



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 773 APRIL 2017



COMBAT VEHICLES

MLRS Launcher PMCS
M2/M3-Series Bradley, MLRS Fuel Pumps
M2A3 Bradley Fuel Cap Repair
Stryker Winch Solenoid Warning
Stryker Annual, Semiannual Service Kits



TACTICAL VEHICLES

Trucks and Trailers, Caged Brake Guidance
Recovery Vehicles, Safe Winching Operations
FMTV, HIMARS Driveshaft U-Joint Kit
M1157A1P2 FMTV 10-Ton Dump Truck, Tailgate
Regulating Valve Update



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New Aviation Airworthiness Sustainment Policy



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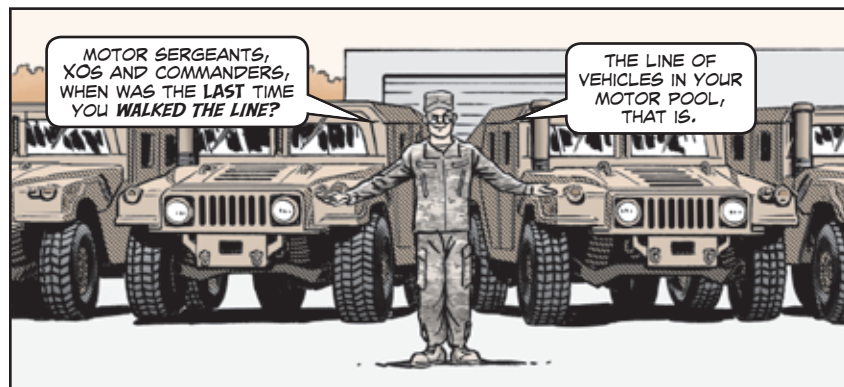
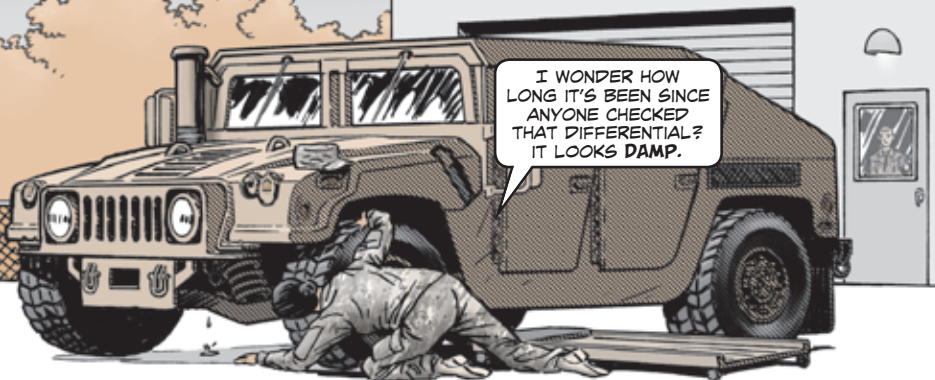
OK, YOU'VE GOT
THE M2 MACHINE
GUN...

...BUT WHERE'S
THE CARRIAGE
AND CRADLE?



**Want to know
which mount
goes with
which
machine gun?
See Pages
27-35!**

Walk the Line



A QUICK LOOK AT A FEW VEHICLES GETS **EVERYONE'S** ATTENTION. SO GET THE BALL ROLLING WITH THESE **CRITICAL** CHECKS...



Fan Belts

YEAH, YEAH. EVERYONE **KNOWS** THEY'RE SUPPOSED TO CHECK THE BELTS, BUT WHO **DOES** IT ON A REGULAR BASIS?

CHECK THE BELTS AND CHANCES ARE YOU'LL FIND SOME LOOSE OR DAMAGED ONES. THAT CAUSES OVERHEATING, POWER LOSS, AND WEAR-AND-TEAR ON THE ENGINE.

Fluids

ENGINE OIL AND HYDRAULIC AND RADIATOR FLUIDS ARE THE LIFEBLOOD OF ANY VEHICLE. BUT OVER TIME, OIL LOSES ITS ABILITY TO LUBRICATE AND CLEAN. DIRTY OIL ACCELERATES WEAR ON BEARINGS, GEARS AND OTHER EXPENSIVE MOVING PARTS.

LOOK AROUND. ARE OPERATORS ALLOWING A COOL-DOWN PERIOD BEFORE SHUTTING DOWN THEIR VEHICLES? WITHOUT IT, MOISTURE CONDENSES IN THE HYDRAULIC RESERVOIR AS THE ENGINE AND HYDRAULICS COOL. CHECK THE HYDRAULIC RESERVOIR VALVES TO ENSURE THEY WERE BLED. LOOK FOR ANY CRUD OR WATER THAT FLOWS OUT.

Low-Use Equipment

MAKES SENSE THAT LOW-USE EQUIPMENT LASTS LONGER THAN EQUIPMENT RUN EVERY DAY. BUT THAT'S **NOT ALWAYS TRUE**, ESPECIALLY FOR VEHICLES KEPT OUTSIDE.

RUNNING A VEHICLE **TEN HOURS A MONTH** IS ACTUALLY **HARDER** ON IT THAN **TEN HOURS A DAY**. THAT'S BECAUSE MOISTURE CONDENSES AND ENDS UP IN THE OIL. WATER REACTS WITH OIL TO FORM SLUDGE AND ACIDS, AND THE RESULT IS **ACCELERATED ENGINE WEAR**.

THE ONLY WAY TO GET RID OF THIS CRUD IS TO CHANGE THE OIL AND FILTER. BOTTOM LINE IS YOU'LL WANT TO ASK YOUR MOTOR SERGEANT IF LOW-USE EQUIPMENT CHECKS AND SERVICES ARE BEING DONE.

THE TRUTH IS, SOLDIERS WHO SEE YOU WITH YOUR HEAD UNDER THE HOOD **KNOW** YOU MEAN BUSINESS.

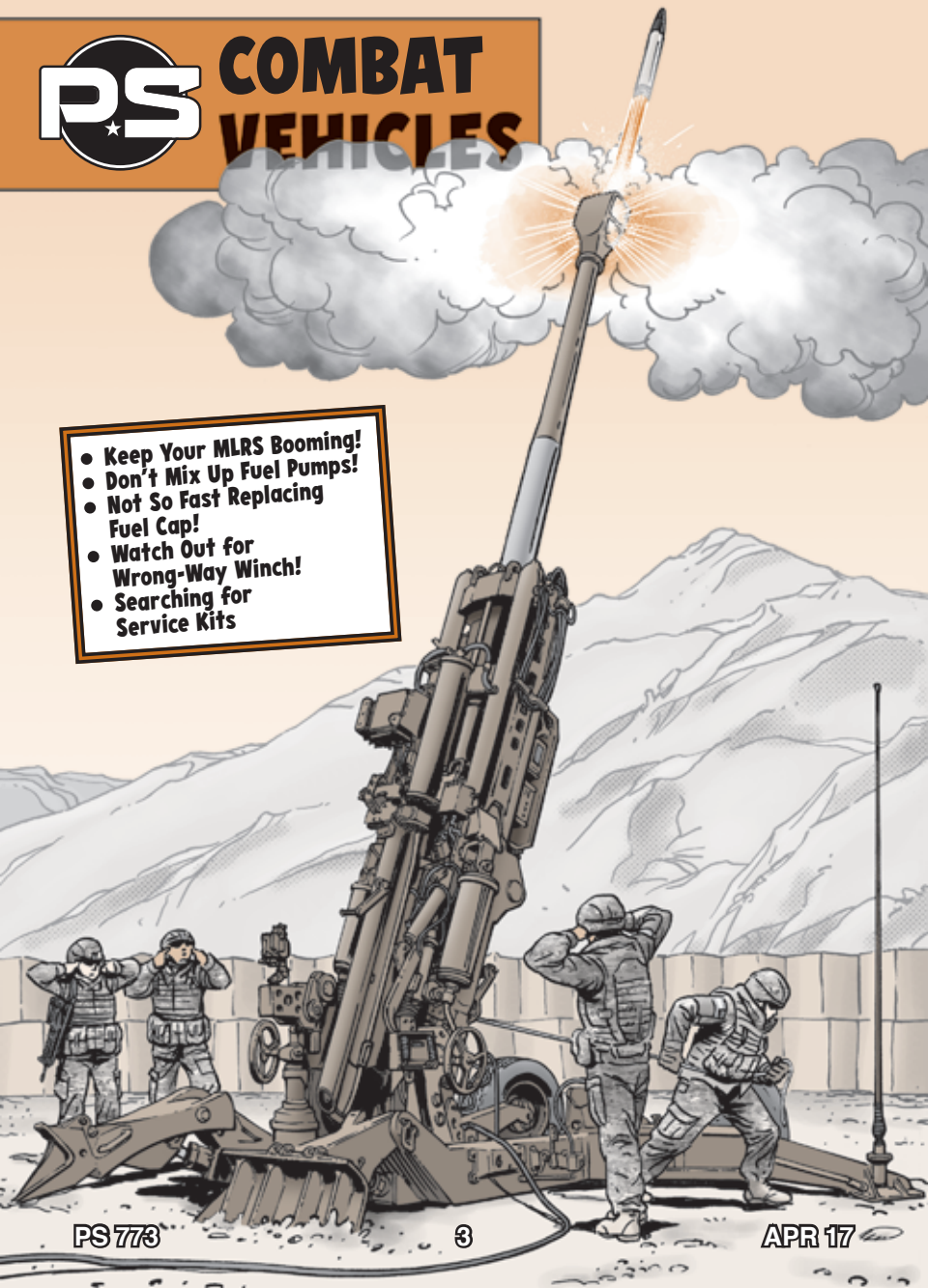
THAT'LL GIVE 'EM SOMETHING TO TALK ABOUT WHILE THEY'RE SIPPING THE MORNING COFFEE!



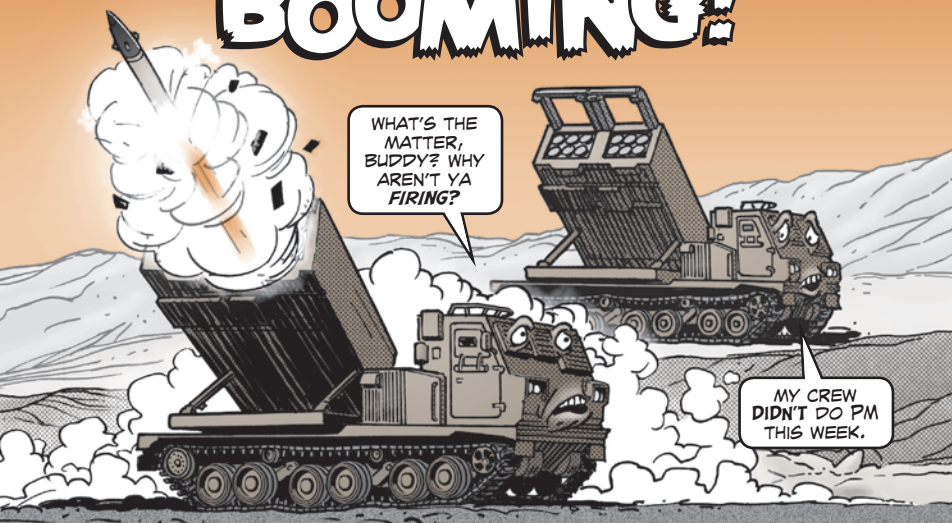


COMBAT VEHICLES

- Keep Your MLRS Booming!
- Don't Mix Up Fuel Pumps!
- Not So Fast Replacing Fuel Cap!
- Watch Out for Wrong-Way Winch!
- Searching for Service Kits



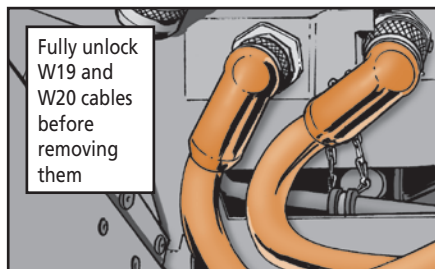
KEEP YOUR MLRS BOOMING!



Crewmen, your MLRS is a powerful weapon that can quickly rain down the hurt on the enemy. But don't let your MLRS down by not keeping up with PM. You can make sure your next fire mission is a booming success by following these tips:

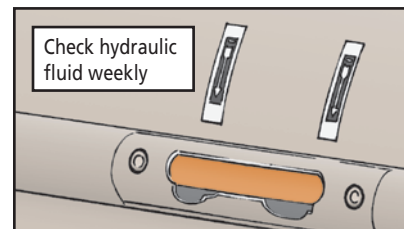
- **Exercise.** Just like PT does your body good, your MLRS does a lot better when exercised. If it sits idle for too long, the batteries run down, the rollers on the booms freeze, and the hydraulic fluid turns to gunk, among other things. Exercising the launcher during weekly PMCS can help avoid many problems.

- **W19 and W20 cables.** These cables often are broken during reloads because Soldiers get in a hurry and yank on them. That extinguishes firing. The proper way to disconnect them is to completely unlock the cables' connectors and then pull straight back on the connector. Do not pull on the cable—that breaks wiring.

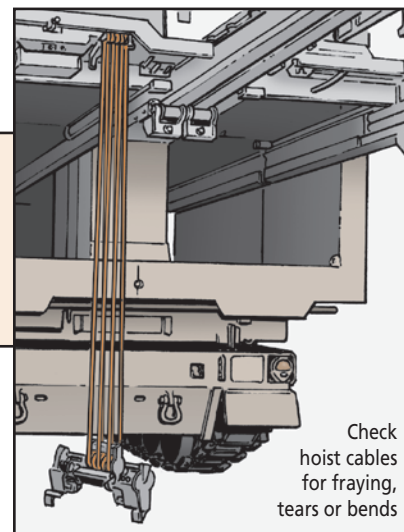


After travel, clean the W19 and W20 connectors with compressed air and a soft brush. If the connectors are plugged, you get non-existent faults for major problems, which can waste troubleshooting time.

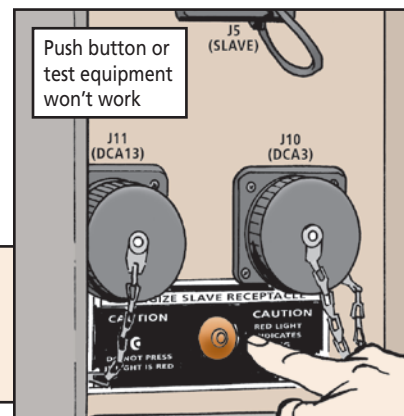
- **Hydraulic fluid.** Too many MLRS units check the hydraulic fluid rarely... if at all. If the fluid gets too low, the launcher will move erratically or not at all. During your weekly PMCS, give the sight glass a glance. It should read GOOD. If it doesn't, tell your repairman so he can add fluid. Any time the launcher moves strangely, check the hydraulic fluid before anything else. That could save troubleshooting time.



- **Hoist cables.** Keep an eye on the metal cables. Look for fraying, tears, bends or any signs the cable is failing. If it breaks during operation, you may have to replace the hoist drum. Plus, when the cable snaps, it could whip out and injure someone.

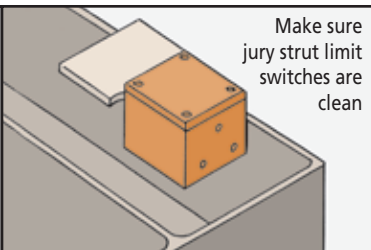


- **Test equipment.** When you hook up test equipment to the slave receptacle, don't forget to push the button at the bottom of the receptacle. Otherwise, the equipment won't get power.



- **Jury struts.** First of all, use them anytime you're working under the launcher. They keep the launcher from falling on you.

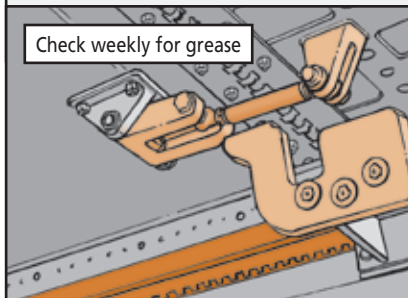
Pay attention to the jury strut limit switches, too. If they get too dirty, they'll indicate the jury struts are installed when they're not. Wipe off gunked up limit switches with a clean rag.



Make sure jury strut limit switches are clean

- **Travel lock.** To unlock the travel lock you must remember to turn off all the power first. Otherwise the MLRS will try to lock itself back in place. If that happens, the ratchet extension gets jerked from your hand, which could injure you.

- **Boom racks and gear teeth.** Check weekly for grease. If they're not lubed regularly, they jerk going in and out, which damages the W75 and W76 cables. Use GAA to lube the booms.



Check weekly for grease

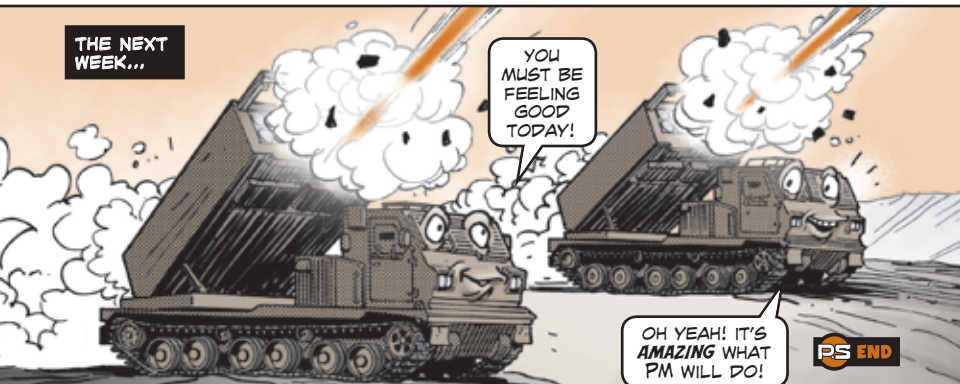
• Inspection.

WHEN YOUR MLRS IS READY FOR ITS SEMIANNUAL INSPECTION, CLEAN IT FIRST.

IF IT'S CAKED WITH MUD, THINGS LIKE CRACKED WELDS OR FRAYED CABLES WILL BE IMPOSSIBLE TO SPOT.



THE NEXT WEEK...

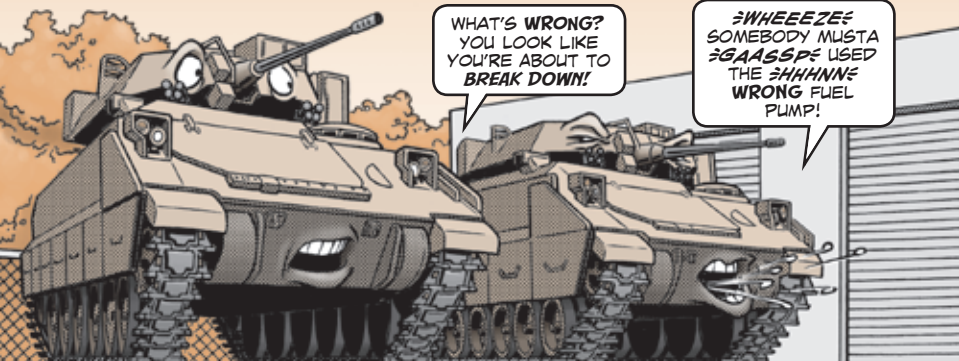


YOU MUST BE FEELING GOOD TODAY!

OH YEAH! IT'S AMAZING WHAT PM WILL DO!

PS END

DON'T MIX UP FUEL PUMPS!



WHILE FUEL PUMPS MIGHT ALL *LOOK* THE SAME, THAT *DOESN'T* MEAN YOU CAN JUST STICK ANY OL' FUEL PUMP INTO A BRADLEY OR MLRS ENGINE. INSTALL THE *WRONG* FUEL PUMP AND YOU'RE IN FOR SOME *BIG FUEL FLOW PROBLEMS!*

EVEN IF YOU THINK YOU HAVE THE RIGHT PUMP, **DOUBLE-CHECK** TO MAKE **ABSOLUTELY SURE** BEFORE INSTALLING IT.

HERE'S HOW!

THERE ARE **THREE OTHER** ENGINE/PT PUMP COMBINATIONS STILL AVAILABLE IN THE SUPPLY SYSTEM.

ALL THREE ARE OBSOLETE!

DO NOT USE ANY OF THESE ON VEHICLES IN THE ARMY FLEET:

- The Bradley's 600 HP reduced white smoke engine, NSN 2815-01-423-0929, uses the pressure time (PT) fuel pump, NSN 2910-01-432-0373.

To make sure you have the *right* engine and PT pump already installed, compare the codes. The engine data plate will have a control parts list (CPL) code of 3045. Next, check the metallic blue data plate on top of the fuel pump housing. It should have a code of EA01. If the two codes match up, your Bradley has the right engine/PT pump combination.

- The MLRS' 600 HP reduced white smoke Centry engine, NSN 2815-01-509-3958, uses the Centry system fuel pump, NSN 2910-01-514-7372.

The CPL code on the engine data plate should be 3045. It matches up with a code of EA14 on the fuel pump housing data plate.

Obsolete Engine/PT Pump Configurations

Engine w/ container	NSN 2815-	CPL Code	PT Pump, NSN 2910-	PT Pump Code
600 HP Non-reduced white smoke	01-290-1290	1191 or 1510	01-384-5304	E236 or E265
500 HP	01-105-6445	N/A	01-217-8309	3786 or V089
500 HP Centry	01-463-7941	N/A	01-479-2471	N/A

KEEP IN MIND THAT THE **THROTTLE INPUT BREAK-OVER LEVER** DOESN'T COME WITH THE PT PUMP.

SO WHEN REPLACING YOUR BRADLEY'S PT PUMP, YOU'LL NEED TO REMOVE THE LEVER FROM THE OLD PUMP AND INSTALL IT ON THE NEW ONE.

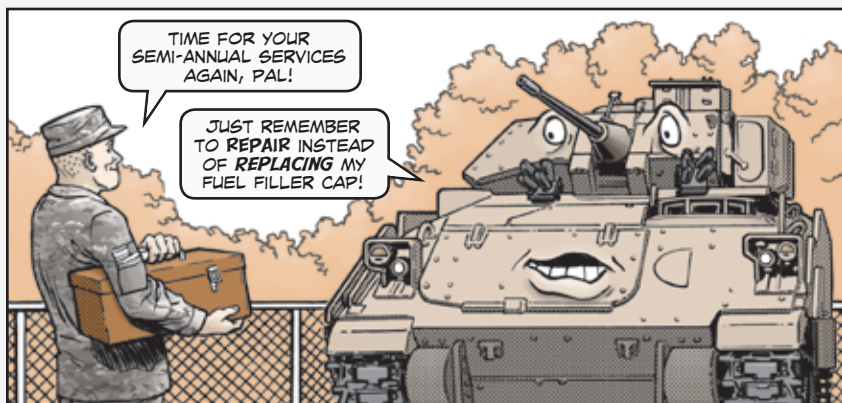
IF THE LEVER OR ITS HARDWARE COMES UP MISSING, REPLACE THEM FROM THIS LIST:

Item	NSN
Remote control lever	2910-00-432-1945
Cap screw	5305-00-493-3959
Flat washer	5310-00-141-1795
Plain hex nut	5310-00-971-7989
Lock washer	5310-00-159-6209

PS END

M2A3 Bradley...

NOT SO FAST REPLACING FUEL CAP!

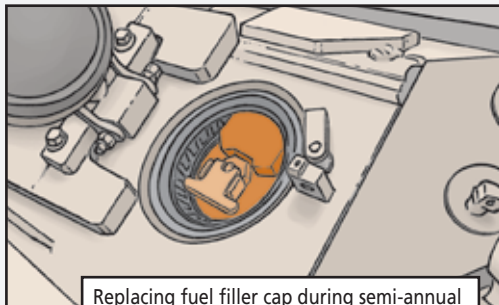


Mechanics, TM 9-2350-408-13&P in IETM EM 0356 (Apr 15) says to replace the Bradley's fuel filler cap, NSN 2590-01-482-1662, during semi-annual services. But that's changing!

Replacing the fuel filler cap every six months is unnecessary and—at nearly \$800 a pop—expensive. Instead, inspect the cap closely. It can easily be repaired if it's damaged or worn.

Order a fuel cap gasket kit with NSN 2590-01-461-5874 and a fuel cap seal with NSN 5330-01-490-6605. That'll put the fuel filler cap back in top condition and save your unit some dough!

Make a note until the IETM is updated.

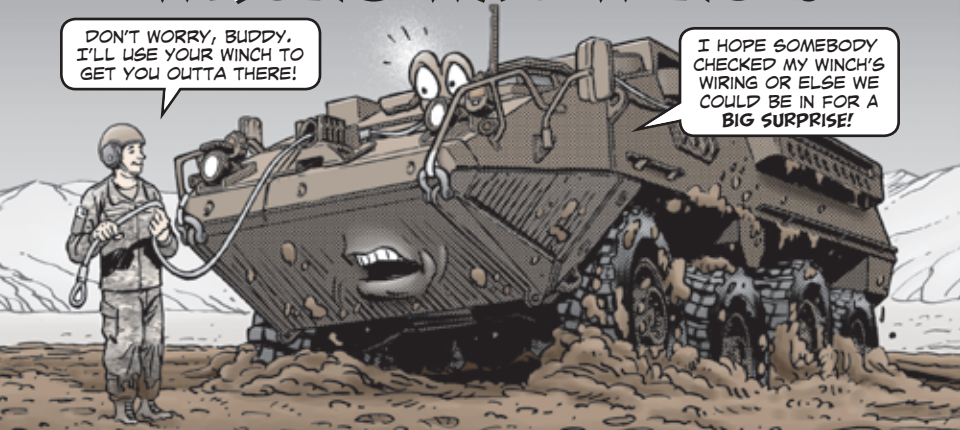


Replacing fuel filler cap during semi-annual services is unnecessary and expensive

WATCH OUT FOR WRONG-WAY WINCH!

DON'T WORRY, BUDDY.
I'LL USE YOUR WINCH TO
GET YOU OUTTA THERE!

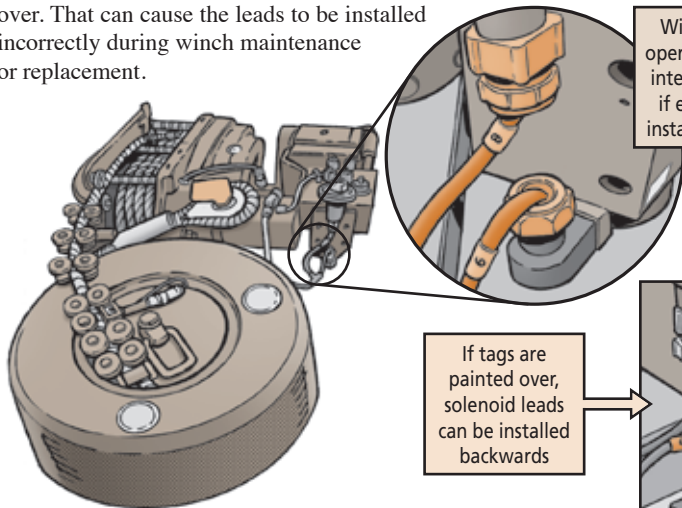
I HOPE SOMEBODY
CHECKED MY WINCH'S
WIRING OR ELSE WE
COULD BE IN FOR A
BIG SURPRISE!



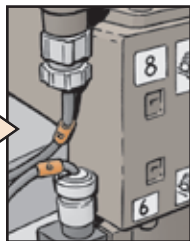
Crewmen, the last thing you want when operating your Stryker's winch is for the cable to pay out when you're expecting it to retract—or the other way around. That can damage equipment or even get someone hurt!

But that can happen if the winch main control electrical lead tags, which identify the solenoid IN and OUT leads, have been painted over. That can cause the leads to be installed incorrectly during winch maintenance or replacement.

Winch cable can
operate opposite of
intended direction
if electrical leads
installed incorrectly



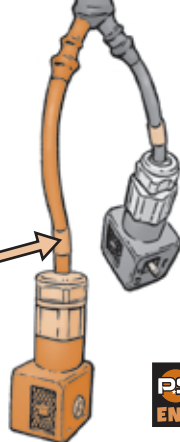
If tags are
painted over,
solenoid leads
can be installed
backwards



If that happens, you'll end up with a wrong-way winch! Also, incorrectly installed solenoid leads can cause the winch seals to fail. And if the seals fail, so does the winch.

But even if the lead tags are painted over, it's easy to tell the leads apart because lead #8 (IN) is longer than lead #6 (OUT). So give 'em a good eyeballing and switch 'em around if necessary.

Longer electrical lead is #8 (IN)



For more details about inspecting winch solenoids, check out TACOM Ground GPA 16-012 at:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA16-012.html>



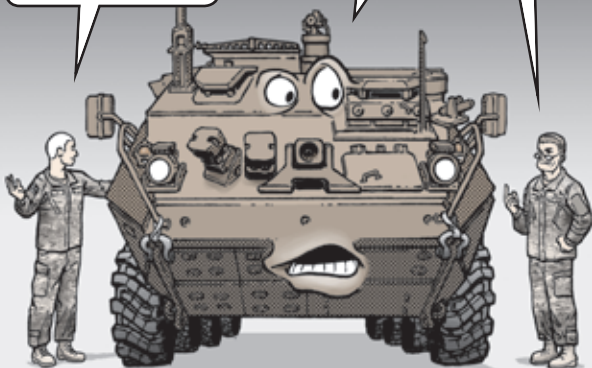
Stryker...

SEARCHING FOR SERVICE KITS

I NEED TO ORDER SEMI-ANNUAL AND ANNUAL SERVICE KITS FOR MY STRYKER UNIT.

BUT WE CAN'T FIND AN NSN FOR 'EM! CAN YOU HELP US OUT?

NO WORRIES, YOU TWO!



FOLLOW ME!



THESE ARE THE NSNs THAT'LL GET YOU WHAT YOU NEED, SERGEANT.



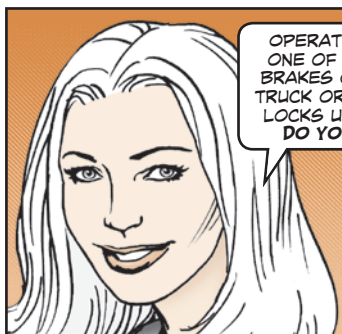
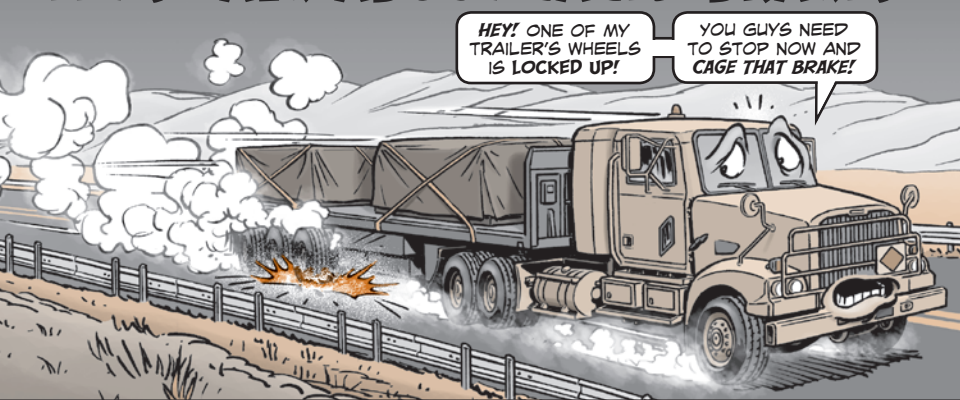
Description	NSN 4330-
C7 semi-annual service kit	20-007-4536
3126 semi-annual service kit	20-007-0297
C7 annual service kit	20-007-4533
3126 annual service kit	20-007-0295

PS TACTICAL VEHICLES

- Let's Talk About Caged Brakes
- Watch Those Hands!
- Break Away with New U-Joint Kit
- Get a Handle on Regulating Valve!



LET'S TALK ABOUT CAGED BRAKES



OPERATORS, IF ONE OF THE AIR BRAKES ON YOUR TRUCK OR TRAILER LOCKS UP, WHAT DO YOU DO?

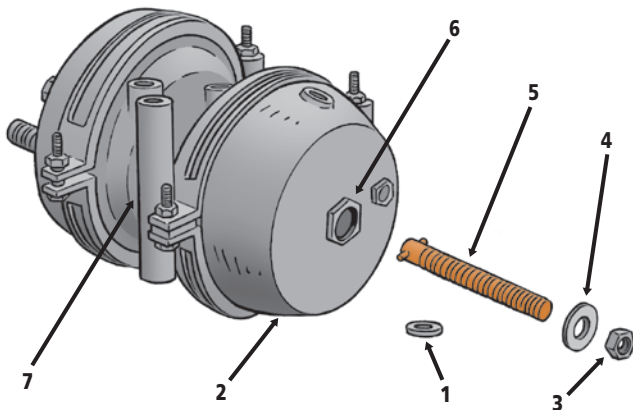
IN A NORMAL SITUATION, YOU CALL IN YOUR MECHANIC AND A RECOVERY VEHICLE. BUT IF YOU'RE ON THE HIGHWAY AND THE VEHICLE MUST BE MOVED TO PREVENT A POSSIBLE ACCIDENT, CAGING THE BRAKES IS THE WAY TO GO.

CAGING THE BRAKES INVOLVES INSERTING A "T" BOLT INTO THE SPRING BRAKE CHAMBER AND TIGHTENING IT UNTIL THE BRAKE RELEASES.

REMEMBER THAT THE BRAKE FOR THAT WHEEL WILL NO LONGER WORK, SO THIS SHOULD ONLY BE DONE IN EMERGENCY SITUATIONS. IF YOU TRY TO RUN THE VEHICLE NORMALLY WITH CAGED BRAKES, A SERIOUS ACCIDENT CAN HAPPEN!

YOU'LL FIND SPECIFIC GUIDANCE ON CAGING BRAKES IN YOUR VEHICLE'S -10 TM UNDER THE OPERATION UNDER UNUSUAL CONDITIONS SECTION.

THE INFO ON THE NEXT PAGE IS GENERIC GUIDANCE FOR CAGING BRAKES:



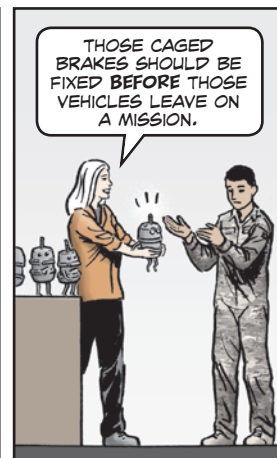
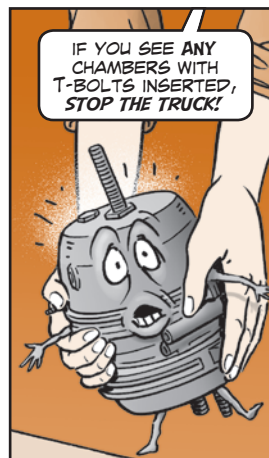
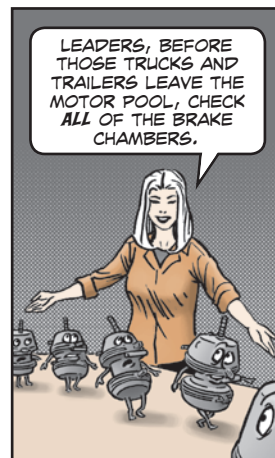
1. Remove the internal hex plug (1) from the air chamber (2). Note that the plug could be made of plastic.
2. Remove the nut (3) and washer (4) from the caging bolt. Then remove the caging bolt from its holder (7) on the air chamber. If the caging bolt isn't stored on the brake chamber housing, look for it with the rest of the vehicle's BII items.
3. Insert the caging bolt (5) into the hole (6) and turn it one-quarter turn to seat the bolt.
4. Install the washer (4) and nut (3) on the caging bolt (5) and tighten until $2\frac{1}{2}$ to $2\frac{3}{4}$ inches of the caging bolt is exposed. That compresses the air chamber spring and releases the brake.

CAUTION:

You should not work directly in line with the spring brake chamber's center rod. Position yourself below and to one side of the brake chamber while working.



5. If needed, repeat Steps 1-4 for the remaining air brake chambers.
6. With the caging bolts in position, the vehicle's brake system will not work. Use extreme caution while moving the vehicle to a location for repairs.
7. Once the vehicle is safely back in the shop, chock the wheels. Then remove the nut (3) and washer (4) from each caging bolt (5).
8. Remove the caging bolt (5) from each air chamber.
9. Re-insert the pipe plug (1) into each of the air chamber holes (6) and tighten.
10. Place each caging bolt (5) in its holder (7) and secure in place with the washer (4) and nut (3).





Dear Editor,

I've been reading the maintenance-related accident reports that come through the Combat Readiness Center. I've also looked over the daily TACOM malfunction/accident/incident reports (MAIRs).

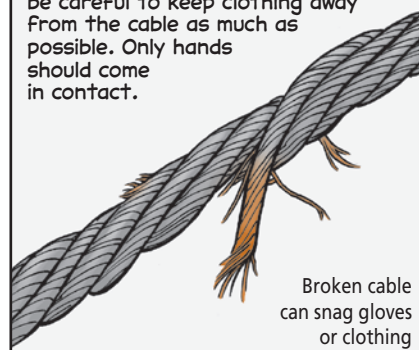
One recent trend deals with recovery vehicle crewmembers who get their fingers pinched, cut and even severed while using winches. This can happen just as easily on an M88A1/A2 as on an M984 HEMTT wrecker, so this caution applies to **all** recovery vehicles.

Too many Soldiers are putting their hands too close to where the cable enters the vehicle or winch drum. The chance of a Soldier's hand getting stuck on or cut increases a lot if they allow the rope to slide through their hands. Wearing a good pair of leather gloves and using the hand-over-hand method is the safest means to return the cable.

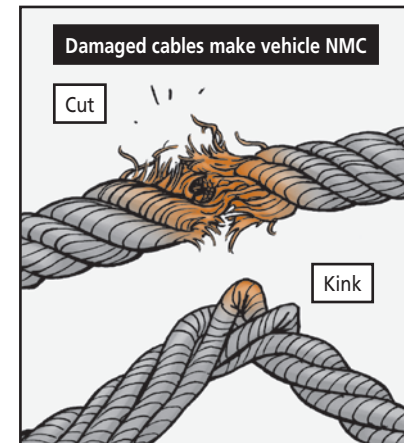


Not all of the recent accidents were due to gloves becoming snagged, however. There have also been several incidents where body armor or even loose coveralls have been snagged by the cable and pulled the Soldier into the recovery vehicle.

Extreme caution is needed during these operations and Soldiers should be careful to keep clothing away from the cable as much as possible. Only hands should come in contact.



Recovery vehicles with winch cables that are kinked or frayed increase the chance of an accident. Damaged cables are considered unserviceable and make your recovery vehicle non-mission capable (NMC).



Always ensure that during winch operations there's a clear line of communication between the Soldiers handling the cable and the recovery vehicle operator managing the controls. Let's get the word out to our recovery crews and put a stop to these preventable accidents!

For more information on rigging principles, download a copy of ATP 4-31, *Recovery and Battle Damage Assessment and Repair* (Aug 14). You can find a copy at: <http://www.apd.army.mil>

You'll also find a wealth of information at the Combat Readiness Center's Recovery/Towing page at:

<https://safety.army.mil/ON-DUTY/GovernmentMotorVehicle/RecoveryTowing.aspx>

CW4 Kent Shepherd
Ft Rucker, AL

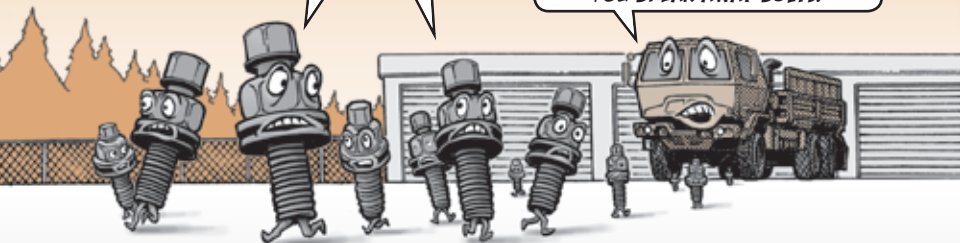


FMTV, HIMARS...

C'MON,
GUYS!

LET'S GET
OUTTA HERE!

**WAIT! I *DON'T* THINK THAT'S
WHAT IT MEANT WHEN THEY NAMED
YOU **BREAK-AWAY BOLTS!****



Break Away with New U-Joint Kit

A new U-joint kit, NSN 2520-01-657-8029, is now available for the driveshafts on all FMTV and HIMARS variants.

The U-joint kit contains the U-joint and eight break-away bolts, NSN 5305-01-479-7857. Just tighten the bolt's small break-away head until the head snaps off. That indicates the torque has been met and no further tightening is needed. Remember, these are the only bolts authorized when removing or replacing driveshaft U-joints.

The old U-joint kit, NSN 2520-00-388-4197, that's shown in TMs 9-2320-333-13&P (FMTV) and 9-2320-450-13&P (HIMARS), may come with retaining bolts that have sealing compound on the threads or metal bend tangs. These bolts are not authorized for use, so make a note until the TMs are updated.

M1157A1P2 FMTV 10-Ton Dump Truck...

GET A HANDLE ON REGULATING VALVE!

Dear Half-Mast,

I recently ordered a new tailgate release valve, NSN 5340-01-443-3286, for my M1157A1P2 10-ton dump truck. It's shown as Item 5 in Fig 1487 of TM 9-2320-333-13&P (Jun 15).

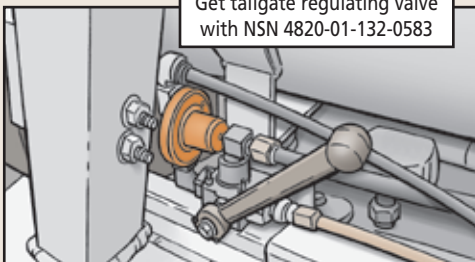
When I received the release valve, there was no regulating valve mounted to it. Can you help me with an NSN for the regulating valve?

WO1 R.J.D.

Dear Sir,

You bet! Get just the regulating valve for your M1157A1P2 with NSN 4820-01-132-0583. To prevent air leaks, use pipe sealant, NSN 8030-01-255-4144, on the threads before installing the regulating valve.

Get tailgate regulating valve
with NSN 4820-01-132-0583



*Make a note of the
regulating valve's NSN until
it's added to the TM.*

Half-Mast



WE'VE GOT A
LOT OF **GOOD
STUFF** FOR YOU
IN THIS ISSUE.
PULL UP A
CHAIR AND GET
READING!



- Prevent Transmission Corrosion
- Gyroscopes Needed for Turn-in!
- New Airworthiness Sustainment Policy

PS AVIATION

PREVENT TRANSMISSION CORROSION

SERGEANT BLADE, THIS NEW MESSAGE SAYS I HAVE TO TREAT THE TRANSMISSION **BEFORE** STORING OR SHIPPING IT.

THAT'S RIGHT! CORROSION HAS BEEN POPPING UP ON SOME TRANSMISSIONS BETWEEN THE TIME THEY'RE BOXED UP AND ARRIVE AT THE DEPOT FOR REPAIR.

A LITTLE TREATMENT **NOW** WILL **STOP** THAT CORROSION IN ITS TRACKS!

MECHANICS, WHEN REMOVING A CHINOOK TRANSMISSION FOR SHIPMENT OR STORAGE, **CORROSION PREVENTION IS A MUST!**

STATIC CORROSION IS HAPPENING BETWEEN THE TIME A TRANSMISSION IS PLACED IN A SHIPPING AND STORAGE CONTAINER AND WHEN THE CONTAINER IS OPENED AT THE DEPOT FOR OVERHAUL.

THE CORROSION PROBLEM HAS BEEN FOUND ON THESE TRANSMISSIONS...

Item	NSN
Aft transmission	1615-01-315-4071
Combining transmission	1615-01-464-3974
Engine transmission	1615-01-464-5563
Forward transmission	1615-01-317-6446

TO **CORRECT** THE PROBLEM, AMCOM PUT OUT MAINTENANCE INFORMATION MESSAGE (MIM), H-47-MIM-16-001.

USE THE PROCEDURES IN THE MIM UNTIL THE OFFICIAL TM CHANGE IS PUBLISHED.

YOU CAN FIND THE MIM UNDER CONSOLIDATED LISTINGS AT:
<https://asmprd.redstone.army.mil>

THEN FOLLOW THESE STEPS:

1. Check all transmission surfaces for corrosion, cracks, chipped paint and bare surfaces.
2. Spray corrosion preventive compound (CPC) onto corroded surfaces, areas of chipped paint, exposed metal and into visible cracks.
3. Put the transmission into its shipping and storage container.

THIS IS A **NEW PROCEDURE**, SO ALL WORK PACKAGES FOR THE PREPARE TRANSMISSIONS FOR SHIPMENT AND STORAGE SECTIONS OF TM 1-1520-240-23&P (CH-47D) AND TM 1-1520-271-23&P (CH-47F) WILL BE UPDATED.

IN ADDITION, THE CPC LISTED UNDER BOTH TMS' **EXPENDABLE MATERIALS SECTIONS** IS BEING CHANGED TO AN **IMPROVED FORMULA**:

TM 1-1520-240-23&P, CH-47D

Item	Old NSN/PN	New NSN/PN	Qty
E156	8030-01-347-0979 (MIL-DTL-85054C)	8030-01-347-0980 (MIL-DTL-85054)	11-oz can
E157	8030-01-347-0980 (MIL-DTL-85054C)	8030-01-347-0981 (MIL-DTL-85054)	1 quart

TM 1-1520-271-23&P, CH-47F

Item	Old NSN/PN	New NSN/PN	Qty
E156	8030-01-347-0979 (MIL-DTL-85054C)	8030-01-347-0980 (MIL-DTL-85054)	11-oz can
E157	8030-01-347-0980 (MIL-DTL-85054C)	8030-01-347-0981 (MIL-DTL-85054)	1 quart

G'WAN, **GET OUTTA HERE!** I'M THE NEW KING OF CORROSION PREVENTION!



WHEN SPRAYING CPC, **BE AWARE OF THE PRODUCT WARNINGS AND CAUTIONS** AND **ALWAYS MAKE SURE YOU WEAR THE PROPER SAFETY AND BREATHING EQUIPMENT!**

WARNING

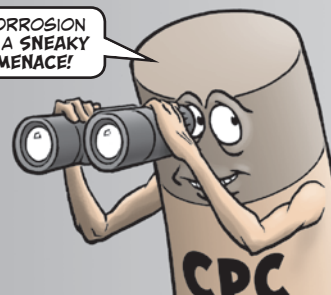
AEROSOL, MIL-DTL-85054, IS **FLAMMABLE AND TOXIC**. IT CAN IRRITATE SKIN AND CAUSE BURNS. USE **ONLY** IN A WELL-VENTILATED AREA. AWAY FROM HEAT AND OPEN FLAME.

IN CASE OF CONTACT, IMMEDIATELY FLUSH AFFECTED SKIN AND EYES WITH WATER FOR AT LEAST 15 MINUTES. GET MEDICAL ATTENTION FOR EYES. ENSURE YOU READ AND UNDERSTAND THE SAFETY DATA SHEET (SDS).

CAUTION

AEROSOL, MIL-DTL-85054, IS **NOT COMPATIBLE WITH CORBAN-35!** MIXING WILL COMPROMISE THE CORROSION PROTECTION REQUIRED.

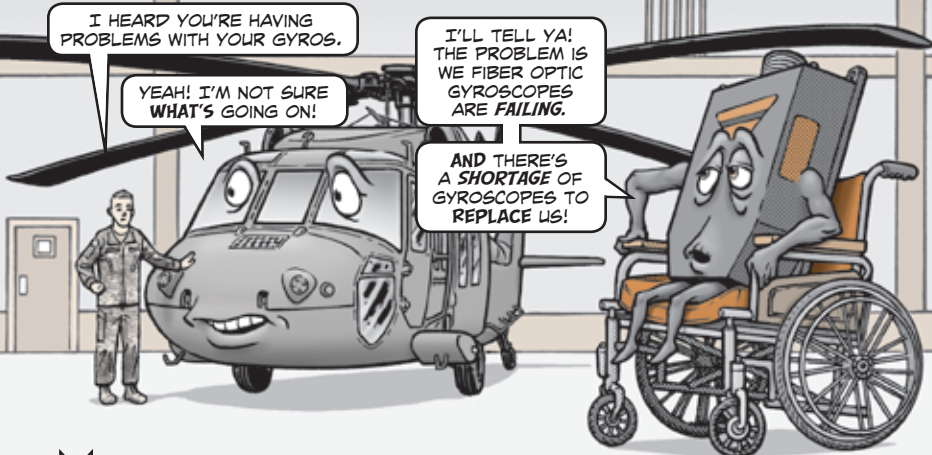
CORROSION IS A **SNEAKY MENACE!**



BUT YOU CAN **STOP IT BY** TREATING YOUR TRANSMISSION **BEFORE** STORAGE OR SHIPMENT.



GYROSCOPES NEEDED FOR TURN-IN!



Mechanics and technicians, Safety of Flight message H-60-13-SOF-01 restricted the use of CN-1716/A attitude heading reference unit (AHRU) fiber optic gyroscopes (FOGs). Until enough of the FOGs are retrofitted, CECOM is supplementing the CN-1716/A with CN-1314 and TRU-2/A gyros as a single AHRU installation.

Unfortunately, there aren't enough of the CN-1314s and TRU-2/As in the supply system. That's why the CECOM headshed needs all units to turn in unserviceable and unused serviceable gyroscopes for credit.

IF YOUR UNIT
HAS ANY...

CN-1314 displacement gyroscopes

NSN 6615-00-453-5670
NSN 6615-01-194-1909
NSN 6615-01-294-1170

...OR ANY...

TRU-2/A rate gyroscopes

NSN 6615-00-707-6478
NSN 6615-00-857-0828
NSN 6615-00-169-1564
NSN 6615-00-869-0825
NSN 6615-00-137-6038



For questions about the SOF message, contact John Kelly at DSN 897-2485, (256) 313-2485, or email: john.p.kelly79.civ@mail.mil

Any other questions about the gyros should be directed to John Watson at DSN 648-1253, (443) 395-1253, or email: john.m.watson2.civ@mail.mil

New Aviation Airworthiness Sustainment Policy and Procedures



ARMY REGULATION 95-4, AVIATION AIRWORTHINESS SUSTAINMENT POLICY AND PROCEDURES, IS A **NEW** ARMY REGULATION FOR AVIATION COMMANDERS DUE OUT IN 2017.

ONCE RELEASED, AR 95-4 WILL PROVIDE POLICY AND APPLICABILITY CURRENTLY NOT AVAILABLE TO AERONAUTICAL EQUIPMENT MANAGEMENT USERS.

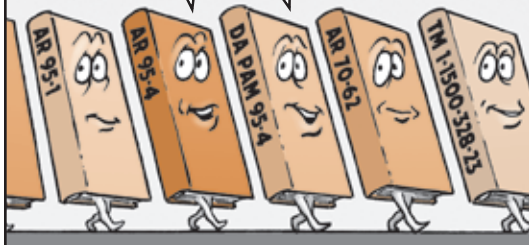
AR 95-4 WILL **ALSO** INTRODUCE DA PAM 95-4, AVIATION AIRWORTHINESS MAINTENANCE MANAGEMENT PROCESS AND PROCEDURES, WHICH REPLACES DA PAM 738-751, FUNCTIONAL USER'S MANUAL FOR THE ARMY MAINTENANCE MANAGEMENT SYSTEM-AVIATION (TAMMS-A).

DA PAM 738-751 WILL BE RESCINDED UPON THE RELEASE OF DA PAM 95-4.

AR 95-4 AND DA PAM 95-4 WILL PROVIDE A COMPREHENSIVE, END-TO-END APPROACH FOR AIRWORTHINESS SUSTAINMENT AND THE TOTAL ARMY MAINTENANCE MANAGEMENT SYSTEM AVIATION (TAMMS-A) IN ACCORDANCE WITH AR 750-1.

THIS REGULATORY DUO WILL BE IN LOCK STEP WITH AR 95-1, AR 70-62, TM 1-1500-328-23, AS WELL AS OTHER RELATED DOCUMENTS.

JOIN THE MARCH TOWARD AIRWORTHINESS SUSTAINMENT!



THE AR WILL INTRODUCE SOME **NEW TERMS AND DEFINITIONS** NOT SEEN IN PREVIOUS POLICY. THE INTENT IS TO ESTABLISH A FORMAT FOR SUSTAINMENT OF FUTURE AVIATION SYSTEMS AND RELATED EQUIPMENT.

THE NEW POLICY WILL SEEM FAMILIAR TO CURRENT MANAGEMENT PRACTICES. HOWEVER, COMMANDERS WILL NOW HAVE A COMPREHENSIVE REGULATION UNDER ONE COVER.

PS SMALL ARMS

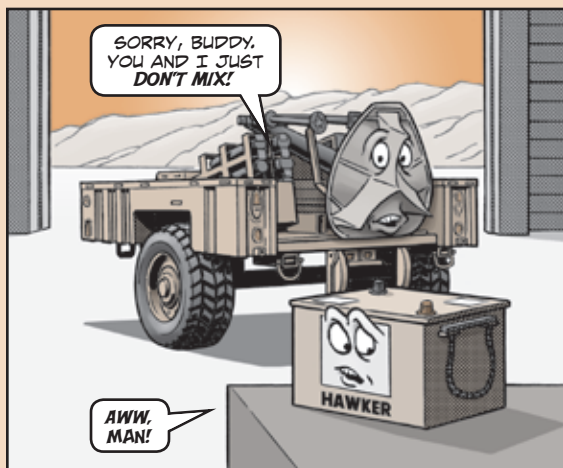
ALSO
FEATURING
CBRN

- No Hawkers for M326 Mortar Kit!
- High-Tech Borescoping
- The Rules for BFAs
- Turn in MK 64 Mounts!
- Don't Mix and Mismatch Barrels
- Mount Problems? Not Anymore!

- PM Keeps Stryker in CBRN Hunt
- No Calibration Means No Accuracy!
- Keep PATS Accurate
- What Are Testing Intervals?
- Want Your Mask to Stay in Shape? Keep the Faceforms!
- M42 Alarm Has Its Own TM
- Want Fresh Air? Do Compressor Checks!



No Hawkers for M326 Mortar Kit!

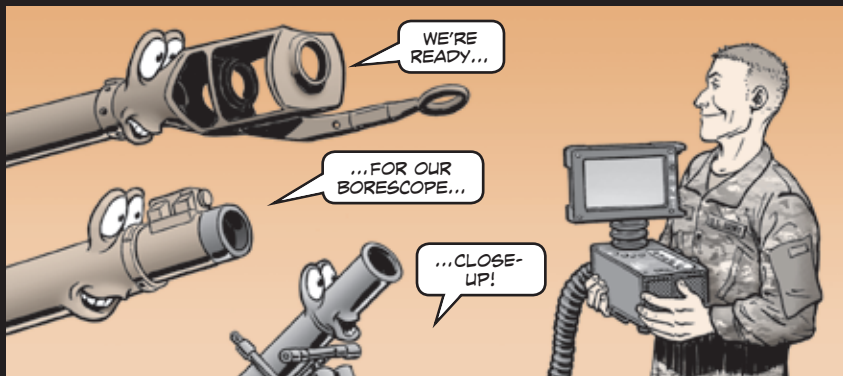


Mortar units, the Hawker battery is a no-go for your M326 mortar stowage kit.

The heat buildup in the Hawker when it's used with the M326 can damage the battery or cause a battery box fire when it's being charged in direct mode from the prime mover.

The battery to use?
Either the **6TMF/Type II**,
NSN 6140-01-446-9506
(from TM 9-2590-527-13&P),
or the **6TMF/Type I**,
NSN 6140-01-446-9498.

HIGH-TECH BORESCOPING



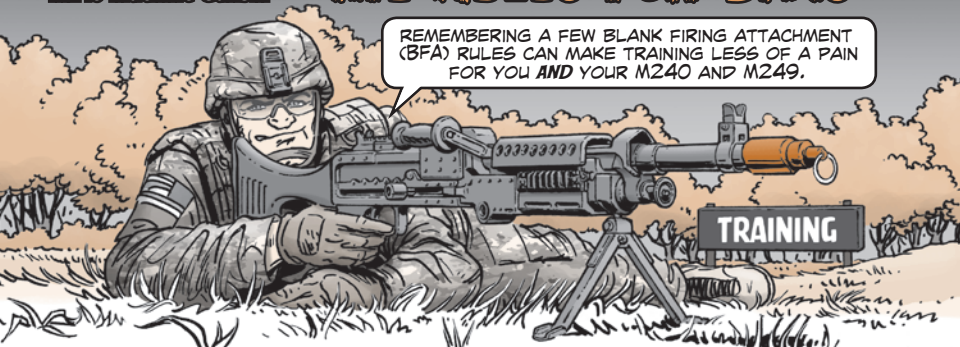
Borescoping has gone high-tech!

If you need to borescope your mortars, cannons or howitzers, you can now use a digital video borescope. Instead of having to peer down the barrel, you can check the image in a monitor where it can be saved and examined more closely. The digital borescope is also more accurate.

The digital borescope,
NSN 6650-01-631-0369,
costs a little more
than \$15,000.

THE RULES FOR BFAs

REMEMBERING A FEW BLANK FIRING ATTACHMENT (BFA) RULES CAN MAKE TRAINING LESS OF A PAIN FOR YOU **AND** YOUR M240 AND M249.



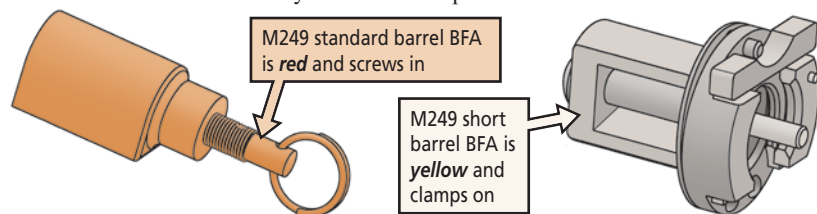
Hand tight should be tight enough. There is no need to muscle up on the BFA. If it won't work, something is wrong that more tightening won't fix. Tell your repairman.

Don't forget that blanks produce even more carbon than regular rounds. If you don't use elbow grease and CLP after firing blanks, carbon can cause corrosion that makes it difficult to remove the BFA. In some cases, corrosion is so bad the BFA must be cut off!



Remember all BFAs aren't the same. Forgetting that can KO your machine gun. If you're firing with the M249 standard barrel, you must use the standard barrel BFA, NSN 1005-21-912-8997. It's red and screws in the barrel.

If you're firing with the M249 short barrel, you must use the short barrel BFA, NSN 1005-01-537-0491. It's yellow and clamps on the barrel.

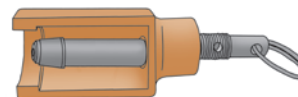


Using the M249 standard barrel BFA with the short barrel increases the unlocking velocity of the bolt when it leaves the barrel socket. That can damage the receiver's inner rail, which means your M249 is kaput.

All versions of the M240 use the M24 BFA **unless the M240L has had MWO 9-1005-313-50-4 applied.** The MWO changes the M240L standard barrel to a short barrel, which means you need the M26 BFA.

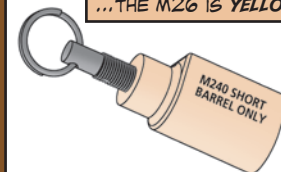
IT'S EASY TO TELL THE BFAs APART:

THE M24 IS RED AND...



NSN 1005-01-480-0289

...THE M26 IS YELLOW.



NSN 1005-01-565-6693

Turn in MK 64 Mounts!



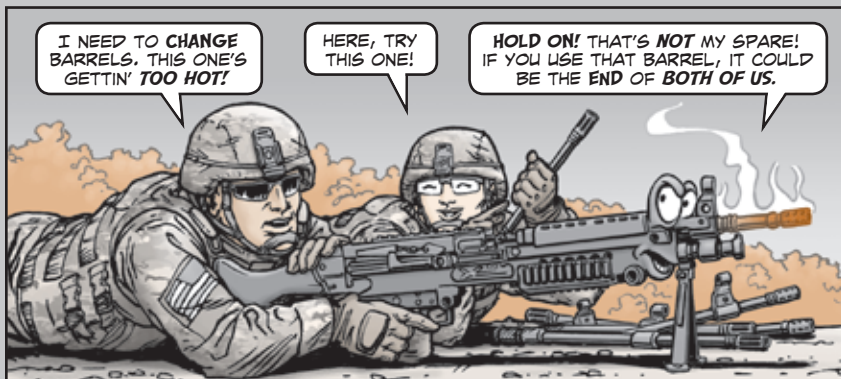
THE MK 64 MACHINE GUN MOUNT HAS BEEN REPLACED BY THE MK 93 MOD 2 MOUNT.

THAT MEANS UNITS SHOULD **IMMEDIATELY** ORDER MK 93 MOUNTS, NSN 1010-01-502-7547, TO REPLACE THEIR MK 64s.

ONCE UNITS RECEIVE MK 93s, THE MK 64s SHOULD BE TURNED IN TO THE LOCAL DLA DISPOSITION SERVICES FOR **DISPOSAL**.

FOR **MORE INFORMATION**, CHECK OUT TACOM MAINTENANCE INFORMATION MESSAGE 16-025: <https://tulsa.tacom.army.mil/maintenance/message.cfm?id=MI16-025.html>

DON'T MIX AND MISMATCH BARRELS



Dear Editor,

As a small arms repairman for the Texas Army National Guard, I run into too many cases of armorers and gunners not making sure they use **only** the two barrels headspaced for the machine gun.

Armorers aren't double-checking that they're checking out the correct spare barrel with the machine gun. And at the range, Soldiers sometimes just grab any barrel when they change barrels.

That is flat-out dangerous. Both barrels have been headspaced to a specific machine gun. If you use the wrong barrel, you risk damaging the weapon and injuring yourself and anyone close by.

Please warn units never to mix and mismatch barrels.

SGT Dustin Robe
TXARNG

Editor's note: Consider it done, Sergeant.

Of course, the barrels need to be clearly marked with the gun's ID number. The tried-and-true method is to stamp the numbers on dog tags, NSN 8465-00-242-4804. Then safety wire the dog tags to the barrel. Make sure the wire ends don't stick out where they can poke someone.



...but make sure wire ends *don't* poke out

Your support should have metal stamping die sets to do the job. If not, you can order one with NSN 5110-00-289-0002.

And mark the gun's ID number on the spare barrel bag with a marker to make sure the right barrel stays with the gun.

Never engrave the number on the barrel. That ruins the barrel's finish, which leads to corrosion and a ruined barrel.

MOUNT PROBLEMS? NOT ANYMORE!



EARLIER...

HOW THE HECK ARE WE SUPPOSED TO KNOW WHICH MOUNT GOES ON WHICH VEHICLE AND WITH WHICH MACHINE GUN?



ARE WE SUPPOSED TO LOOK IN THE VEHICLE TM OR THE WEAPON TM OR THE MOUNT TM? THIS IS DRIVING ME CRAZY.

YEAH. DON'T WE HAVE ENOUGH PROBLEMS?

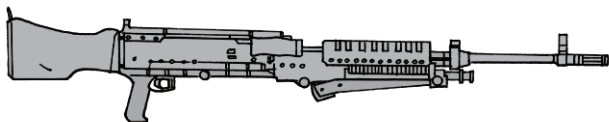


WELL, THIS IS ONE PROBLEM I CAN TAKE CARE OF, NO PROBLEM!

THE CHARTS ON THE NEXT 8 PAGES LIST WHAT'S REQUIRED TO MOUNT YOUR M240B, M249, MK 19, AND M2 MACHINE GUNS.

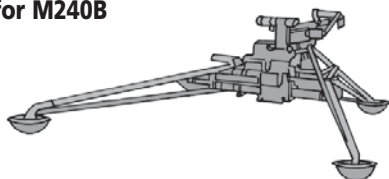


MOUNTING THE M240B



Tripod for M240B

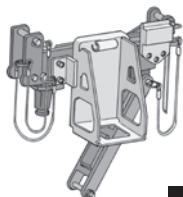
M192 lightweight ground mount,
NSN 1005-01-503-0141



M240B HMMWV Pedestal (M998-series only)

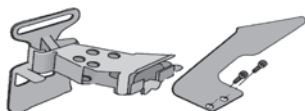
USE EITHER THIS

1A machine gun cradle,
NSN 1005-01-553-0683



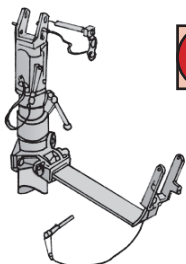
OR THIS

1B ammo adapter bracket assembly,
NSN 1005-01-431-8324
and deflector kit,
NSN 1005-01-468-0552



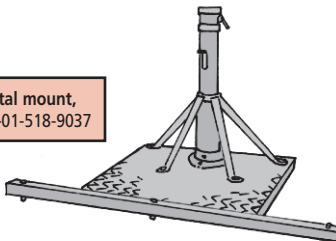
AND BOTH OF THESE

2 M197 machine gun mount,
NSN 1005-01-413-4098



AND

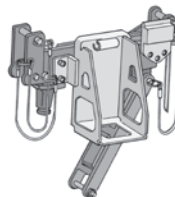
3 M7 pedestal mount,
NSN 1005-01-518-9037



M240B Vehicle Ring Mount

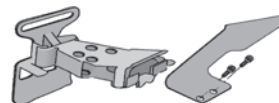
USE EITHER THIS

1A machine gun cradle,
NSN 1005-01-553-0683



OR THIS

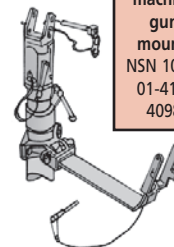
1B ammo adapter
bracket assembly,
NSN 1005-01-431-8324
and deflector kit,
NSN 1005-01-468-0552



AND

2

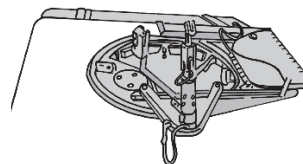
M197
machine
gun
mount,
NSN 1005-
01-413-
4098



Then choose ONE of the following:

3A

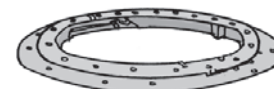
M1025/M1026/M1114
HMMWV bearing sleeve,
NSN 3120-01-188-5082



OR

3B

M66 machine gun mount ring,
NSN 1005-00-701-2810



The M66 Machine Gun Mount Ring will work with **any** of the following:

For the **LTAS (FMTV A1P2)**, the M66 will bolt directly to the roof of the LTAS cab. The cab can support the M66's weight.

For the **FMTV A0/A1 cab**, a ring mounting kit, NSN 1005-01-381-5431, is required to support the M66.

The M66 is **not** authorized for use on the **HEMTT A4** family of vehicles. Only the **HEMTT base** and **A2** vehicles can handle the M66 when used with mounting kit, NSN 1005-01-519-2126. Mounting instructions are in TM 9-2320-279-14&P and TM 9-2320-325-14&P.

The M66 is **not** authorized for the **PLS A1** family of vehicles. Only the **base PLS** family of vehicles is authorized the M66 when used with mounting kit, NSN 1005-01-523-6549. Mounting instructions and parts are in TM 9-2320-364-14&P.

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



HEMTT mounting kit,
NSN 1005-01-519-2126
with PLS mounting kit,
NSN 1005-01-523-6549



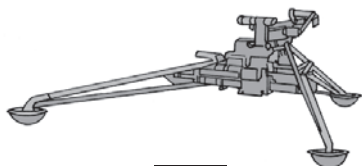
MOUNTING THE M249



M249 Tripod

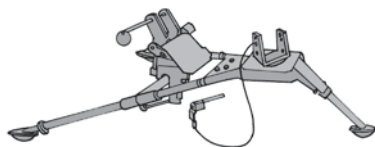
USE EITHER

M192 lightweight ground mount,
NSN 1005-01-503-0141



OR

M122A1 machine gun tripod mount,
NSN 1005-01-433-1617



M249's HMMWV Pedestal (M998-series only)

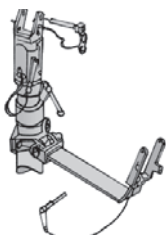
USE

1 machine gun cradle,
NSN 1005-01-618-6901



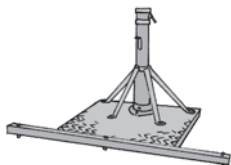
AND/OR

2 M197 machine gun mount,
NSN 1005-01-413-4098



AND

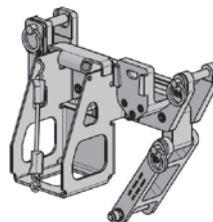
3 M7 pedestal mount,
NSN 1005-01-518-9037



M249 Vehicle Ring Mount

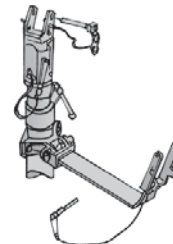
USE BOTH OF THESE

1 machine gun cradle,
NSN 1005-01-618-6901



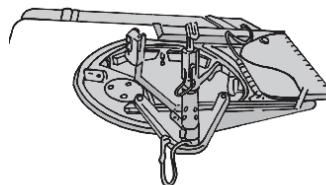
AND

2 M197 machine gun mount,
NSN 1005-01-413-4098



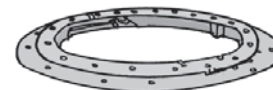
THEN CHOOSE ONE OF THE FOLLOWING:

3A M1025/M1026/M1114
HMMWV bearing sleeve,
NSN 3120-01-188-5082



OR

3B M66 machine gun mount ring,
NSN 1005-00-701-2810



The M66 Machine Gun Mount Ring will work with **any** of the following:

For the LTAS (FMTV A1P2), the M66 will bolt directly to the roof of the LTAS cab. The cab can support the M66's weight.

For the FMTV A0/A1 cab, a ring mounting kit, NSN 1005-01-381-5431, is required to support the M66.

The M66 is **not** authorized for use on the HEMTT A4 family of vehicles. Only the HEMTT base and A2 vehicles can handle the M66 when used with mounting kit, NSN 1005-01-519-2126. Mounting instructions are in TM 9-2320-279-14&P and TM 9-2320-325-14&P.

The M66 is **not** authorized for the PLS A1 family of vehicles. Only the **base** PLS family of vehicles is authorized the M66 when used with mounting kit, NSN 1005-01-523-6549. Mounting instructions and parts are in TM 9-2320-364-14&P.

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



HEMTT mounting kit,
NSN 1005-01-519-2126
with PLS mounting kit,
NSN 1005-01-523-6549



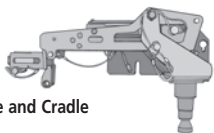
MOUNTING THE MK 19



MK 19 Tripod

USE

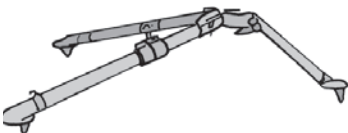
1 MK 93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

WITH

2 M3 machine gun tripod mount,
NSN 1005-00-322-9716

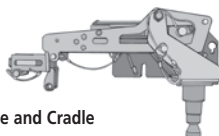


Note: The M3 is being replaced
by the M205 lightweight tripod,
NSN 1005-01-586-5702.

MK 19 HMMWV Pedestal (M998-series only)

USE

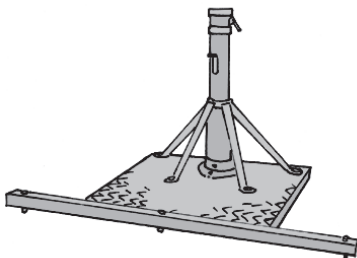
1 MK 93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

WITH

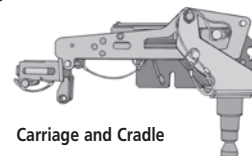
2 M7 pedestal mount,
NSN 1005-01-518-9037



MK 19 Vehicle Ring Mount

USE

1 MK 93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

Then choose ONE of the following:

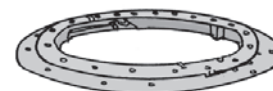
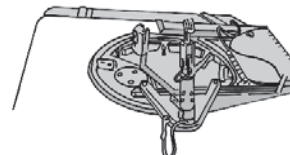
2A

M1025/M1026/M1114
HMMWV bearing sleeve,
NSN 3120-01-188-5082

OR

2B

M66 machine gun mount ring,
NSN 1005-00-701-2810



The M66 Machine Gun Mount Ring will work with **any** of the following:

For the LTAS (FMTV A1P2), the M66 will bolt directly to the roof of the LTAS cab. The cab can support the M66's weight.

For the FMTV A0/A1 cab, a ring mounting kit, NSN 1005-01-381-5431, is required to support the M66.

The M66 is **not** authorized for use on the HEMTT A4 family of vehicles. Only the HEMTT base and A2 vehicles can handle the M66 when used with mounting kit, NSN 1005-01-519-2126. Mounting instructions are in TM 9-2320-279-14&P and TM 9-2320-325-14&P.

The M66 is **not** authorized for the PLS A1 family of vehicles. Only the base PLS family of vehicles is authorized the M66 when used with mounting kit, NSN 1005-01-523-6549. Mounting instructions and parts are in TM 9-2320-364-14&P.

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



HEMTT mounting kit,
NSN 1005-01-519-2126
with PLS mounting kit,
NSN 1005-01-523-6549



PS MORE

THE BEST PLACE TO
GO FOR MOUNT INFO IS
TM 9-1005-245-13&P.
IT COVERS ALL THE
MACHINE GUN MOUNTS,
EXCEPT THE M66.
TM 9-1005-335-13&P
COVERS THE M66.



PS WILL KEEP
YOU UPDATED
ON CHANGES
TO MOUNT
NSNs, SO
KEEP READING
PS EVERY
MONTH!

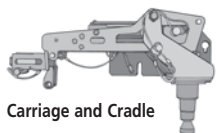
M2



M2 Tripod

USE

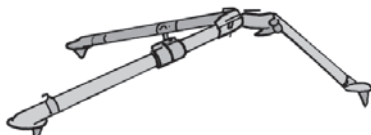
1 MK 93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

WITH

2 M3 machine gun tripod mount, NSN 1005-00-322-9716



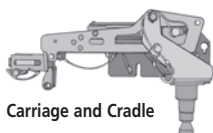
Note: The M3 is being replaced by the M205 lightweight tripod, NSN 1005-01-586-5702.

Note: M3 can be used without any carriage and cradle.

M2 HMMWV Pedestal (M998-series only)

USE

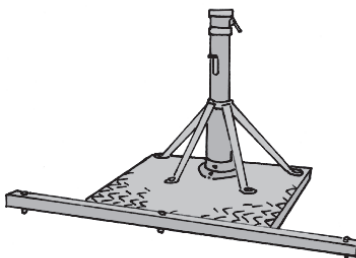
1 MK 93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

WITH

2 M7 pedestal mount, NSN 1005-01-518-9037



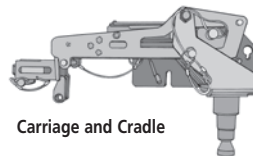
M2 Vehicle Ring Mount

USE EITHER

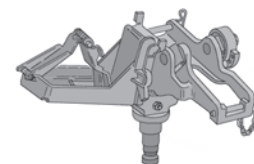
1A MK 93 MOD 2, NSN 1010-01-502-7547

OR

1B 6650 machine gun mount, NSN 1010-01-502-7547



Carriage and Cradle

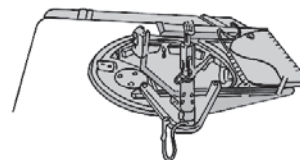


Then choose ONE of the following: **2a** or **2b**

2A M1025/M1026/M1114 HMMWV bearing sleeve, NSN 3120-01-188-5082

OR

2B M66 machine gun mount ring, NSN 1005-00-701-2810



The M66 Machine Gun Mount Ring will work with **any** of the following:

For the LTAS (FMTV A1P2), the M66 will bolt directly to the roof of the LTAS cab. The cab can support the M66's weight.

For the FMTV A0/A1 cab, a ring mounting kit, NSN 1005-01-381-5431, is required to support the M66.

The M66 is **not** authorized for use on the HEMTT A4 family of vehicles. Only the HEMTT base and A2 vehicles can handle the M66 when used with mounting kit, NSN 1005-01-519-2126. Mounting instructions are in TM 9-2320-279-14&P and TM 9-2320-325-14&P.

The M66 is **not** authorized for the PLS A1 family of vehicles. Only the **base** PLS family of vehicles is authorized the M66 when used with mounting kit, NSN 1005-01-523-6549. Mounting instructions and parts are in TM 9-2320-364-14&P.

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



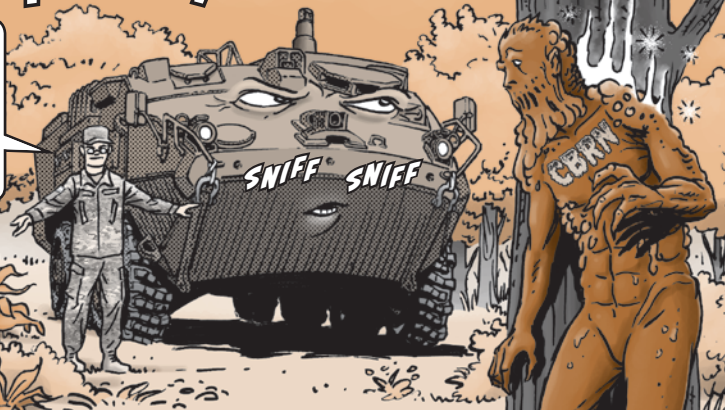
HEMTT mounting kit, NSN 1005-01-519-2126 with PLS mounting kit, NSN 1005-01-523-6549



PS END

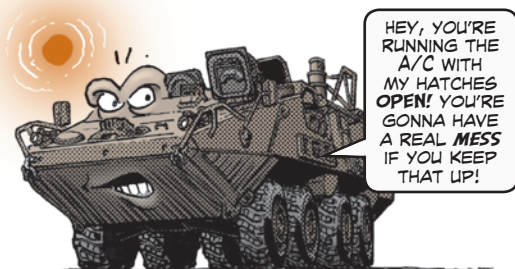
PM Keeps Stryker in CBRN Hunt

YOUR M1135 NBCRV STRYKER WILL STAY ON THE HUNT FOR CBRN DANGER IF YOU REMEMBER THESE PM POINTERS...

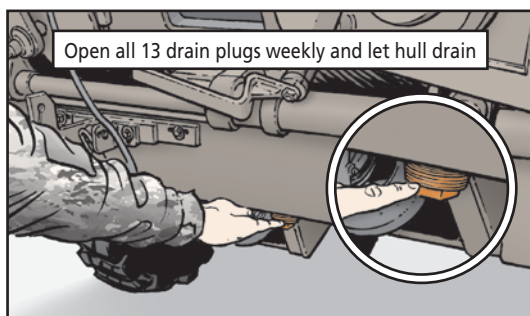


Before you hit the road, make sure the JCAD, AN/VDR-2 and AN/UDR-13 are securely clamped in place. Otherwise, a rough bump can send them flying. That damages them and you if you're in the wrong place.

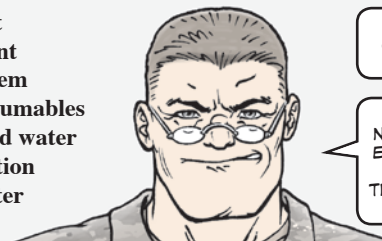
Always run the A/C with the hatches closed and the overpressure on. If you don't, condensation collects and water starts blowing out the vents in the suite. That moisture can ruin very expensive electronics, plus lead to nasty mildew.



Drain, drain, drain... and let it air out. Especially in humid areas, pull all 13 drain plugs weekly and let the water drain out. If you don't, you soon will have a mildew nightmare. For the same reason, open all the hatches while you're draining so any moisture inside can dry out.



Check joint biological point detection system (JBPDs) consumables such as ionized water and PBS solution before and after operations.



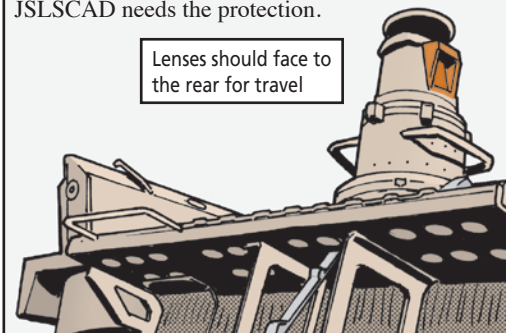
IF THERE AREN'T ENOUGH CONSUMABLES, THE JBPDs LINES CAN BE DAMAGED.

BUT THE FLUID BOTTLES NEED TO BE REMOVED AT THE END OF OPERATIONS OR THEY WILL CORRODE THE FLUID TRANSFER SYSTEM AND CAUSE FAILURES FOR THE JBPDs.

When you turn off the joint service lightweight standoff chemical agent detector (JSLSCAD), remember to pull out circuit breaker 3. Otherwise, next time you start up, the JSLSCAD will automatically start scanning. If you're traveling, dirt will coat its lens, making the JSLSCAD less effective and more likely to fail.

During travel, the lens should always face the rear. That protects it from flying debris. If you're missing the JSLSCAD cover, order a replacement. JSLSCAD needs the protection.

Lenses should face to the rear for travel



Lens covers gone? Order replacement ASAP

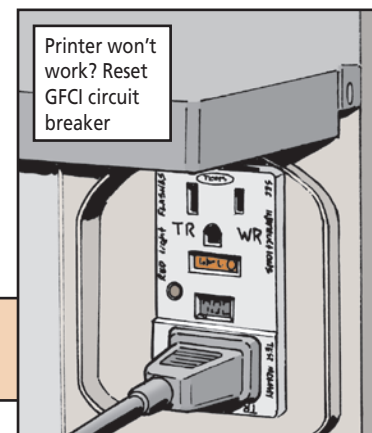


Stow the tow bar so its handle points upward. If it points down, you can't open the surveyor's hatch, which could be fatal in an emergency. See WP 0166 in TM 9-2355-326-10-1 for the proper stowing procedure.

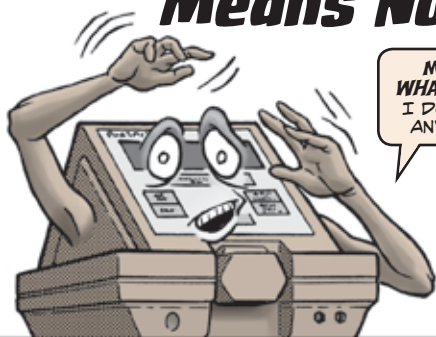
Remember the NBCRV has an extended pintle because it has a rear deck instead of a ramp. See "Pintle Plug and Pintle Hook Assembly Removal/Installation" in the -10 for instructions.

If the printer won't work, try resetting the GFCI circuit breaker for the 110 inverter. That might save a call to your repairman.

Printer won't work? Reset GFCI circuit breaker



No Calibration Means No Accuracy!



**MASK!?
WHAT MASK?
I DON'T SEE
ANY MASK!**

**I THINK
THIS PATS IS
OVERDUE FOR
CALIBRATION!**



THE M41 PROTECTION ASSESSMENT TEST SYSTEM (PATS) CAN BE A CBRN SPECIALIST'S **BEST FRIEND**. IT SPOTS MASK PROBLEMS AND ENSURES A MASK WILL PROTECT ITS WEARER.

BUT IT CAN DO THAT ONLY IF IT'S **ACCURATE**.

AND TO REMAIN ACCURATE IT **MUST** BE CALIBRATED BY TMDE EVERY 18 MONTHS.

OTHERWISE, IT COULD END UP FLUNKING **GOOD MASKS**.



UNFORTUNATELY, MANY PATS **AREN'T** BEING TURNED IN FOR CALIBRATION. ROUGHLY 3,000 PATS **HAVEN'T** BEEN CALIBRATED SINCE 2008. THIS INCLUDES THOSE OWNED ACROSS DOD ORGANIZATIONS.

RIGHT NOW, CBRN SPECIALISTS, CHECK TO SEE IF **YOUR PATS NEEDS** TO BE CALIBRATED.

**IT'S EASY
TO TELL!**

JUST LOOK AT YOUR PATS' CALIBRATION STICKER.



IT GIVES THE **DUE DATE** FOR THE NEXT CALIBRATION.

IF THE STICKER'S **MISSING**, YOUR LOCAL TMDE SHOULD HAVE A RECORD OF WHEN THE PATS WAS LAST CALIBRATED.

IF IT'S CALIBRATION TIME, TURN YOUR PATS IN TO YOUR LOCAL TMDE. THEY'LL SHIP IT TO A TMDE LOCATION. TECHNICIANS WILL COMPLETELY DISASSEMBLE THE PATS, CLEAN IT, CHECK OUT ALL OF ITS COMPONENTS AND ACCESSORIES, REPAIR THEM IF NECESSARY AND CALIBRATE IT. YOUR PATS WILL BE AS GOOD AS NEW WHEN THEY'RE FINISHED.

THEN YOU CAN BE SURE YOUR PATS IS TELLING YOU THE TRUTH!

Keep PATS Accurate

I DON'T CARE
IF IT **WAS** AN
E-CIGARETTE,
YOU'RE **NOT**
S'POSED TO
SMOKE BEFORE
I TEST YOU!
NOW YOU'VE
GOTTA WAIT 30
MINUTES!

I'M
SORRY.



The M41 protection assessment test system (PATS) does a remarkably good job measuring whether an M40 or M50 mask will protect a Soldier. But Soldiers have to follow this guidance if PATS is to test accurately:

No smoking in the area where the fit testing is to take place and no smoking 30 minutes prior to the test. This includes the new e-cigarettes, as well as standard tobacco products.

No lotions, perfumes or colognes. They should be washed off.

No mouthwash, food, or liquids other than water should be used or consumed within 30 minutes of the test.

No hair fasteners or clips. Female soldiers should let their hair hang freely, but not in the areas where the mask seals.

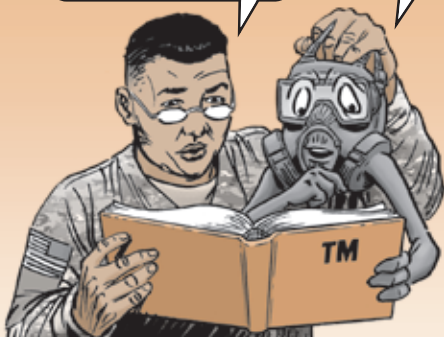
Install inserts. If Soldiers need corrective lens inserts, the inserts need to be installed for the fit test.

M50 Masks...

WHAT ARE TESTING INTERVALS?

THIS TM SAYS YOU'RE
SUPPOSED TO HAVE A
MANDATORY FIT TEST.
SO HOW OFTEN IS
MANDATORY?

I THINK
THAT
SHOULD BE
ANNUAL!



Dear Half-Mast,

The Fit test requirement in the M50 mask's TM 3-4240-542-13&P shows **INITIAL** and **MANDATORY**. What service interval would **MANDATORY** fall into? For the M40, the fit test requirement was **INITIAL** and **ANNUAL**.

CW2 O.O.

Dear Chief,

Use the same fit test requirements for the M50 that you used for the M40: Do **INITIAL** and **ANNUAL** fit tests as well as any time after a mask has been repaired to make sure the repairs were successful.

Half-Mast

**WANT YOUR
MASK TO
STAY IN
SHAPE?**



**KEEP THE
FACEFORMS!**

WHADAYA MEAN
YOU **THREW AWAY** MY
FACEFORM!? NOW
HOW AM I GONNA
KEEP MY SHAPE?!

When units get their new M50 masks, they often mistake the masks' faceforms for packing material. Result: the faceforms get tossed. That's bad form for your M50s.

If M50s are going to be shipped or stored for more than 30 days, they need to have the faceform installed. The faceform helps prevent the mask from losing its shape and possibly its seal.

Install the faceform inside the facepiece so the beard on the faceform matches the mask's beard. Pull all four straps over the faceform to keep it in place.

When the faceforms aren't being used, store them someplace safe so they don't disappear.

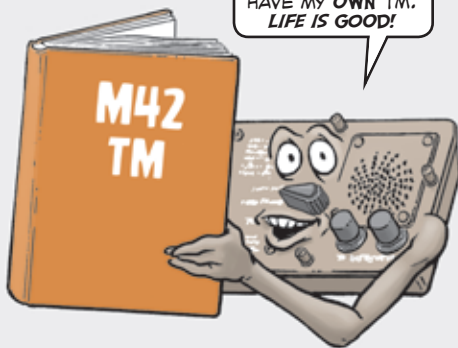
If you need new faceforms, don't order NSN 4240-01-529-8338, which is listed in the M50 TM. Order NSN 4240-01-617-0948.

Match
faceform
beard
with mask
beard and
secure
with all
4 straps



M42 Alarm Has Its Own TM

**WOW! AFTER ALL
THESE YEARS I
HAVE MY OWN TM.
LIFE IS GOOD!**



To find information on the M42 remote chemical alarm you previously had to go to the M8A1 chemical alarm's TM 3-6665-312-12&P or the M22 ACADA's TM 3-6665-321-12&P.

But since the M8A1 and the ACADA are being replaced by the M4/M4A1 JCAD, the Army has decided to give the M42 its own TM: TM 3-6665-338-13&P (Jul 16).

Your pubs clerk can order it or you can download it from the ETM site:

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

WANT FRESH AIR? DO COMPRESSOR CHECKS!

UH-OH! I'M
NOT FEELIN'
SO GOOD.

WHEN WAS THE LAST
TIME WE **CHECKED** THE
AIR IN THESE TANKS?



THE M159 CBRN DISMOUNTED RECONNAISSANCE SETS, KITS AND OUTFITS (DR SKO) DOES A GREAT JOB DETECTING, DECONNING AND PROTECTING AGAINST CBRN THREATS. BUT IT NEEDS **YOUR** HELP!

ONE OF THE M159'S KEY COMPONENTS IS THE BAUER AIR COMPRESSOR, WHICH PRODUCES COMPRESSED AIR TO FILL THE TANKS OF THE SELF-CONTAINED BREATHING APPARATUS (SCBA).

IF COMPRESSOR AIR QUALITY SAMPLING TESTS AREN'T DONE ON A **REGULAR** BASIS, EXCESSIVE MOISTURE AND CONTAMINANTS CAN MAKE THE AIR UNBREATHABLE.

YOU COULD DIE BREATHING CONTAMINATED AIR!

THE PROCEDURE FOR TAKING AIR SAMPLES FOR ANALYSIS IS IN WP 0052.2 OF TM 3-6665-428-10.

AIR SAMPLES SHOULD BE DONE BY DR SKO USERS UNDER THE FOLLOWING CONDITIONS:

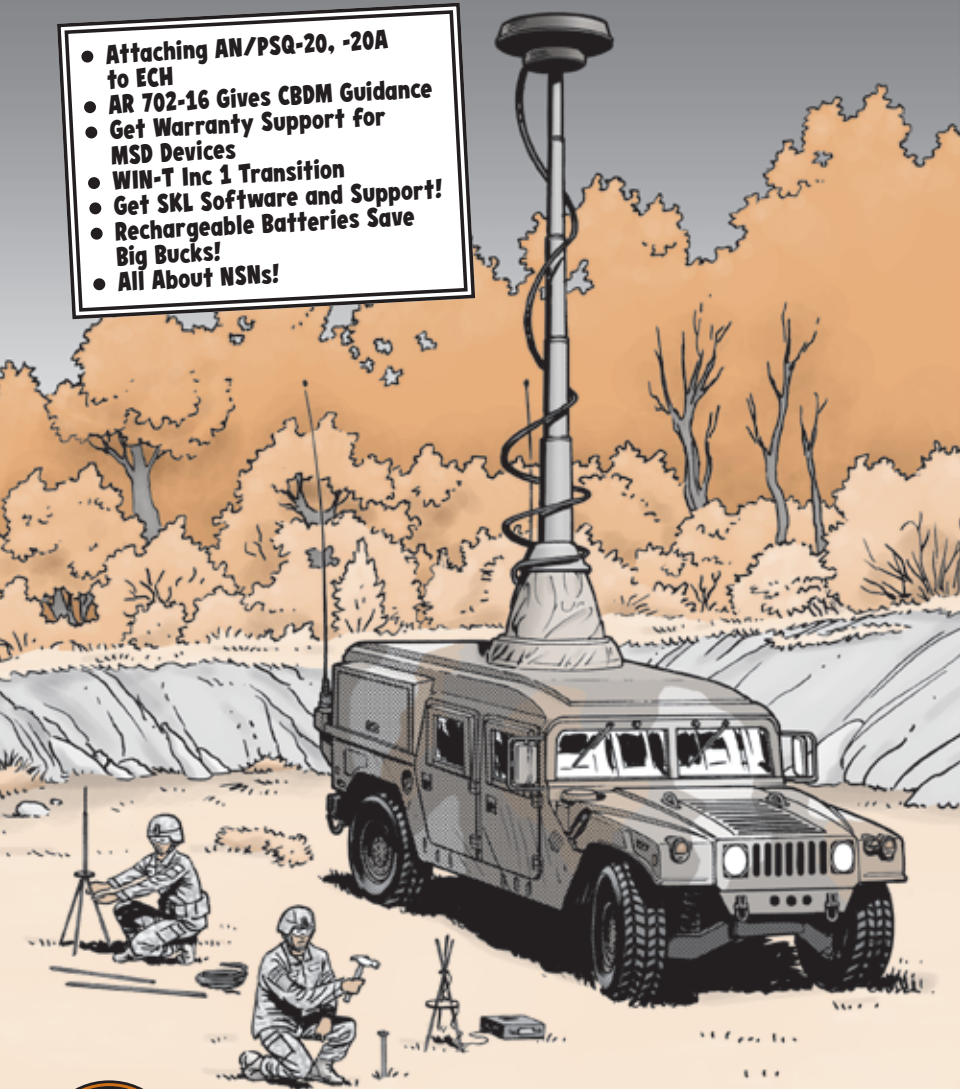
- Every 90 days, regardless of whether the compressor has been used.
- When the compressor's P1 purification filters are changed.
- When the compressor is transported over 200 miles.
- When field level maintenance is done on the compressor block.

IT'S IMPORTANT DR SKO USERS SUBMIT SAMPLES ASAP.

TO GET THE RESULTS OF THE ANALYSIS OR FOR HELP, CONTACT DSN 867-3523, (410) 417-3523, OR EMAIL:

scott.c.lubag.civ@mail.mil

- Attaching AN/PSQ-20, -20A to ECH
- AR 702-16 Gives CBDM Guidance
- Get Warranty Support for MSD Devices
- WIN-T Inc 1 Transition
- Get SKL Software and Support!
- Rechargeable Batteries Save Big Bucks!
- All About NSNs!

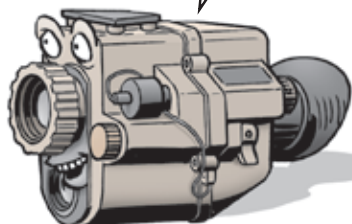


PS COMMUNICATIONS

Attaching AN/PSQ-20, -20A to ECH



I COULD REALLY
USE YOU, BUT I CAN'T
FIGURE OUT **HOW** TO
PUT YOU ON!



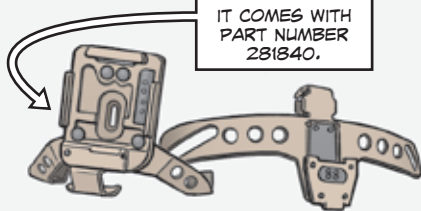
IT'S SIMPLE
IF YA USE THE
HMWA!

BECAUSE THE ENHANCED COMBAT
HELMET (ECH) HAS A **LARGER EDGE
BAND**, IT'S **DIFFICULT** TO ATTACH THE
AN/PSQ-20 AND -20A ENHANCED
NIGHT VISION GOGGLES (ENVG).

FORTUNATELY, THE HELMET MOUNT WIRING
ASSEMBLY (HMWA) IS THE **SOLUTION**.
IT'S DESIGNED **SPECIFICALLY** FOR THE JOB.

AND IT'S FREE!

IT COMES WITH
PART NUMBER
281840.



REQUEST IT BY EMAILING:
**usarmy.apg.cecom.mbx.
lrc-night-vision-support@mail.mil**
**QUESTIONS? CALL (703) 704-4129 OR
EMAIL THE ADDRESS ABOVE.**

AR 702-16 Gives CBDM Guidance

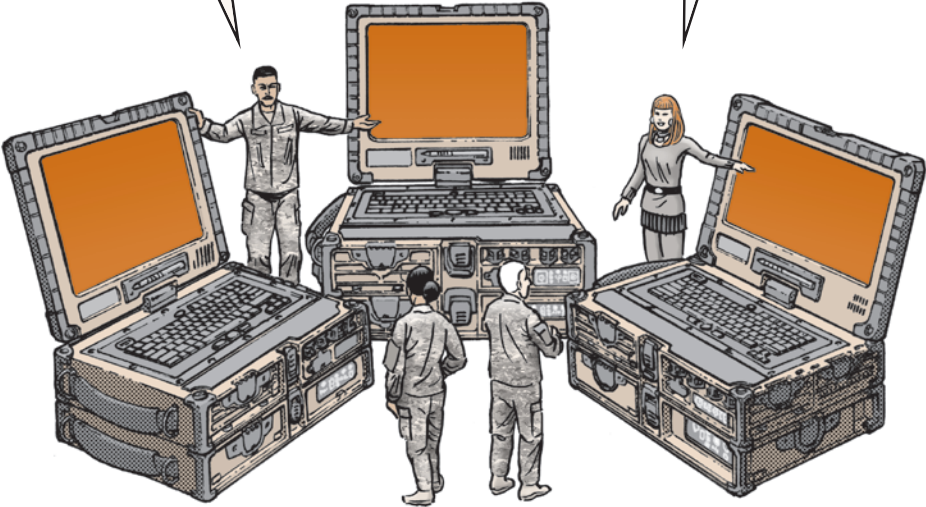
AR 702-16, *Chemical Biological Defense Materiel Reliability Program*, was updated June 2, 2016. It covers policy and provides guidance and regulations on chemical biological defense materiel (CBDM). To find the pub, type "AR 702-16" in the search block at:

<http://www.apd.army.mil/Search/ePubsSearch/ePubsSearchForm.aspx>

Get Warranty Support for MSD Devices

OPERATORS, ARE YOU HAVING PROBLEMS GETTING WARRANTY SUPPORT FOR YOUR MAINTENANCE SUPPORT DEVICE VERSION THREE (MSD-V3)?

HERE'S HOW TO REQUEST IT!



FIRST, CONTACT THE TEST, MEASUREMENT AND DIAGNOSTIC EQUIPMENT (TMDE) ARMY HELP DESK (AHD) TO INITIATE A CUSTOMER SUPPORT REQUEST (CSR). YOU CAN DO THIS BY CREATING A CSR ON THE MSD HOME PAGE WITH AN MSD USER ID. IF YOU DON'T HAVE ONE, CREATE IT AT: <https://msd.us.army.mil>

YOU CAN ALSO GET A USER ID BY CALLING (256) 876-2200 OR (877) 564-1137. UNITS MAY EMAIL THE TMDE HELP DESK AT: apats@redstone.army.mil



WHAT HAPPENS NEXT?

THE TMDE AHD WILL NOTIFY THE MANUFACTURER, VT MILTOPE, OF THE UNIT'S WARRANTY SUPPORT NEED. VT MILTOPE WILL ISSUE A RETURN MATERIAL AUTHORIZATION (RMA) AND A REPAIR TRAVELER FORM TO BE COMPLETED AND RETURNED IN THE TRANSIT CASE WITH THE MSD-V3.

THEY WILL ALSO CONTACT THE ACTIVITY/SITE TO COORDINATE FOR FEDEX PICKUP. SHIPPING IS PAID FOR BY CONTRACT.

VT MILTOPE PROVIDES A PREFILLED FEDEX SHIPMENT FORM FOR INTERNATIONAL SHIPMENTS. THAT ALLOWS FOR EFFICIENT PROCESSING. A LABEL WITH THE CONTACT LISTED IS PLACED ON THE **OUTSIDE** OF THE PACKET.

DEFECTIVE BATTERIES HAVE BEEN A RECURRING ISSUE WITH OUR MSD-V3s. ARE THEY CONSIDERED A WARRANTY ITEM?



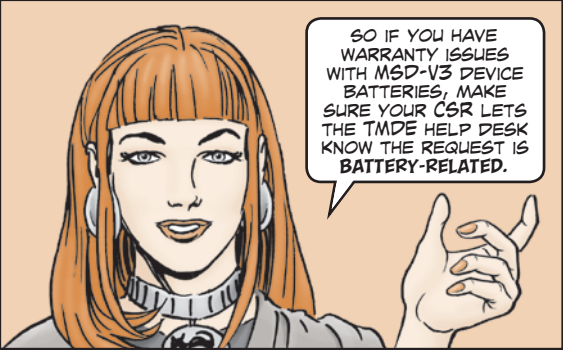
YES.

HOWEVER, TMDE AND VT MILTOPE MAY **NOT** REQUIRE RETURN OF THE ENTIRE MSD-V3.

INSTEAD...

...THEY MAY WANT YOU TO RETURN **ONLY** THE DEFECTIVE BATTERIES FOR FURTHER EVALUATION.

SO IF YOU HAVE WARRANTY ISSUES WITH MSD-V3 DEVICE BATTERIES, MAKE SURE YOUR CSR LETS THE TMDE HELP DESK KNOW THE REQUEST IS BATTERY-RELATED.



YOU'LL FIND A COPY OF THE WARRANTY PROCEDURES PACKED WITH MSD TRANSIT CASE UNDER THE CLEAR COVER BENEATH THE CASE TOP.

THE DOCUMENTS DESCRIBE THE STEPS TO FOLLOW TO REQUEST WARRANTY SUPPORT FROM VT MILTOPE.

EVERY UNIT SHOULD HAVE A COPY OF THIS DOCUMENTATION IN THEIR TRANSIT CASE.

HERE IS A LIST OF NSNs FOR ALL THE DEVICES...



MSD-V3 TYPE 1

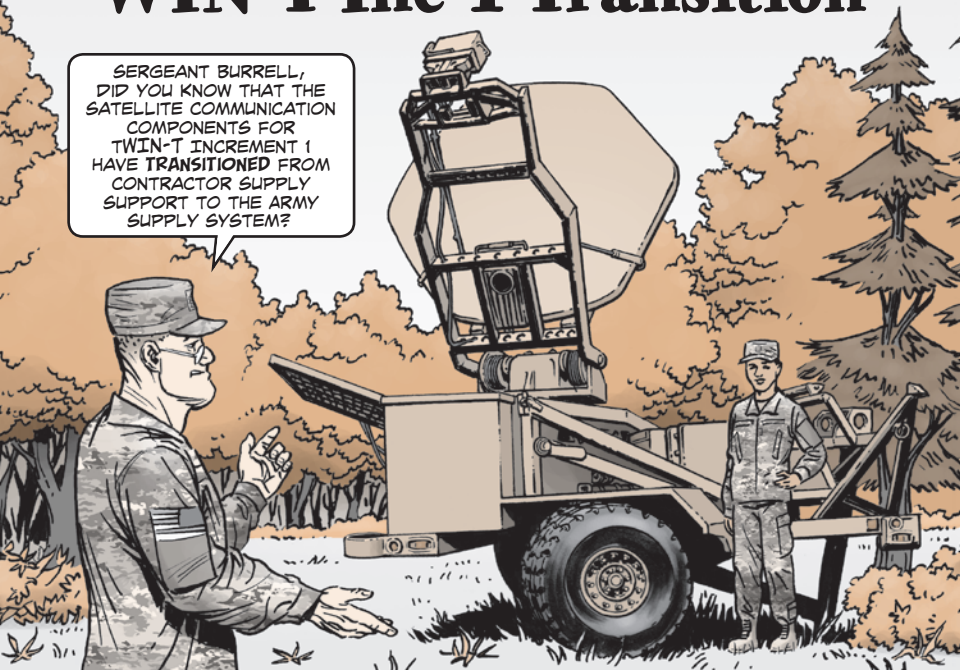
Nomenclature	System Name	Complete Kit NSN
AN/PSM-95C	MSD-V3 (T1C1/US/W/W)	6625-01-592-6732
AN/PSM-95D	MSD-V3-ICE (T1C2/US/W/W)	6625-01-598-2178
AN/PSM-95D	MSD-V3-SP2 (T1C2/US/W/W)	6625-01-598-2187
AN/PSM-95D	MSD-V3-SP3 (T1C2/US/W/W)	6625-01-599-9556
AN/PSM-95D	MSD-V3-ICE (T1C1/US/W/W)	6625-01-599-9652
AN/PSM-95D	MSD-V3-SP3 (T1C1/US/W/W)	6625-01-599-9435
AN/PSM-95C	MSD-V3 (T1C2/US/W/W)	6625-01-599-9498
AN/PSM-95C	MSD-V3 (T1C1/AVN/W/C/W)	6625-01-599-9659
AN/PSM-95C	MSD-V3 (T1C1/US/W/W 8GB)	6625-01-624-6549
AN/PSM-95C	MSD-V3 (T1C1/AVN/W/C/W 8GB)	6625-01-624-6684

MSD-V3 TYPE 2

Nomenclature	System Name	Complete Kit NSN
AN/PSM-95E	MSD-V3-T2/US/W/W 8GB	6625-01-614-6832
AN/PSM-95E	MSD-V3-T2/US/W/NW 8GB	6625-01-614-6841

WIN-T Inc 1 Transition

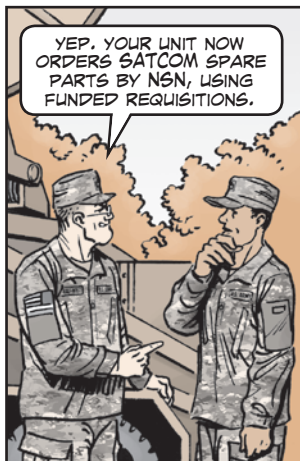
SERGEANT BURRELL, DID YOU KNOW THAT THE SATELLITE COMMUNICATION COMPONENTS FOR TWIN-T INCREMENT 1 HAVE TRANSITIONED FROM CONTRACTOR SUPPLY SUPPORT TO THE ARMY SUPPLY SYSTEM?



NO, MASTER SERGEANT. I *DIDN'T* KNOW THAT.

YEP. YOUR UNIT NOW ORDERS SATCOM SPARE PARTS BY NSN, USING FUNDED REQUISITIONS.

BUT HOW DO WE FIND THE NSNs?



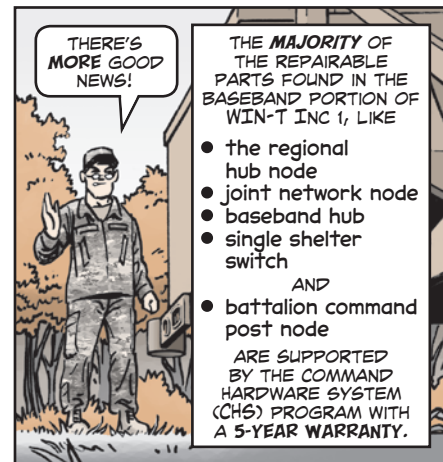
EASY. PM WIN-T HAS POSTED EVERYTHING THAT YOU NEED ON AKO. GRAB YOUR CAC AND GO TO:
<https://www.us.army.mil/suite/page/296151>

WILL DO.

WHAT ABOUT OUR **UNSERVICEABLE ASSETS**?



ONCE YOU ORDER REPLACEMENT PARTS, YOU CAN RETURN **BAD PARTS** FOR **CREDIT** THROUGH NORMAL SUPPLY CHANNELS.



THERE'S **MORE GOOD NEWS!**

THE **MAJORITY** OF THE REPAIRABLE PARTS FOUND IN THE BASEBAND PORTION OF WIN-T INC 1, LIKE

- the regional hub node
- joint network node
- baseband hub
- single shelter switch

AND

- battalion command post node

ARE SUPPORTED BY THE COMMAND HARDWARE SYSTEM (CHS) PROGRAM WITH A 5-YEAR WARRANTY.



HOW CAN WE TELL IF SOMETHING'S A CHS ITEM?



SIMPLE. CHS PARTS HAVE A CHS STICKER ON 'EM.



SO HOW DO WE GET REPLACEMENT INC 1 CHS PARTS, AND HOW DO WE RETURN **BAD** INC 1 CHS PARTS?

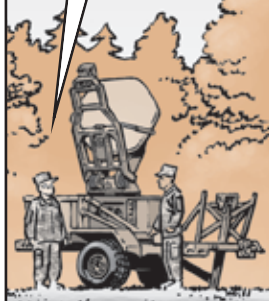


VISIT ANY GENERAL DYNAMICS CHS REGIONAL SUPPORT CENTER (RSC) OR CALL (877) 247-7711.

GREAT! SO WHAT HAPPENS WHEN THE 5-YEAR WARRANTY EXPIRES?



PM WIN-T WILL PAY FOR THE REPAIR OF ANY OUT-OF-WARRANTY CHS COMPONENTS, WITH THE EXCEPTION OF DAMAGE THAT IS BEYOND FAIR WEAR AND TEAR.



FOR HELP, VISIT ANY GD CHS RSC OR CALL THAT TOLL-FREE NUMBER. FOR REPAIR MAINTENANCE AUTHORIZATION INSTRUCTIONS, E-MAIL: chswarranty@gdc4s.com



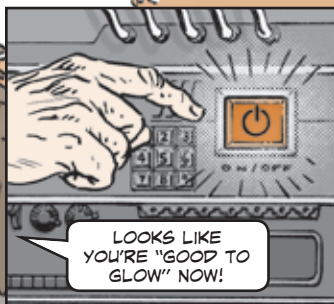
THANKS FOR THE INFO!

YOU BET!

tak



LOOKS LIKE YOU'RE "GOOD TO GLOW" NOW!



GET SKL SOFTWARE AND SUPPORT!

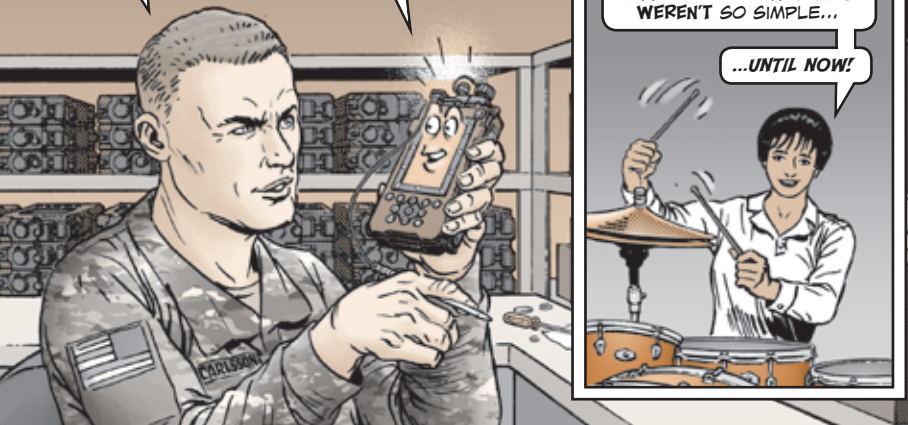
IT'S TIME TO UPGRADE YOUR SOFTWARE! BUT I DON'T KNOW WHERE TO FIND IT... OR WHERE TO GET SUPPORT!

HOW SHOULD I KNOW!? I'M JUST A **SIMPLE** KEY LOADER!

**BA-DUM
CHHH!**

IT MAY BE CALLED A **SIMPLE KEY LOADER (SKL)**, BUT WHEN IT COMES TO **FINDING SOFTWARE AND GETTING SUPPORT**, THINGS WEREN'T SO SIMPLE...

...UNTIL NOW!



The SKL Program Management Office (PMO) recently implemented website and help desk changes to make things easier.

SKL PMO moved its software downloads to LandWarNet (LWN) eUniversity, which is also where the SKL computer-based training is located. All approved versions of SKL User Application Software (UAS) and supporting documentation, including the newest release, UAS v10.0, can be found on LWN at: <https://lwn.army.mil/>

Go to the website, navigate to the 'COMSEC' section and then click the Key Management - ACES, SKL, TKL, RASKL link. Once in the Key Management area, click the link for SKL Training, Software Downloads, and Supporting Documentation. From there, you can navigate to your specific need (training, software, documentation).

You'll find the software upgrade utility along with User Notes, Quick Reference Guides, and 'Read Me' files for each software version. The site also hosts various SKL informational documents that are posted in the 'Documents' area.

To see announcements and SKL discussions, visit or join the milBook Communications Security (COMSEC) community at:

<https://www.milsuite.mil/book/groups/communications-security-comsec>

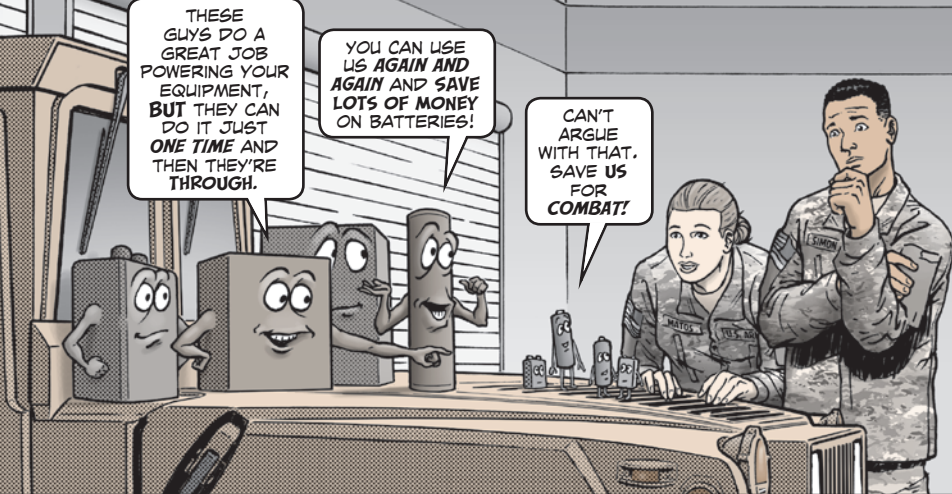
Need help? Contact the help desk at the Mission Command Support Center at DSN (312) 648-2119, (443) 395-2119, or email: dod.mcsc@mail.mil

RECHARGEABLE BATTERIES SAVE BIG BUCKS!

THESE GUYS DO A GREAT JOB POWERING YOUR EQUIPMENT, BUT THEY CAN DO IT JUST **ONE TIME** AND THEN THEY'RE THROUGH.

YOU CAN USE US **AGAIN AND AGAIN** AND SAVE LOTS OF MONEY ON BATTERIES!

CAN'T ARGUE WITH THAT. SAVE US FOR **COMBAT!**



WITH A SHRINKING ARMY BUDGET, UNITS NEED TO SAVE **EVERY DOLLAR** THEY CAN. ONE OF THE **EASIEST** WAYS TO CUT COSTS IS TO USE **RECHARGEABLE BATTERIES** WHENEVER POSSIBLE. AND THAT'S ALMOST ALL THE TIME!

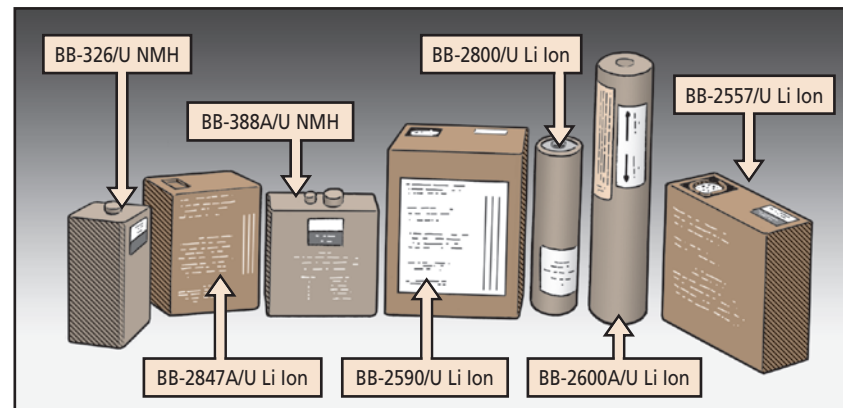
UNLESS YOU'RE ACTUALLY IN COMBAT, YOU'RE ALMOST ALWAYS AUTHORIZED TO USE RECHARGEABLES.

HERE'S JUST ABOUT EVERYTHING YOU NEED TO MAKE YOUR BATTERY POWER **RECHARGEABLE!**

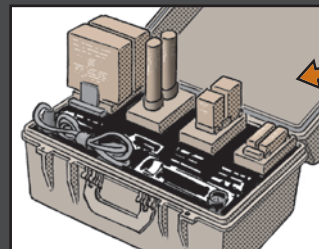
Rechargeable Batteries

Rechargeable Battery	NSN 6140-	End Item Example	Non-chargeable Equivalent
BB-2590/U	01-490-4316	SINCGARS, M2	BA-5590/5390
BB-388A/U	01-490-4313	AN/PRC-126, FBCB2	BA-5588
BB-326/U	01-533-7674	MELIOS, AN/PVS-6	BB-516/U
BB-2847A/U	01-493-8092	TWS, AN/PAS-1	BA-5347
BB-557/U	01-071-5070	REMBASS	BA-5557
BB-2557/U	01-490-5387	REMBASS, RAV	BA-5557
BB-2600A/U	01-490-4311	HTU	BA-5600
BB-2800/U	01-490-5372	PLGR, CAM	BA-5800
BB-2001A/U	01-534-3856	CSEL	BA-5301/U

REMEMBER, **RECHARGEABLE BATTERIES** START WITH BB AND **THROWAWAYS** START WITH BA.

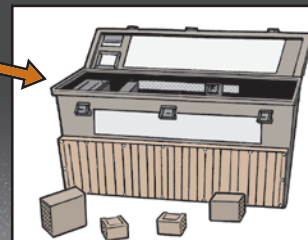


Chargers



...THE PP-8498/U,
NSN 6130-01-495-2839

THE TWO CHARGERS AVAILABLE ARE...

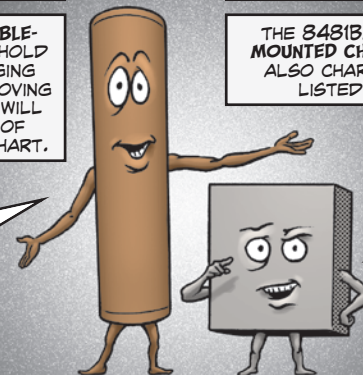


...THE PP-8431B/U,
NSN 6130-01-527-2726

THE PP-8498/U IS A **TABLE-TOP CHARGER** THAT WILL HOLD EIGHT BATTERIES, CHARGING TWO AT A TIME BEFORE MOVING ON TO THE NEXT TWO. IT WILL RECHARGE EVERY KIND OF BATTERY LISTED IN THE CHART.

THE 8431B/U IS A **VEHICLE-MOUNTED CHARGER** AND WILL ALSO CHARGE ALL OF THE LISTED BATTERIES.

CHECK THE CHARGER'S SOFTWARE LABEL TO MAKE SURE IT HAS THE **LATEST SOFTWARE**. FOR THE PP-8498/U, IT'S PROGRAM H AND FOR THE PP-8431B/U, IT'S PROGRAM C.

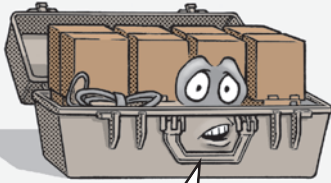


NEVER LEAVE THE CHARGER UNATTENDED IF IT DOESN'T HAVE THE LATEST SOFTWARE!

IF YOU NEED UPDATED SOFTWARE, GO TO: <http://go.usa.gov/3v8KP>
YOU'LL NEED A USB-TO-SERIAL CABLE SUCH AS NSN 6150-01-558-7214, OR A DB9 MALE TO DB9 FEMALE SERIAL CABLE WITH STRAIGHT THROUGH CONNECTIONS. **DO NOT USE A NULL CABLE.**

Accessories

TO POWER A PP-8498/U FROM A VEHICLE'S 24-VOLT NATO SLAVE RECEPTACLE, ORDER **DC CABLE**, NSN 5940-01-501-6714.



WITHOUT THAT CABLE, I **CAN'T** DO WHAT I **GOTTA** DO!

WHAT IF I WANT TO POWER **TWO CHARGERS** AT THE **SAME TIME**?



TO USE THE DC CABLE TO POWER **TWO** PP-8498 CHARGERS, ORDER AN **ADD-ON CABLE**, NSN 5995-01-505-7833.



THE PP-848B/U COMES FULLY LOADED WITH AC AND DC CABLES AND TWO UNIVERSAL ADAPTERS TO HOLD AND CHARGE THE FOLLOWING BATTERIES...

- BB-2590
- BB-516
- BB-326

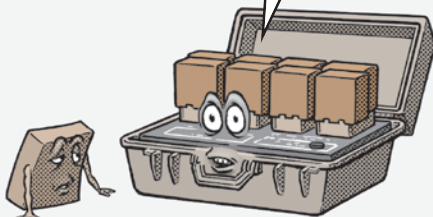
- BB-388
- BB-2588
- BB-2800

- BB-2847
- MBITR

Adapters

WHY AREN'T YOU CHARGING THAT BATTERY?

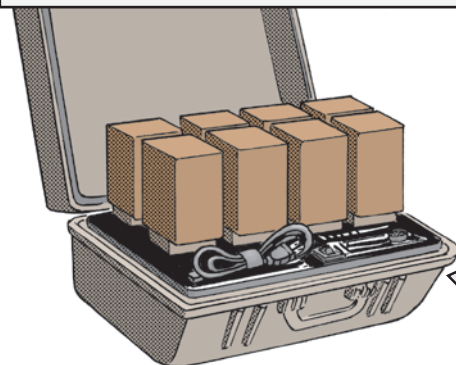
WE CAN'T CONNECT TO EACH OTHER! Y'GOT ANY SUGGESTIONS?



TO MAKE THE PP-8498/U BATTERY CHARGERS DO THEIR JOB, YOU'LL NEED ONE OF THESE ADAPTERS TO INTERFACE BETWEEN THE CHARGER AND THE BATTERY.

Adapter	NSN 5940-	Battery
J-6354/P	01-427-9278	BB-2847A/U
J-6356/P	01-427-9183	BB-516A/U, BB-326
J-6357A/P	01-493-6388	BB-388A/U, BB-2588/U
J-6521/P	01-467-8813	BB-2600A/U
J-6523A/P	01-492-7328	BB-557/U, BB-2557/U
J-6587/P	01-493-6750	BB-2800/U
J-6588/P	01-493-6751	MBITR
J-6589/P	01-493-7622	AA
J-6769A/P	01-544-3476	CSEL

THE PP-8498/U COMES WITH FOUR ADAPTERS THAT HOLD **EIGHT** BB-2590 BATTERIES.



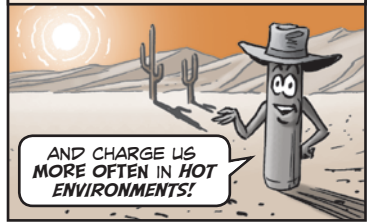
Battery Program

SET UP A GOOD RECHARGEABLE BATTERY SHOP BY KEEPING...



- an area dedicated just for charging
- charging and discharging batteries separately
- maintainers trained in battery maintenance and management
- batteries charged seven or fewer days prior to mission
- a budget for replacement batteries

REMEMBER, STORED RECHARGEABLES WILL **PERMANENTLY LOSE CAPACITY**, SO CHARGE THEM AT LEAST EVERY SIX MONTHS!



AND CHARGE US **MORE OFTEN** IN **HOT ENVIRONMENTS**!

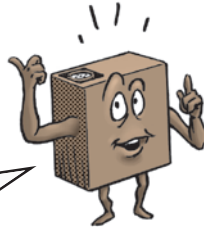
IF YOU'RE USING THEM, YOU'RE **CHARGING** THEM!

AND THEY SHOULD GIVE ABOUT **THREE YEARS** OF LIFE.



RECHARGEABLES, LIKE ALL BATTERIES, NEED TO BE STORED **CORRECTLY**, **HANDLED SAFELY** AND **DISPOSED** OF PROPERLY.

WORDS TO LIVE BY!



FOR **MORE INFO** ON RECHARGEABLES, GO TO <http://battery.army.mil/>

OR CONTACT LAWRENCE VALENCOURT AT (443) 395-3820 OR EMAIL: lawrence.r.valencourt.ctr@mail.mil

PS END

All About NSNs!

EVER WONDERED **HOW** NSNs ARE ASSIGNED, WHAT THE NUMBERS MEAN OR HOW THEY WORK IN THE SUPPLY SYSTEM?

THE DEFENSE LOGISTICS AGENCY ASSIGNS NSNs AND HAS A **HANDY GUIDE** THAT COVERS NSNs FROM A-Z!

Federal supply class (FSC)

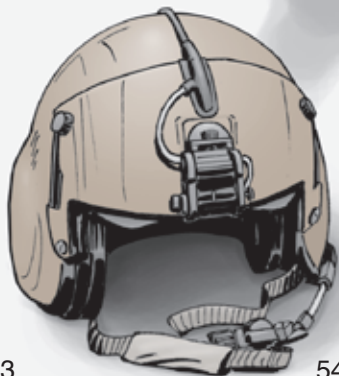
National item identification number (NIIN)

3210-01-138-5895

Country code of origin

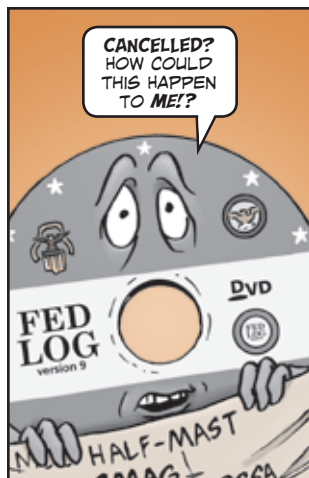
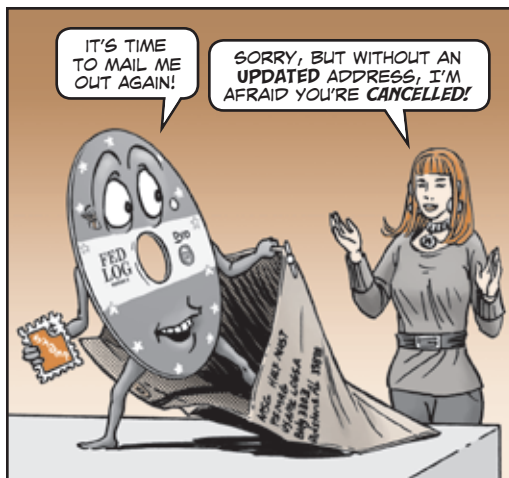
GET THE **NSN PRIMER** AT:

http://www.dla.mil/Portals/104/Documents/InformationOperations/LogisticsInformationServices/Customer%20Outreach/Brochures/J6_nsnspecsheet_160516.pdf



- Changes Made to FED LOG on CD/DVD
- PM Keeps Equipment Combat Ready!
- Worksheet Makes COSIS Easier!

Changes Made to FED LOG on CD/DVD



THE LOGISTICS SUPPORT ACTIVITY (LOGSA) IS CURRENTLY **UPDATING** THE LIW FED LOG ADDRESS SYSTEM FOR CD/DVD MAILING.

IF YOU HAVE AN ADDRESS THAT **HASN'T** BEEN UPDATED SINCE 1 JAN 15, IT WAS **CANCELLED** EFFECTIVE 1 NOV 16.

LOGSA RECOMMENDS CUSTOMERS DOWNLOAD FED LOG THROUGH THE DEPARTMENT OF DEFENSE ELECTRONIC MALL (DOD EMAIL). THIS PROVIDES IMMEDIATE ACCESS AND SAVES THE ARMY MONEY.

TO REGISTER FOR A DOD EMAIL ACCOUNT AND SUBSCRIBE TO DIGITAL FED LOG, GO TO:
<https://dod.email.dia.mil/>



NEED ASSISTANCE?

CONTACT DOD EMAIL'S CUSTOMER INTERACTION CENTER AT 1-877-352-2255. ONCE YOUR DOD EMAIL FED LOG SUBSCRIPTION IS CREATED, REMEMBER TO DELETE YOUR HARD COPY SUBSCRIPTION ON LIW.

SEE THE DETAILS ON THE NEXT PAGES.

PS MORE

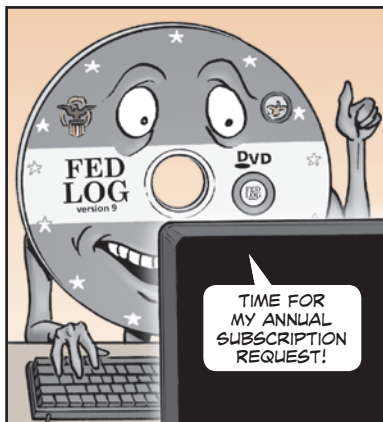
*** NOTE ***

CONUS NATIONAL GUARD USERS **MUST** USE DOD EMAIL TO RECEIVE FED LOG. HOWEVER, CONTRACTORS ARE **NOT** ALLOWED ACCESS TO DOD EMAIL.

TO CONTINUE RECEIVING FED LOG ON CD/DVD, YOU MUST SUBMIT AN ANNUAL SUBSCRIPTION REQUEST.

TO SUBMIT THE ANNUAL REQUEST, DELETE YOUR CURRENT SUBSCRIPTION, OR UPDATE YOUR MAILING ADDRESS, FOLLOW THESE STEPS:

1. Request system access. If you don't already have a current LIW account, you must first submit a System Access Request (SAR).
2. Go to the LOGSA homepage at: <https://www.logsa.army.mil/index.cfm>
3. Under the LIW dropdown tab, select LIW Portal.
4. Click on New User Registration.
5. The system defaults to the My Profile tab. Ensure your personal information, work location, and approvers are updated/current. Do this by selecting each tab and then the Edit button at the top right. Once each tab is updated, select Submit to create your LIW account.



IF YOU HAVE PROBLEMS SUBMITTING A SAR, CONTACT THE LOGSA SERVICE DESK AT 256-955-7716 OR BY EMAIL: usarmy.redstone.logsa.mbx.help-desk@mail.mil

ONCE YOU HAVE LIW ACCESS, YOU CAN CREATE, UPDATE, DELETE, AND VIEW YOUR FED LOG SUBSCRIPTION INFORMATION:

1. Go to the LOGSA homepage at: <https://www.logsa.army.mil/index.cfm>
2. Under the LIW dropdown tab, select LIW Portal.
3. Select Login with CAC.
4. Once logged in, select the App Warehouse icon. You may have to scroll down to find it.
5. In the Keyword Search box, type FEDLOG. You will receive two options. On the FEDLOG ADDR choice, select Go to Application.

REMEMBER TO SPELL ME AS ONE WORD—FEDLOG— IN THE KEYWORD SEARCH BLOCK!



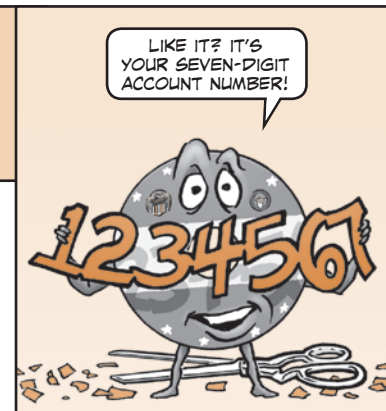
6. To get a monthly subscription of FED LOG disks, you must first request an account. Click on Request New Account and fill out the account form.

Note: Make sure to use your organization/unit address **only**. Do not use a home address to establish an account. FED LOG **cannot** be mailed to a private residence. Accounts with home addresses found in the database will be deleted.



Click Submit Form and you will receive a **seven-digit account number**. Keep this handy. You'll need it to view, update, or delete your account. Allow 45 days to start receiving the disks after establishing a new account.

7. To view, update, or delete an existing subscription, you must have your seven-digit FED LOG account number. If you've misplaced the account number, you can find it on the mailing label of the FED LOG CD/DVDs you receive.
8. In the Enter Account Number block, type in the account number. Do not fill out any of the other information blocks.
9. Click SUBMIT. The next screen will allow you to choose Update or Delete. Do not establish or update accounts using a zero for the quantity. You must enter a quantity of 1 or more. Click Submit and your account will be updated or deleted.

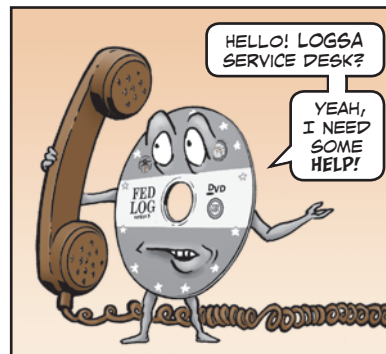


FOR HELP WITH ISSUES ON **UPDATING, DELETING, OR VIEWING** YOUR FED LOG SUBSCRIPTION INFORMATION, CONTACT THE LOGSA SERVICE DESK AT 256-955-7716...



HELLO! LOGSA SERVICE DESK?

YEAH, I NEED SOME HELP!

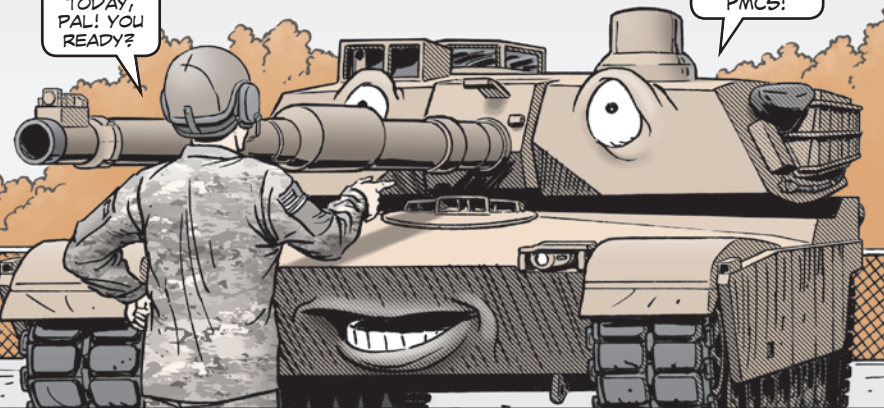


...OR EMAIL: usarmy.redstone.logsa.mbx.help-desk@mail.mil

PM KEEPS EQUIPMENT COMBAT READY!

BIG MISSION TODAY, PAL! YOU READY?

YES I AM, THANKS TO PMCS!



PREVENTIVE MAINTENANCE CHECKS AND SERVICES ARE A **DAILY PART** OF A SOLDIER'S LIFE.

AT LEAST THEY **SHOULD** BE!

BECAUSE COMBAT READINESS **BEGINS AND ENDS** WITH **YOU**, THE OPERATOR!



THOSE PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) ARE VERY IMPORTANT FOR KEEPING YOUR EQUIPMENT READY FOR ACTION AND SAFE TO OPERATE DURING YOUR NEXT MISSION.

TO DO THEM THE **RIGHT WAY**, FOLLOW THE TMS CLOSELY AND **GO IN ORDER**. YOU MAY THINK YOU CAN DO THEM BY MEMORY, BUT CHANCES ARE YOU'LL **MISS** SOMETHING IMPORTANT!

READ YOUR EQUIPMENT'S -10 TM—THE OPERATOR'S MANUAL—AND FAMILIARIZE YOURSELF WITH PMCS PROCEDURES AND STANDARDS.

PAY ATTENTION TO ALL **WARNING** AND **CAUTION** STATEMENTS AND MAKE SURE YOU HAVE THE **MOST CURRENT EDITION** OF THE OPERATOR'S MANUAL.

NMC FAULTS ARE IDENTIFIED IN THE **RIGHT COLUMN** OF THE PMCS TABLES.

YOUR MISSION IS TO PERFORM THE PMCS CHECKS IN ORDER TO **FIND, CORRECT, OR REPORT PROBLEMS**.

SO BE SURE YOU **KNOW THE STANDARDS** AND **UNDERSTAND THE DIFFERENT TYPES** OF PMCS...

BEFORE PMCS MAKES SURE EQUIPMENT IS **MISSION CAPABLE**.

DURING PMCS CHECKS KEEP THE MISSION **ON TRACK**.

AFTER PMCS HELPS **DETECT FAULTS OR DAMAGE** THAT OCCURRED IN THE FIELD.

THESE CHECKS AND SERVICES MAKE SURE YOUR EQUIPMENT IS GOOD TO GO **BEFORE THE MISSION STARTS**. THIS GIVES YOU A CHANCE TO MAKE SURE THAT ANY NMC FAULTS CAN BE FIXED **BEFORE** THE EQUIPMENT IS DISPATCHED OR USED.

REMEMBER, PMCS IS CONDUCTED DAILY WHEN THE EQUIPMENT IS BEING OPERATED FOR LONGER THAN ONE DAY.

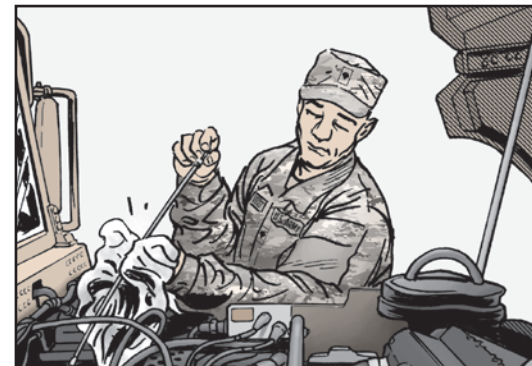
THESE ARE CHECKS AND SERVICES OF YOUR EQUIPMENT THAT YOU MAKE **DURING** THE MISSION.

CHECKING VEHICLE GAUGES AS YOU DRIVE AND CHECKING TIRES AND LOAD FASTENERS DURING STOPS ARE **EXAMPLES** OF DURING OPERATIONS PMCS.

YOUR MISSION MIGHT BE DONE, BUT **YOU CAN'T RELAX** JUST YET. THESE CHECKS AND SERVICES DETECT ANY DAMAGE OR FAULTS THAT MIGHT HAVE OCCURRED IN THE FIELD OR **DURING OPERATION**.

AFTER OPERATIONS PMCS MAKES SURE EQUIPMENT IS MAINTAINED AT THE ARMY STANDARDS OUTLINED IN AR 750-1. **CLEANING, INSPECTING, AND LUBING YOUR WEAPON** IS AN EXAMPLE OF AFTER OPERATIONS PMCS.

Before Operations



During Operations



After Operations



Weekly

SOME SOLDIERS THINK PMCS **DON'T** HAVE TO BE DONE IF THE EQUIPMENT ISN'T BEING USED. **WRONG!**



REGARDLESS OF WHETHER YOUR EQUIPMENT HAS BEEN USED, WEEKLY CHECKS AND SERVICES **MUST** BE DONE TO KEEP YOUR EQUIPMENT **READY FOR ACTION.**

WHEN DOING YOUR WEEKLY PMCS, ALWAYS PERFORM THE BEFORE CHECKS **FIRST** IF YOU HAVEN'T OPERATED THE PIECE OF EQUIPMENT IN A WEEK.

THIS IS ALSO THE PERFECT TIME TO RUN YOUR EQUIPMENT FOR ENOUGH TIME TO FULLY **CHARGE** THE BATTERIES.



Monthly

AGAIN, THESE CHECKS AND SERVICES SHOULD BE DONE EACH MONTH...

...REGARDLESS OF WHETHER YOUR EQUIPMENT HAS SEEN ACTION!



APRIL



WHEN YOU CONDUCT A MONTHLY, DON'T FORGET TO KNOCK OUT THE REQUIRED BEFORE AND WEEKLY CHECKS AS REQUIRED!

ANY FAULTS THAT **CAN'T** BE FIXED ON THE SPOT SHOULD BE RECORDED ON A DA FORM 5938-E OR DA FORM 2404.

DA Form 5938-E

DA Form 2404

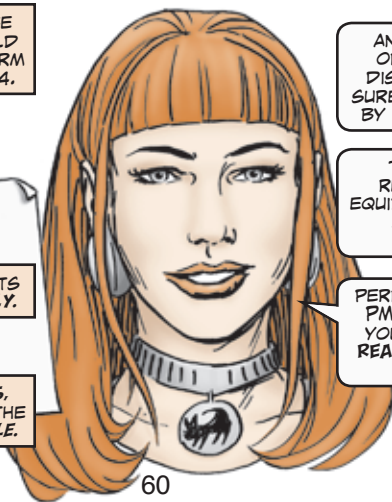
CORRECTION OF NMC FAULTS SHOULD BEGIN **IMMEDIATELY.**

FOR NON-DEADLINE FAULTS, THE GOAL IS TO CORRECT THE FAULT **AS SOON AS POSSIBLE.**

ANY TIME A PIECE OF EQUIPMENT IS DISPATCHED, MAKE SURE YOU DO A PMCS BY THE BOOK **FIRST.**

THE KEY IS TO REMEMBER THAT EQUIPMENT READINESS STARTS WITH **YOU!**

PERFORMING A GOOD PMCS WILL ENSURE YOUR EQUIPMENT IS **READY FOR THE NEXT MISSION.**



PS END



THIS NEW
INVENTORY
CHECKLIST
SURE MAKES
COSIS
INSPECTIONS
EASIER!



Taking good care of equipment and supplies in storage is an important responsibility. Not only can it save the Army money by ensuring those items are in good condition when needed, but it's also a regulatory requirement.

To help with this effort, the Logistics Support Activity's Packaging, Storage, and Containerization Center (PSCC) has developed a Care of Supplies in Storage (COSIS) PMCS inspection worksheet. The worksheet is a standardized inspection tool designed to help Soldiers, DA civilians, and contractors visually inspect and identify improperly stored items, while also preventing costly deterioration of Army assets. The non-technical, reusable checklist can be used by supply support activities, Logistics Readiness Centers, and other storage activities.

PSCC, along with support from CASCOC, the Army Quartermaster School, and the life-cycle management commands will include further guidance and instructions on the COSIS inspection worksheet in a new TM scheduled for publication in FY17.

For a copy of the worksheet, or help with questions, contact PSCC by email at: usarmy.tyad.usamc.mbx.pt@mail.mil

It's also in the PS App Resources section.



COSIS
inspection
checklist

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

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



THE MESSAGE IS CLEAR ON WHAT **NOT**
TO WEAR DURING MAINTENANCE!