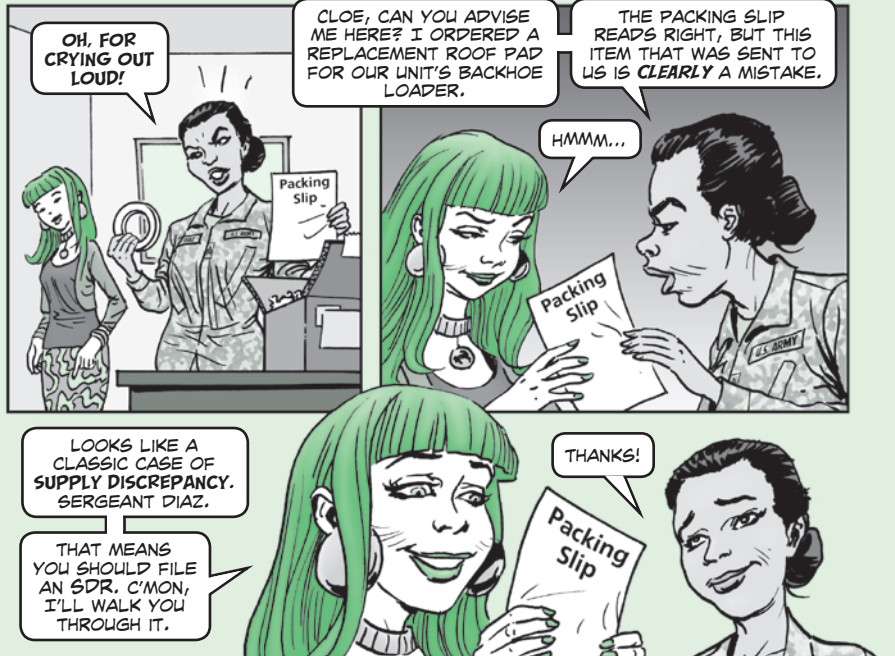
You can also take a Defense Acquisition University computer-based (7-hour) training course. Go to:

[https://icatalog.dau.mil/onlinecatalog/courses.aspx?crs\\_id=1884](https://icatalog.dau.mil/onlinecatalog/courses.aspx?crs_id=1884)

Select the "Apply for this Course" button at the top right. This will take you to the Army Training Requirements and Resources System (ATTRS). Follow the instructions there.

If you need hands-on training, LOGSA PSCC offers an onsite one-day workshop, "Basic Principles of Shelf-Life Operations." This class can bring your activity up-to-speed on proper DOD and Army shelf-life management procedures and techniques. To request onsite training, contact LOGSA PSCC at DSN 795-7685/7144, (570) 615-7685/7144, or email: [toby.pt@us.army.mil](mailto:toby.pt@us.army.mil)

# HOW TO FILE SUPPLY DISCREPANCY REPORTS



## SHIPPING DISCREPANCIES INCLUDE:

- THE WRONG CONDITION OF AN ITEM, INCLUDING EXPIRED SHELF-LIFE.
- SHORTAGE/OVERAGE/TOTAL NON-RECEIPT, IF NOT TRANSPORTATION-RELATED DISCREPANCY.
- THE WRONG UNIQUE ITEM IDENTIFICATION.
- IMPROPER DOCUMENTATION.
- MISDIRECTED SHIPMENTS.

## PACKAGING DISCREPANCIES INCLUDE IMPROPER:

- PACKING.
- PRESERVATION.
- MARKING.
- UNITIZATION.

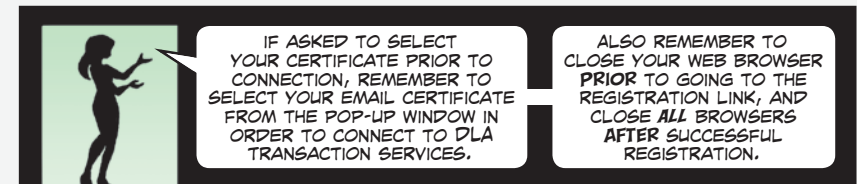
THE DEFENSE LOGISTICS AGENCY (DLA) MANAGES SDRs FOR DOD. GET ACCESS TO DOD WEBSDR BY COMPLETING AN ONLINE SYSTEM ACCESS REQUEST (SAR) AT THE DLA TRANSACTION SERVICES WEBSITE:

<https://www.transactionservices.dla.mil>



TO REGISTER YOUR EMAIL CERT IN ORDER TO READ ENCRYPTED SDR DATA OR NOTICES, VISIT:

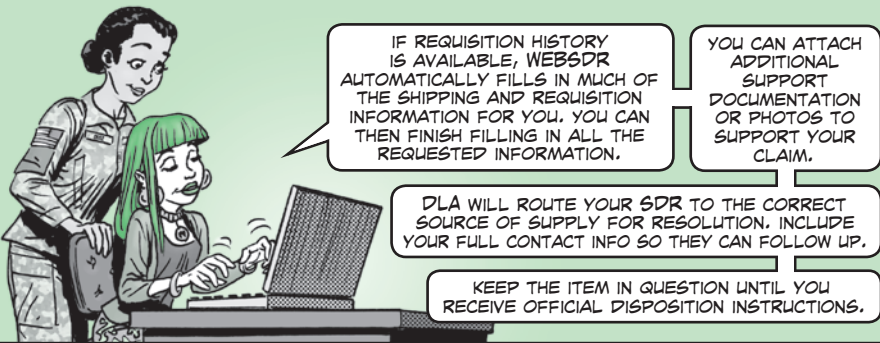
<https://www.transactionservices.dla.mil/common/smime/menu.asp>



ONCE YOU'RE REGISTERED AND RECEIVE YOUR USER ID AND PASSWORD, LOG IN AT: <https://www2.transactionservices.dla.mil/websdr/home.asp> CHOOSE "WEBSDR" AND FOLLOW THE MENU ITEMS FOR OPTIONS NEEDED.







FOR DETAILED SDR GUIDANCE AND RULES, SEE CHAPTER 17 (SUPPLY DISCREPANCY REPORTING), VOLUME 2 (SUPPLY STANDARDS AND PROCEDURES) OF THE DEFENSE LOGISTICS MANUAL (DLM) 4000.25, DEFENSE LOGISTICS MANAGEMENT STANDARDS (DLMS) MANUAL (DEC 13). YOU'LL FIND THE COMPLETE DLMS SERIES AT:  
[http://www2.dla.mil/j-6/dlmso/elibrary/manuals/dlm/dlm\\_pubs.asp](http://www2.dla.mil/j-6/dlmso/elibrary/manuals/dlm/dlm_pubs.asp)

CALL OR EMAIL THE DLA TRANSACTION SERVICES HELP DESK FOR ROUTING OR SYSTEM APPLICATION ISSUES AT DSN 986-3247, (937) 656-3247, OR EMAIL: [websdrhelp@dlm.mil](mailto:websdrhelp@dlm.mil)

I CAN LOG BACK INTO WEBSDR TO CHECK STATUS USING THE QUERY FUNCTION. IF THERE'S NO REPLY, THEN I SHOULD SUBMIT A FOLLOW-UP SDR?

RIGHT!

FUNCTIONAL QUESTIONS SHOULD BE DIRECTED TO YOUR SERVICE OR AGENCY POC, OR CONTACT THE DLA CUSTOMER INTERACTION CENTER AT DSN 661-7766, TOLL-FREE 1-(877)-352-2255, OR EMAIL: [DLACustomerCenter@dlm.mil](mailto:DLACustomerCenter@dlm.mil)

# ★ Connie's Post Scripts ★

## M939/A1/A2-Series Starters

Get the starter assembly for your M939- and M939A1-series trucks with NSN 2920-01-069-6997. It replaces NSN 2920-00-304-3493, which is listed as Item 2 in Fig 127 of TM 9-2320-272-24P-1 (Feb 99). The starter for the M939A2-series truck comes with NSN 2920-01-515-8434. It replaces NSN 2920-01-031-9027, which is listed as Item 1 in Fig 128 of the TM.

## A1P2 LTAS FMTV Cab Door Damper

Get a new cab door damper for your A1P2 LTAS FMTVs with NSN 2510-01-627-6602. This is a universal damper that replaces NSNs 2510-01-575-4448 (A cab) and 2510-01-589-0359 (B cab armored kit). Those NSNs are currently shown as Item 24 in Fig 41 and Fig 1041 of TM 9-2320-333-14&P (IETM EM 0294, Jun 12).

## BATTERY BOX COATING COMPOUND

If the interior coating on your vehicle's battery box is wearing out, you'll need to recoat it. Use a wire brush to scrape off rust and old paint. Then, after cleaning, protect the box by brushing on a coat of bituminous coating compound, NSN 8030-00-290-5141. That NSN brings one gallon of the compound.

## 621B SCRAPER STARTER NSN

Get a new starter for your 621B scraper with NSN 2920-01-443-7513. It replaces NSN 2920-01-123-8306, which is shown as Item 1 in Fig 50 of TM 5-3805-248-23P (Feb 06), and is a terminal item. You may notice the new starter is a bit smaller, but it serves the same fit, form and function as the old one.

## 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>

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

**Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?**

**Santa isn't the *only* one who travels the world with a heavy load!**



**PM will make the load a little lighter!**

[Click here for a copy of this article to save or email.](#)