THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 784 MARCH 2018

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

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1734954

SPECIAL CORROSION ISSUE!

Issue 784

PS

March 2018

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-784

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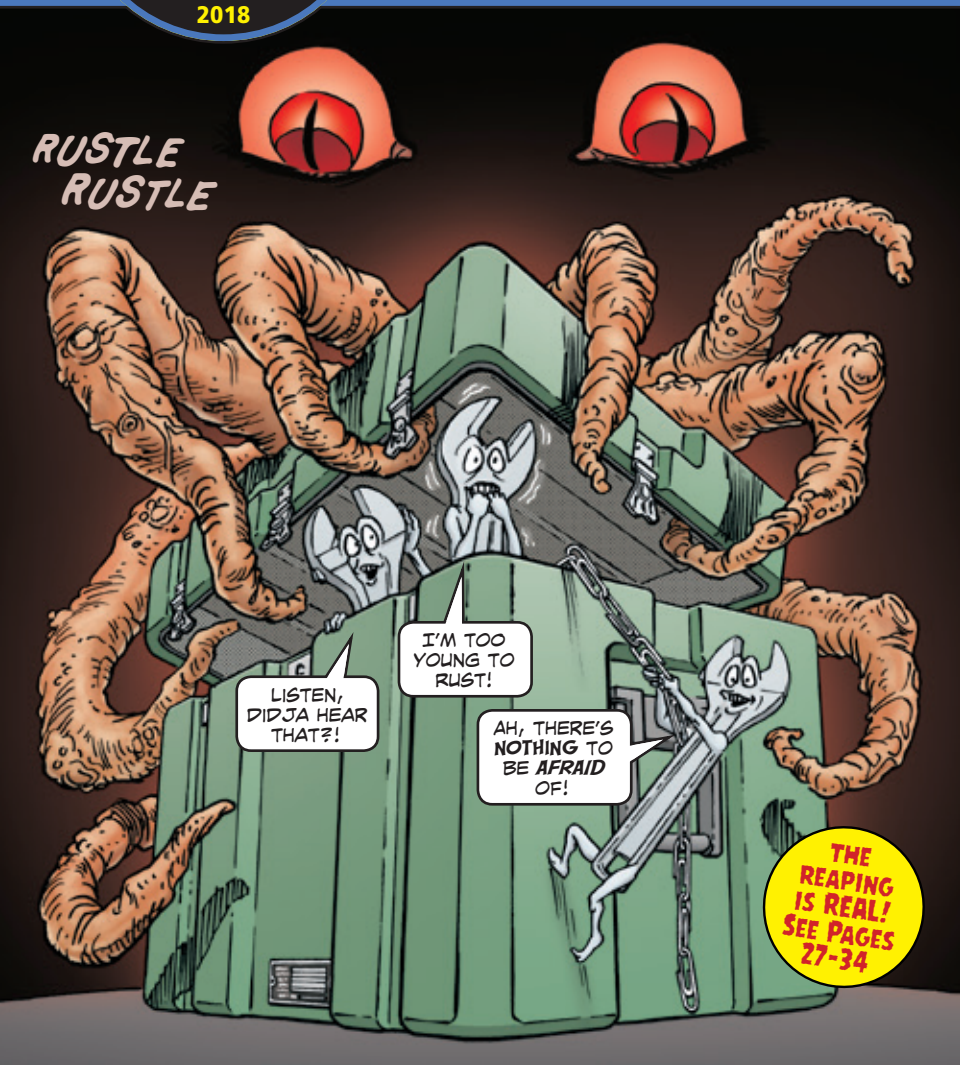
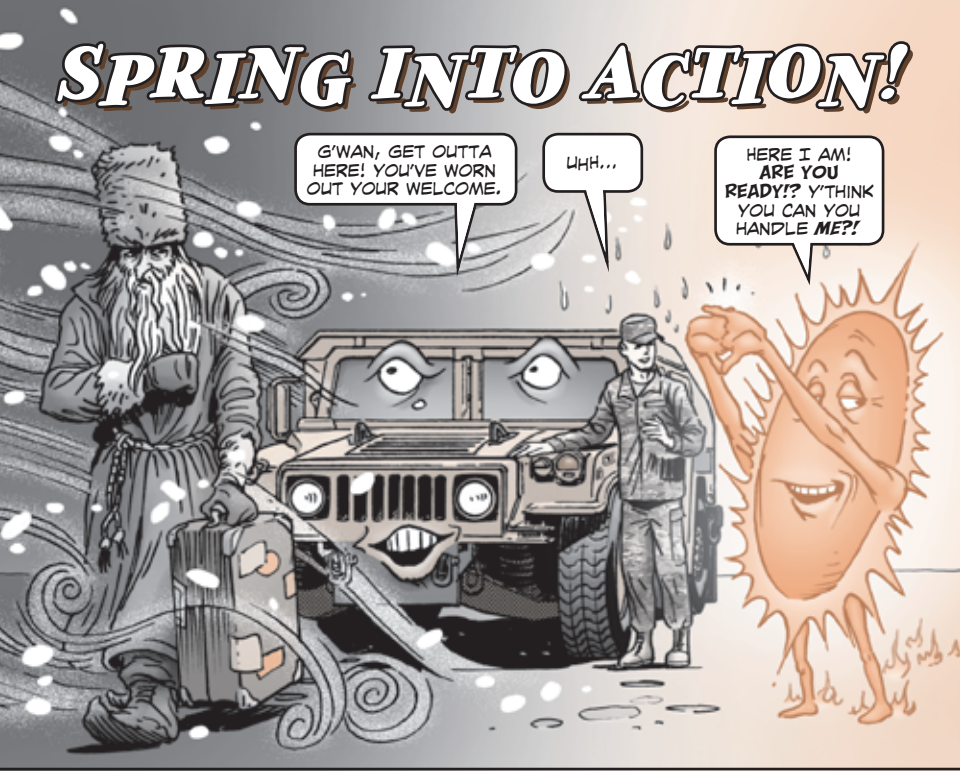
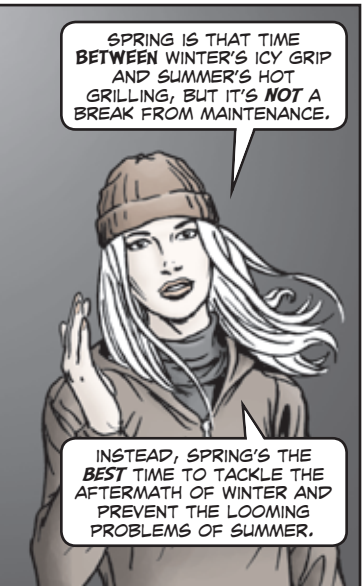


SPRING INTO ACTION!





SPRING CLEANING IS DUE!

TAKE IT ONE PIECE AT A TIME. FIND WHERE WINTER HAS DONE ITS WORST TO YOUR EQUIPMENT AND GET IT FIXED.

CHECK ALL THE FLUIDS. LOOK IN ALL THE NOOKS AND CRANNIES FOR ***CORROSION, RUST, WEAR*** AND ***TEAR.***

ASK YOURSELF ABOUT EACH PIECE OF EQUIPMENT,

"WHERE COULD WINTER HAVE DONE THE *MOST* HARM?"

A GOOD BATTLE PLAN BEGINS BEFORE THE WAR.

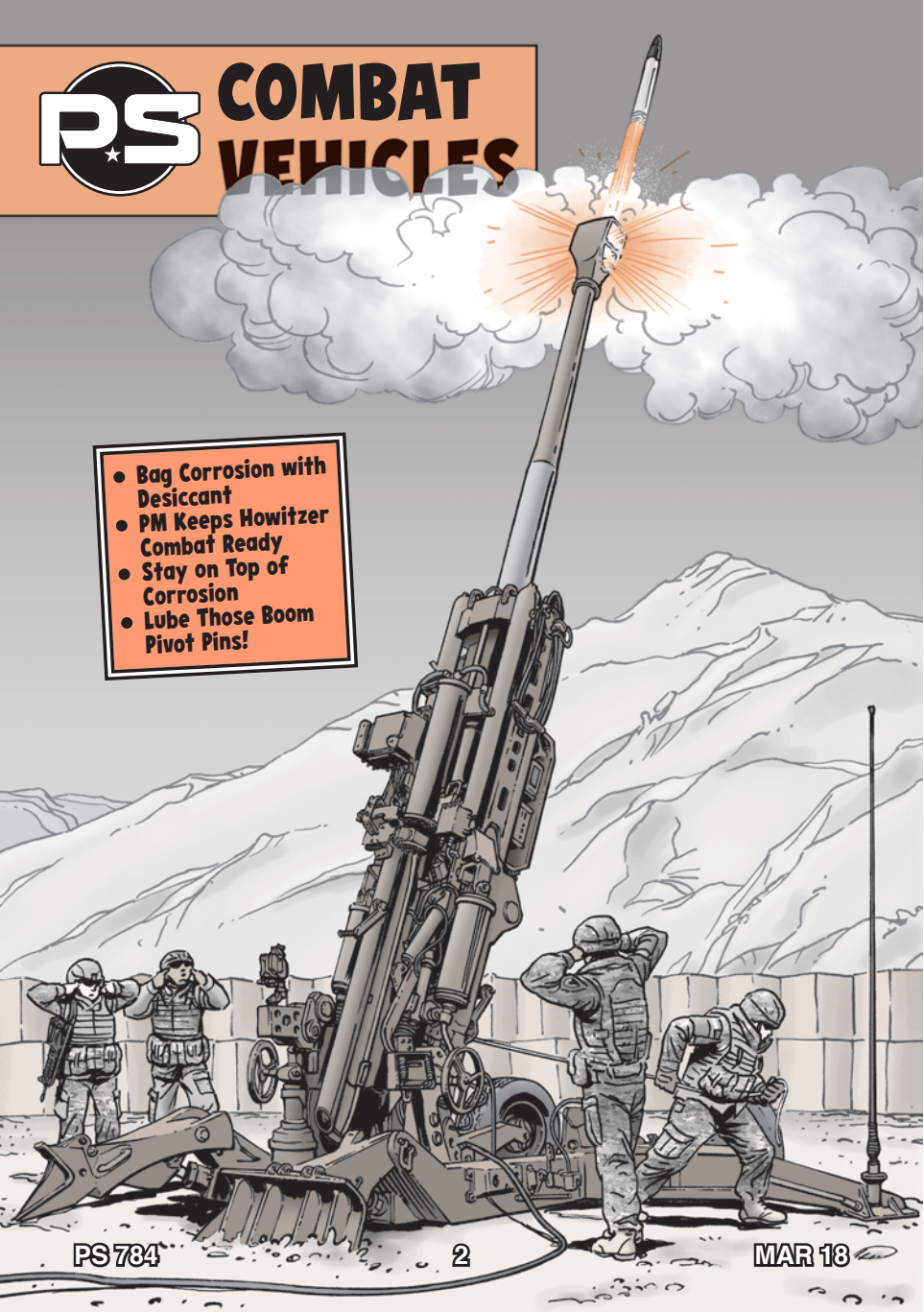
ONCE YOUR EQUIPMENT IS FIT AGAIN, LOOK TO THE **FUTURE.**

WHERE WILL YOUR UNIT BE OPERATING THIS SUMMER?
HOW OFTEN AND IN WHAT CONDITIONS?

MOST IMPORTANTLY, ASK YOURSELF:

HOW CAN SUMMER TRY TO DAMAGE MY EQUIPMENT?
HOW CAN I HEAD OFF THE ENEMY?

PS COMBAT VEHICLES



- Bag Corrosion with Desiccant
- PM Keeps Howitzer Combat Ready
- Stay on Top of Corrosion
- Lube Those Boom Pivot Pins!

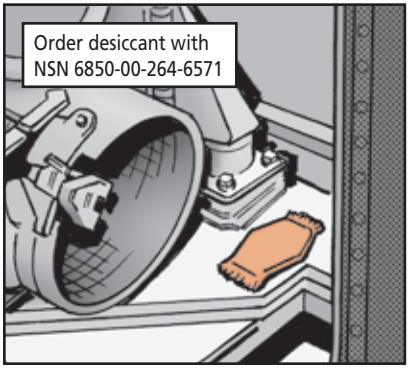
M1-Series Tanks...

BAG CORROSION WITH DESICCANT

Crewmen, there's nothing much worse than humidity in the ammo compartment for your M1-series tank's onboard ammo. That gives rust and corrosion a foothold. Whether your tank stays uploaded all the time or only during exercises, the risk is always there.

Occasionally wiping away any condensation in the ammo compartment will reduce that risk. But the best way to fight corrosion is to stop moisture in its tracks.

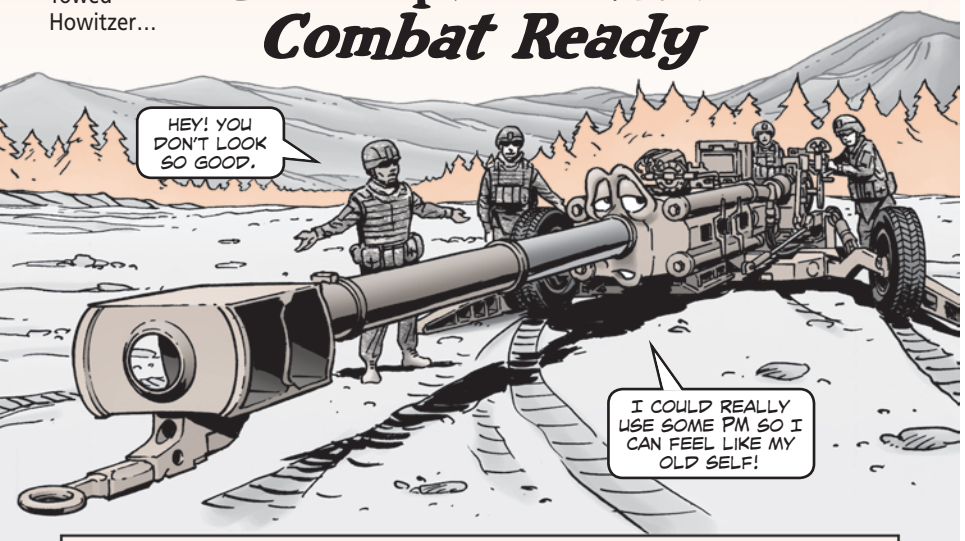
A few bags of desiccant will give you the advantage in the fight against corrosion. Just open each ammo door and put a bag or two on the floor between the ammo tubes and the compartment wall. NSN 6850-00-264-6571 gets a drum of 300 bags of desiccant.



Check the desiccant bags when it's time to do PMCS on the hull ammo compartment. It's time for new desiccant bags if they're moist to the touch or if the compartment walls are wet again.

M777A2 Towed Howitzer...

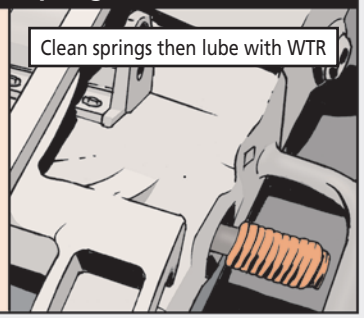
PM Keeps Howitzer *Combat Ready*



Spade Latch Return Spring

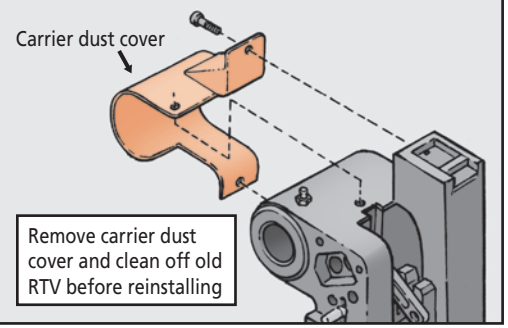
Take a few minutes to check the spring spade assembly. Not cleaning and greasing the two springs, NSNs 5360-99-278-3735 and 5360-99-507-2838, can lead to rust. And then the springs eventually break and have to be replaced.

That's easy to prevent. Remove the housing during PM and give both springs a good cleaning and a light coat of WTR. See WP 0636, WP 0637 and WP 0638 in TM 9-1025-215-23&P in IETM EM 0274 (Sep 16) for the full scoop on removal.



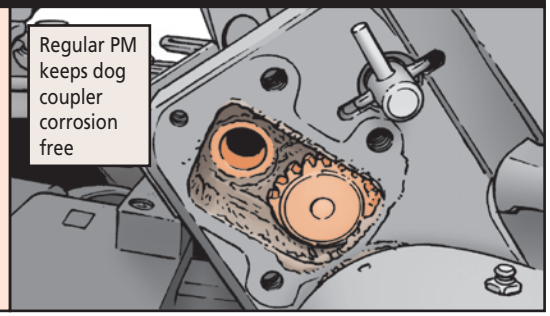
Breech Carrier

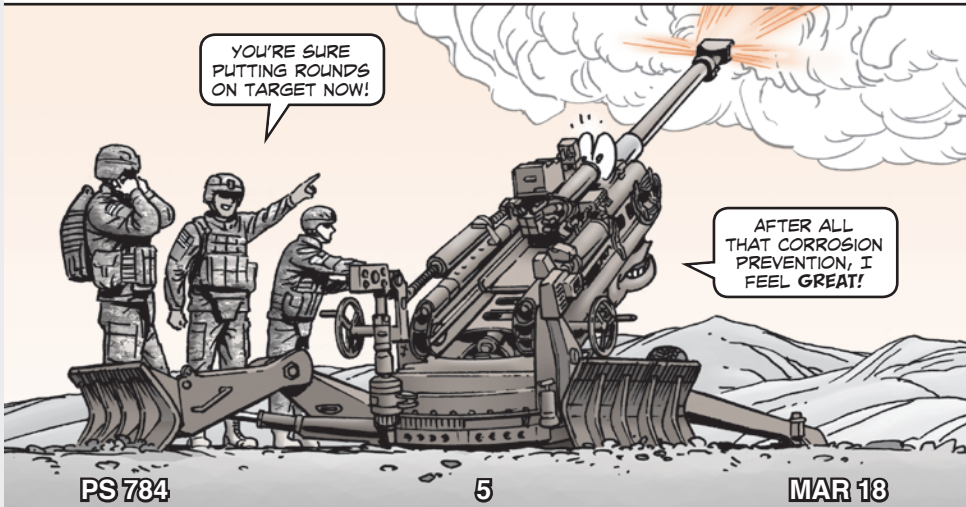
When servicing the breech carrier, remove the carrier dust cover in order to remove all traces of RTV. Clean and dry fit the cover to the carrier before reapplying RTV, NSN 8030-01-299-1762. Before reinstalling the cover, apply RTV around the outside edge of the cover to seal out water and dirt and prevent corrosion.



Dog Coupler Drive Shaft

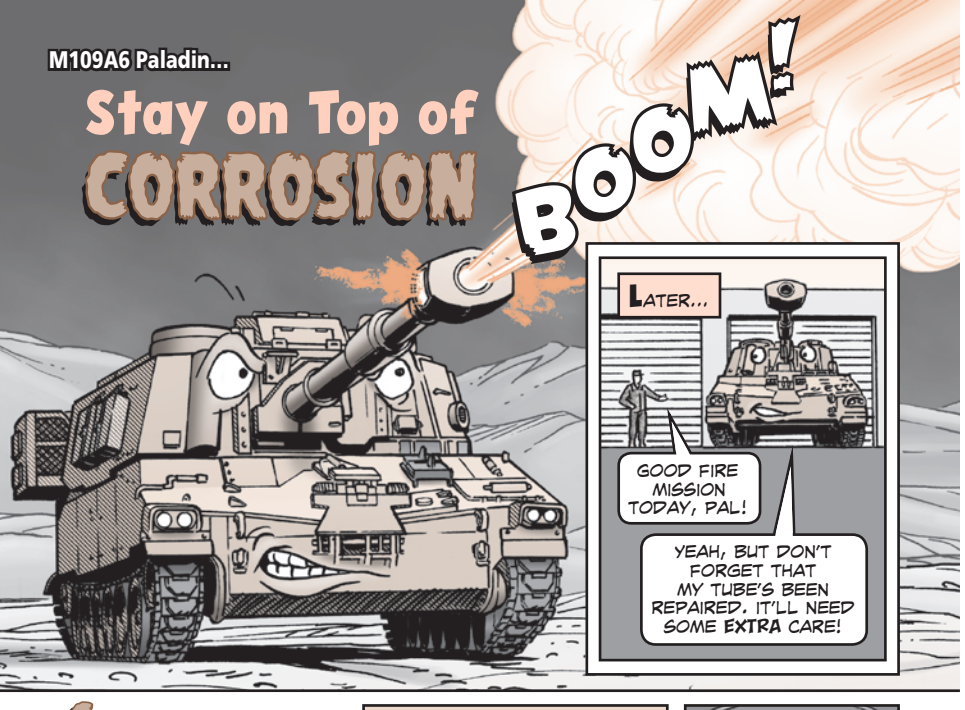
Doing a proper annual service on your M777A2's primer feed mechanism (PFM) will stop corrosion before it can start. Check out WP 0100 and WP 0102 of TM 9-1025-215-23&P for information on keeping the PFM's dog coupler drive shaft corrosion free.





M109A6 Paladin...

Stay on Top of CORROSION

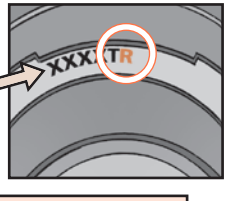


CREWMEN, IF YOUR M109A6 PALADIN HAS A **REPAIRED** M284 GUN TUBE, YOU'LL NEED TO FOLLOW SOME ***SPECIAL*** CLEANING, INSPECTING AND LUBING INSTRUCTIONS AFTER FIRING TO STAVE OFF CORROSION.

SO ***HOW DO YOU KNOW*** IF YOUR PALADIN'S GUN TUBE HAS BEEN **REPAIRED?**

CHECK THE SERIAL NUMBER.

IF IT HAS AN R AT THE END (EXAMPLE: XXXXTR), IT'S BEEN REPAIRED.

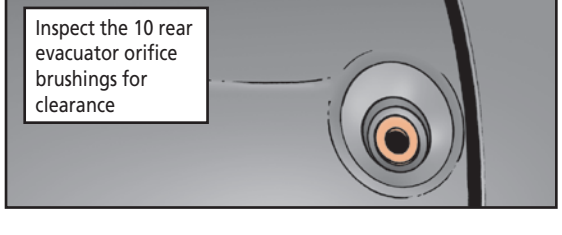


YOU'LL NEED TO TAKE SOME **EXTRA PRECAUTIONS** AFTER EACH FIRING.

FIRST, MAKE SURE YOU FOLLOW ***ALL*** OF THE AFTER PMCS SHOWN IN ITEM 16, WP 0148-20 OF TM 9-2350-314-10-2 (MAY 14).

THEN FOLLOW THESE **ADDITIONAL** INSTRUCTIONS...

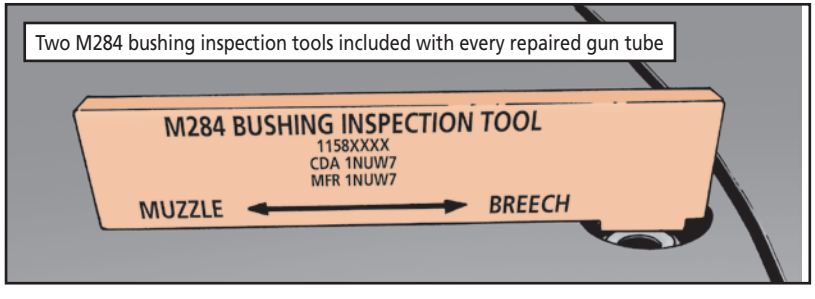
1. With the bore evacuator disassembled, give the 10 rear evacuator orifices and three forward metering holes a good cleaning with **CLP,** NSN 9150-01-054-6453, using the **cleaning brushes,** PNs 8432385 and 11686340, listed in WP 0151-27 of TM 9-2350-314-10-2.



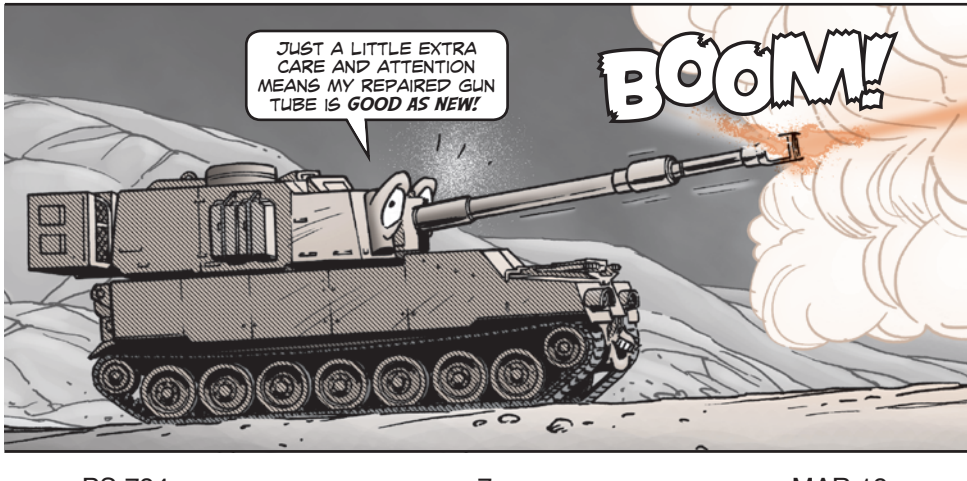
Get rid of all grease, carbon and corrosion so that you can clearly see the gun tube.

2. Inspect all 13 of the holes closely. The service life of the tube is reduced if any of the bushings around the holes show signs of pitting or other corrosion damage. Tell your mechanic.
3. Check each of the 10 rear evacuator orifice bushings for clearance. The three forward metering holes don't have to be inspected.

   Two M284 bushing inspection tools are included with every repaired gun tube. Place one of the tools on the gun tube following the instructions printed on the tool. Make sure the measurement end of the tool hangs over the hole. There should be a gap between the bottom of the tool and the top of the bushing. Tell your mechanic if the tool touches any of the 10 bushings.



4. Check out WP 0151-27 of TM 9-2350-314-10-2 for instructions on how to clean and lube the gun tube.
5. Use a gloved finger to apply GAA, NSN 9150-01-197-7690, to the head of all 13 bushings. Use enough pressure to force grease into the surrounding chamber area and under the head of the bushing.
6. Make sure each of the 13 holes is completely clear of grease before reassembling the bore evacuator. The bore evacuator may not work properly if any's left behind.



M88A1 Recovery Vehicle...

LUBE THOSE BOOM PIVOT PINS!

NOW THAT YOU'RE HERE, I CAN ***FINALLY*** GET THAT NEW ENGINE!

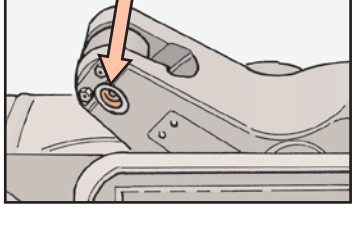
TOO BAD MY BOOM PIVOT PINS HAVEN'T BEEN LUBED IN A WHILE.

I'M NOT PULLING **ANY** ENGINES TODAY!

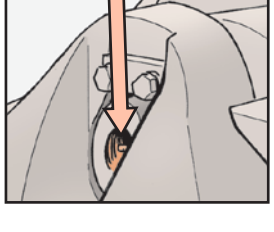
MECHANICS, YOUR M88A1 **WON'T** BE MUCH USE IN RECOVERING VEHICLES IF...

...YOU FORGET TO LUBE THE BOOM FOOT PIVOT PINS AND THE BOOM PIVOT PINS.

Don't forget to lube boom foot pivot pins...



...and boom pivot pins

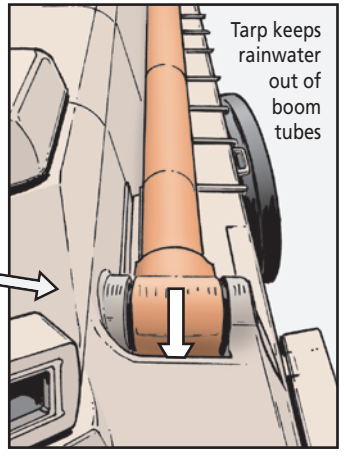


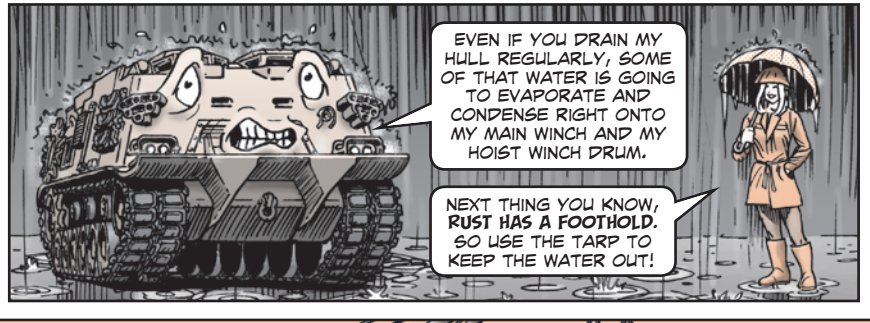
UNLUBED PINS EVENTUALLY RUST IN PLACE. IF THE BOOM PIVOT PIN **ROTATES** AS YOU RAISE OR LOWER THE BOOM, YOU'LL KNOW THE PINS HAVE RUSTED.

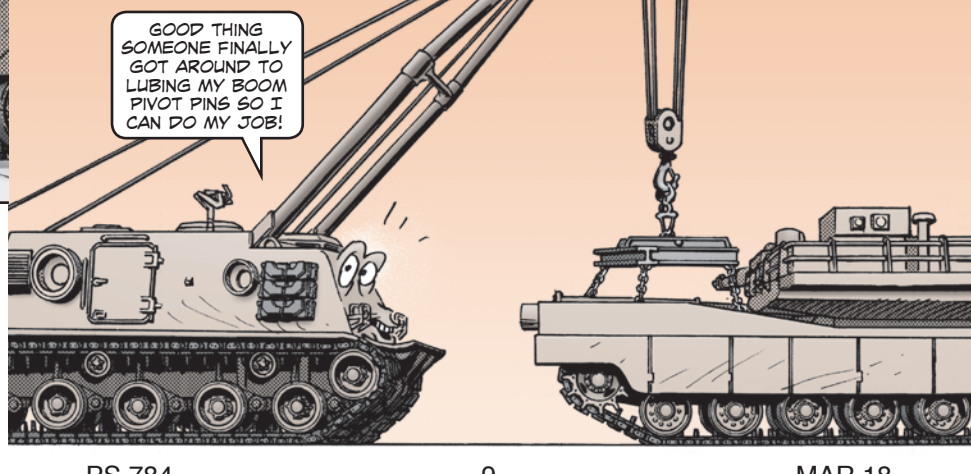
ALWAYS LUBE YOUR M88A1 RECOVERY VEHICLE'S BOOM FOOT PIVOT PINS AND BOOM PIVOT PINS MONTHLY WITH GAA. GET A 1 3/4-POUND CAN OF GAA WITH NSN 9150-01-197-7690.

COVERING THE TOP OF YOUR VEHICLE WITH A TARP OFFERS RAIN PROTECTION, ESPECIALLY FOR THE BOOM TUBES. RAINWATER FALLS STRAIGHT DOWN THE BOOM TUBES AND FILLS THE HULL. THAT MOISTURE CAUSES THE PIVOT PINS TO RUST, TOO.

USE NSN 2540-01-330-8062 TO ORDER A 12X17-FT **TAN** TARP, OR NSN 2540-00-653-7589 FOR THE **OLIVE DRAB** VERSION.







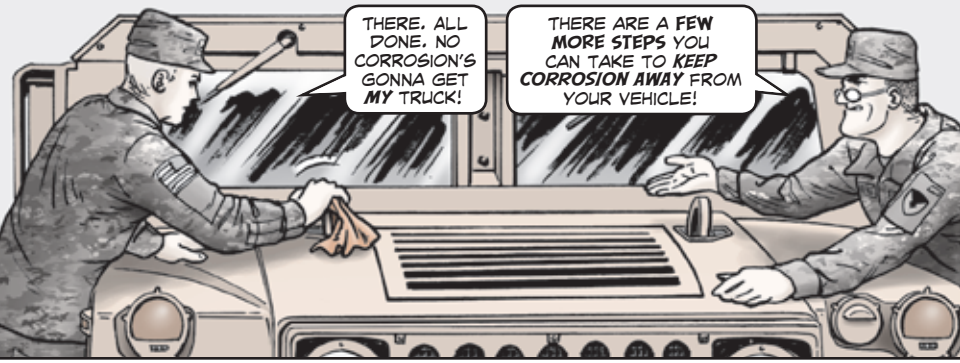
PS TACTICAL VEHICLES

- Rust Busters Tip of the Month
- CPAC for CPC: What's with the Acronyms?!
- How Many Mechanics Does it Take to Change a Light Bulb?
- Clamp Down on Corrosion!
- Three Steps to Better Battery Installation

Corrosion...

RUST BUSTERS

TIP OF THE MONTH

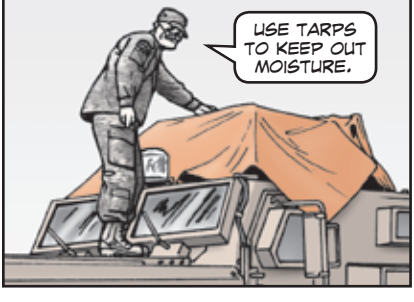


YOU'VE SCRUBBED YOUR VEHICLE FROM BUMPER TO BUMPER. EVERY NOOK AND CRANNY IS FREE OF DIRT, MOISTURE AND ANYTHING THAT CAN GIVE CORROSION A FOOTHOLD. ALL DONE, **RIGHT?**

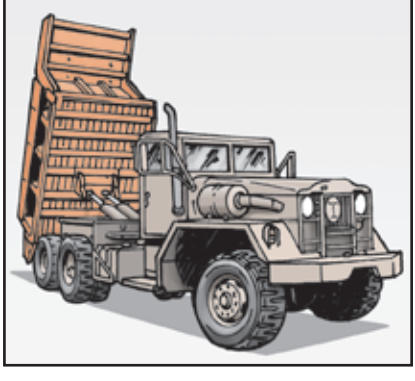
WELL, NOT QUITE.

YOU ***STILL*** NEED TO DO A FEW THINGS TO PREVENT **FUTURE** CORROSION:

- Stop rain water from entering vehicles and equipment by closing doors and hatches.
- Keep moisture out of commo equipment, engine and transmission housings, and other types of closed components. The best way to prevent water damage is with a tarp or parking under cover whenever possible.

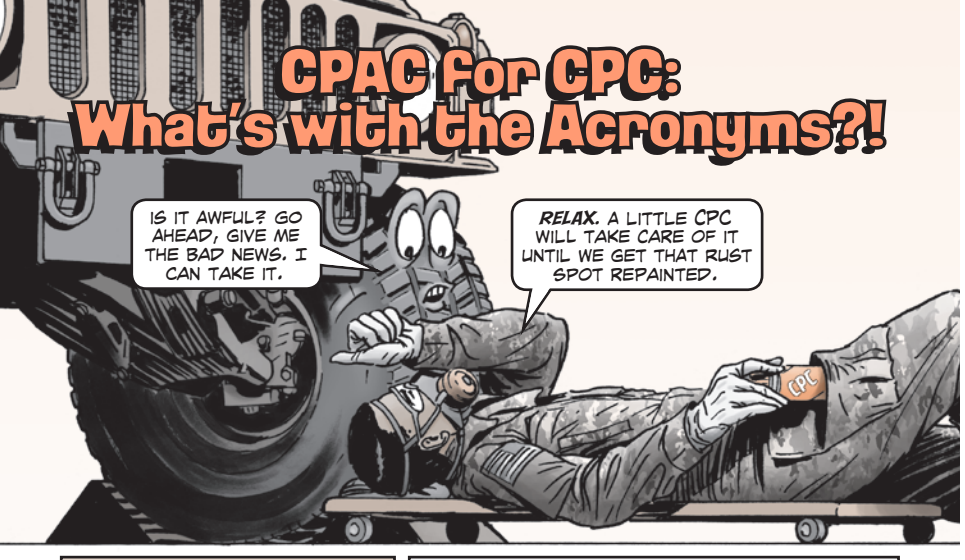


- Check drain holes regularly. Keep them clear of dirt and debris so water drains properly.
- Invert or tilt buckets on construction equipment to prevent water buildup. The same goes for dump truck beds.



IF THESE TECHNIQUES FAIL, BE SURE TO REMOVE STANDING WATER FROM CREW AREAS AND CLOSED COMPARTMENTS. USE TOWELS, FORCED AIR, OR A VACUUM OR PUMP.

CPAC for CPC: What's with the Acronyms?!



IN THE WORLD OF ARMY ACRONYMS, CPAC IS ONE YOU GOTTA **KNOW** NOW AND FOREVER.

IT STANDS FOR

CORROSION PREVENTION AND CONTROL.

(SOMETIMES IT'S CALLED CPC.)

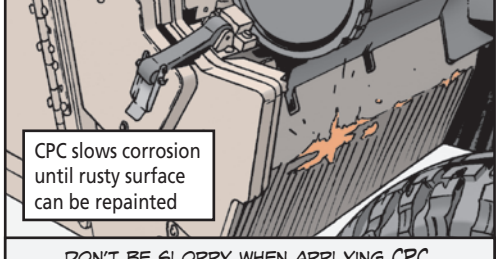
IN THE WORLD OF CORROSION PREVENTION, CPC **ALSO** STANDS FOR SOMETHING YOU'RE GONNA **NEED** NOW AND FOREVER:

CORROSION PREVENTIVE COMPOUND

ALSO KNOWN AS ***RUST INHIBITOR.***

THIS IS THE STUFF YOU WIPE OR SPRAY ON RUST AND CORROSION-PRONE SURFACES LIKE BARE METALS THAT ARE EXPOSED WHEN PAINT OR COATINGS ARE DAMAGED.

YOU CAN ALSO USE IT ON METAL SURFACES INSIDE VEHICLES OR ON EQUIPMENT.



DON'T BE SLOPPY WHEN APPLYING CPC. BUT IF A LITTLE SPLASHES ON SURROUNDING SURFACES, **DON'T WORRY.** IT WON'T HARM PLASTICS, RUBBER, GLASS OR WIRING.

How to Use It

CPCS COME IN **MANY DIFFERENT FORMS.**

SELECT THE ONE APPROPRIATE FOR ***YOUR*** SPECIFIC VEHICLE AND STORAGE CONDITIONS.

FIND GUIDANCE IN WP 0008 OF TB 43-0213, *CORROSION PREVENTION AND CONTROL (CPAC) FOR ARMY WHEELED VEHICLES* (SEP 12), ON THE LOGSA WEBSITE:

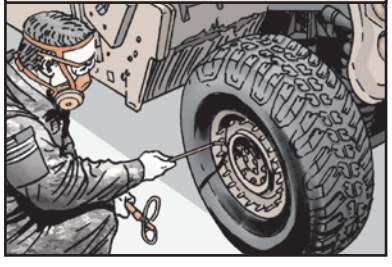
https://liw.logsa.army.mil/etmapp/#/etm/home

APPLY THE CPC **REGULARLY** TO ***SLOW*** THE SPREAD OF RUST AFTER CLEANING, BEFORE AND AFTER DEPLOYMENT AND BEFORE ANY LONG-TERM STORAGE.

IT WORKS BY DISPLACING MOISTURE THAT CAN HOLD SALT, DIRT AND OTHER POLLUTANTS.

CPCS TYPICALLY **DON'T** CONTAIN ANYTHING HAZARDOUS, BUT CHECK THE SAFETY DATA SHEET TO BE SURE. REGARDLESS, YOU SHOULD ***ALWAYS*** WEAR CHEMICAL-PROTECTIVE GOGGLES, A RESPIRATOR AND CHEMICAL-RESISTANT GLOVES WHEN APPLYING THE CPC TO AVOID RESPIRATORY AND SKIN IRRITATIONS.

Wear protective gear when applying CPC



CPCS CAN BE FLAMMABLE!

KEEP CONTAINERS AWAY FROM STEAM LINES, ELECTRONIC EQUIPMENT AND OTHER HEAT SOURCES.

DON'T SPRAY CPCS NEAR OPEN FLAMES, HOT SURFACES OR OTHER SOURCES OF IGNITION.

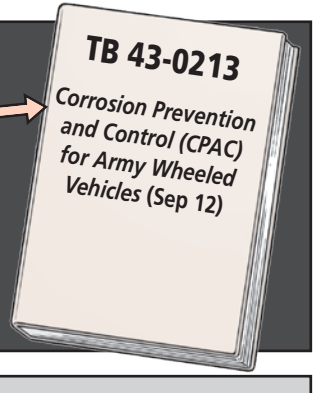
NEVER BURN OR PUNCTURE CPC CANS!

PLAY IT **SAFE** AND ***PROTECT*** YOURSELF AND THOSE AROUND YOU FROM PERSONAL INJURY.

How to Get It

NSNS FOR VARIOUS CPCS ARE LISTED IN TB 43-0213'S EXPENDABLE AND DURABLE ITEMS LIST.

FOR EXAMPLE, **CORTEC ECOLINE 3220,** NSN 6850-01-607-7343, IS A CANOLA OIL-BASED PRODUCT THAT IS ENVIRONMENTALLY FRIENDLY AND USED TO PROTECT VEHICLES IN THE HIGHLY CORROSIVE ENVIRONMENTS OF KOREA, JAPAN AND HAWAII.

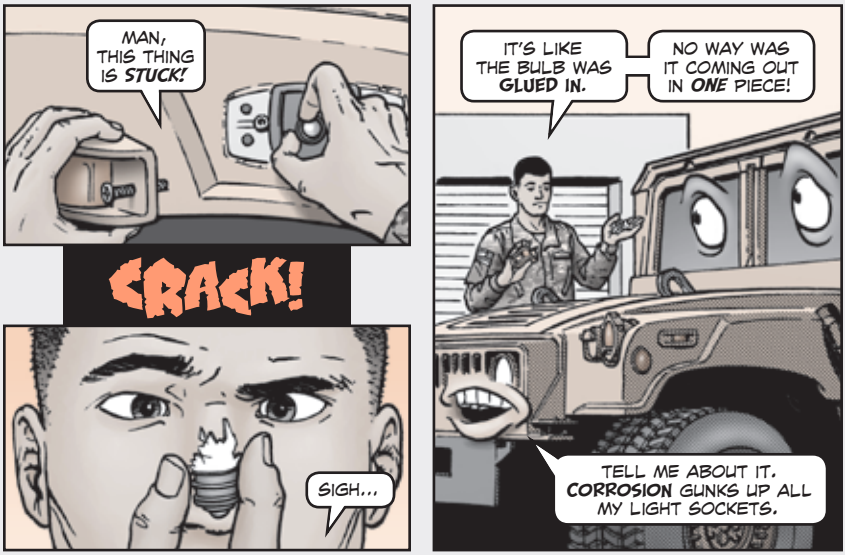


Watch and Learn

WATCH IT AT: https://www.milsuite.mil/video/watch/video/17440

HMMWVs...

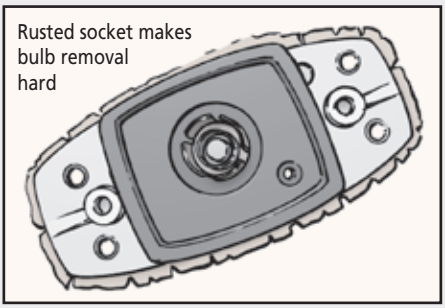
HOW MANY MECHANICS DOES IT TAKE TO CHANGE A LIGHT BULB?



You've heard the joke about how many mechanics it takes to change a light bulb. All joking aside, the bulb may require more time and effort than it should if you're not using silicone grease.

Replacing light bulbs in a HMMWV's side marker light is fairly easy. Remove two screws, take off the door and lens, pop out the old bulb and stick in a new one.

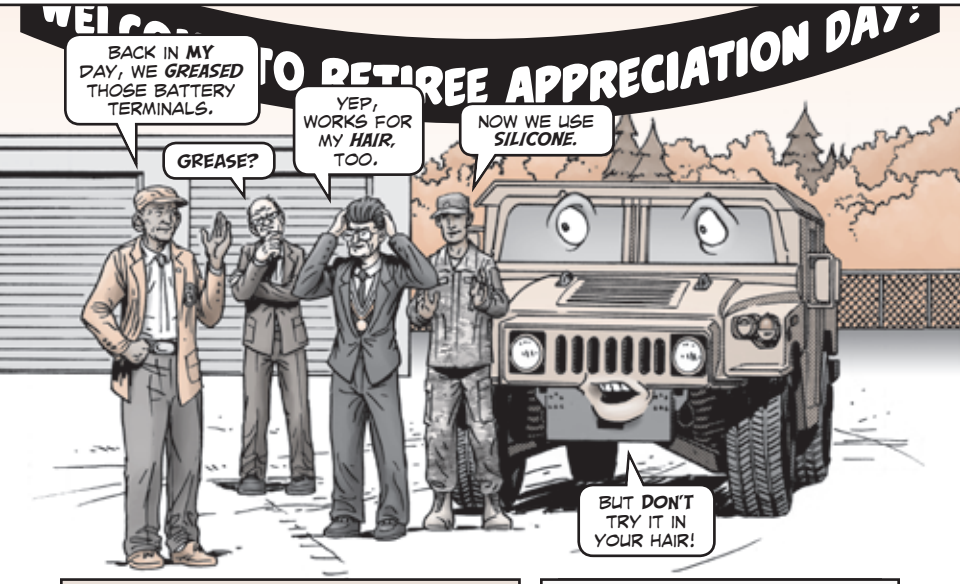
The task gets a little dicey, however, when rust builds up in the socket. It practically welds the bulb in place, making it impossible to get the bulb out without breaking it.



Avoid this problem by applying a light coat of silicone grease, NSN 6850-00-963-5402, on the base of the new bulb before inserting it into the socket. The silicone stops the corrosion and makes it much easier to remove the bulb.

No joke, this stuff really works! Of course, if the marker light assembly is already rusted, you'll need to either clean or replace it before putting in a new bulb.

CLAMP DOWN ON CORROSION!

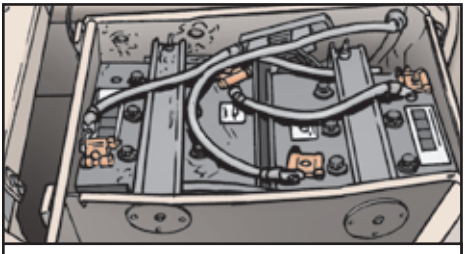


Dear Half-Mast,

Our unit recently hosted a reunion, and a bunch of retirees came to visit. Some of them told me they used grease to coat the terminals on lead-acid batteries. They said it helped prevent corrosion and made the clamps easier to remove.

Is this good advice? If so, what kind of grease is approved?

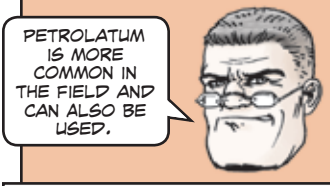
SGT T.B.S.



Silicone compound on battery posts stops corrosion

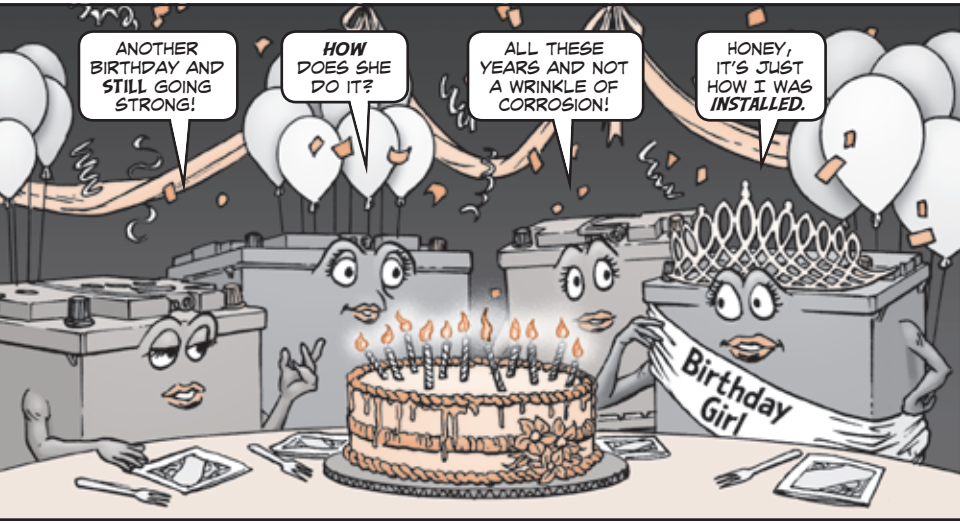
YES, SERGEANT, THE RETIREES ARE **RIGHT!** YOU ARE WISE TO LISTEN AND LEARN FROM THEIR EXPERIENCE. TACOM LCMC STILL SAYS A LIGHT COAT OF GAA ON A BATTERY'S POSITIVE AND NEGATIVE POSTS WILL HELP PREVENT CORROSION.

BUT TACOM ***NOW*** RECOMMENDS A **SILICONE COMPOUND** THAT WORKS ***EVEN BETTER*** THAN GREASE.



ORDER A **3-OZ TUBE** OF SILICONE WITH NSN 8040-01-331-7133 OR A **1-PINT CAN** WITH NSN 8040-01-331-7134. ORDER PETROLATUM WITH NSN 9150-00-250-0926.

THREE STEPS TO BETTER BATTERY INSTALLATION

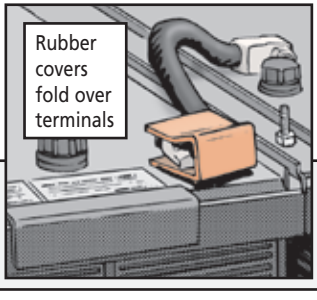


CORROSION KILLS TACTICAL VEHICLE BATTERIES...

...**BUT THREE SIMPLE STEPS** DURING BATTERY INSTALLATION CAN HELP ***STOP CORROSION*** AND ***EXTEND THE LIFE*** OF YOUR BATTERY.

STEP 1: INSTALL A **FELT INSULATOR WASHER** OVER THE BATTERY POST. THE WASHERS ARE TREATED TO HELP STOP CORROSION. THAT'S WHY THEY DO A GOOD JOB PROTECTING ONE OF THE CRITICAL SPOTS ON A BATTERY WHERE CORROSION OFTEN STARTS. ORDER A **PACKAGE OF 100** WITH NSN 5970-01-101-4147.

STEP 2: GIVE ***BOTH*** BATTERY POSTS A LIGHT COAT OF **SILICONE COMPOUND**. LET THE SILICONE RUN DOWN AROUND THE BATTERY POST AND TERMINAL TO COMPLETELY SEAL OUT MOISTURE. A **3-OZ TUBE** COMES WITH NSN 8040-01-331-7133 AND **1-PINT** WITH NSN 8040-01-331-7134.



STEP 3: INSTALL RUBBER COVERS ON THE BATTERY TERMINALS. THESE KEEP MOISTURE OFF THE TERMINALS AND SLOW THE SPREAD OF CORROSION. THEY ALSO PREVENT ACCIDENTAL ARCING FROM TOOLS OR OTHER OBJECTS MISPLACED NEAR THE TERMINALS.

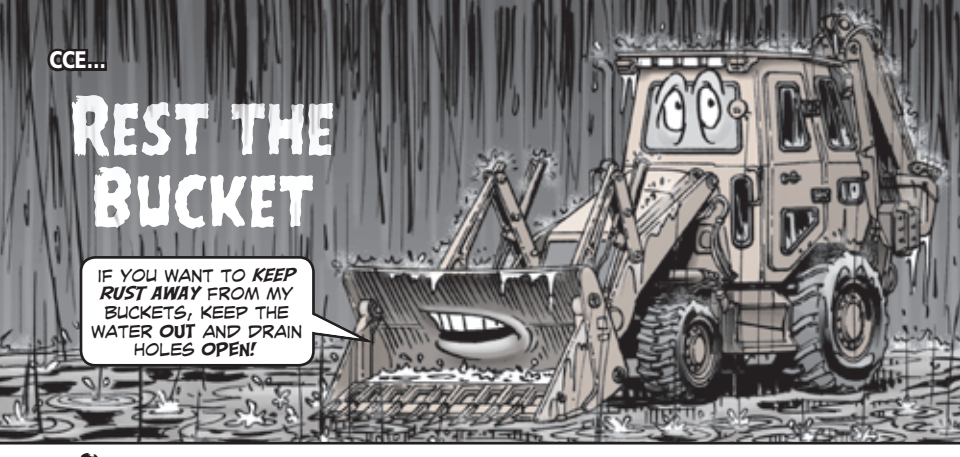
ORDER A **SINGLE COVER** WITH NSN 2530-01-089-4992 OR A **PACKAGE OF 10** WITH NSN 5940-00-738-6272. A HOLE IN ONE END OF THE COVER SLIDES OVER THE TERMINAL AND FOLDS OVER THE CABLE CONNECTOR.

PS CONSTRUCTION

- Rest the Bucket
- Look for Rusty Leaks
- Articulation Rods Need Scrubbin'

CCE...

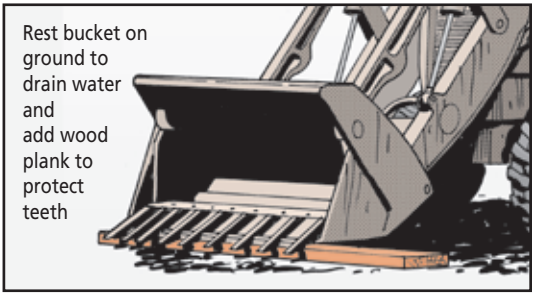
Rest the Bucket



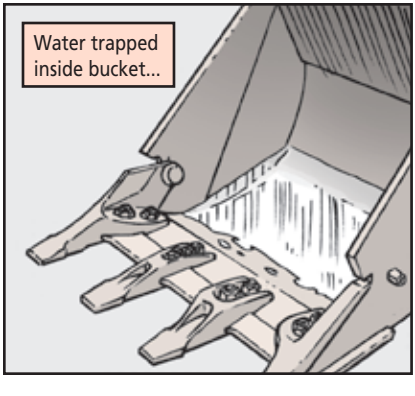
Operators, after the day's run, make sure you park your vehicle with the front loader bucket resting on the ground. That not only saves the hydraulics, but also allows any water to drain out.

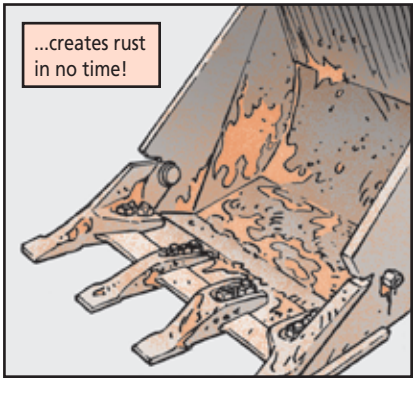
As an added step, place a piece of wood under the edge to keep the teeth from sticking to muddy ground.

For backhoe buckets, make sure they're stowed so water can drain out. You'll also want to make sure the bucket's drain holes are open for the same reason.



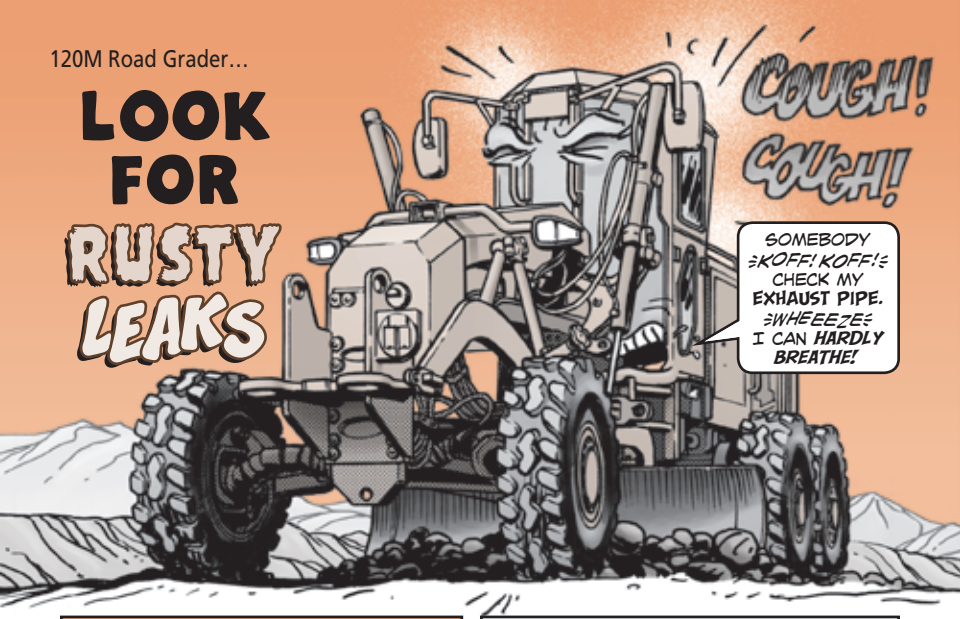
Water that sits in a metal bucket is rust waiting to start. And if that water freezes, it can crack the bucket at its weld seams.

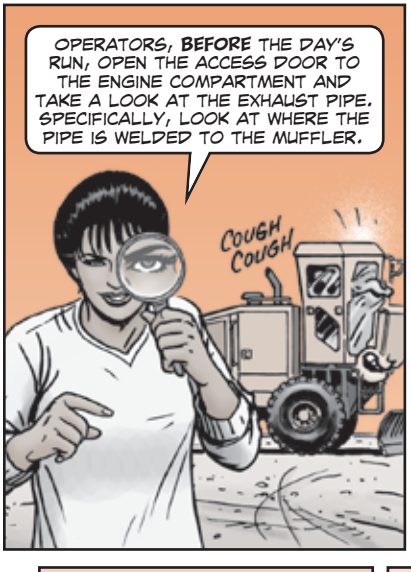




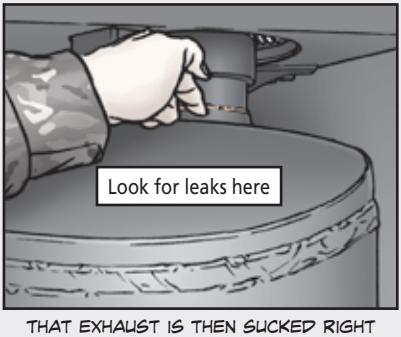
120M Road Grader...

LOOK FOR RUSTY LEAKS





OVER TIME, CONDENSATION CAN BUILD AND RUST THE AREA RIGHT NEXT TO THE WELD. IN SOME CASES, THE METAL RUSTS AWAY **COMPLETELY**, CREATING OPEN CRACKS THAT ALLOW EXHAUST INTO THE ENGINE COMPARTMENT.



THAT EXHAUST IS THEN SUCKED RIGHT INTO THE NEARBY AIR CLEANER/FILTER ASSEMBLY. EVENTUALLY, THE AIR FILTER CLOGS UP, RESULTING IN ***SEVERE ENGINE PERFORMANCE ISSUES.***

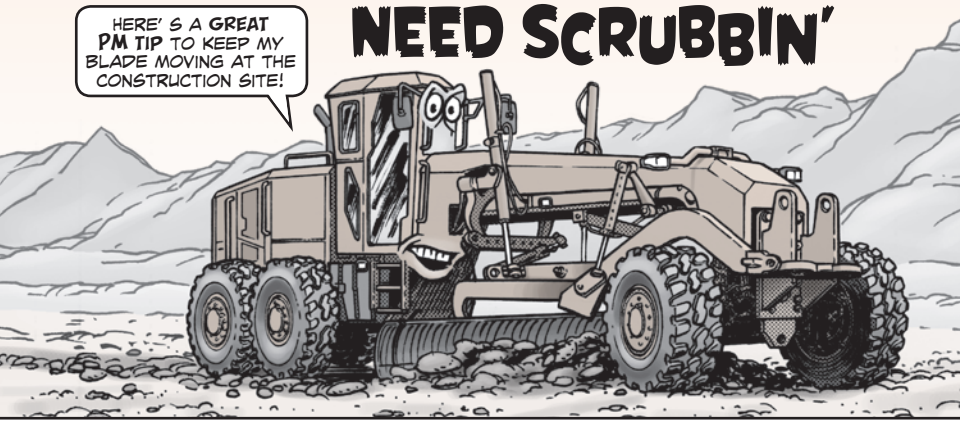
ANOTHER WAY TO FIND THIS PROBLEM IS WHEN YOU PULL THE AIR CLEANER FILTER ELEMENTS TO CHECK FOR BUILDUP.

IF THEY'RE CLOGGED WITH BLACK SOOT, **A RUSTED EXHAUST PIPE** IS THE LIKELY SOURCE.

CALL YOUR MECHANIC TO HAVE IT CHECKED OUT.

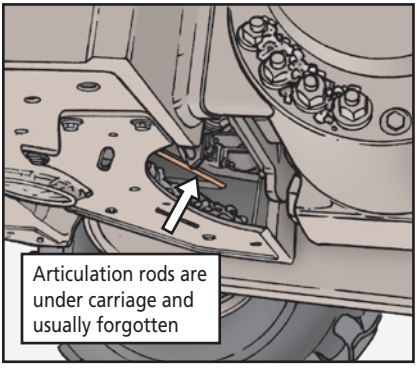
120M Road Grader...

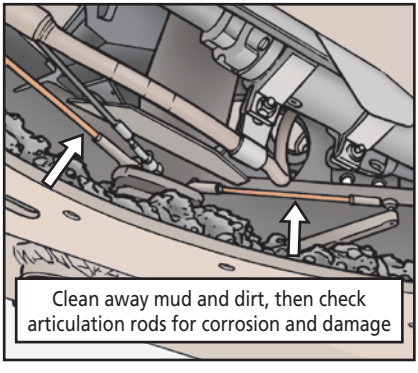
ARTICULATION RODS NEED SCRUBBIN'



Operators, when cleaning time rolls around, don't forget to wash under the grader's carriage. It's a dirty job—you'll have to get down on your hands and knees and crawl to spray this area with a high-pressure hose.

But it's necessary to clean out the sand, rocks and hard-packed dirt under the cab where the vehicle's articulation rods are located. This area gets packed with snow and ice during the winter and mud the rest of the year. Eventually, it corrodes the articulation rods and they stop moving.





While you're there, take a close look at the rods for any damage or bends. The rods can break when the grader traverses over boulders, logs, tree stumps and other obstacles. A bent or busted rod means you can't articulate the grader's blade.

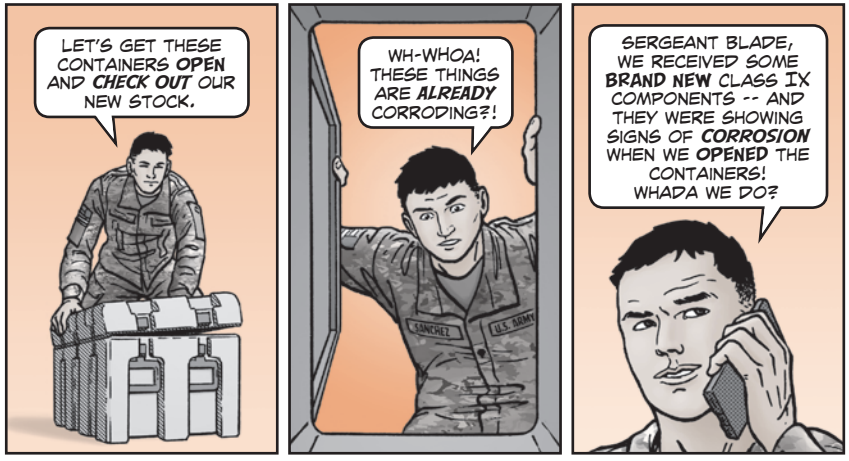
Notify maintenance if you see a damaged rod. You'll know something's up if the warning buzzer goes off inside the cab and you can't articulate the blade.

PS AVIATION

- The Corrosion Menace
- Turn in Your Unserviceable Aircraft Parts
- Cleaning is the First Step for Fighting Corrosion
- Got Utility Helicopter Safety Questions?
- Got Shadow Questions?
- FARP Helmet Parts Update

All Aircraft...

THE CORROSION MENACE



MAINTAINERS, CORROSION IS A BATTLE YOU **CAN'T** TAKE YOUR EYES OFF OF. WHENEVER IT REARS ITS UGLY HEAD, YOU MUST BE ***READY*** TO CHOP IT OFF.

IF **YOU'VE** RECEIVED PACKAGES OR CONTAINERS WITH BRAND NEW CLASS IX PARTS AND THE COMPONENTS SHOW SIGNS OF CORROSION OR OTHER SUPPLY DISCREPANCIES,

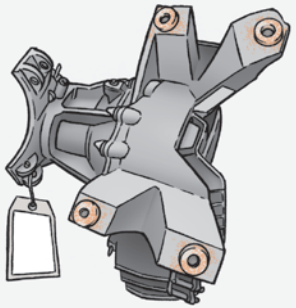
FOLLOW THESE STEPS:

FIRST, NOTIFY YOUR QUALITY CONTROL TECHNICAL INSPECTOR. HE WILL DECIDE IF REPAIRS CAN BE MADE AT YOUR UNIT. IF THAT'S THE CASE, YOU'LL REPAIR THE CORROSION BEFORE INSTALLING THE PART ON THE AIRCRAFT.

SECOND, NOTIFY AMCOM OF THE PROBLEM SO THEY CAN ADDRESS THE ISSUE IN THE SUPPLY SYSTEM.

COMMUNICATION WITH THE AMCOM HEADSHED IS **VITAL** IN MAKING SURE ACTION IS TAKEN TO FIX CORROSION ON OTHER NEW PARTS THAT ARE SHIPPED TO UNITS. THAT ENSURES ***EVERYONE*** RECEIVES THE PARTS THEY NEED IN **READY-TO-USE** CONDITION.

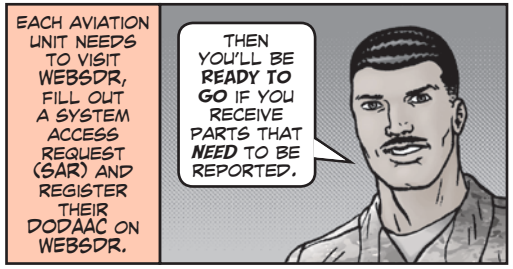
Check for corrosion on shipped parts



SUPPLY DISCREPANCY REPORTS (SDRS) OF CLASS IX PARTS CAN BE SUBMITTED THROUGH WEBSDR AT:
https://www.transactionservices.dla.mil/daashome/websdr.asp

NOTE: FOR ALL U.S. ARMY ORGANIZATIONS, ***DO NOT*** USE THE PRODUCT QUALITY DEFICIENCY REPORT (PQDR) WEBSITE (PDREP) TO SUBMIT SDRS.

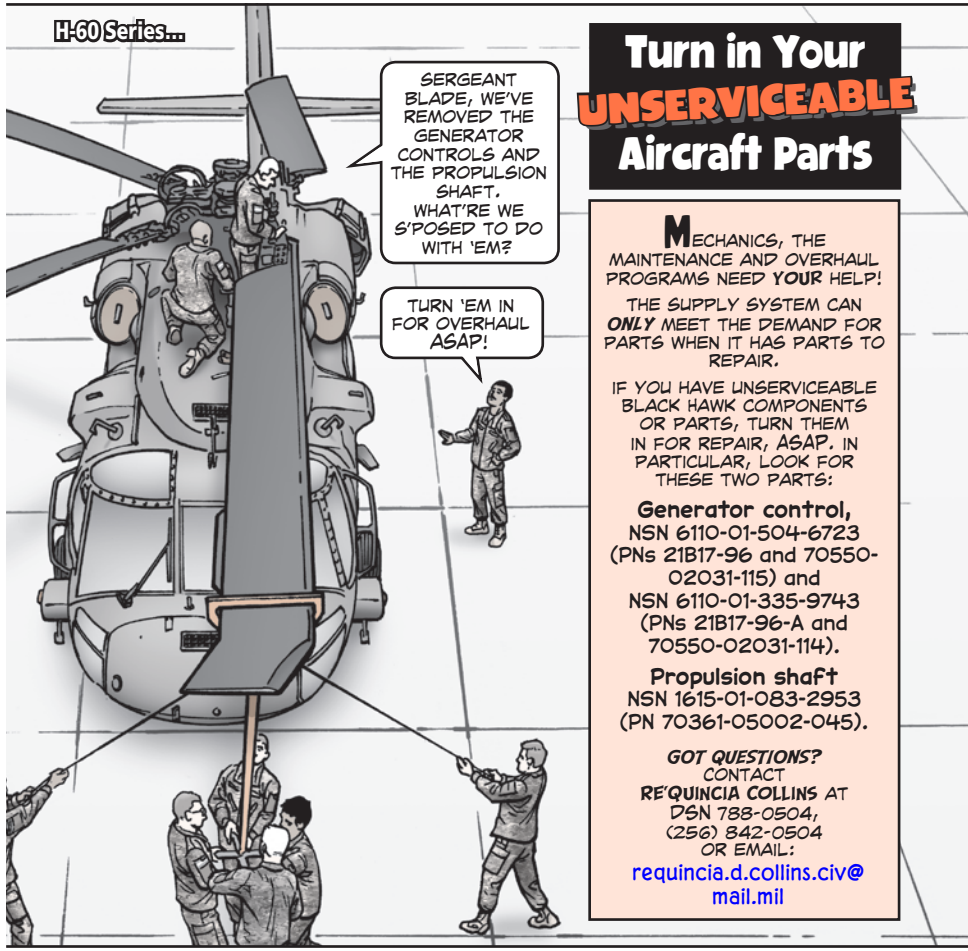
DLM 4000.25, VOLUME 2, CHAPTER 17 *(SUPPLY DISCREPANCY REPORTING)*, IS THE TOOL TO USE WHEN REPORTING SHIPPING OR PACKAGING DISCREPANCIES. DOWNLOAD THE MOST CURRENT VERSION AT:
http://www.dla.mil/HQ/InformationOperations/DLMS/elibrary/manuals/publications/dlm/dlm-pubs/



GOT PACKAGING QUESTIONS?

CONTACT PACKAGING SPECIALIST ***EDWARD HUNTER***, (256) 876-0284. YOU CAN ALSO CONTACT ***SCOTT HODGEN*** IN THE AMCOM CORROSION PROGRAM OFFICE AT DSN (312) 788-5149, OR (256) 842-5149.

THEIR EMAIL ADDRESSES ARE:
edward.l.hunter2.civ@mail.mil
scott.r.hodgen.ctr@mail.mil



Turn in Your UNSERVICEABLE Aircraft Parts

MECHANICS, THE MAINTENANCE AND OVERHAUL PROGRAMS NEED **YOUR** HELP!

THE SUPPLY SYSTEM CAN ***ONLY*** MEET THE DEMAND FOR PARTS WHEN IT HAS PARTS TO REPAIR.

IF YOU HAVE UNSERVICEABLE BLACK HAWK COMPONENTS OR PARTS, TURN THEM IN FOR REPAIR, ASAP. IN PARTICULAR, LOOK FOR THESE TWO PARTS:

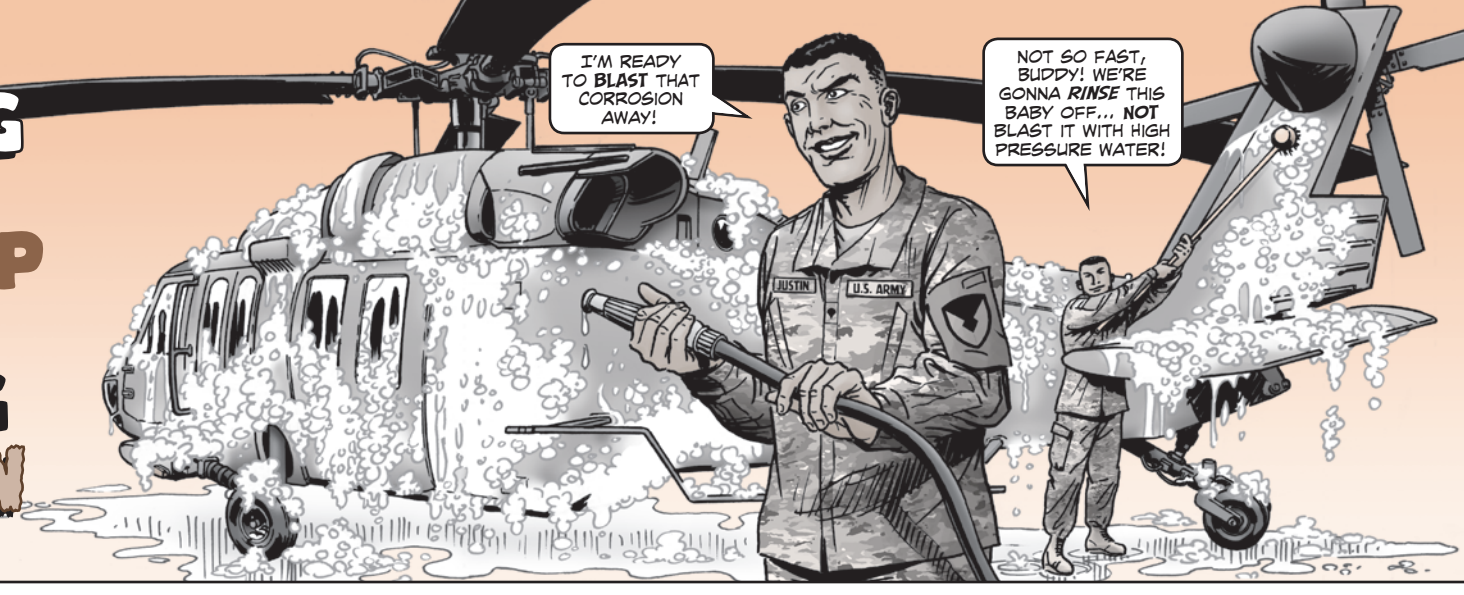
Generator control,
NSN 6110-01-504-6723
(PNs 21B17-96 and 70550-02031-115) and
NSN 6110-01-335-9743
(PNs 21B17-96-A and 70550-02031-114).

Propulsion shaft
NSN 1615-01-083-2953
(PN 70361-05002-045).

GOT QUESTIONS?
CONTACT
RE'QUINCIA COLLINS AT
DSN 788-0504,
(256) 842-0504
OR EMAIL:
requincia.d.collins.civ@mail.mil

All Aircraft...

CLEANING IS THE FIRST STEP FOR FIGHTING CORROSION



MECHANICS, IF YOU ***THINK*** IT'S A ***GOOD IDEA*** TO USE HIGH PRESSURE WATER TO BLAST GRIT AND GRIME FROM YOUR HELICOPTER'S AIRFRAME...

USING HIGH PRESSURE WASHERS AND WANDS ARE NOT AUTHORIZED ON ARMY AIRCRAFT UNLESS THEY'RE REGULATED TO 175 PSI LIKE IT SAYS IN CHAPTER 2-7 OF TM 1-1500-344-23-2.

YOUR SPECIFIC AIRCRAFT PSI LIMITS MAY BE LOWER SO ALWAYS CHECK YOUR IETM FOR SPECIFIC LIMITS.

WHEN CLEANING AIRCRAFT, **ALWAYS** USE THE ***AUTHORIZED*** CLEANERS IN YOUR IETM AND TM 1-1500-344-23-2, *CLEANING AND CORROSION CONTROL.*

HIGHLY ALKALINE CLEANING COMPOUNDS (pH GREATER THAN 10) ARE **NOT** AUTHORIZED FOR USE ON ARMY AIRCRAFT.

SOME HIGH STRENGTH ALUMINUMS CAN DEVELOP A CONDITION CALLED ***HYDROGEN EMBRITTLEMENT*** WHEN EXPOSED TO HIGHLY ALKALINE CLEANERS.

ALTHOUGH COMMERCIAL CLEANERS MAY **APPEAR** TO PERFORM AS WELL OR BETTER THAN APPROVED PRODUCTS, THEY ***MAY BE CORROSIVE*** TO AIRCRAFT ALLOYS.

SUDDEN CATASTROPHIC FAILURE MAY OCCUR AS A RESULT OF HYDROGEN EMBRITTLEMENT WHEN THE PART CAN NO LONGER SUSTAIN THE APPLIED STRESSES.

AIRCRAFT WASHED OR CLEANED DURING SCHEDULED OR UNSCHEDULED MAINTENANCE SHOULD BE THOROUGHLY RINSED WITH PLENTY OF **LOW-PRESSURE FRESH WATER** THAT MEETS THE WATER QUALITY GUIDELINES IN TABLE 2-1 OF TM 1-1500-23-2.

AFTER CLEANING AND INSPECTION, TREAT YOUR AIRCRAFT WITH CORROSION PREVENTION COMPOUNDS (CPC) FOR PROTECTION. FOLLOW YOUR AIRCRAFT SPECIFIC IETM GUIDELINES AND PROCEDURES.

ALSO LOOK IN YOUR AIRCRAFT SPECIFIC IETM AND TABLE 2-5 OF TM 1-1500-344-23-4 FOR NSNS AND MILITARY SPECIFICATIONS ON **CORROSION TREATMENT.**

IF YOU NEED **UP-TO-DATE** CORROSION INFORMATION OR CORROSION ASSISTANCE, CHECK OUT CHAPTER 8-5 OF TM 1-1500-328-23.

YOU CAN ***ALSO*** VISIT THE AMCOM CORROSION PROGRAM OFFICE WEBSITE AT: https://amcomcorrosion.army.mil

GOT CORROSION *QUESTIONS?*

CONTACT THE **CORROSION HOTLINE** AT DSN 897-0209 OR (256) 313-0209.

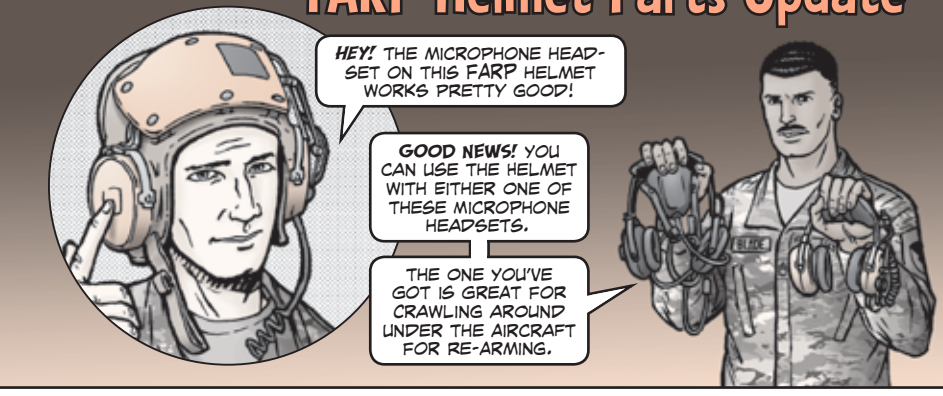
Got Utility Helicopter Safety Questions?

If you have safety questions about your UH-60 aircraft, the PEO Aviation safety office has a direct email for units. Send your safety-related questions to:
usarmy.redstone.peo-avn.mbx.avn-uh-po-safety@mail.mil

Got Shadow Questions?

If you need support for your Shadow unmanned aircraft, send your questions and inquiries to the headshed by email at: usarmy.redstone.peo-avn.list.shadow-help@mail.mil

FARP Helmet Parts Update



PAGES 37-38 OF PS 721 (DEC 12) TOLD YOU HOW TO BUILD A FORWARD AREA REFUELING POINT (FARP) HELMET WITH A LIST OF ALL THE PARTS.

HOWEVER, THE **MICROPHONE HEADSET**, NSN 5965-01-204-8505, THAT'S LISTED COMES WITH A MOUTHPIECE THAT STRAPS OVER YOUR MOUTH. FOR THOSE FLYING APACHE E-MODEL AIRCRAFT, THE HEADSET MOUTHPIECE CAN MOVE AROUND AND GET IN THE WAY WHILE CRAWLING UNDER AND AROUND THE AIRCRAFT DURING RE-ARMING.

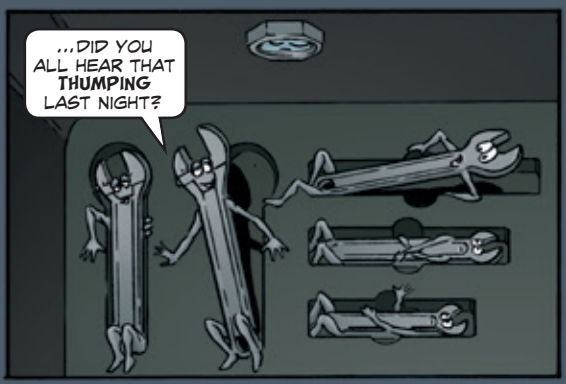
THERE IS AN ***ALTERNATIVE*** MICROPHONE HEADSET THAT AVIATORS CAN USE INSTEAD. IT COMES WITH NSN 5965-01-390-9240.

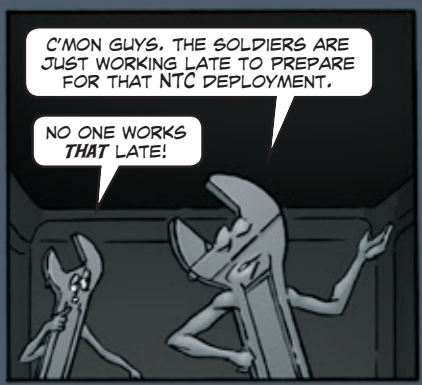
NSN 5965-01-204-8505
CAGE 81348
P/N 10987A
TYPE P/N M87819/1-01
HEADSET-MICROPHONE
SPE7M5-15-M-C920

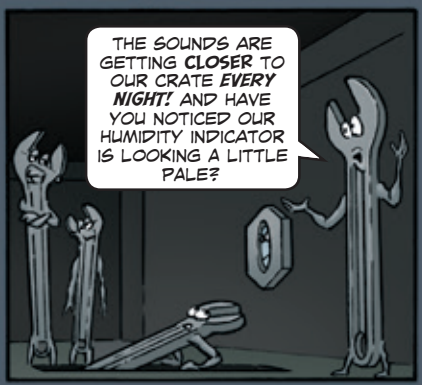
NSN 5965-01-390-9240
CAGE 71483
P/N 12510G-21
HEADSET-MICROPHONE H10-76
SPM7MX-13-D-0014-0139

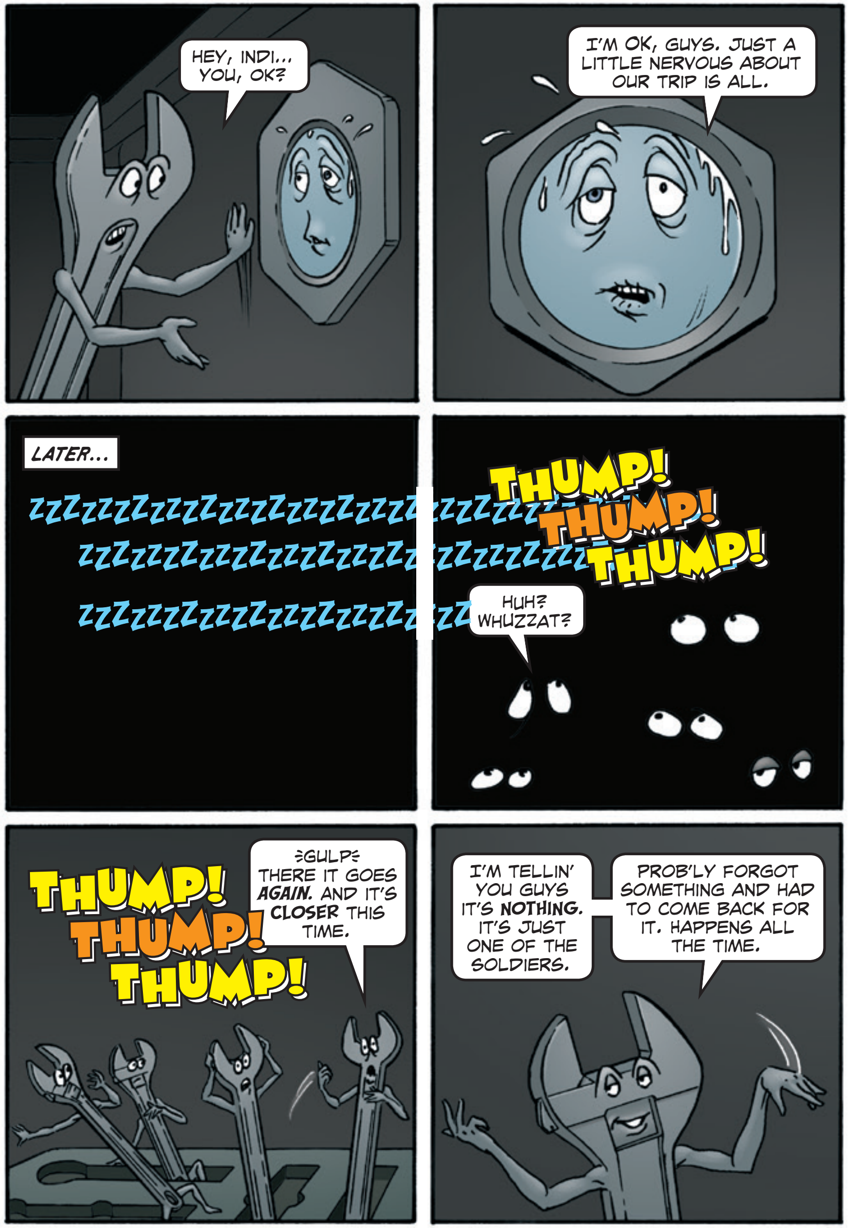
ORDER THE MICROPHONE HEADSET THAT WORKS BEST FOR **YOU** DURING FARP OPERATIONS.

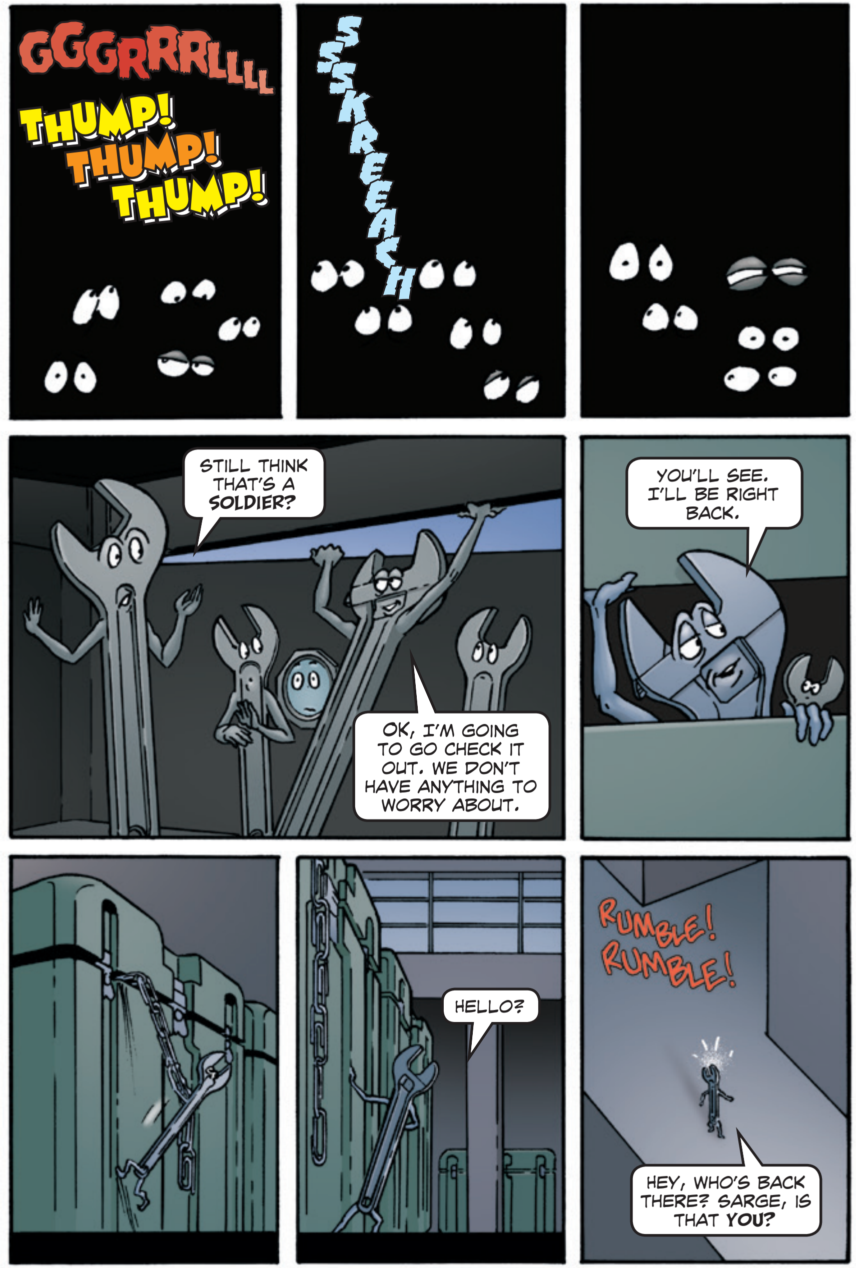
IRON OXIDE OGRE, THE REAPING, PART 7:
CORROSION EXPLOSION

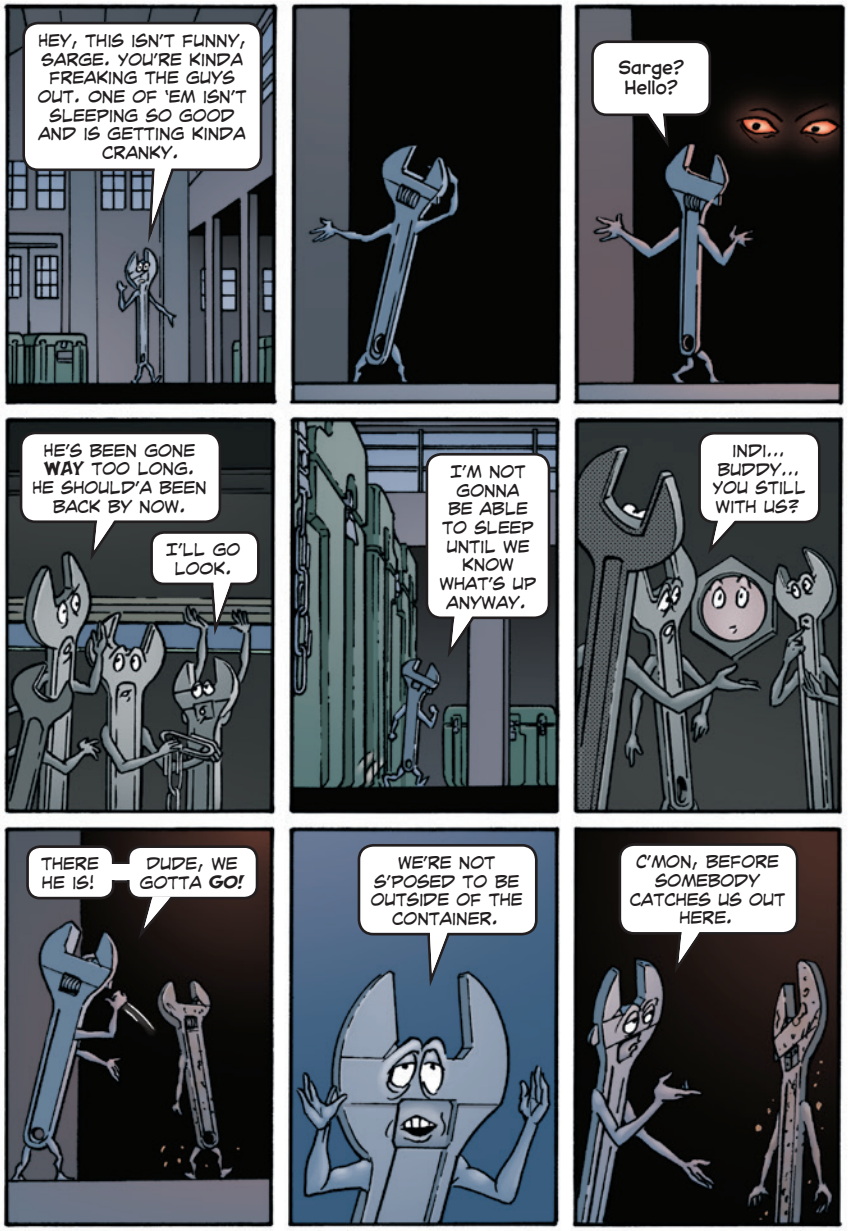


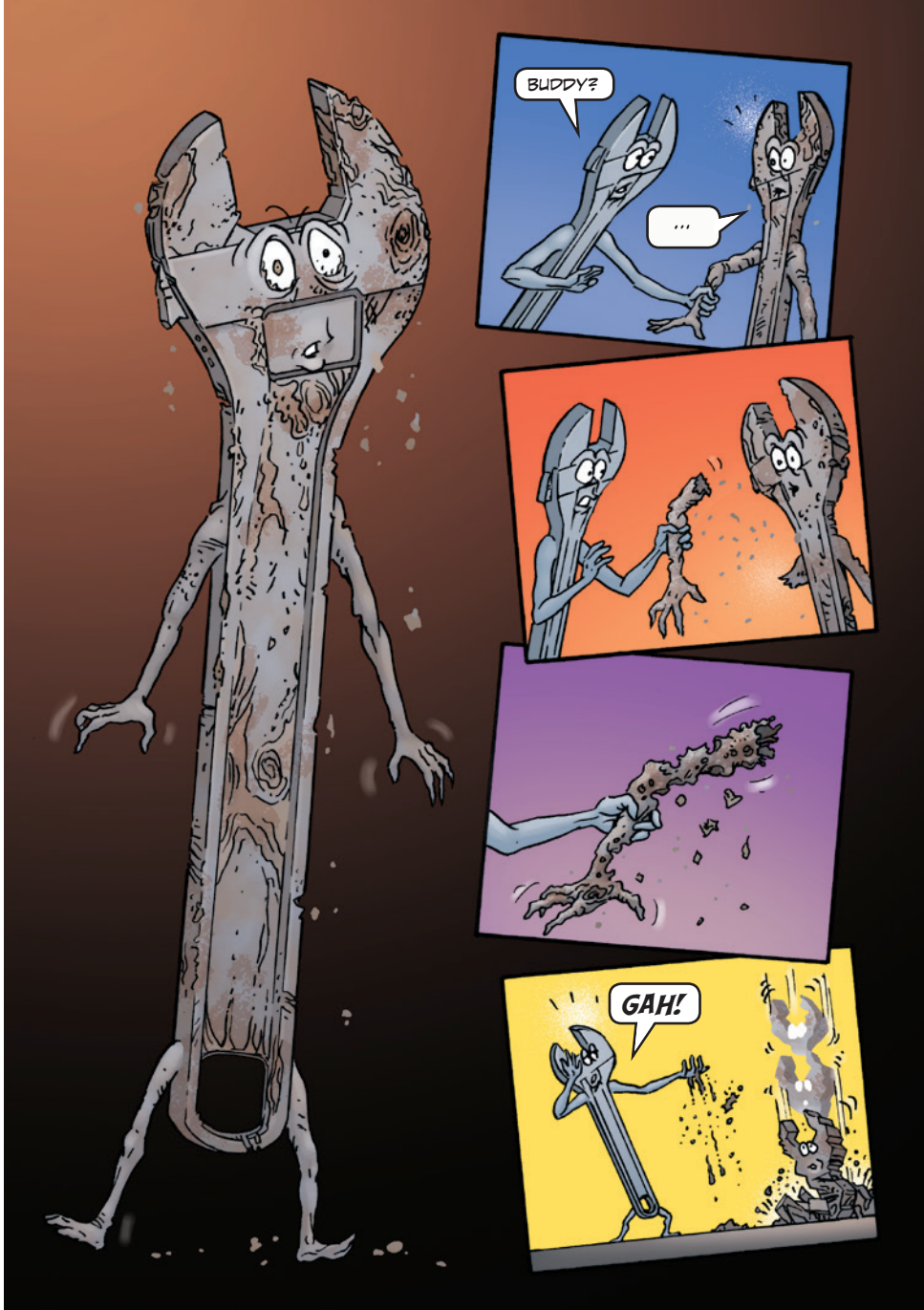


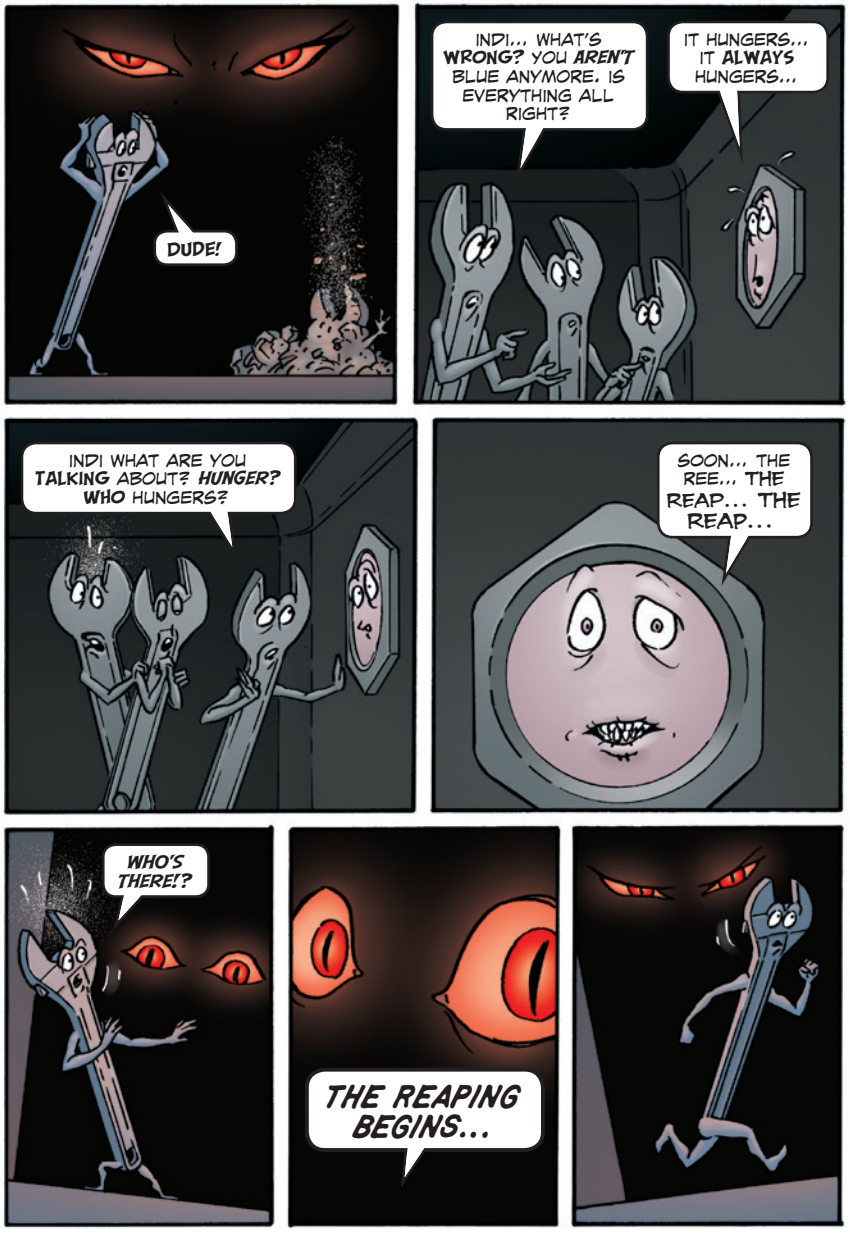


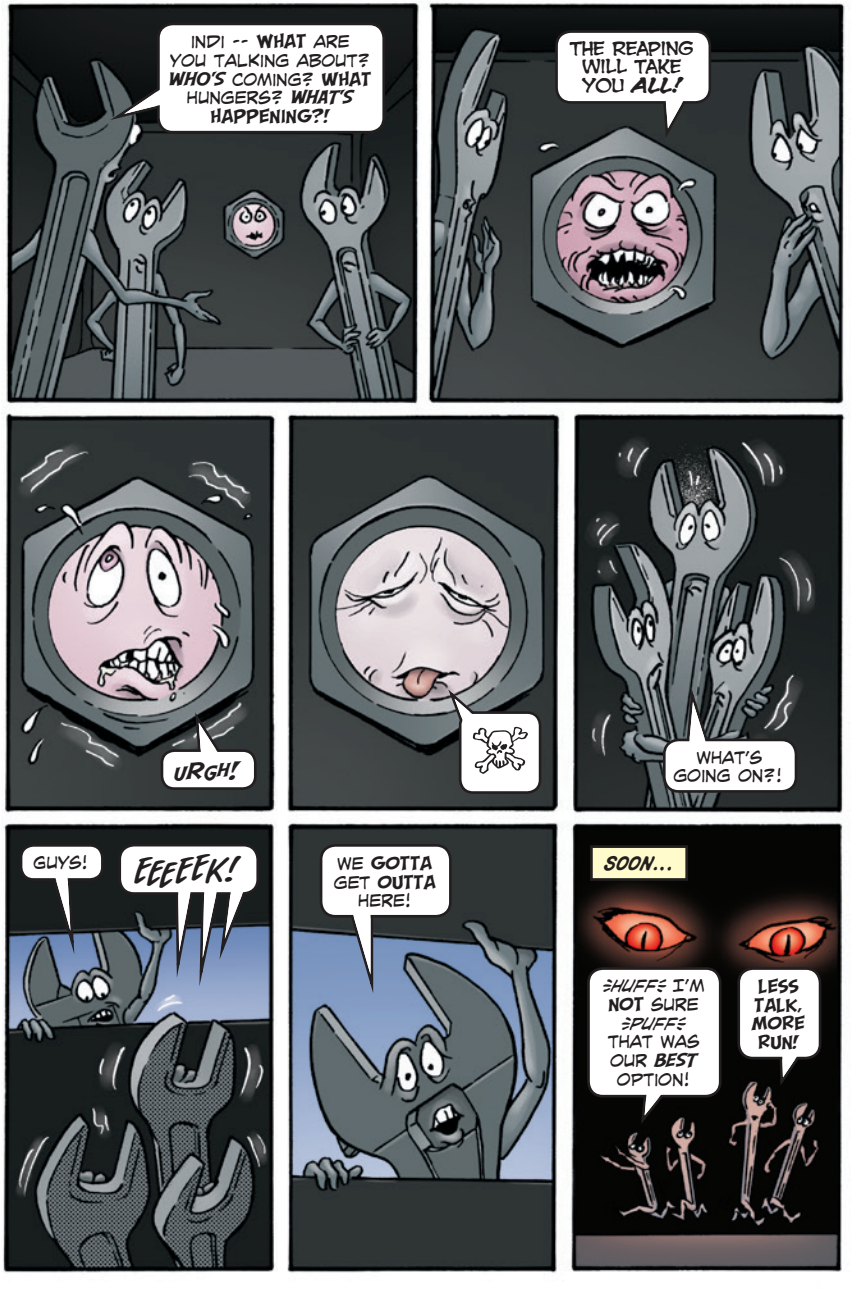

HEY, INDI... YOU, OK?
I'M OK, GUYS. JUST A LITTLE NERVOUS ABOUT OUR TRIP IS ALL.
LATER...
THUMP! THUMP! THUMP!
HUH? WHUZZAT?
THUMP! THUMP! THUMP!
=GULP= THERE IT GOES AGAIN. AND IT'S CLOSER THIS TIME.
I'M TELLIN' YOU GUYS IT'S NOTHING. IT'S JUST ONE OF THE SOLDIERS.
PROB'LY FORGOT SOMETHING AND HAD TO COME BACK FOR IT. HAPPENS ALL THE TIME.

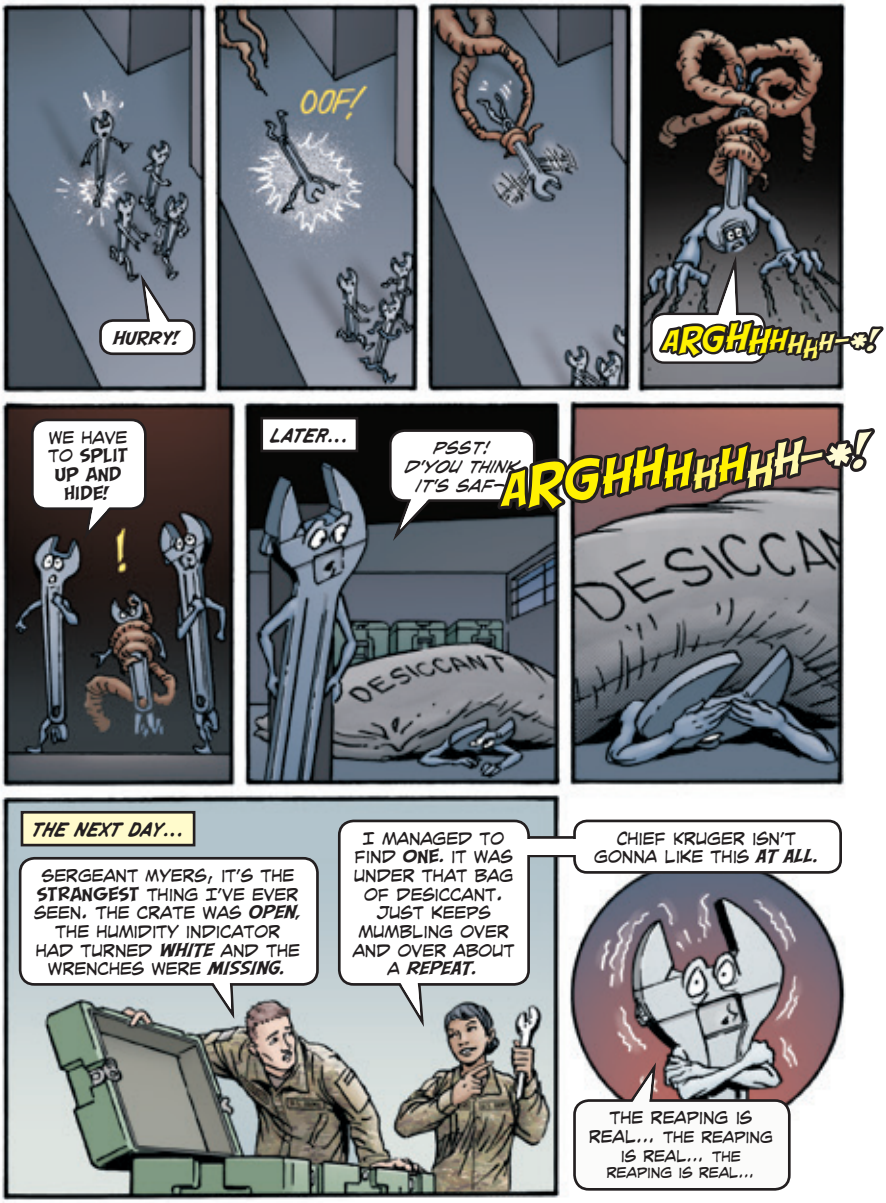

GGGRRRLLLL
THUMP! THUMP! THUMP!
SSKREEACH
STILL THINK THAT'S A SOLDIER?
OK, I'M GOING TO GO CHECK IT OUT. WE DON'T HAVE ANYTHING TO WORRY ABOUT.
YOU'LL SEE. I'LL BE RIGHT BACK.
HELLO?
RUMBLE! RUMBLE!
HEY, WHO'S BACK THERE? SARGE, IS THAT YOU?


HEY, THIS ISN'T FUNNY, SARGE. YOU'RE KINDA FREAKING THE GUYS OUT. ONE OF 'EM ISN'T SLEEPING SO GOOD AND IS GETTING KINDA CRANKY.
Sarge? Hello?
HE'S BEEN GONE WAY TOO LONG. HE SHOULD'A BEEN BACK BY NOW.
I'LL GO LOOK.
I'M NOT GONNA BE ABLE TO SLEEP UNTIL WE KNOW WHAT'S UP ANYWAY.
INDI... BUDDY... YOU STILL WITH US?
THERE HE IS!
DUDE, WE GOTTA GO!
WE'RE NOT S'POSED TO BE OUTSIDE OF THE CONTAINER.
C'MON, BEFORE SOMEBODY CATCHES US OUT HERE.


BUDDY?
...
GAH!


DUDE!
INDI... WHAT'S WRONG? YOU AREN'T BLUE ANYMORE. IS EVERYTHING ALL RIGHT?
IT HUNGERS... IT ALWAYS HUNGERS...
INDI WHAT ARE YOU TALKING ABOUT? HUNGER? WHO HUNGERS?
SOON... THE REE... THE REAP... THE REAP...
WHO'S THERE!?
THE REAPING BEGINS...


INDI -- WHAT ARE YOU TALKING ABOUT? WHO'S COMING? WHAT HUNGERS? WHAT'S HAPPENING?!
THE REAPING WILL TAKE YOU ALL!
URGH!
WHAT'S GOING ON?!
GUYS!
EEEEEK!
WE GOTTA GET OUTTA HERE!
SOON...
SHUFF SHUFF I'M NOT SURE SHUFF THAT WAS OUR BEST OPTION!
LESS TALK, MORE RUN!


HURRY!
OOF!
ARGHHHHHH-*!
WE HAVE TO SPLIT UP AND HIDE!
!
LATER...
PSST! D'YOU THINK IT'S SAF-
ARGHHHHHHH-*!
DESICCANT
DESICCA
THE NEXT DAY...
SERGEANT MYERS, IT'S THE STRANGEST THING I'VE EVER SEEN. THE CRATE WAS OPEN, THE HUMIDITY INDICATOR HAD TURNED WHITE AND THE WRENCHES WERE MISSING.
I MANAGED TO FIND ONE. IT WAS UNDER THAT BAG OF DESICCANT. JUST KEEPS MUMBLING OVER AND OVER ABOUT A REPEAT.
CHIEF KRUGER ISN'T GONNA LIKE THIS AT ALL.
THE REAPING IS REAL... THE REAPING IS REAL... THE REAPING IS REAL...
IS THE REAPING HAPPENING IN YOUR WAREHOUSE?
IF YOU'RE NOT CHECKING YOUR HUMIDITY INDICATORS MONTHLY, IT MIGHT BE...

PS SMALL ARMS

- Your Guide to Lubes
- Clear Bore for Clear Firing
- New Polymer Magazines Available
- How Often Should Weapons Be Cleaned?
- Cleaning Tanks Do's and Don'ts

ALSO FEATURING CBRN

- How Do You Turn in CBRN?
- MPHS: the ONLY Hydration System OK for CBRN!

Small Arms...

...YOUR GUIDE TO LUBES

SMALL ARMS LUBRICANTS DIFFER IN **VISCOSITY** (HOW EASILY THEY FLOW), **CHEMICAL COMPOSITION** AND **HEAT RESISTANCE.**

THESE CHARACTERISTICS DICTATE ***WHICH*** LUBRICANT TO USE DEPENDING ON THE WEAPON AND ENVIRONMENTAL CONDITIONS

YOUR -10 TM IS **ALWAYS** THE ***BEST*** GUIDE TO CLEANING AND LUBING YOUR WEAPONS, BUT HERE ARE SOME **GENERAL GUIDELINES** ON LUBRICANTS...

RBC

(RIFLE BORE CLEANER)

IS **NOT** A LUBRICANT.

IT'S ***STRICTLY*** FOR ***CLEANING OUT CARBON AND POWDER*** FROM THE CHAMBER AND BORE.

REMEMBER, WHEN YOU'VE FINISHED USING RBC, YOU NEED TO LUBE YOUR WEAPON.

CLP

(CLEANER, LUBRICANT, PRESERVATIVE)

IS USUALLY THE **BEST** CHOICE FOR TAKING CARE OF YOUR WEAPON SINCE IT CLEANS, LUBES AND PRESERVES IN ONE STEP.

CLP AND LSA CAN BE USED ON MOST WEAPONS AS LONG AS THE TEMPERATURE IS -10°F OR HIGHER.

LSA

(LUBRICANT, SEMI-FLUID, AUTOMATIC WEAPONS)

AND

LSA-T

(LUBRICANT, SEMI-FLUID, AUTOMATIC WEAPONS WITH TEFLON®)

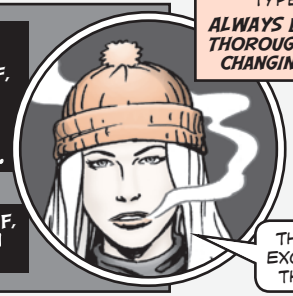
ARE ***STRICTLY LUBRICANTS.***

SO, BEFORE USING THEM YOU MUST FIRST CLEAN YOUR WEAPONS WITH DRY CLEANING SOLVENT, MIL-PRF-680 TYPE II.

ALWAYS DE-GREASE THOROUGHLY WHEN CHANGING LUBES.

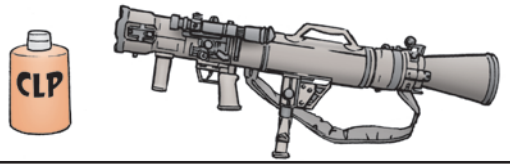
WHEN THE TEMPERATURE DROPS BELOW 10°F, YOU CAN USE LAW (LUBRICATING OIL, ARCTIC, WEAPONS).

IF IT'S BELOW -10°F, USE *ONLY* LAW ON MOST WEAPONS.



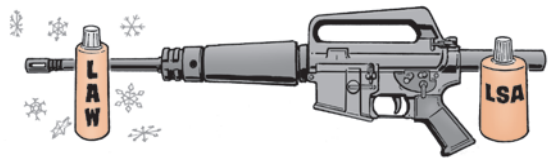
THERE **ARE** EXCEPTIONS, THOUGH...

...FOR THE **M3 RECOILESS RIFLE,** USE ***ONLY*** CLP REGARDLESS OF THE TEMPERATURE.

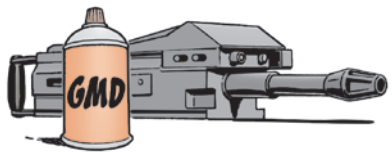


ON THE **M231 FIRING PORT WEAPON, *DON'T*** USE CLP.

USE **ONLY** LSA IN NORMAL CONDITIONS AND LAW IN EXTREME COLD.



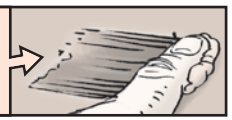
FOR THE MK 19, ***NEVER*** USE CLP—IT'S **NOT** STRONG ENOUGH. USE **GMD** *(GREASE, MOLYB-DENUM DISULFIDE)* IF YOU CAN GET IT.



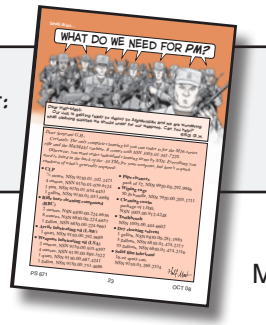
IF YOU CAN'T, USE LSA OR LSA-T. IF THE TEMPERATURE DROPS BELOW 0°F, IT'S OK TO USE LAW.

WHEN YOU'RE LUBING, REMEMBER A **LIGHT LUBE** MEANS A FILM ***BARELY VISIBLE*** TO THE EYE.

A **HEAVY LUBE** MEANS A FILM THICK ENOUGH TO SPREAD WITH YOUR FINGER.

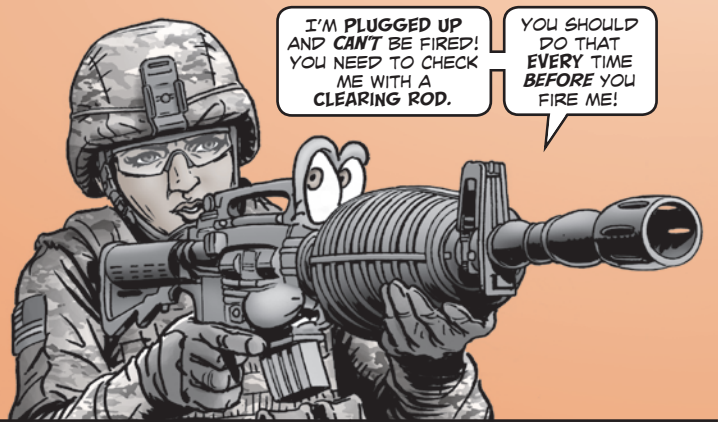


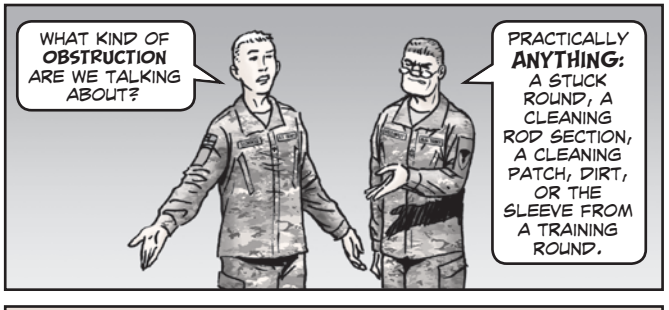
IF YOU NEED THE NSNs FOR THESE LUBRICANTS AND CLEANERS, SEE YOUR -10 TM OR PAGE 23 IN PS 671 (OCT 08) AT:
https://www.logsa.army.mil/psmag/archives/PS2008/671/671-23.pdf



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

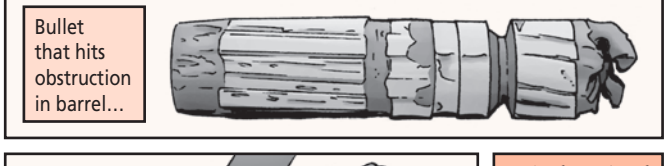
CLEAR BORE FOR CLEAR FIRING

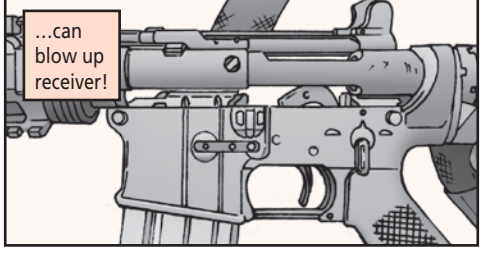




A BULLET FIRED AT 3,000 FEET PER SECOND **DOES NOT** PUSH OBSTRUCTIONS OUT OF A BARREL.

THE 60,000 PSI HAS NOWHERE TO GO BUT **BACK** INTO THE RECEIVER. THE WHOLE TOP OF THE RECEIVER CAN **BLOW UP** IN YOUR FACE.





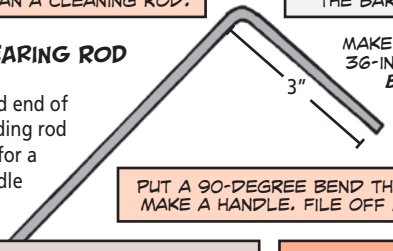
THAT'S WHY IT'S **CRITICAL** YOU CHECK THAT THE BORE IS **CLEAR** ***ANY TIME BEFORE FIRING*** WHETHER YOU'RE IN THE FIELD OR AT THE RANGE.

AT THE RANGE, IT'S **BETTER** TO CHECK WITH A ***CLEARING ROD*** RATHER THAN A CLEANING ROD.

A **CLEANING ROD** CAN UNSCREW AND COME APART IN THE BARREL. IF YOU DON'T NOTICE, THE BARREL BLOWS UP WHEN YOU FIRE.

CLEARING ROD

Bend end of welding rod 90° for a handle



MAKE A CLEARING ROD WITH A 36-IN LONG, 3/16-IN DIAMETER ***BRASS WELDING ROD,*** NSN 3439-00-244-4541.

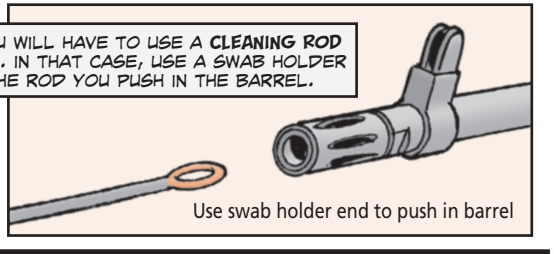
PUT A 90-DEGREE BEND THREE INCHES FROM ONE END TO MAKE A HANDLE. FILE OFF ANY BURRS OR SHARP EDGES.

EASY DOES IT INSERTING THE CLEARING ROD SO THAT YOU DON'T DAMAGE THE MUZZLE CROWN. DON'T SLAM THE ROD INTO THE BOLT FACE, EITHER.

IF YOU FIND A STUCK ROUND, DON'T TRY TO REMOVE IT WITH THE ROD. TELL YOUR SMALL ARMS REPAIRMAN. IT'S THEIR JOB TO REMOVE THE STUCK ROUND FOLLOWING THE PROCEDURE IN THE M16/M4 -10 TM.

OF COURSE, IN THE FIELD YOU WILL HAVE TO USE A **CLEANING ROD** TO CHECK FOR OBSTRUCTIONS. IN THAT CASE, USE A SWAB HOLDER SECTION AT THE END OF THE ROD YOU PUSH IN THE BARREL.

WHEN YOU PULL OUT THE ROD, CHECK FOR THE SWAB HOLDER. THAT WAY YOU KNOW PART OF THE ROD ISN'T STILL IN THE BARREL.

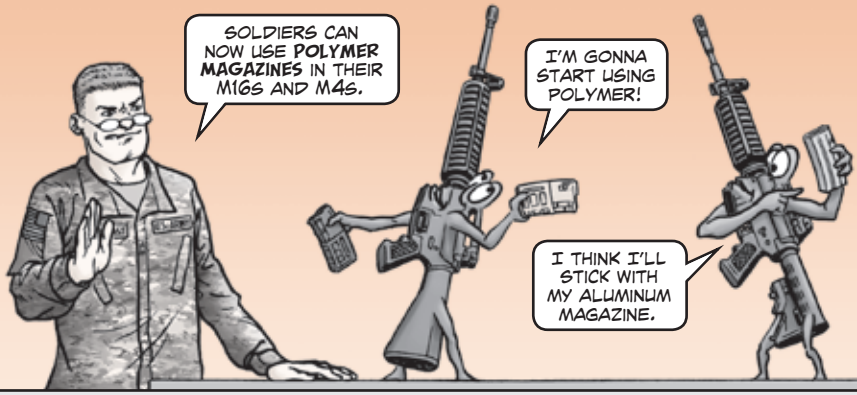


IF AN OBSTRUCTION IS FOUND IN THE BORE, A MALFUNCTION/ACCIDENT/INCIDENT REPORT (MAIR) SHOULD BE SUBMITTED BY THE LOCAL TACOM LAR.

IF SAFETY AND PROTECTING WEAPONS **AREN'T** GOOD ENOUGH REASONS FOR ALWAYS CHECKING FOR OBSTRUCTIONS BEFORE FIRING, BE AWARE THAT ***EVERYONE*** FROM THE SOLDIER FIRING THE WEAPON TO THE PLATOON SERGEANT TO THE OFFICER RUNNING THE RANGE CAN BE FOUND **LIABLE** FOR A DAMAGED WEAPON.

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

NEW POLYMER MAGAZINES AVAILABLE

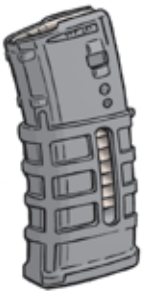


UNITS NOW HAVE A *NEW* MAGAZINE CHOICE FOR THEIR M16-SERIES RIFLES AND M4/M4A1 CARBINES.

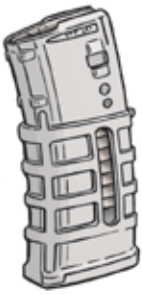
THE ARMY HAS AUTHORIZED UNITS TO USE POLYMER MAGAZINES.

NSN 1005-01-615-5169 BRINGS A **BLACK MAGAZINE** AND NSN 1005-01-659-7086 A **TAN** ONE. THEY COST A LITTLE OVER $13.

SOLDIERS CAN CHOOSE A **BLACK**...



...OR **TAN** POLYMER MAGAZINE,...



...OR STANDARD ALUMINUM ENHANCED PERFORMANCE MAGAZINE

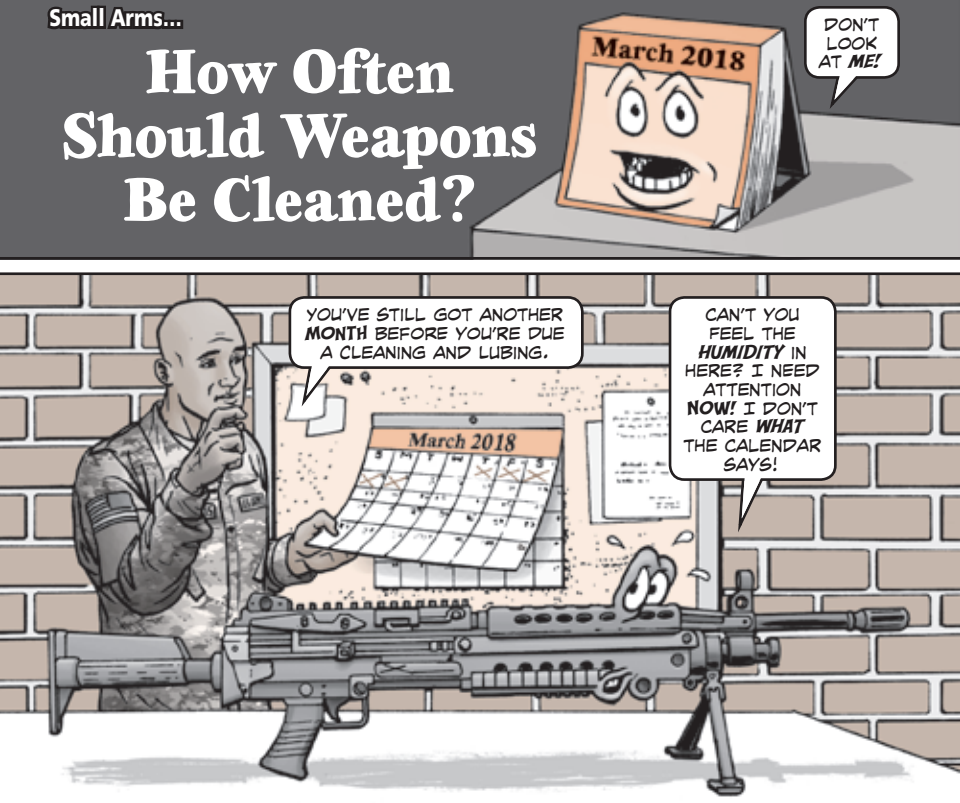
BE CAREFUL USING THE POLYMER MAGAZINES AT **TEMPERATURES BELOW 0°F.** THEY CAN CRACK OR SHATTER IF DROPPED WHEN IT'S THAT COLD. IT'S ***SAFER*** TO USE THE STANDARD ALUMINUM ENHANCED PERFORMANCE MAGAZINE, NSN 1005-01-630-9508, IN THOSE TEMPERATURES.

THE ENHANCED PERFORMANCE MAGAZINE IS **STILL** THE PRIMARY MAGAZINE AND IS INCLUDED AS AN M16 AND M4 COMPONENT OF END ITEM (COEI) IN TM 9-1005-319-10 AND -23&P. THE POLYMER MAGAZINES ARE BEING ADDED TO THE ADDITIONAL AUTHORIZATION LIST (AAL).

FOR ***MORE INFORMATION,*** SEE TACOM LCMC MAINTENANCE INFORMATION MESSAGE 17-045 AT:
https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI17-045.html

Small Arms...

How Often Should Weapons Be Cleaned?



Dear Half-Mast,
Page 37 in PS 764 (Jul 16) said that at least every 90 days an M16 rifle or M4 carbine should be cleaned and lubed. Is that true for all the weapons?

SPC B.M.

Dear Specialist,

Yes! No matter if it's a pistol, rifle or machine gun, it needs to be cleaned and lubed at least every 90 days, whether it's been fired or not. And that goes for every Army unit: Active, Reserves and National Guard.

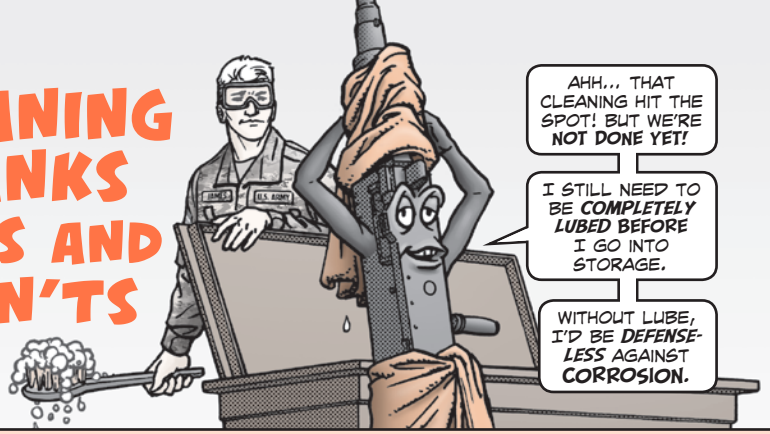
But particularly in very humid areas where corrosion is more of a problem, cleaning and lubing will need to be done more often. If you wait until 90 days are up, you may find corrosion has ruined the weapon.

When it's time to take the weapon to the field, a complete BEFORE PMCS also needs to be done by the operator. All of this is spelled out in most of the weapons' -10 TMs. And if it isn't, it will be in the TM's next revision.

Half-Mast

Small Arms...

CLEANING TANKS DO'S AND DON'TS



Units are better off never using cleaning tanks for their weapons, mainly because it's too easy to mix up bolts when many weapons are run through the tanks. If a bolt is used with a weapon it wasn't headspaced for, the barrel can rupture during firing.

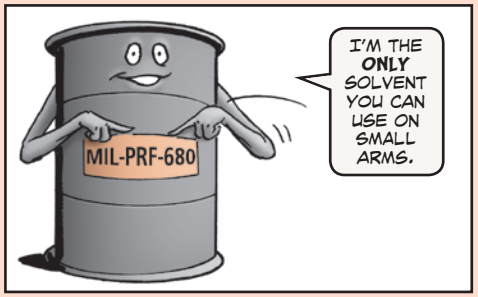
But cleaning tanks are a fact of life at many installations, so remember these do's and don'ts:

There are two **nevers** on cleaning tanks: **Never** use an ultrasonic cleaning system. It can completely remove a weapon's protective coating, which leaves the weapon defenseless against corrosion. And **never** use a water-based cleaning fluid. That can also lead to corrosion.

- Do use ***only*** dry cleaning solvent Type II (81349), MIL-PRF-680. This is the ***only*** solvent authorized for small arms.

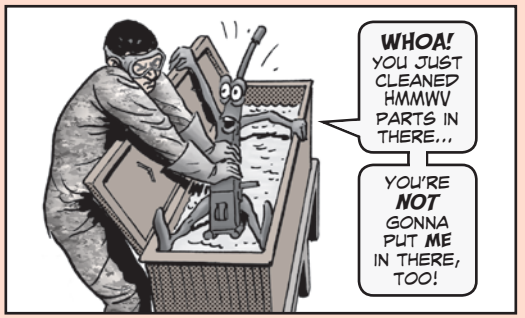
  Here's what the NSNs bring:

NSN 6850-	Size
01-474-2316	55 gallons
01-474-2317	5 gallons
01-474-2319	1 gallon



- Don't clean small arms in the same cleaning tank you use for things like vehicle parts. They may have contaminants that could damage weapons.
- Do protect yourself from solvent. It's strong stuff. Wear goggles, rubber gloves and coveralls with the sleeves rolled down.
- Do remember that some weapon parts should never be dunked in solvent. Examples are the M2 and M48 machine gun back plates, the MK 19 bolt assembly and anything plastic. Solvent will eat up these parts. Check the operator TMs for info on what parts to keep away from solvent.
- Do use a metal basket in the tank to ensure no parts disappear during cleaning.
- Do wipe clean and thoroughly dry all weapons that come out of the tank. But here's the important part: **The weapons must then be completely lubricated before storage.**

  Solvent removes every bit of lubrication from weapons. If weapons are stored without being re-lubed, they will be ruined by corrosion.



HOW DO YOU TURN IN CBRN?

Dear Editor,

As part of Ft Hood's Command Maintenance Evaluation and Training Team (COMET), we find units are unsure what to do with CBRN items like masks and JSLIST that they no longer need. Usually they turn in the items to the Supply Support Activity, where they sit and collect dust.

It would be a big help if you let CBRN specialists know where to turn for turn-in help.

Terry Lewis
Ft Hood, TX

Editor's note: *Certainly, Terry.*

For turn-in instructions on JSLIST, email:

usarmy.detroit.tacom.mbx.ilsc-icemp@mail.mil

For turn-in instructions on masks, PATS, uniform integrated protective ensemble (UIPE), all purpose-personal protective ensemble (AP-PPE) and other individual protective equipment (IPE) items, email:

usarmy.detroit.tacom.mbx.ilsc-masks@mail.mil

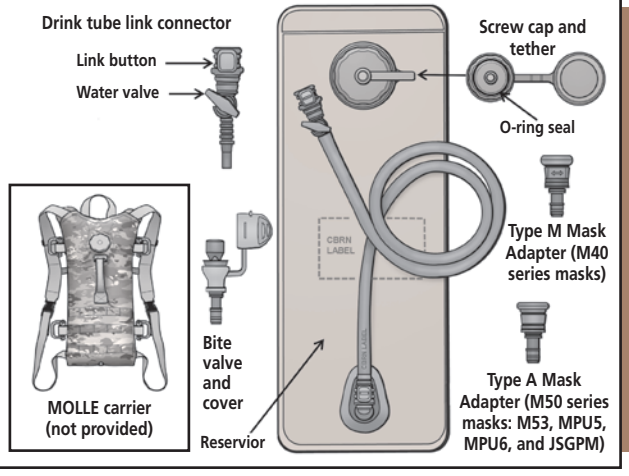
MPHS: the *ONLY* Hydration System OK for CBRN!

THIS MEANS THAT ONCE YOU'RE ISSUED AN MPHS, THE 1-QT, 2-QT, AND STEEL COLD WEATHER CANTEENS ARE ***NO LONGER OK*** TO USE WITH MASKS.

OF COURSE, COMMERCIAL HYDRATION SYSTEMS SUCH AS CAMELBAK® HAVE **NEVER** BEEN APPROVED FOR USE WITH MASKS.

THE MPHS IS **SIMILAR** TO THE MOLLE HYDRATION SYSTEM BUT WITH THE ***CRITICAL DIFFERENCE*** THAT IT HAS BEEN **SPECIFICALLY ENGINEERED** TO ***PROTECT*** ITS CONTENTS FROM CHEMICAL CONTAMINATION.

THESE ARE THE COMPONENTS OF THE NEW MPHS



THE MPHS IS *STRICTLY* FOR USE IN A CBRN ENVIRONMENT.

IT SHOULD REMAIN IN ITS FOIL PACKAGE UNTIL NEEDED.

THE MPHS CAN BE USED FOR UP TO 30 DAYS OF NON-EXPOSURE ONCE IT'S REMOVED FROM ITS PACKAGING...

...AND IT WILL PROTECT ITS CONTENTS FOR UP TO *SIX HOURS* FOLLOWING EXPOSURE TO TOXIC CHEMICALS.

IN HIGH THREAT SITUATIONS, SOLDIERS SHOULD KEEP THE MPHS FULL. REFILLING IT IN A TOXIC ENVIRONMENT RISKS ***CONTAMINATION.***

BECAUSE THE MPHS SHOULD BE USED ***ONLY*** WHEN NECESSARY, AN **MPHS TRAINING KIT**, NSN 8465-01-643-6221, IS AVAILABLE.

THE TRAINING KIT MAKES IT POSSIBLE TO CONNECT YOUR MOLLE HYDRATION SYSTEM TO YOUR MASK.

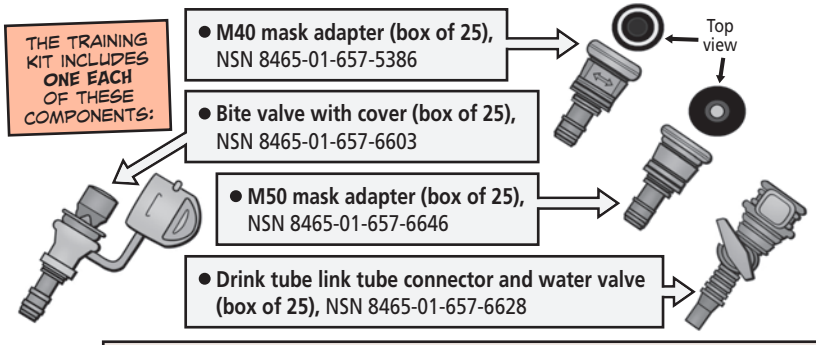
NEVER USE ***ANY*** OF THE ITEMS FROM THE TRAINING KIT IN A LIVE THREAT ENVIRONMENT.

EVERYTHING NEEDED FOR DRINKING IN A CONTAMINATED ENVIRONMENT IS INCLUDED IN THE MPHS PACKAGE EXCEPT THE CARRIER.

USE THE MOLLE HYDRATION CARRIER AS THE MPHS CARRIER.

THE TRAINING KIT INCLUDES **ONE EACH** OF THESE COMPONENTS:

- **M40 mask adapter (box of 25),** NSN 8465-01-657-5386
- **Bite valve with cover (box of 25),** NSN 8465-01-657-6603
- **M50 mask adapter (box of 25),** NSN 8465-01-657-6646
- **Drink tube link tube connector and water valve (box of 25),** NSN 8465-01-657-6628



CHECK OUT THESE TRAINING GUIDES AND VIDEOS!

FOR A TRAINING GUIDE ON THE MPHS, GO TO:
https://tulsa.tacom.army.mil/Safety/?t=soum&f=MPHSUserGuide.pdf
FOR A TRAINING GUIDE ON THE TRAINING KIT, GO TO:
https://tulsa.tacom.army.mil/Safety/?t=soum&f=CBRNHydTrainKit.pdf
FOR A TRAINING/FAMILIARIZATION VIDEO, GO TO:
https://www.youtube.com/watch?v=OLznJLW2_j4

THE MPHS IS BEING FIELDED THROUGH THE INDIVIDUAL CHEMICAL EQUIPMENT MANAGEMENT PROGRAM (ICEMP). SOLDIERS WILL BE ISSUED AN MPHS DURING THEIR UNIT'S DEPLOYMENT PHASE. AN INITIAL ISSUE OF THE TRAINING KITS HAS BEEN SHIPPED TO INSTALLATION CENTRAL ISSUE FACILITIES (CIF).

ANY REPLACEMENT COMPONENTS FOR THE TRAINING KITS ***MUST*** BE ORDERED THROUGH NORMAL SUPPLY CHANNELS. IF YOUR UNIT **HASN'T** RECEIVED REPLACEMENTS, CHECK WITH YOUR UNIT SUPPLY.

QUESTIONS? CONTACT **DEBI DAWSON**, (703) 704-2802, OR EMAIL: debra.a.dawson.civ@mail.mil

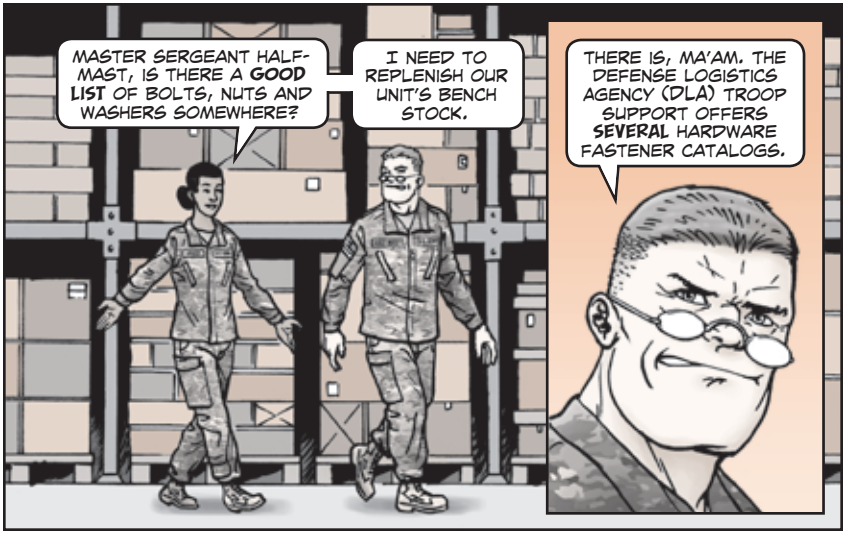
FOR **MORE INFORMATION**, SEE TACOM SAFETY OF USE MESSAGE 17-010:
https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUM17-010.html

PS SOLDIER SUPPORT

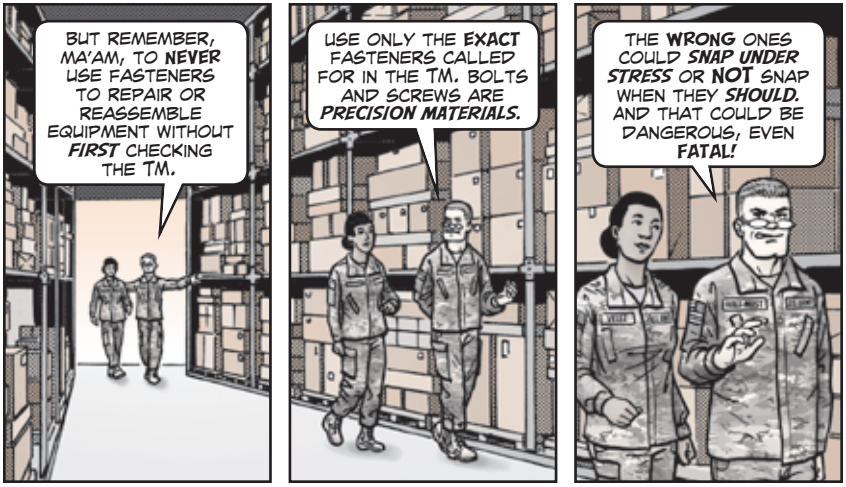
- Hardware Lists at Your Fingertips
- Lenses Recalled for Cracking
- Fuel Can Etiquette

Supply...

HARDWARE LISTS AT YOUR FINGERTIPS



LOOK FOR THE CATALOG LINKS AT THE BOTTOM OF THIS PAGE:
http://www.dla.mil/TroopSupport/IndustrialHardware.aspx



Safety...

LENSES RECALLED FOR CRACKING

LOOK ALERT, SOLDIERS!

EIGHT LOTS OF WILEY X VALOR BRAND LENSES WERE RECALLED AFTER THEY FAILED DURING TESTING. THE LENSES CRACKED DURING CHEMICAL, SOLAR RADIATION AND BALLISTICS FRAGMENTATION TESTING.

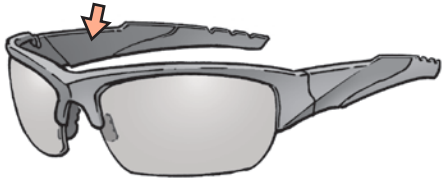
THIS FAILURE COULD LEAD TO LENS PENETRATION, CAUSING EYE INJURY OR EVEN LOSS OF EYESIGHT.

THE PROBLEM HAS BEEN **FIXED** FOR FUTURE LENSES. ANY RECALLED LENSES WILL BE REPLACED FOR FREE BY THE MANUFACTURER, WILEY X.

Steps to Identify and Replace Affected Lens

1. **Wiley X Valor Spectacle Kit,** NSN 4240-01-630-7802, is the main item. Look for the word "Valor" on the spectacles' inside right temple arm. If the "Valor" marking is not present, your spectacles are OK and not part of the recall. If the "Valor" mark is there, continue to Step 2.

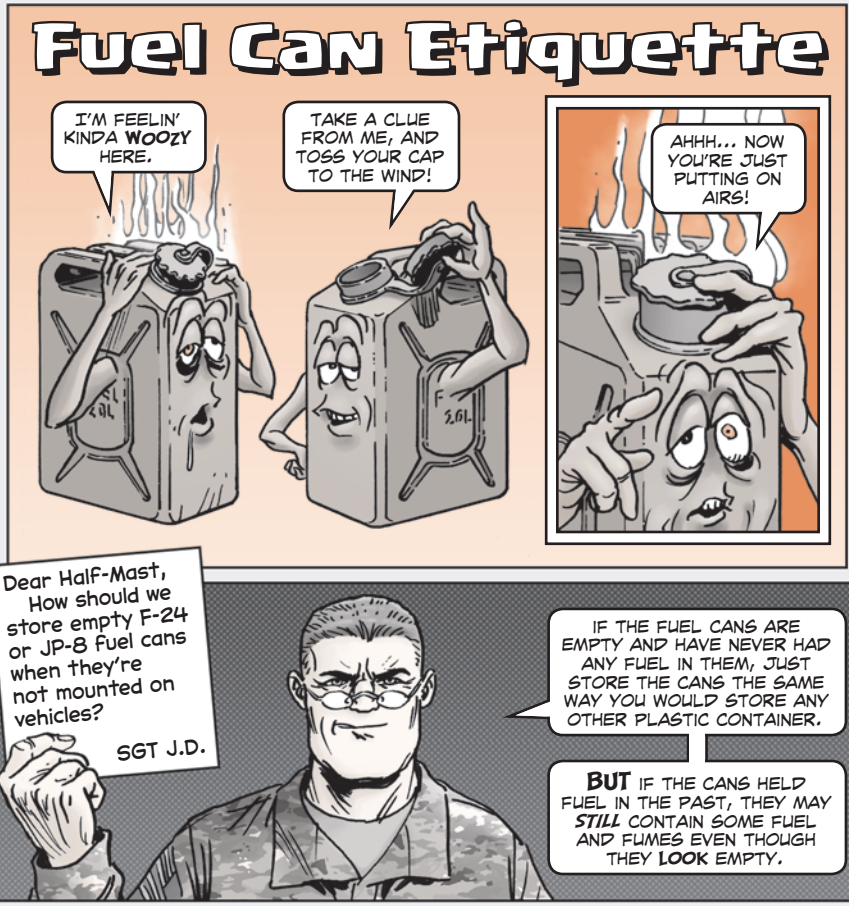
Check inside of right temple arm for word "Valor"



2. Remove both lenses from the frame and look for the lot number etched on the top outer corner of the lens. If you have any spare lenses, check those as well.
3. Check the lens lot number. The lot number is a four or five-digit number following the letters FA, FB or FC. Look for any of the following eight lot numbers: 9961, 9962, 9979, 9980, 10034, 10035, 10121 or 10122. If none of these lot numbers are present, your lenses are OK. If any of these codes are found, continue to Step 4.
4. Email Wiley X with the subject line "Valor Lens Exchange" at:
   valorlensexchange@wileyx.com
   Include your name, rank, shipping address, the lot number of affected lenses and total number of lenses (right and left) that need replacement. The company will ship replacement lenses directly to you.
5. Remove defective lenses and destroy them. Use alternate eye protection until your replacement lenses arrive.

For more info, see TACOM safety of use message (SOUM) 17-013 at:
https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUM17-013.html
Questions? Contact your TACOM LAR or Robert Middleton at DSN 256-5531, (508) 233-5531, or email: **robert.a.middleton.civ@mail.mil**

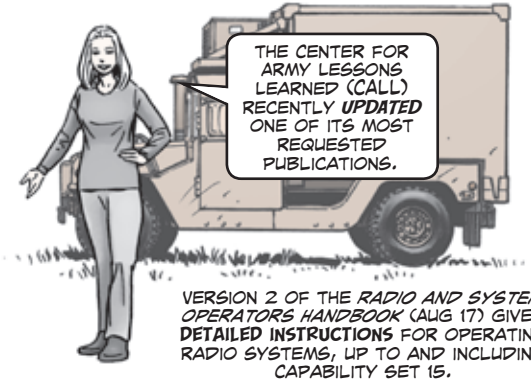
Fuel Can Etiquette



PS COMMUNICATIONS

- CALL Handbook Spotlights Radio Systems
- Unpack PDISE Promptly to K.O. Corrosion!
- PS Mag Live!

CALL Handbook Spotlights Radio Systems



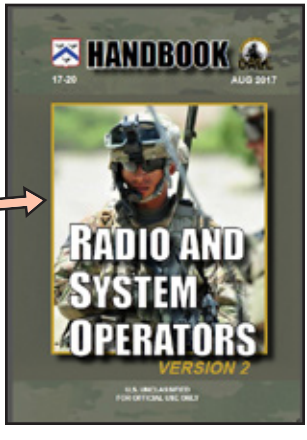
VERSION 2 OF THE *RADIO AND SYSTEM OPERATORS HANDBOOK* (AUG 17) GIVES **DETAILED INSTRUCTIONS** FOR OPERATING RADIO SYSTEMS, UP TO AND INCLUDING CAPABILITY SET 15.

OTHER SUBJECTS COVERED INCLUDE:

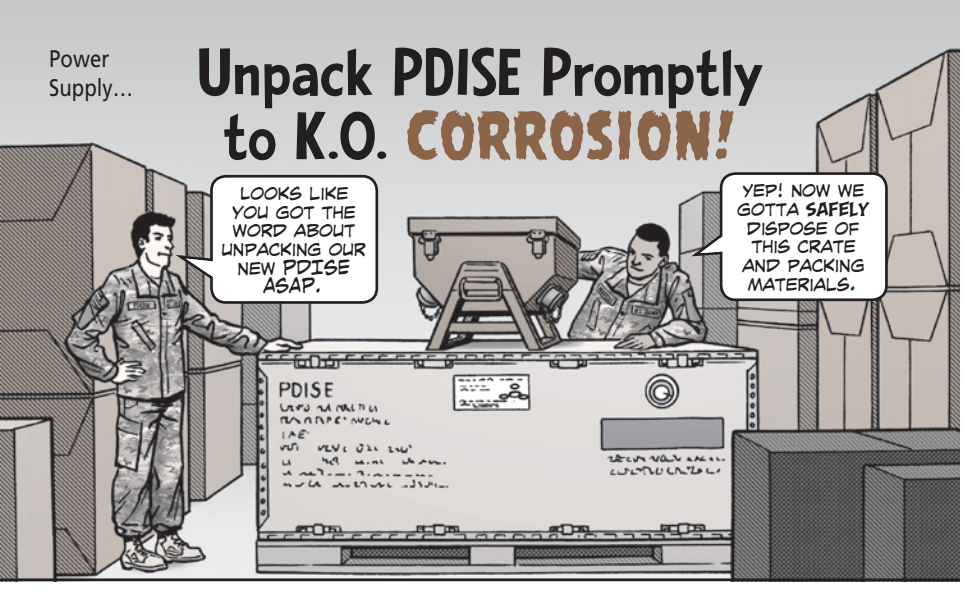
- Joint Tactical Radio System rifleman radio
- Force XXI Battle Command Brigade and Below-Joint Capabilities Release (FBCB2-JCR)
- Mission Command Systems and AN/PRC 117G/152/155.

TODAY'S RADIO SYSTEMS ARE **COMPLEX.** THEY OFFER VERTICAL AND HORIZONTAL CONNECTIVITY AND AN INTEGRATED NETWORK BASELINE FROM THE STATIC TACTICAL OPERATIONS CENTER TO DISMOUNTED SOLDIERS.

THIS HANDBOOK GIVES USERS A QUICK REFERENCE GUIDE AND STEP-BY-STEP INSTRUCTIONS TO ***QUICKLY AND SECURELY*** GET COMMUNICATIONS SYSTEMS INTO OPERATION.



THIS HANDBOOK IS MARKED ***US UNCLASSIFIED/FOUO.*** TO VIEW OR DOWNLOAD HANDBOOK NO. 17-20 OR OTHER CALL PRODUCTS, GRAB YOUR COMMON ACCESS CARD (CAC) AND VISIT: https://call2.army.mil/



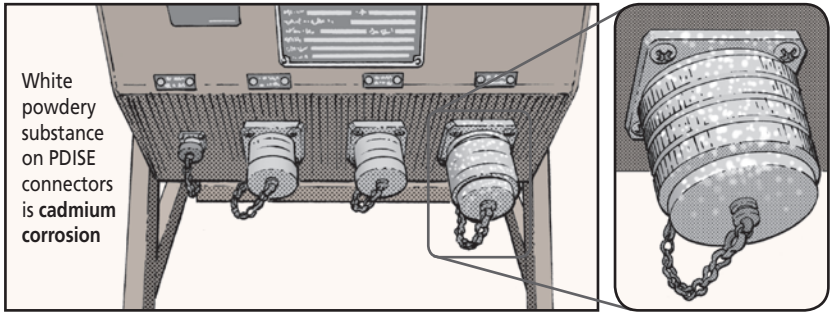
All models of the Power Distribution Illumination System, Electrical (PDISE), except the M46 electrical utility assembly, are shipped from the manufacturer in sealed wooden shipping crates. Inside are the PDISE, its cables, accessories and TM.

An Army investigation determined that new PDISEs, stored in shipping crates that were exposed to weather, showed corrosion on the connectors and mounting hardware when unpacked.

Further detective work revealed that the shipping crates were manufactured using formaldehyde. Formaldehyde speeds up corrosion. It causes cadmium "bloom." Bloom occurs when cadmium transforms into cadmium oxide, a powder-like residue that forms on cadmium-plated components.

This problem impacts the following PDISE models:

- **M40 A/P,** NSN 6150-01-307-9446
- **M60 A/P,** NSN 6150-01-307-9445
- **M100 A/P,** NSN 6150-01-308-5671
- **M200 A/P,** NSN 6150-01-308-5672



To help slow corrosion, a mitigation plan was added to the PDISE technical data package.

But you should still unpack PDISE right away and remove all contents from the shipping crate. Store the unpacked PDISE inside, out of the weather.

Safely dispose of shipping crates and any packing materials, including plastic bags. If cadmium oxide is found, follow the cleaning and disposal procedures in WP 0021 of TM 9-6150-226-13. Also review the cadmium safety tips on Pages 45-47 in PS 723:

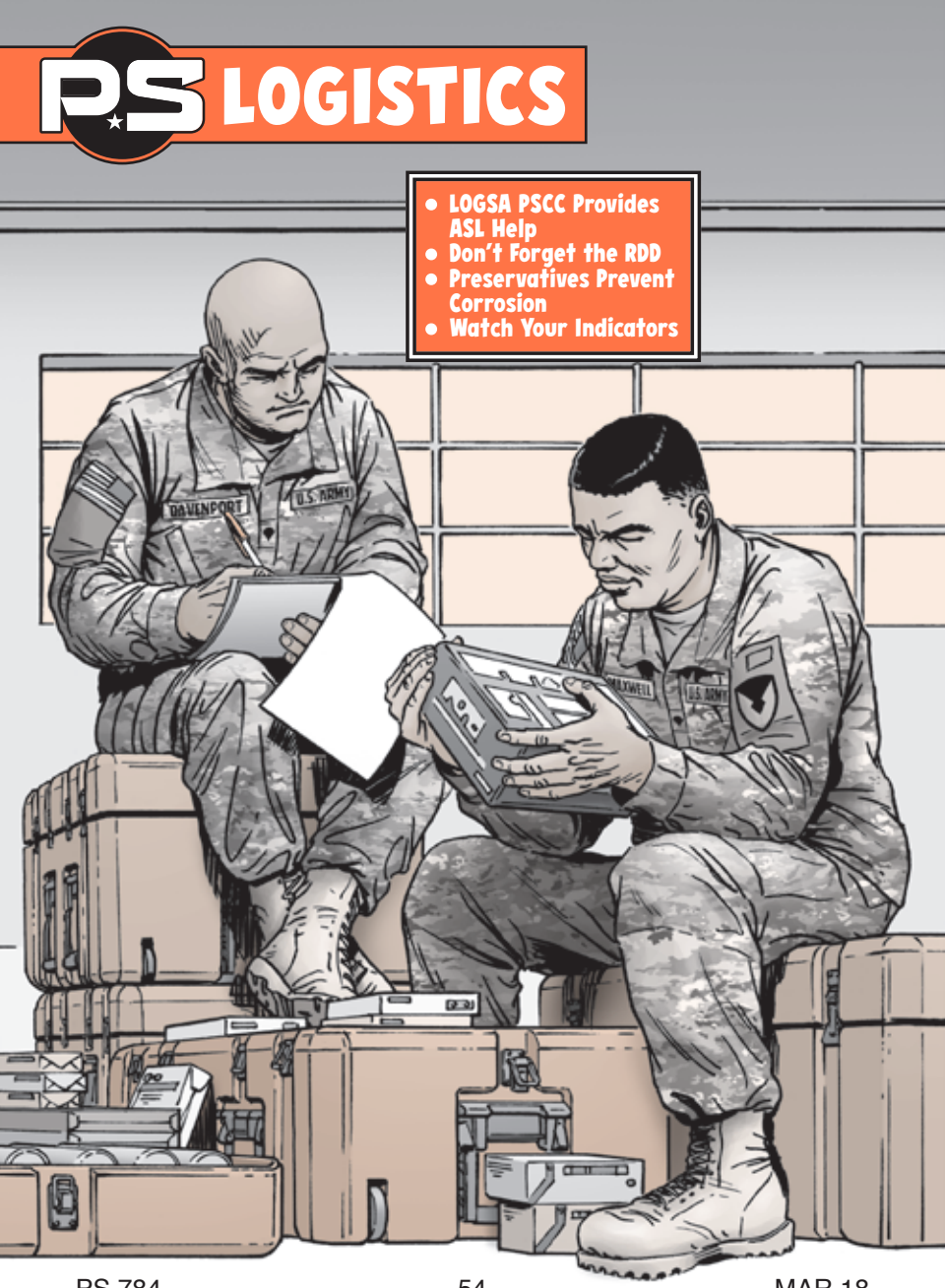
https://www.logsa.army.mil/psmag/archives/PS2013/723/723-45-47.pdf

Questions? Contact CECOM's John Mansfield at (410) 220-5576, or email:

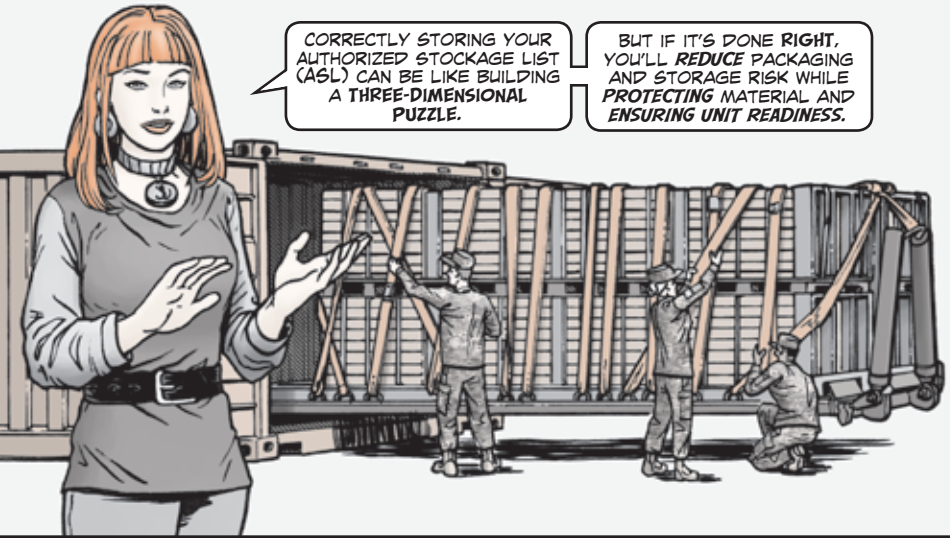
john.k.mansfield2.civ@mail.mil

PS LOGISTICS

- LOGSA PSCC Provides ASL Help
- Don't Forget the RDD
- Preservatives Prevent Corrosion
- Watch Your Indicators



LOGSA PSCC Provides ASL Help



SECTION IV OF

TM 38-400
Joint Service Manual for Storage and Materials Handling 1994

EXPLAINS THE **MAIN FACTORS** THAT AFFECT CONTAINER LAYOUT PLANS:

- Store items with similar handling requirements together whenever possible. That makes it easier to issue those items and keeps them in good condition.
- Pack stocks that are needed most often within easy reach inside the container.
- Pay close attention to the number of items packed, as well as their size and weight. You'll need to account for the weight of the shipping container and the lift capacity of the vehicle used to move them, too.

- HAZMAT, sensitive and shelf-life items add their own challenges. They're usually stored together by type, but make sure those items are compatible.

Planograph Development

ONCE YOU'VE COMPLETED THESE STEPS AND USED THE DETERMINATION OF STORAGE SPACE REQUIREMENTS (DOSSR) PROCEDURES, YOU'RE READY FOR PLANOGRAPH DEVELOPMENT.

PLANOGRAPHS ARE DRAWINGS THAT TELL YOU WHERE IN THE CONTAINER TO STACK CERTAIN ITEMS. LOGSA PSCC'S STORAGE AND DISTRIBUTION ANALYSIS TEAM CAN CREATE PLANOGRAPHS IN A NUMBER OF FORMATS, INCLUDING CAD AND MICROSOFT EXCEL.

A SIMILAR PROCESS IS AVAILABLE TO BRIGADE COMBAT TEAMS (BCTS) WITH COMMON ASLS.

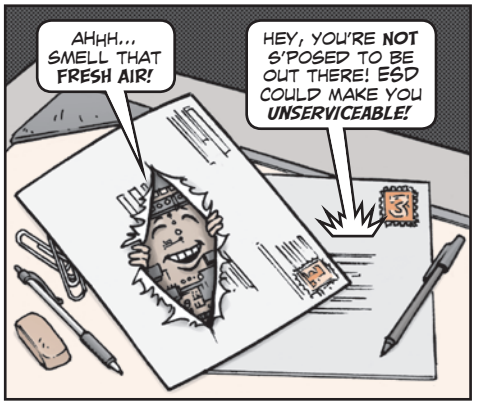
STANDARDIZED CONTAINERIZATION MEANS EVERY BCT WILL STORE EACH ASL ITEM IN THE ***SAME*** LOCATION IN THE CONTAINER REGARDLESS OF WHICH UNIT THE CONTAINER BELONGS TO.

COSIS

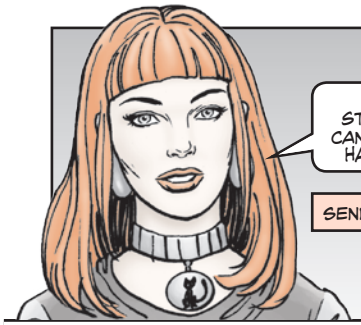
CARE OF SUPPLIES IN STORAGE (COSIS) ENSURES ARMY CONTAINERIZED ASL PARTS ARE **READY FOR ISSUE** WHEN AND WHERE THEY'RE NEEDED. IT ALLOWS UNITS TO UNDERSTAND THE ***TRUE CONDITION*** OF THEIR ASL ITEMS, PROVIDING AN **ACCURATE** ASSESSMENT OF READINESS.

THAT NOT ONLY **CONSERVES RESOURCES**, BUT PROVIDES ***SUFFICIENT TIME TO FIX PROBLEMS*** WHEN THEY'RE DISCOVERED.

FOLLOW THESE COSIS PM CHECKS FOR YOUR CONTAINERIZED ASL ITEMS:



- Keep unit packaging in place. That layer of protection guards against deterioration and damage. If you find an item with an open package, check it first, then reseal it as best you can. However, if the item is electrostatic discharge sensitive (ESDS), compromised packaging that exposes the asset may have already resulted in the item being unserviceable. For these ESDS items, the packaging should still be resealed, but the items should be downgraded to batch code "f" and retested before issue.
- To prevent corrosion, containerized items will need additional inspections. At a minimum, conduct routine COSIS visual inspections on containerized items stored indoors on an annual basis. Containerized items stored outside need to be inspected on a monthly basis. Routine visual inspections are especially critical when items are stored outside. COSIS inspections are easy and, for example, can be accomplished when inspecting fire extinguishers.
- Temperature-sensitive items shouldn't be stored in ISO containers. These items won't last in the extreme hot and cold temperatures inside containerized ASL vans.



Need Help?

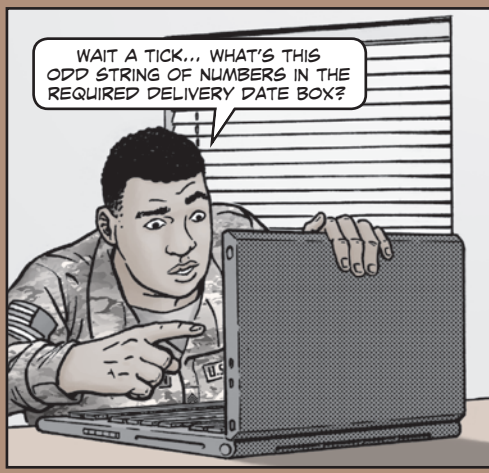
THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER (LOGSA PSCC) CAN PROVIDE **HELP** WITH DOSSR METHODS, PLANOGRAPHS, HAZMAT, COSIS AND OTHER ASL STORAGE QUESTIONS.

SEND AN EMAIL TO: usarmy.tyad.usamc.mbx.iltad@mail.mil

PS END

GCSS-Army...

Don't Forget the RDD

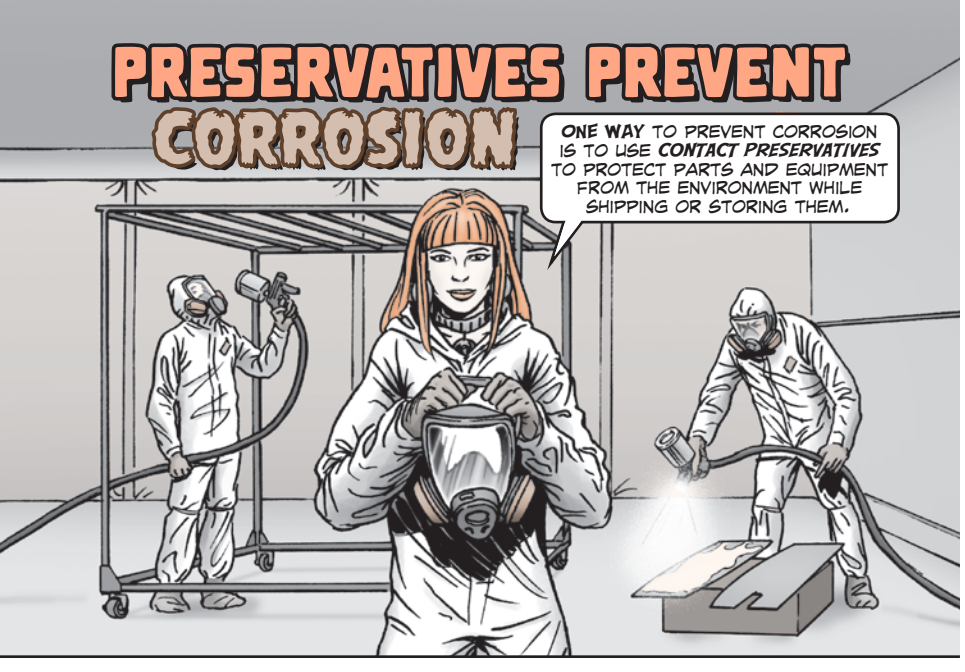


Dear Editor,
Here at the Defense Logistics Agency (DLA), we've noticed that units are ordering 02 parts for Not Mission Capable-Supply (NMCS) equipment without annotating the Required Delivery Date (RDD) as N01 or 999 in GCSS-Army.
This causes backlogs in the system because an RDD that's left blank is automatically filled with the Julian date. The system thinks that the part is not a priority and ships it later or on a slower mode of transportation. That can really slow things down if a unit needs the part urgently.

CW3 Donald Sherman
DLA Land and Maritime

Editor's note: *Thanks for the tip! Units, don't forget to properly annotate your RDD to avoid delays.*

PRESERVATIVES PREVENT CORROSION



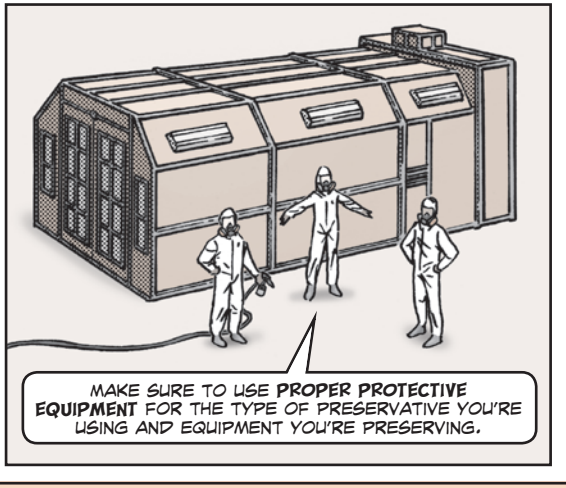
NO SINGLE CONTACT PRESERVATIVE IS RIGHT FOR EVERY PIECE OF EQUIPMENT, SO YOU'LL HAVE TO CHOOSE **CAREFULLY** WHEN DECIDING WHICH ONE TO USE.

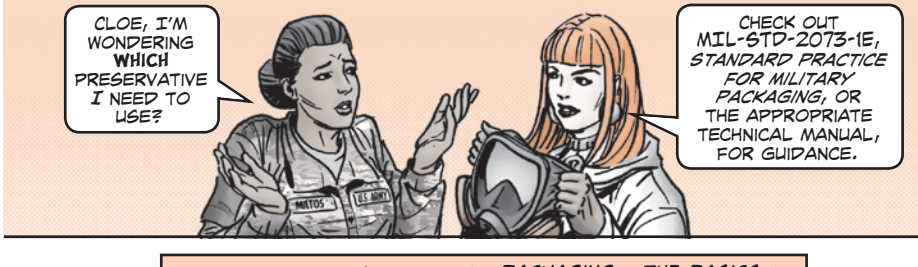
SOME PRESERVATIVES ARE **PERMANENT.** PAINT, RUBBER COATINGS AND PORCELAIN FALL INTO THIS CATEGORY.

- **Dipping:** This is the preferred method of applying contact preservatives because it's the easiest and offers total coverage of the item. Stir the preservative frequently to prevent air bubbles from forming. After the coating dries, place the item on a piece of greaseproof barrier plastic.
- **Flowcoating:** Use flowcoating for interior surfaces. Pour preservative into a tube, allow the preservative to coat the surface and drain excess preservative from the tube back into the tank.
- **Slushing:** Pour the preservative into the part and rotate, agitate and slant the object as needed to coat all interior surfaces. After slushing, seal off all holes to prevent dust and dirt from entering the part. You can use rubber plugs to do that.

- **Brushing:** Only use this method if no other method is available. Brushing is usually only for very small portions of items.
- **Filling or Flushing:** Use this method for larger items that aren't easily handled. Fill the item with preservative to coat all interior surfaces. For some items you won't drain the preservative, but make sure to leave space for heat expansion.
- **Fogging:** This method uses preservatives injected as a fog or a mist into gas tanks and interior engine cylinder walls.
- **Spraying:** Apply the preservative to internal and external surfaces as a spray.

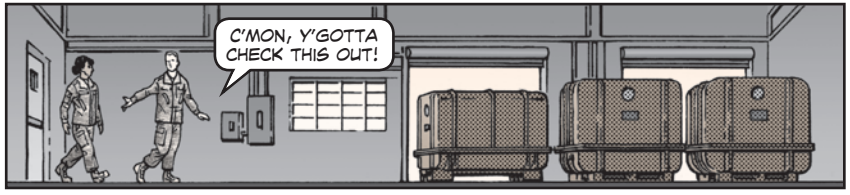
SEVERAL OF THESE PRESERVATIVES CAN CAUSE ***SKIN AND EYE IRRITATION,*** SO YOU'LL WANT TO...

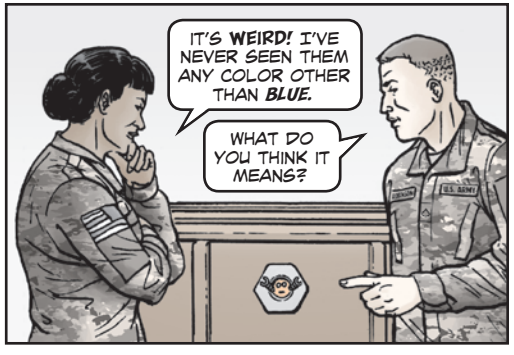




FOR EVEN MORE TIPS, DOWNLOAD *PACKAGING - THE BASICS* AT:
https://www.logsa.army.mil/documents/LOGSAP_746-1.pdf

WATCH YOUR INDICATORS





ONE OF THE **BEST** THINGS YOU CAN DO TO ***PREVENT CORROSION*** IS TO PAY ATTENTION TO THE HUMIDITY INDICATORS ON YOUR LONG-LIFE REUSABLE CONTAINERS (LLRCS).

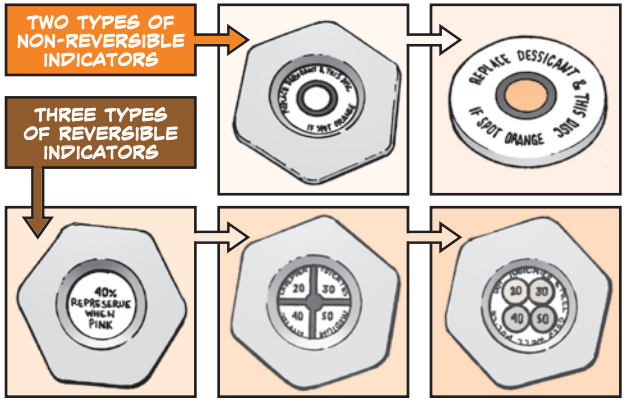
THERE ARE ***TWO TYPES*** OF INDICATORS, **REVERSIBLE** AND **NON-REVERSIBLE.**

BUT IF THEY START ***CHANGING COLORS*** IT MEANS THE **SAME** THING...

...THE EQUIPMENT *INSIDE* THE LLRC IS IN DANGER OF CORROSION!

TWO TYPES OF NON-REVERSIBLE INDICATORS

THREE TYPES OF REVERSIBLE INDICATORS



FOR ***ANY*** TYPE OF **REVERSIBLE INDICATORS**, THE INDICATORS WILL CHANGE FROM

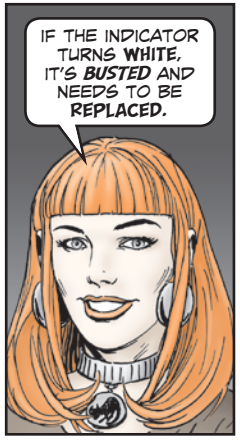
BLUE TO LAVENDER OR PINK

ONCE THE LEVEL OF HUMIDITY ***RISES*** IN THE LLRC.

IF THE INDICATOR IS BLUE, THE HUMIDITY LEVEL IS ***LESS*** THAN THE NUMBER INDICATED ON THE DISC. THIS MEANS EVERYTHING IS AS IT SHOULD BE INSIDE THE LLRC.

THE INDICATOR WILL TURN **LAVENDER** IF THE HUMIDITY IS WITHIN 10% OF THE NUMBER ON THE DISC. THIS IS A ***WARNING*** THAT THE HUMIDITY COULD START TO CAUSE A PROBLEM.

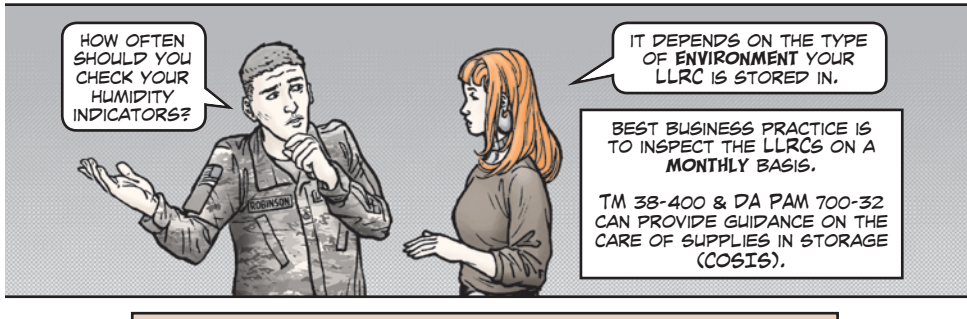
IF THE INDICATOR IS **PINK**, THEN THE HUMIDITY IS HIGHER THAN THE NUMBER INDICATED ON THE DISC AND YOUR EQUIPMENT IS IN ***REAL DANGER*** FROM CORROSION.



ON THE **NON-REVERSIBLE INDICATOR**, LOOK FOR THE COLOR TO CHANGE FROM

WHITE TO ORANGE OR BROWN.

IF THE COLOR ***CHANGES*** TO ORANGE OR BROWN, **REPLACE** THE INDICATOR AND INSPECT THE EQUIPMENT IN THE LLRC FOR SIGNS OF ***CORROSION.***



BEST BUSINESS PRACTICE IS TO INSPECT THE LLRCS ON A **MONTHLY** BASIS.

TM 38-400 & DA PAM 700-32 CAN PROVIDE GUIDANCE ON THE CARE OF SUPPLIES IN STORAGE (COSIS).

IF YOU HAVE ANY **QUESTIONS**, THE LOGSA PACKAGING, CONTAINERIZATION AND STORAGE CENTER (PSCC) IS HAPPY TO HELP. EMAIL THEM AT:
usarmy.tyad.usamc.mbx.pt@mail.mil

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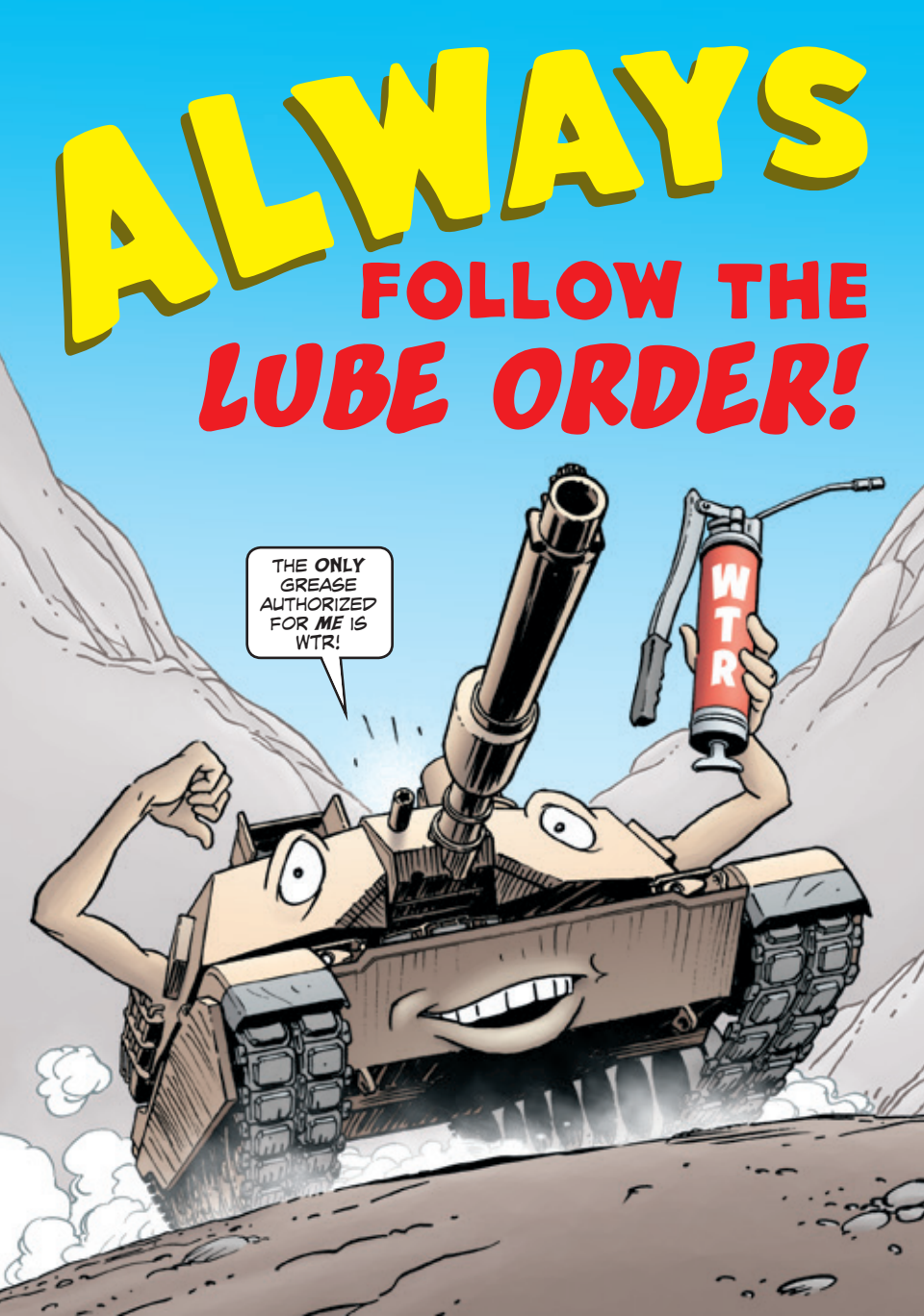
Would You Stake Your Life right now on the Condition of Your Equipment?


ALWAYS
FOLLOW THE
LUBE ORDER!
THE ONLY GREASE AUTHORIZED FOR ME IS WTR!
WTR