

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 747 FEBRUARY 2015****COMBAT VEHICLES**

BDAR Kit Upgraded
M113 Ramp Reservoir Level
M113 Track Tension Gauges
Stryker Mirror and Headlight Cleaning
Bradley Ammo Box Latch
M88A1 Ground Hop Kit Components

**TACTICAL VEHICLES**

Battery SAE Terminal Conversion Kit
HMMWV Battery Disconnect Kit
HEMTT A2, A4 Assembly NSNs
HMMWV 4-Door Conversion Kit
HET, PLS Air Cleaner Stud Replacement Kit
EOD Robotic Systems Repair Website
M1048A1 Flatbed Trailer Track Belt Maintenance
Bobcat Skid-Steer Loader Forklift Pallet Assembly
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PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices. **Postmaster:** Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-GP), Bldg. 3303, Redstone Arsenal, AL 35898.

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PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

Bldg. 3303

Redstone Arsenal, AL 35898

Or email to:

usarmy.redstone.logsa.mbx.psmag@mail.mil

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Administrative Assistant to the Secretary of the Army

1434903

Issue 747


PS

February
2015

THE PREVENTIVE MAINTENANCE MONTHLY




TB 43-PS-747

Approved for
Public Release;
Distribution is
Unlimited



SMALL ARMS
KITS KEEP YOUR
WEAPONS READY
FOR ACTION.

THIS ISSUE
COVERS KITS FOR
MANY TYPES OF
ARMY EQUIPMENT!

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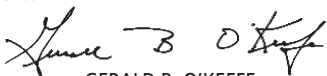
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KNOWLEDGE IS A POWERFUL SAFETY TOOL!

If you think ignorance is bliss, think again. What you don't know really can hurt you, especially if it involves radioactive materials.

If you're using equipment that contains radioactive material, ignorance won't cut it. Ignorance leads to misuse, misuse leads to leaks, and leaks mean big-time trouble.

While a radiation leak may not cause you to grow an extra head, it can make you one sick Soldier. So how do you know what equipment has radioactive material and what doesn't?

Your first clue is the equipment itself. If it contains radioactive material, it should have a warning decal with the radiation symbol shown in clear view.

Since warning labels have an unfortunate tendency to fall off, you also need to take a good look at the warnings in the front of your equipment's -10 TM. Those warnings not only tell you if the equipment contains radioactive material, but they also tell you what to look for and what to do if you suspect a leak.

Another good place to look is in TB 43-0116, *Identification of Radioactive Items in the Army*. This TB lists radioactive equipment, tells you what part of the equipment is radioactive and gives you the radiation source used. Check out a copy here:

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

Last, but certainly not least, check with your local radiation protection officer. He'd much rather handle your questions now than deal with an emergency later.



0123456789101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100

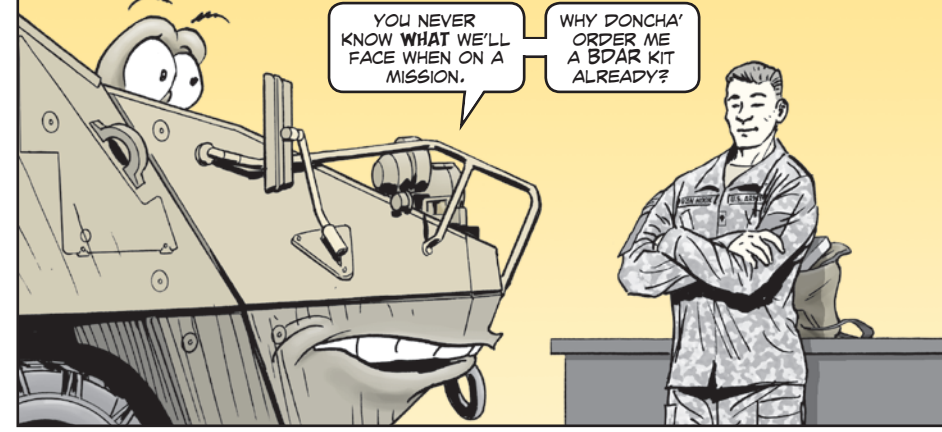
PS COMBAT VEHICLES



WAS THAT A GROUNDHOG WE JUST RAN OVER?!

- Combat vehicles!
- BDAR kits
 - M113 hydraulic ramps
 - M113 track tension
 - Strykers in the mud
 - Bradley ammo doors
 - M88A1 ground hop kit

Don't Delay! Order BDAR Kit Today



YOU NEVER KNOW WHAT WE'LL FACE WHEN ON A MISSION.

WHY DONCHA' ORDER ME A BDAR KIT ALREADY?



SURPRISE!
IT JUST CAME IN TODAY!

Crewmen and mechanics, take a minute and see if you still have the old Battle Damage Assessment and Repair (BDAR) crew kit, NSN 5180-01-502-9504, and BDAR maintainer kit, NSN 5180-01-502-9507.

Turn in those old BDAR kits and order NSN 5180-01-575-1265. It's the latest and greatest Class IX BDAR kit.

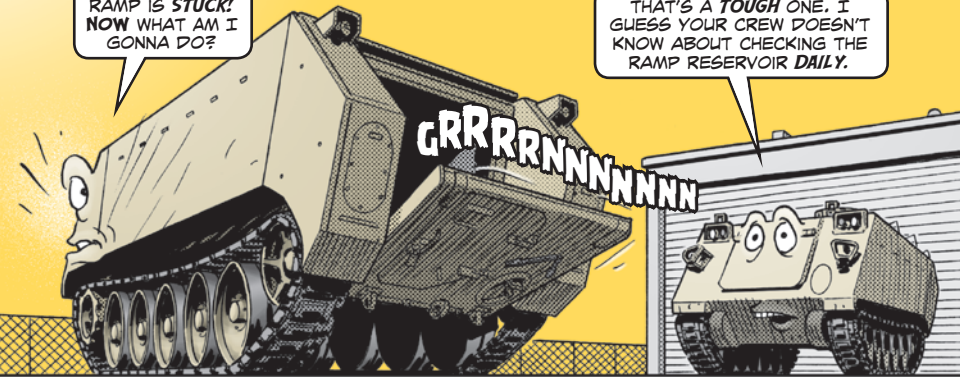
The TRADOC Program Office (TPO) for Battlefield Recovery and Executive Agency for BDAR developed the kit for all ground combat and tactical systems. It combines all the capabilities of the previous kits while improving fluid line and electrical repairs.

Let TPO know how well the kit components work and how the kit can be improved by taking an online survey: <https://www.milsuite.mil/book/docs/DOC-140481>

CHECK RAMP RESERVOIR DAILY

OH, BOY! MY RAMP IS **STUCK!** NOW WHAT AM I GONNA DO?

THAT'S A TOUGH ONE. I GUESS YOUR CREW DOESN'T KNOW ABOUT CHECKING THE RAMP RESERVOIR **DAILY**.



Drivers, if you forget to check your M113's ramp hydraulic reservoir, the ramp could let you down when you need it most.

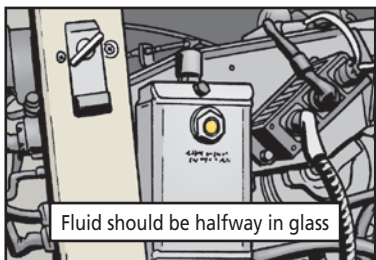
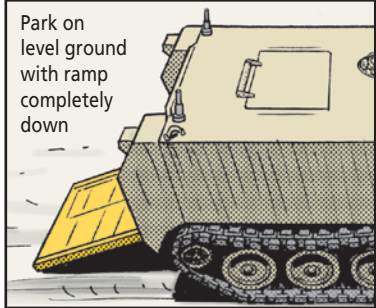
To make sure that doesn't happen, check the fluid daily. And, most importantly, check it the right way.

Make sure your vehicle is parked on level ground. If you park it on an incline, the sight glass reading might make it appear there's either too much or too little hydraulic fluid in the reservoir.

If you adjust the level based on a faulty reading, you could end up with too much or too little hydraulic fluid. Too much means a big mess with FRH leaking out of the hydraulic system tank breather. Too little fluid could make your ramp act all funny or stop working altogether.

Don't forget that the ramp has to be all the way down when you check the fluid. Follow the ramp lowering instructions in the -10 TM. If you read the reservoir sight glass while the ramp's closed or partially open, the reservoir will appear to have too little hydraulic fluid.

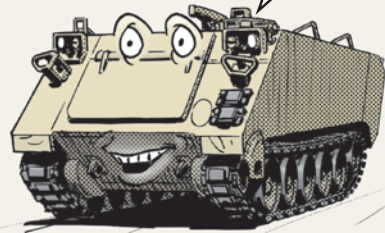
Check out the lubrication table on Card 21 of LO 9-2350-261-12 (Jul 90, w/Ch 4, Jul 97) for the M113A2 and Card 18 and 19 of LO 9-2350-277-13 (May 12) for the M113A3. They have more information about keeping the hydraulic system up and running in all conditions.



USE GAUGE TO GET TRACK TENSION RIGHT

YOU WERE **RIGHT!** USING YOUR TRACK GAUGE INSTEAD OF MY FINGERS MADE THAT JOB A LOT EASIER.

YEP! AND NOW MY TRACK FITS JUST RIGHT!



Dear Editor,

Some crewmen have the wrong idea when it comes to checking the track tension on their M113s during PMCS.

The "two finger" method—putting two fingers between the track and the center road wheel—is the wrong way to check tension. You have to use a track-tension gauge just like it says in the -10 TM.

Getting the track tension right is important because it makes it easier to spot defective parts during PMCS.

Checking the tension is easy. Park the vehicle by letting it coast to a stop on level ground. Then place the T150 track gauge, NSN 5220-01-496-3692, between the bottom of the track and the top of the third road wheel.

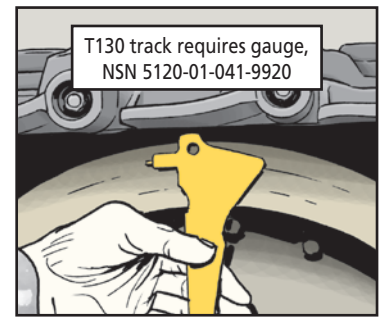
If the gauge fits between the track and the roadwheel without touching both at the same time, tension is too tight. If the gauge won't fit at all, tension is too loose.

SGT Andrew Evers
Ft Hood, TX

T150 track requires gauge, NSN 5220-01-496-3692



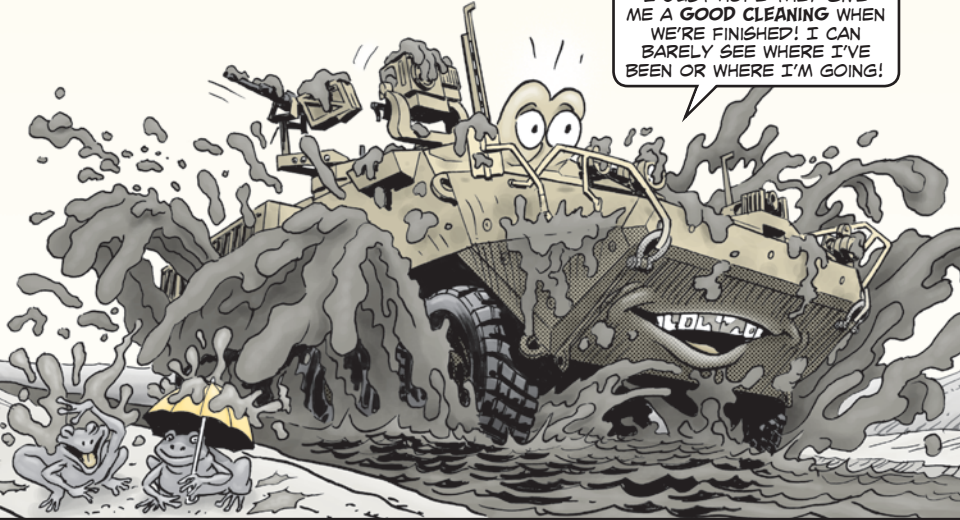
Editor's note: Thanks for the reminder, Sergeant. Complete instructions for inspecting T150 track are in WP 0077 of TM 9-2350-261-10 (Aug 05) for the M113A2-series and WP 0097 of TM 9-2350-277-10 (Mar 12, w/Ch 1, Dec 13) for the M113A3. If your carrier is still using T130 track, you'll need to use the T130 track gauge, NSN 5120-01-041-9920. T130 track tension instructions are in WP 0076 of the -261-10 TM and WP 0096 in the -277-10 TM.



Stryker... **DON'T LET VISION GET MUDDIED!**

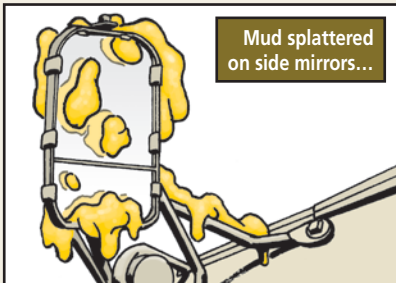
MAN, IS THIS FUN!

I JUST HOPE THEY GIVE ME A GOOD CLEANING WHEN WE'RE FINISHED! I CAN BARELY SEE WHERE I'VE BEEN OR WHERE I'M GOING!



Crewmen, your Stryker can see you through a lot of tough combat situations. But if your vehicle's mirrors and headlights are covered in mud, you might see yourself in an accident!

The mirrors and headlights get splattered with mud during missions, so it's up to you to clean them off after every operation. If you don't, your vision is reduced.



Mud splattered on side mirrors...



...and headlights makes it hard to see

The side mirrors are easy to clean. Just use some warm water and a clean, wet cloth. Make sure you wipe in one direction, though. Wiping in multiple directions is a good way to smear the mirror and increase the chance of scratching it.

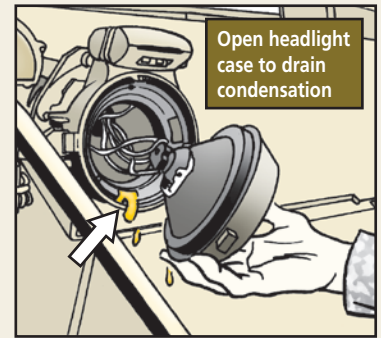
When the mud's gone, polish each mirror with some glass cleaner, like NSN 7930-01-513-6864, and a clean cloth.

Headlights take a bit more effort. High-pressure water is out because it forces water inside the headlight case where it can short out the bulb.

Use a squirt bottle to gently spray the headlight with warm water. After the mud loosens, spray again and then wipe the headlight with a wet cloth. Rinse and repeat until the headlight is clean.

Even if you didn't use high-pressure water, those headlights are still going to get some water inside because of condensation.

When you're cleaning the headlight, look for water inside the case. If you spot any, open the case and drain it out.



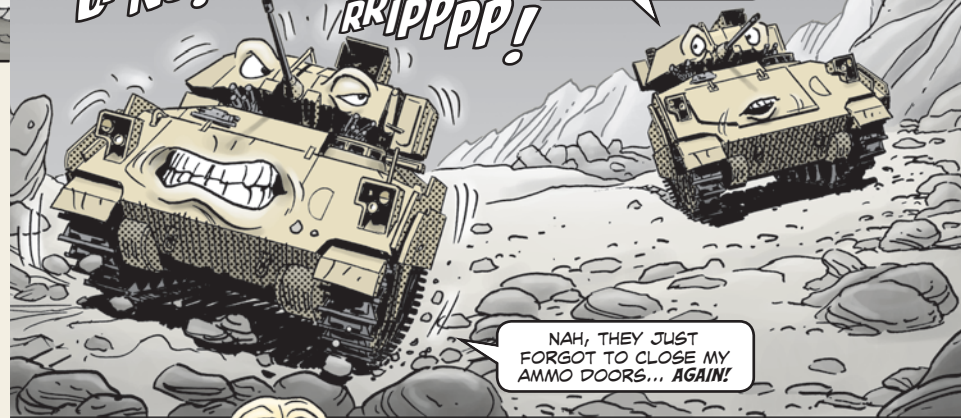
Open headlight case to drain condensation

M2/M3-Series Bradley...

GET A HANDLE ON AMMO BOX LATCHES

BANG! CRUNCH RRIPPPP!

SOUNDS LIKE WORLD WAR III BROKE OUT IN THERE!



NAH, THEY JUST FORGOT TO CLOSE MY AMMO DOORS... AGAIN!



CREWMEN, YOUR BRADLEY AP AND HE AMMO BOX DOORS HAVE A SIMPLE SWING LATCH THAT HOLDS THEM IN PLACE.

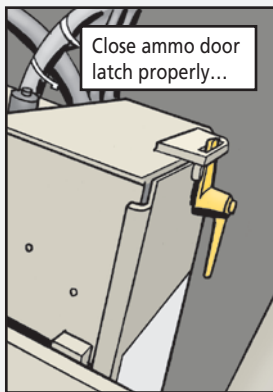
PS MORE



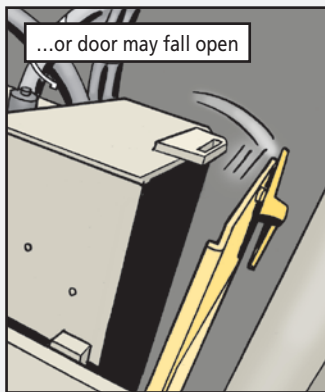
BUT YOU HAVE TO CLOSE THE AMMO BOX DOORS THE RIGHT WAY OR THE LATCH **CAN'T** DO ITS JOB!

IF YOU GET IN A HURRY, THE LATCH WON'T CATCH.

THE DOOR FALLS FORWARD AND CATCHES ON CABLES AND CONNECTORS AS THE TURRET TRAVERSES.



Close ammo door latch properly...



...or door may fall open

THEN YOU'LL END UP WITH A BIG HEADACHE FROM THE **DAMAGE** THAT CAUSES!

SO AFTER CLOSING THE AMMO DOORS, **MAKE SURE THEY'RE SECURE.** IT ONLY TAKES AN EXTRA SECOND.



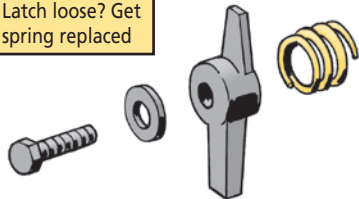
ALSO, YOU MIGHT NOTICE THE LATCH HANDLE ON THE AMMO DOORS GETTING A LITTLE **LOOSE.**

THAT'S BECAUSE THE **TORSION SPRING**, NSN 5360-01-183-2971, INSIDE THE LATCH HANDLE ASSEMBLY IS **WEARING OUT.**

WHEN THAT HAPPENS, THE DOORS COULD **VIBRATE OPEN**, EVEN IF YOU'RE CAREFUL ABOUT CLOSING THEM.

IF THE LATCH HANDLE STARTS FEELING LOOSE, TELL YOUR MECHANIC. HE'LL REPLACE THE SPRING, WHICH WILL KEEP THE DOOR CLOSED NICE AND TIGHT.

Latch loose? Get spring replaced

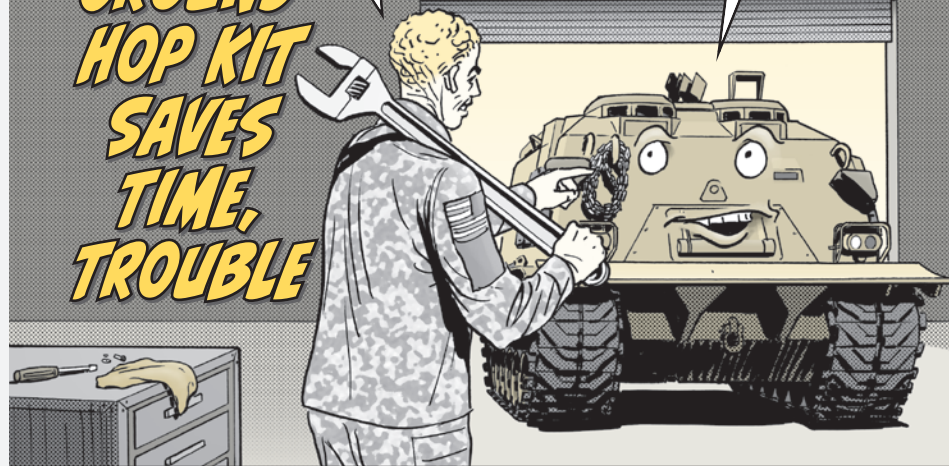


M88A1 Recovery Vehicle...

GROUND HOP KIT SAVES TIME, TROUBLE

WE'RE GONNA PULL YOUR ENGINE TODAY FOR MAINTENANCE. YOU READY?

JUST MAKE SURE YOU **GROUND HOP** IT BEFORE REINSTALLING IT!



Mechanics, a ground hop kit can save you some headaches by letting you test your M88A1's engine before reinstalling it in the vehicle. That way you don't have to pull the engine again if it doesn't work.

THERE USED TO BE A SINGLE NSN FOR AN M88A1 GROUND HOP KIT, BUT IT WAS **DISCONTINUED.**

HOWEVER, YOU CAN STILL ORDER THE KIT BY ITS INDIVIDUAL COMPONENTS...

Component	NSN
Accessories cable assembly	6150-00-615-8737
Generator cable assembly	2920-00-614-7203
Starter cable assembly	6150-00-614-7543
Ground cable assembly	6150-00-674-8738
Engine primer (purge pump) hose assembly	4720-01-044-8393
Main and return fuel line hose assembly	4720-01-041-3375
Ground hop air filtration kit	2815-01-334-3270

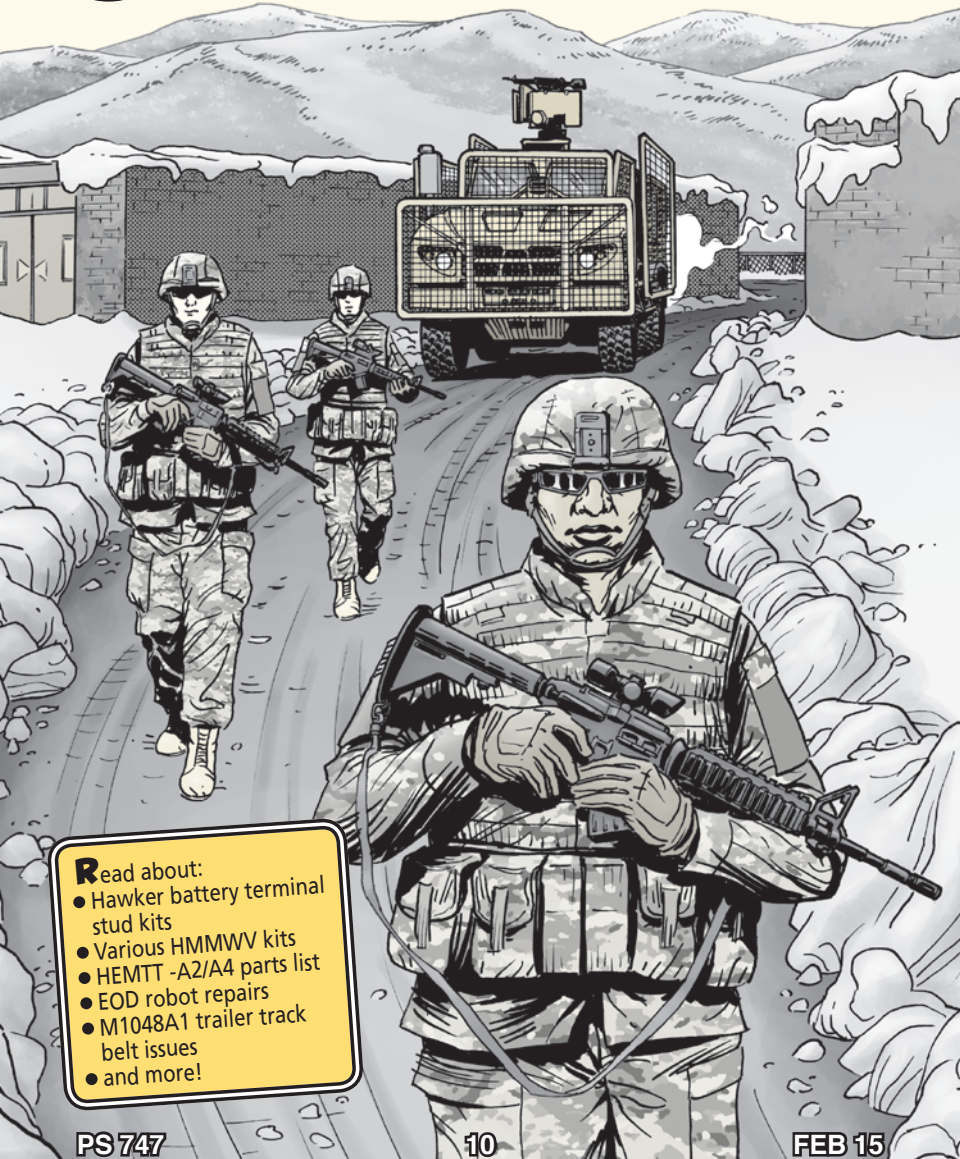


You'll find these components listed in WP 0488 00-32 of TM 9-2350-256-20-2 (Jun 05).

You'll find transmission caps to use while ground-hopping in TM 9-2520-215-34P, *Cross-drive Transmission Assembly*. They're listed as Item 2 in Fig 36 of WP 0038 00-2. A set of caps plus the storage case comes with NSN 2590-00-330-8642.

01&A @0:1^A:|A&Q] ^ A -A@ A&C|A^A A a&^A:|A{ a&E

PS TACTICAL VEHICLES



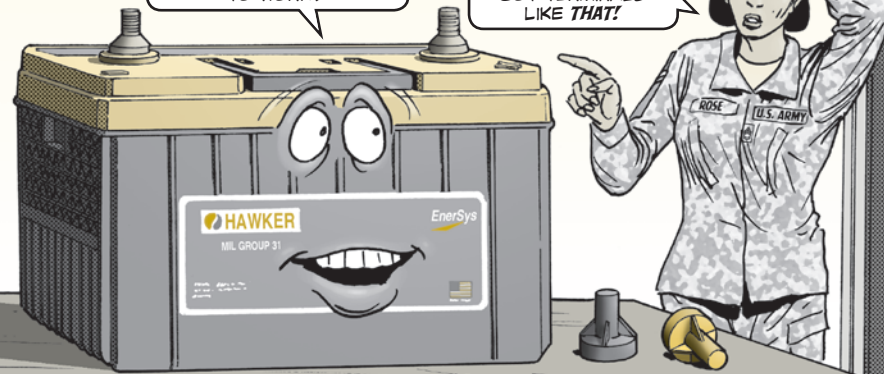
- Read about:**
- Hawker battery terminal stud kits
 - Various HMMWV kits
 - HEMTT -A2/A4 parts list
 - EOD robot repairs
 - M1048A1 trailer track belt issues
 - and more!

Hawker Batteries...

TERMINAL KIT FIXES STUD PROBLEM

HEY, I'M FINALLY HERE! HOW 'BOUT PUTTING ME TO WORK?

UH...I'M NOT SURE HOW WHEN YOU'VE GOT TERMINALS LIKE THAT!



Dear Half-Mast,

We recently needed to replace the Hawker batteries, NSN 6140-01-520-7112, in our vehicle. But when the replacement batteries arrived, they had small threaded studs instead of normal SAE terminals. That makes hookup a little tough.

What's our next step?

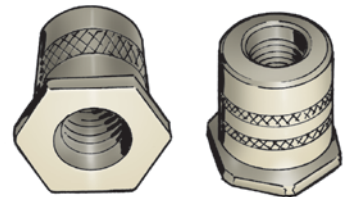
SFC K.D.R.

Dear Sergeant,

What you need is an SAE terminal conversion kit. The kit includes two studs that screw into place and act as SAE terminals.

You can order the kit on a DD Form 1348-6 using PN 3217-0049 from CAGE 0WY95 for about \$10 each. You can also find the screw-on studs at most auto parts stores.

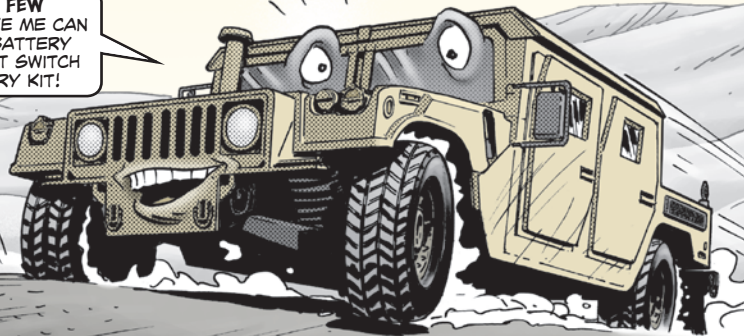
Screw-on SAE terminals put Hawker batteries back to work quickly



Half-Mast

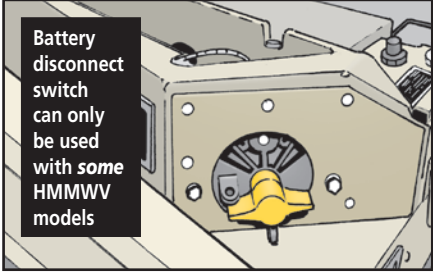
SAVE BATTERIES WITH DISCONNECT KIT

ONLY A FEW HMMWVs LIKE ME CAN GET THE BATTERY DISCONNECT SWITCH ACCESSORY KIT!

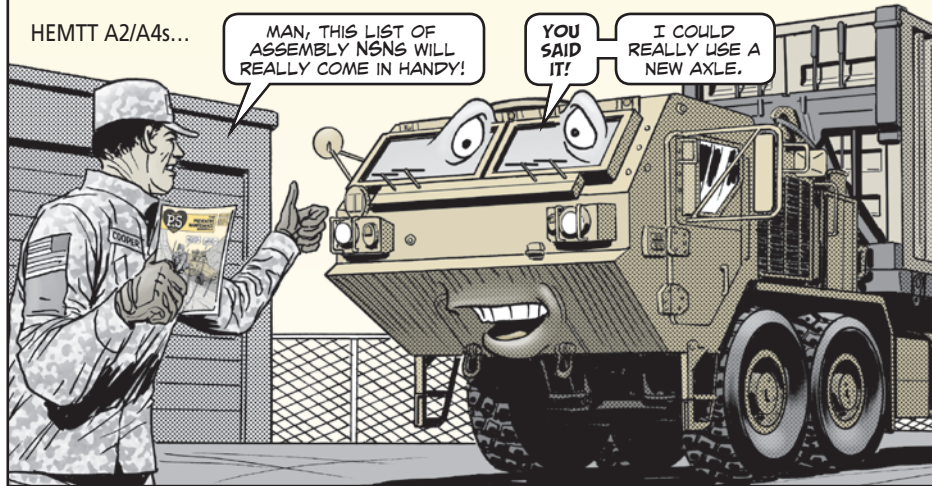


Dear Half-Mast,
 Dead batteries have been a long-standing problem for HMMWVs. I've heard that there's now a battery disconnect switch available for these vehicles. What's the scoop?
 SSG P.W.M.

Dear Sergeant,
 The HMMWV does have a battery disconnect switch accessory kit available with NSN 6130-01-611-4219. It's listed in Fig 462 of TM 9-2320-387-13&P in IETM EM 0323 (Mar 14).
 But before you order the kit for all your HMMWVs, note these restrictions. The kit can only be used on M1151A1 w/B1, M1152A1 w/B2, and M1165A1 w/B3 vehicles with serial numbers 300,000 and above that do not have the electric power manager (EPM) accessory kit, NSN 5999-01-576-9653, installed.
 The EPM accessory kit is similar to the battery disconnect switch accessory kit, but costs considerably more. The EPM is used on the M997A2, M1025A2, M1035A2, M1043A2, M1045A2, M1097A2, M1113, M1114, M1151, M1151A1, M1152, M1152A1, M1165, and M1165A1 vehicles. It's also used on some M1151A1 w/B1, M1152A1 w/B2, and M1165A1 w/B3 vehicles.
Half-Mast



Battery disconnect switch can only be used with some HMMWV models



MAN, THIS LIST OF ASSEMBLY NSNs WILL REALLY COME IN HANDY!

YOU SAID IT!

I COULD REALLY USE A NEW AXLE.

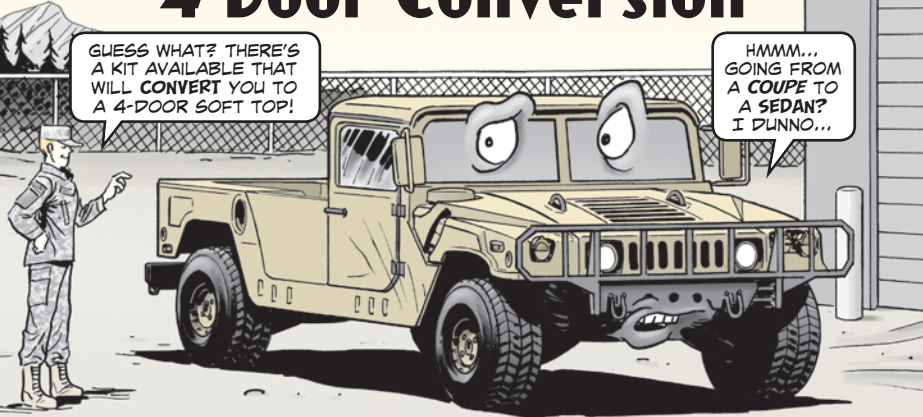
An Assembly of Assembly NSNs

Here's a handy-dandy list of assembly NSNs for HEMTT -A2 and -A4 trucks. You won't find most of these assemblies in the parts TMs yet, so keep the list close by until the manuals are updated.

Item	NSN	HEMTT A2 Assemblies	HEMTT A4 Assemblies
Engine	2815-01-500-0668		
Transmission (prior to Jul 06)	2520-01-526-7427		
Transmission (Jul 06 and after)	2520-01-548-0929		
Transfer	2520-01-564-2123		
Transfer (LET/wrecker)	2520-01-573-6571		
#1 axle (all variants)	2520-01-201-3675		
#2 axle (all variants)	2520-01-201-3674		
#3 axle (cargo/tractor)	2520-01-159-4859		
#3 axle (tractor)	2520-01-572-2739		
#3 axle (M983A2LET)	2520-01-572-2744		
#3 axle (wrecker)	2520-01-211-6628		
#4 axle (cargo/tractor)	2520-01-572-2756		
#4 axle (tractor)	2520-01-572-2746		
#4 axle (M983A2LET)	2520-01-572-2733		
#4 axle (wrecker)	2520-01-211-6629		
Engine	2815-01-562-6787		
Transmission	2520-01-562-6793		
Transfer	2520-01-563-6518		
#1 axle (all variants)	2520-01-572-2754		
#2 axle (all variants)	2520-01-572-2757		
#3 axle (cargo/tractor)	2520-01-572-2760		
#3 axle (tractor)	2520-01-572-2717		
#3 axle (M983A4LET)	2520-01-572-2738		
#3 axle (wrecker)	2520-01-572-2747		
#4 axle (cargo/tractor)	2520-01-572-2756		
#4 axle (tractor)	2520-01-572-2686		
#4 axle (M983A4LET)	2520-01-572-2700		
#4 axle (wrecker)	2520-01-572-2713		

HMMWVs...

Kit Available for 4-Door Conversion



GUESS WHAT? THERE'S A KIT AVAILABLE THAT WILL CONVERT YOU TO A 4-DOOR SOFT TOP!

HMMM... GOING FROM A COUPE TO A SEDAN? I DUNNO...

Dear Half-Mast,

I'm trying to convert my M1097 2-door HMMWV to a 4-door soft top. I remember seeing conversion kits somewhere a few years back but I can't seem to find them in the TM. Can you help me out?

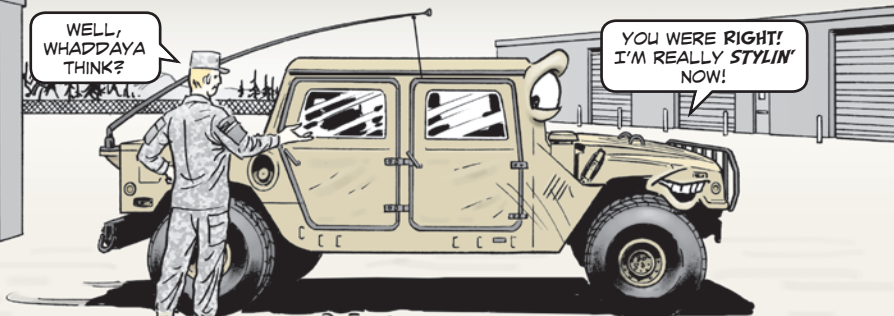
SSG J.L.T.

Dear Sergeant,

Good news! There was a kit developed several years back for just this purpose. The kit, NSN 2540-01-435-1711, includes the rear seat boxes, seats, seatbelts, hardware and installation instructions. You'll also need to order the 4-man crew area soft top kit, NSN 2540-01-434-8598. It provides the camouflage covers, doors and a few other items.

Both kits are designed for the M998/A1, M1038/A1, M1097/A1/A2 HMMWVs.

Half-Mast



WELL, WHAPPAYA THINK?

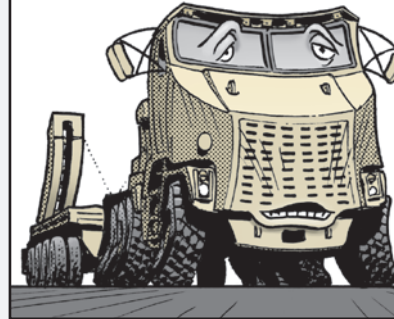
YOU WERE RIGHT! I'M REALLY *STYLIN'* NOW!

M1070 HET, M1074/M1075 PLS...

STUD KIT KEEPS SEAL TIGHT!

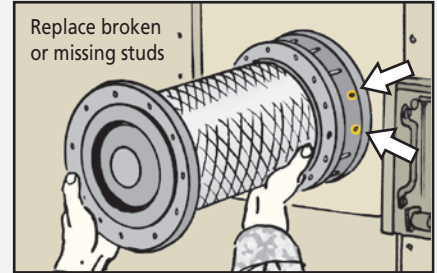
SOMEBODY NEEDS TO CHECK THE MOUNTING STUDS ON MY AIR CLEANER ASSEMBLY!

I'VE BEEN SUCKING IN DIRT ALL DAY!



A mounting stud that's missing or damaged on your M1070 HET or M1074 or M1075 PLS truck is no reason to buy a new assembly. Those assemblies aren't cheap.

You can keep the seal between the air cleaner mount and the element container (housing) tight by using a stud replacement kit, NSN 5307-01-456-6938.



Replace broken or missing studs

The kit costs less than \$13 and contains one stud and one retainer. Order as many kits as you need to replace damaged or missing studs.

EOD Robotic Systems...

WHERE DO I GO FOR REPAIRS?



When it's time to repair or maintain your explosive ordnance disposal (EOD) robotic system, the place to go is the Catalog Ordering Logistics Tracking System (COLTS).

COLTS allows users to report equipment failures, request repair material authorizations (RMAs), replace depot level repair parts (DLRPs), and manage unit assets.

Here's the bottom line: If your equipment breaks and needs a replacement DLRP, request that part through COLTS:

<https://eod.teamcolts.net/default.aspx>

Questions? Call the Robotics Help Desk at (301) 249-1676 or email: eod@gatewayventures.net

Or contact David Sims, MTRS Lead Logician, at (301) 744-5706 or by email:

david.p.sims@navy.mil

Solving the Track Belt Dilemma

I REALLY LIKE MY TRACK BELT. IT'S VERY SLIMMING. DON'T YOU THINK?

UM...SURE, BUT WHEN IT WEARS OUT, CAN YOU OPERATE WITHOUT IT

Dear Half-Mast,
Our unit has an M1048A1 6-ton flatbed trailer with the AN/TPQ-37 Firefinder radar installed.

The belt on our trailer has been damaged beyond repair. Does that deadline the trailer? If not, are we authorized to use the trailer without the belt installed? Finally, with a belt that's in good shape, is the trailer OK for highway towing?

TM 9-2330-396-14&P is a bit confusing on these issues. Can you help us out?

SGT M.H.

Dear Sergeant,

You bet! A damaged belt **could** mean that the trailer's deadlined. It all depends on the amount of damage.

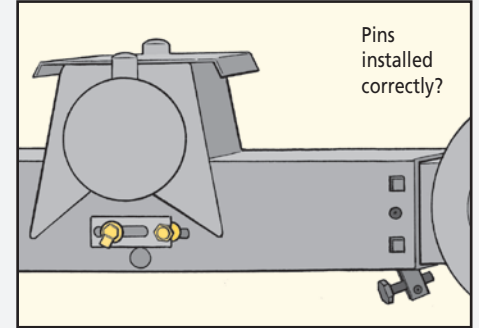
Item 9 of the After PMCS table in WP 0015-5 of the TM 9-2330-396-14&P says the trailer is NMC if one or both of the track belts have any of the following:

- More than two adjacent center guide blocks missing
- A total of five or more center guide blocks missing
- A five-inch lateral or vertical cut that allows the steel belt to show
- Tread wear that allows the steel belt to show during operation

However, the trailer can be made fully mission capable by replacing the belts or by taking them off entirely.

That brings us to your second question. It's OK to tow the trailer without the track belt, whether on- or off-road. But you must make sure the trailer's run-without belt locking pins and cotter pins are properly installed. Item 10 in the After PMCS table in WP 0015-6 has the details. The pins themselves are listed as Items 6 and 7 in Fig 12 of the TM.

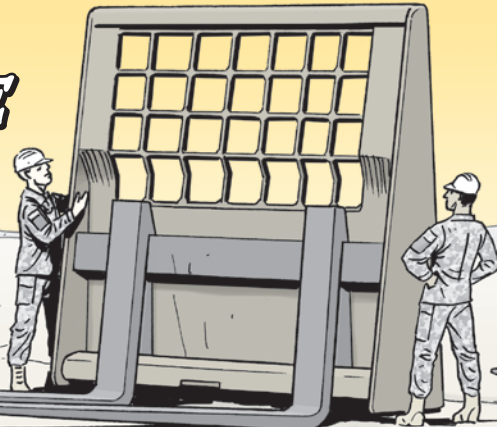
It's also OK to tow the trailer down the highway with the track belt on. Just make sure the belt adjustments and alignments in WP 0019 are done before you do.



Pins installed correctly?

Half-Mast

GET THE RIGHT SIZE FORKLIFT PALLET ASSEMBLY!



ERR...GLYS? I THINK THAT LARGE FORKLIFT PALLET ASSEMBLY IS A LITTLE TOO BIG FOR ME!

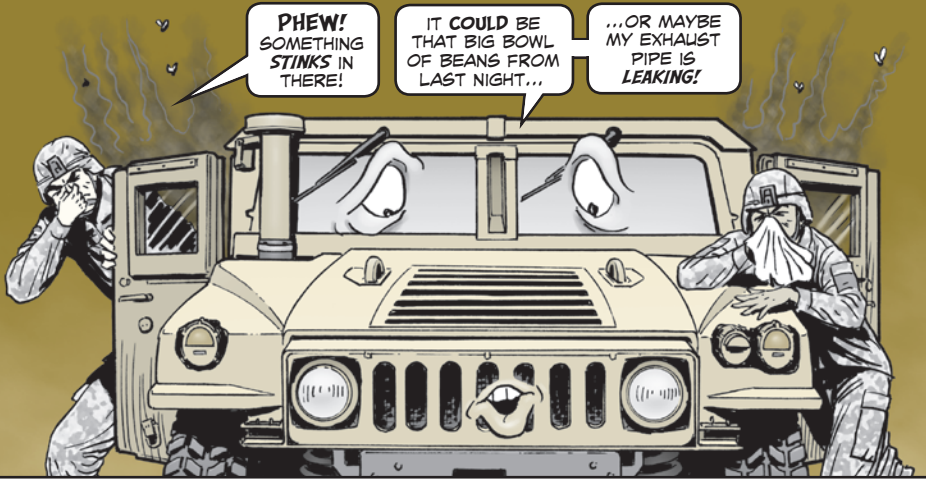


If you need a forklift pallet assembly for your Bobcat model 763 and S150 compact skid-steer loader, **don't** order the PNs listed in TM 5-3800-206-13&P (Jun 04).

They bring assemblies that are the wrong size for the Bobcat. The Bobcat has a medium-sized frame, so you'll need to get the standard pallet assembly that comes with NSN 3930-01-472-3028 (PN 6712927).

Make a note of the new NSN and part number until they are added to the TM.

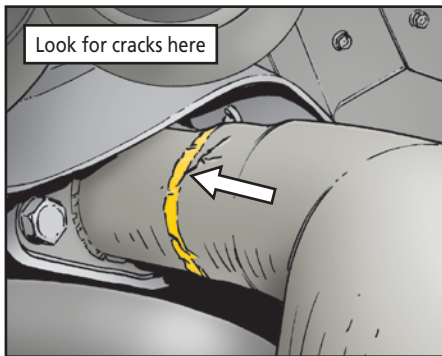
Exhaust Pipe Cracking Up?



Drivers, if your up-armored HMMWV has a serial number of 300,000 and up, the exhaust pipe section that bolts to the turbocharger may be cracking up. And it's no laughing matter!

The problem area is where the forward flange is welded to the pipe. On some vehicles, that weld is cracking, sometimes even breaking completely free! But because this section of exhaust pipe is hard to access, it's getting overlooked.

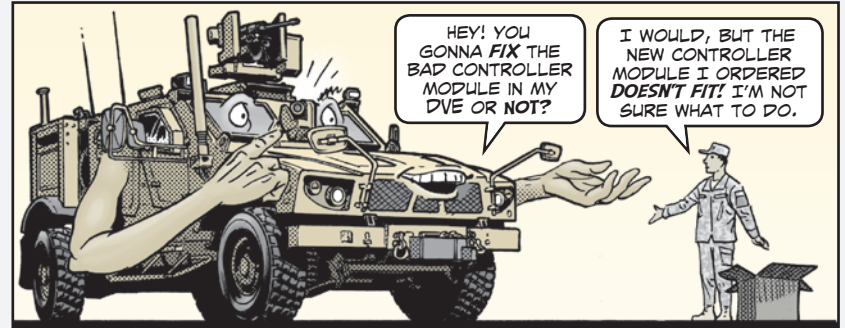
That's bad news because a crack in this area can allow exhaust fumes to enter the cab. That's a serious safety risk for both you and your passengers.



Inspection of the exhaust system is a weekly PMCS check. Any sign of an exhaust leak—broken mounts, a rusted-through pipe, cracked welds—deadlines your vehicle. And if you find a problem, don't ask your mechanic to repair or weld the pipe. **It must be replaced.** Order the new exhaust pipe with NSN 2990-01-568-8367.

For more details, check out TACOM ground precautionary action message 14-016: <https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA14-016.html>

How to Match DVE Components



Dear Half-Mast,

We have an M-ATV with a bad controller module in the driver's vision enhancer (DVE) system.

The new controller module we got from supply doesn't work with the old DVE pan/tilt assembly. But it does work when we use a "good" old-style assembly from another M-ATV.

Are the old control box and electric pan/tilt assembly made by DRS before 2011 supposed to be interchangeable with the newer control box and pan/tilt assembly made by BAE Systems? If they have to be replaced as a set, it seems like a pretty costly repair.

Mr. A.W.H

Dear Sir,

Unfortunately, the old and new style components are not interchangeable.

So if you have the older pan/tilt assembly, NSN 5855-01-590-4576, you'll need an old-style controller module, NSN 6110-01-590-4871. And the new-style pan/tilt assembly, NSN 5855-01-591-0050, requires the new controller module, NSN 6110-01-591-0045.

To keep it simple, just remember that old goes with old, and new goes with new.

Half-Mast





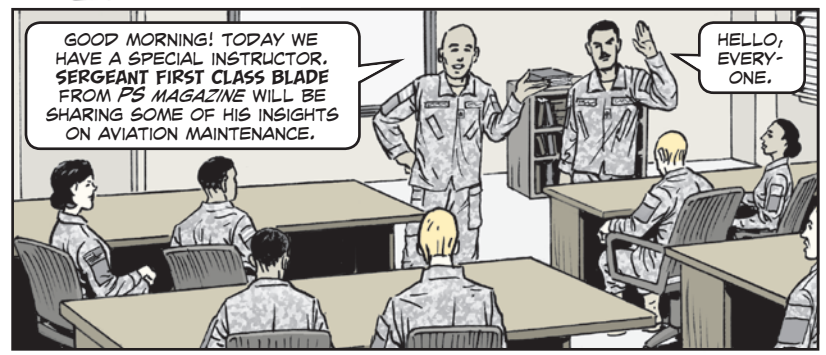
Dirty dozen!
Learn what can
get in the way of
maintenance.



THIS IS THE **FIRST** OF A TWO-PART ARTICLE WHERE I DISCUSS **TWELVE DIFFERENT PROBLEMS** THAT CAN OCCUR WHILE YOU PERFORM AVIATION MAINTENANCE.

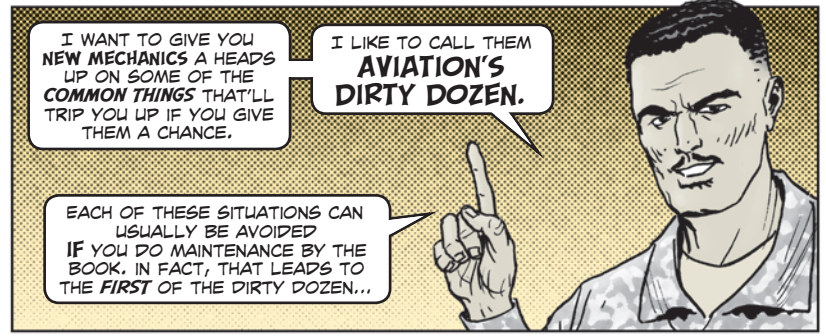
THIS MONTH, I'M COVERING THE **FIRST SIX**. NEXT MONTH, I'LL BE BACK HERE TO DESCRIBE THE FINAL SIX!

Don't Be Done in by Aviation's Dirty Dozen



GOOD MORNING! TODAY WE HAVE A SPECIAL INSTRUCTOR. SERGEANT FIRST CLASS BLADE FROM *PS MAGAZINE* WILL BE SHARING SOME OF HIS INSIGHTS ON AVIATION MAINTENANCE.

HELLO, EVERYONE.



I WANT TO GIVE YOU NEW MECHANICS A HEADS UP ON SOME OF THE **COMMON THINGS** THAT'LL TRIP YOU UP IF YOU GIVE THEM A CHANCE.

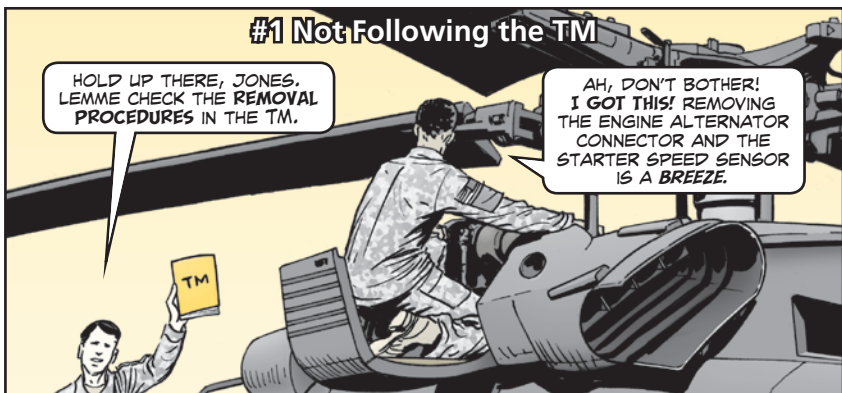
I LIKE TO CALL THEM **AVIATION'S DIRTY DOZEN**.

EACH OF THESE SITUATIONS CAN USUALLY BE AVOIDED IF YOU DO MAINTENANCE BY THE BOOK. IN FACT, THAT LEADS TO THE **FIRST** OF THE DIRTY DOZEN...

#1 Not Following the TM

HOLD UP THERE, JONES. LEMME CHECK THE REMOVAL PROCEDURES IN THE TM.

AH, DON'T BOTHER! I GOT THIS! REMOVING THE ENGINE ALTERNATOR CONNECTOR AND THE STARTER SPEED SENSOR IS A BREEZE.



DON'T GET NAILED BY **OVERCONFIDENCE**. NO MATTER HOW MANY TIMES YOU'VE PERFORMED A MAINTENANCE TASK, THERE'S ALWAYS A CHANCE YOU'LL FORGET SOMETHING.

AND IF THE TASK HAS BEEN **UPDATED**, YOU CAN REALLY LEAVE OUT SOME IMPORTANT STEPS. PLAIN AND SIMPLE, **ALWAYS FOLLOW THE TM** WHEN DOING MAINTENANCE.



#2 Using the Wrong Tools

HEY, PASS ME THOSE CHANNEL LOCK PLIERS, WILLYA'?

SHOULDN'T YOU BE USING THE CANNON PLUG PLIERS INSTEAD?



USE THE **RIGHT TOOL** FOR THE JOB **EVERY TIME**. IF YOU DON'T, THE JOB DOESN'T GET DONE PROPERLY, AND JUST MAYBE SOMETHING IMPORTANT WILL COME LOOSE DURING FLIGHT.

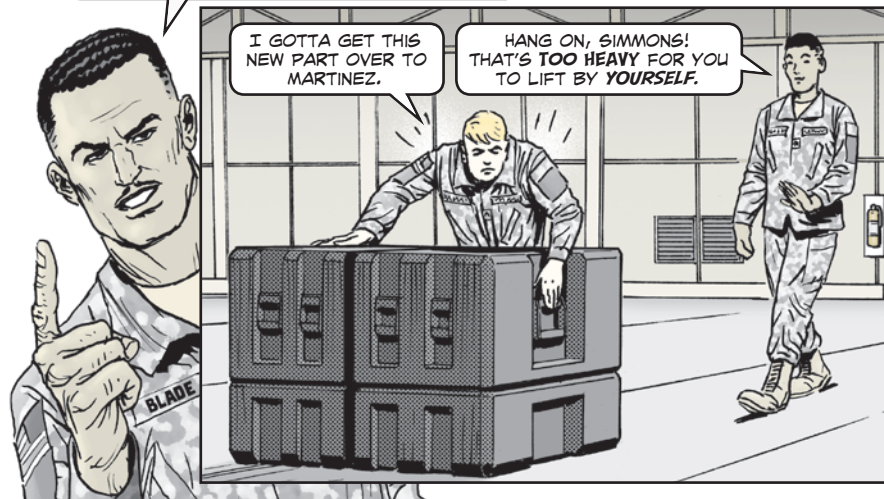


THIS ISN'T A ONE-MAN ARMY. WE HAVE TO RELY ON EACH OTHER TO GET THE JOB DONE. THAT'S WHY #3 OF THE DIRTY DOZEN IS...

#3 One-Man Shows

I GOTTA GET THIS NEW PART OVER TO MARTINEZ.

HANG ON, SIMMONS! THAT'S TOO HEAVY FOR YOU TO LIFT BY **YOURSELF**.



YOUR JOBS **AREN'T** ONE-MAN SHOWS, SO **ALWAYS** BE THERE FOR EACH OTHER.

IF SOMETHING'S A TWO-MAN LIFT, **MAKE SURE** YOU HAVE A **SECOND MAN**.

AND IF A MAINTENANCE PROCEDURE CALLS FOR TWO MECHANICS, **DON'T** TRY TO DO IT ALONE.



IN A PERFECT WORLD, WE'D BE ABLE TO FINISH ONE JOB BEFORE HAVING TO START **ANOTHER** ONE.

ANYONE WANT TO TAKE A GUESS AT #4 OF THE DIRTY DOZEN?



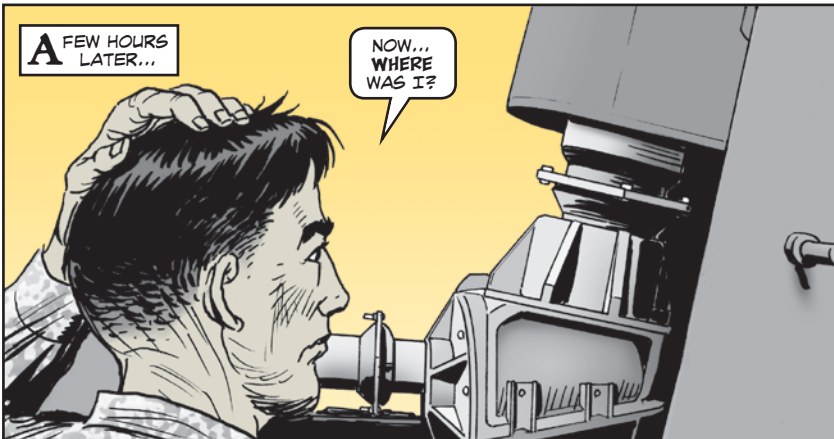
DISTRACTIONS?



#4 Distractions

THIS JOB SHOULDN'T TAKE TOO LONG...

HEY, PEREZ! DID YOU FORGET ABOUT THAT MANDATORY CLASS WE HAVE TO TAKE THIS MORNING?



A FEW HOURS LATER...

NOW... WHERE WAS I?

DISTRACTIONS HAPPEN. SO MAKE SURE YOU KEEP NOTES OF WHAT YOU'VE DONE BEFORE LEAVING A MAINTENANCE TASK.

AND WHEN YOU GET BACK TO THE JOB, GO BACK TWO OR THREE STEPS TO MAKE SURE YOU DIDN'T MISS ANYTHING.

#1 Not Following the
#2 Using the Wrong
#3 One-Man Shows
#4 Distractions

NUMBER 5 OF THE DIRTY DOZEN IS **ALSO** A COMMON ONE.

MAYBE YOU STAYED UP LATE TO WATCH A MOVIE, OR YOU AND YOUR BUDDIES DECIDED TO GO OUT FOR A LATE NIGHT ON THE TOWN. THE NEXT DAY AT WORK WILL BE A **TOUGH** ONE BECAUSE OF...

...#5 Fatigue



MAN, I STAYED OUT **TOO LATE** LAST NIGHT. I'M REALLY **TIRED!**

HMMMM... MAYBE I'D BETTER GO OVER THOSE PRE-FLIGHT INSPECTIONS AGAIN.

JUST TO MAKE SURE YOU DIDN'T **MISS** ANYTHING.



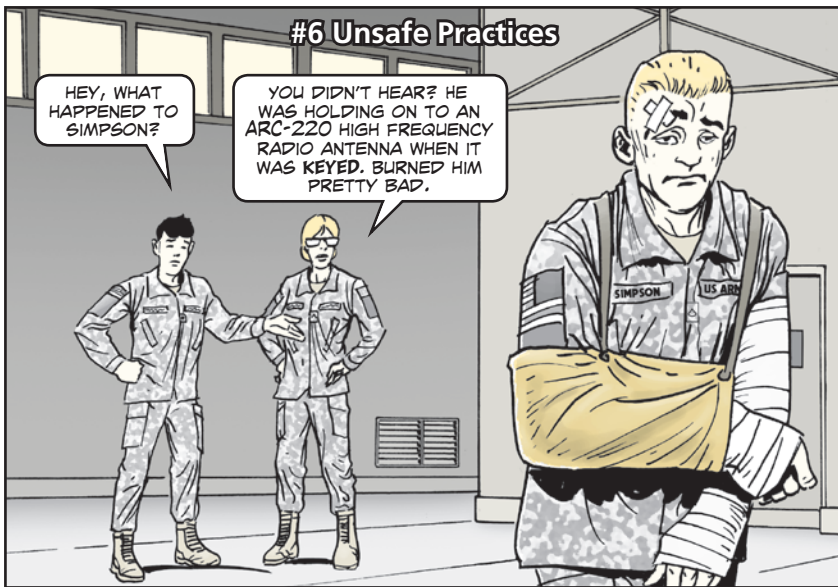
SO ARE YOU SAYING WE **SHOULDN'T** GO OUT OR HAVE A GOOD TIME?

NOT AT ALL. BUT YOU NEED TO KNOW YOUR LIMITS AND UNDERSTAND HOW FATIGUE CAN AFFECT YOU.

DON'T BE AFRAID TO ASK A BUDDY TO DOUBLE-CHECK YOUR WORK.

#6 Unsafe

ANOTHER PROBLEM WITH **FATIGUE** IS THAT IT LEADS TO **#6 OF THE DIRTY DOZEN...**



#6 Unsafe Practices

HEY, WHAT HAPPENED TO SIMPSON?

YOU DIDN'T HEAR? HE WAS HOLDING ON TO AN ARC-220 HIGH FREQUENCY RADIO ANTENNA WHEN IT WAS KEYED. BURNED HIM PRETTY BAD.

MAINTENANCE **WITHOUT SAFETY** IS AN ACCIDENT LOOKING FOR A PLACE TO HAPPEN!

PAY ATTENTION WHEN SAFETY ISSUES ARE BROUGHT UP, AND MAKE SURE OTHERS LISTEN, TOO.

BE WILLING TO SPEAK UP IF YOU SEE SOMEONE DOING AN **UNSAFE** ACT.

- #1 Not Following the TM
- #2 Using the Wrong Tools
- #3 One-Man Shows
- #4 Distractions
- #5 Fatigue
- #6 Unsafe Practices

OK, WHO'S READY FOR SOME LUNCH? I WANT TO MAKE SURE I HAVE YOUR **COMPLETE** ATTENTION WHEN WE COVER THE LAST SIX SITUATIONS IN AVIATION'S DIRTY DOZEN.



WHAT ARE THE FINAL SIX OF AVIATION'S DIRTY DOZEN? FIND OUT NEXT MONTH!

Small Arms...

CAN YOU BELIEVE HOW MUCH WE CAN SAVE BY ORDERING THE ITEMS IN MY CLEANING KIT **INDIVIDUALLY**? THIS IS REALLY GOING TO MAKE OUR CO HAPPY.

YOU GOT THAT RIGHT! I WISH THEY'D COME UP WITH SOMETHING LIKE THIS FOR THE **OTHER** WEAPONS.

CLEAN UP WITH CLEANING KIT \$AVING\$

I'M GLAD YOU TWO LIKED THE M16 RIFLE/M4 CARBINE CHECKLIST IN PS 733 (DEC 13). AND I'VE GOT **GOOD NEWS!**

CHARLES "GEORGE" KING, WHO'S A LAR AT FT CAMPBELL, KY, HAS COME UP WITH **CLEANING KIT NSN LISTS** FOR THE **OTHER** WEAPONS. THE PRICES WERE CURRENT AS OF NOVEMBER, 2014.

LET'S START WITH THE M9.

M9 Pistol

THE M9 CLEANING KIT MADE BY GERBER COMES WITH NSN 5180-01-516-3220 AND COSTS \$133.97.

OR YOU CAN ORDER THE KIT'S **INDIVIDUAL** PARTS...

Item	NSN	Price
Cleaning rod	1005-00-556-4102	1.71
Cleaning brush	1005-00-716-2132	5.16
Toothbrush	1005-00-494-6602	0.45
Swabs	1005-00-288-3565 (brings 1,000)	15.46
Pipe cleaners	9920-00-292-9946 (brings 2,688)	14.99
CLP (1/2 ounce)	9150-01-102-1473	2.29
Cleaning case (M4 carbine style)	8465-00-781-9564	6.46

THE TOTAL IS \$46.52. IF YOU SUBTRACT THE COST FOR THE HUGE QUANTITY OF SWABS AND PIPE CLEANERS, THE COST FOR THE BASIC CLEANING SUPPLIES AND TOOLS IS **\$11.12.**

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M249 Machine Gun



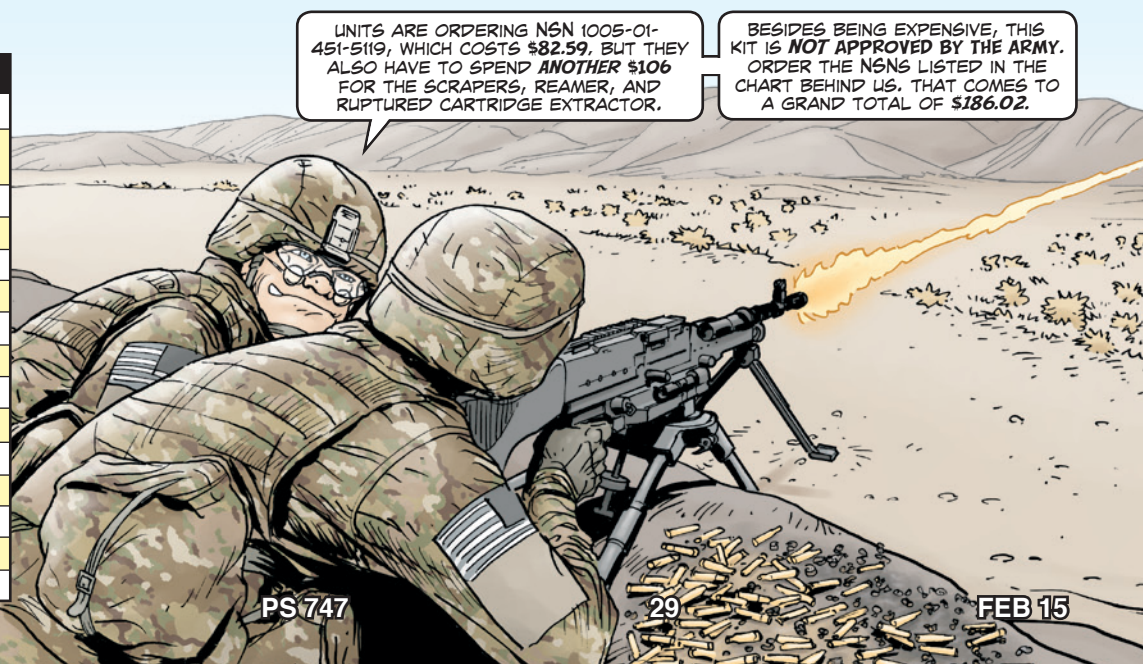
I SEE UNITS ORDERING A CLEANING KIT WITH NSN 1005-01-541-7228 FOR \$304. THIS KIT **DOES NOT** INCLUDE A SCRAPER FOR THE GAS SYSTEM. **BUT, MOST IMPORTANTLY, IT'S NOT APPROVED BY THE ARMY, SO ORDER THESE PARTS...**

Item	NSN	Price
Cleaning case	8465-00-781-9564	6.46
Scraper assembly	1005-01-598-4301	21.00
Handle assembly	1005-01-113-0321	2.39
Rod, section (3 needed)	1005-00-050-6357 (25 in a box)	19.89
Swab holder	1005-00-937-2250	.84
Brush, cleaning	1005-00-494-6602	.45
Bore cleaning brush	1005-00-903-1296	.52
Chamber cleaning brush	1005-01-131-2121	.76
Pipe cleaners	9920-00-292-9946 (box of 1,344)	14.99
Wiping rags	7920-00-205-1711 (50 pounds)	23.22
Cleaning swabs	1005-00-912-4248 (package of 1,000)	7.70
CLP, ½ ounce	9150-01-102-1473	2.29

THE GRAND TOTAL IS **\$100.51**. NOT COUNTING THE PRICE FOR THE LARGE QUANTITIES OF PIPE CLEANERS, WIPING RAGS AND CLEANING SWABS, AND ADJUSTING THE PRICE FOR THREE CLEANING RODS, THAT COMES TO **\$52.22**.

M240B/M240G Machine Guns

Item	NSN	Price
Cleaning rod handle	5340-01-265-2683	6.10
Cleaning rod section (3 sections needed)	1005-00-726-6109	1.11
Swab holder section	1005-00-726-6110	1.84
Swabs	1005-00-288-3565 (package of 1,000)	15.46
Gas cylinder cleaning brush	1005-01-033-3925	5.08
Bore cleaning brush	1005-00-556-4174	.60
Chamber cleaning brush	1005-00-690-3115	4.98
Receiver cleaning brush	1005-00-350-4100	3.07
Regulator scraper	4933-01-033-1504	27.58
Scraper and extractor	4933-01-033-1503	24.46
Ruptured cartridge extractor	4933-01-033-1510	50.02
Reamer	4933-01-047-3394	4.42
Tool pouch	5143-00-329-4306	28.34
Spare parts bag	8150-01-147-9841	9.31
CLP (4 ounces)	9150-01-079-6124	3.65



UNITS ARE ORDERING NSN 1005-01-451-5119, WHICH COSTS **\$82.59**, BUT THEY ALSO HAVE TO SPEND **ANOTHER \$106** FOR THE SCRAPERS, REAMER, AND RUPTURED CARTRIDGE EXTRACTOR.

BESIDES BEING EXPENSIVE, THIS KIT IS **NOT APPROVED BY THE ARMY**. ORDER THE NSNS LISTED IN THE CHART BEHIND US. THAT COMES TO A GRAND TOTAL OF **\$186.02**.

M2/M2A1 Machine Gun

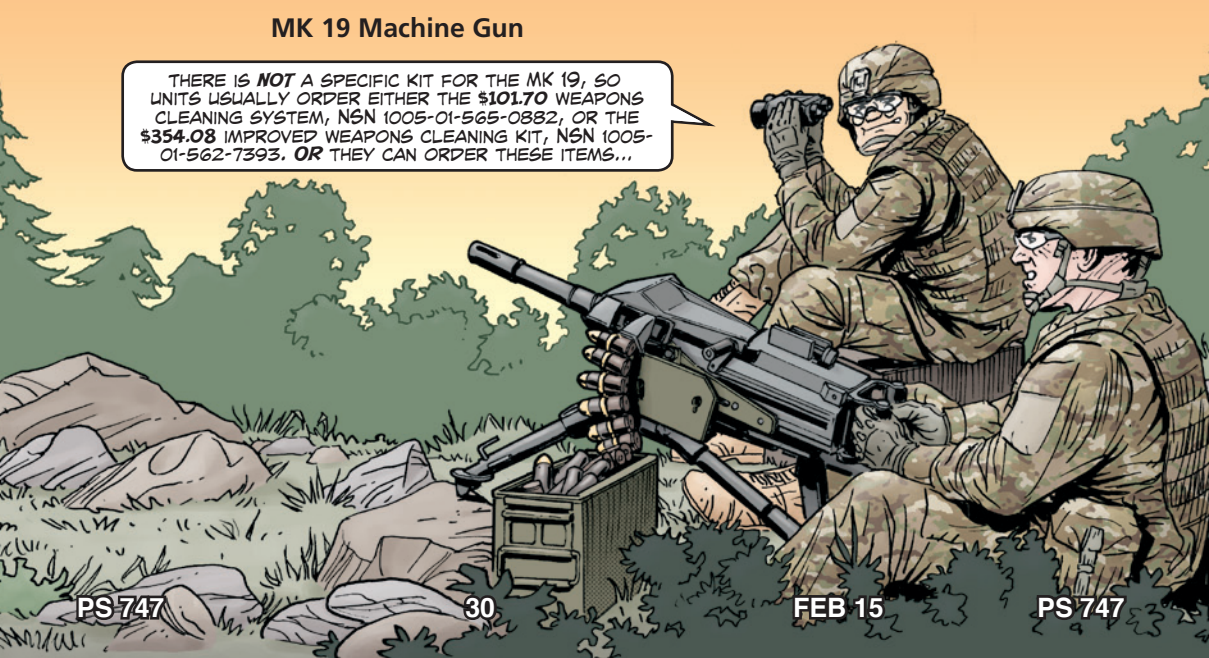


UNITS ORDER
M2 CLEANING KIT,
NSN 1005-01-
445-6804, WHICH
COSTS \$95.04 BUT
DOESN'T INCLUDE
CLP. ORDER
THESE PARTS
INDIVIDUALLY...

Item	NSN	Price
Bore brush	1005-00-550-4037	.92
Chamber brush	1005-00-766-0915	7.34
Firing pin hole brush	1005-00-716-2702	1.02
Cleaning rod (5 sections)	1005-00-653-5441	9.32
Cleaning rod (short with loop)	1005-00-556-4102	1.71
Swab holder	1005-00-614-7409	4.36
Bolt swab holder	1005-00-716-2704	2.72
Swabs	1005-00-288-3565 (package of 1,000)	15.46
Toothbrush	1005-00-494-6602	.45
Spare parts bag	8105-00-921-5821	11.95
Cleaning brush	7920-00-205-2401	1.60
CLP (4 ounces)	9150-01-079-6124	3.65

TOTAL COST FOR EVERYTHING IS **\$60.50**. FOR JUST THE
CLEANING MATERIALS AND TOOLS, THE COST IS **\$48.55**.
THAT'S A SAVINGS OF **\$46.49**.

MK 19 Machine Gun



THERE IS **NOT** A SPECIFIC KIT FOR THE MK 19, SO
UNITS USUALLY ORDER EITHER THE **\$101.70** WEAPONS
CLEANING SYSTEM, NSN 1005-01-565-0882, OR THE
\$354.08 IMPROVED WEAPONS CLEANING KIT, NSN 1005-
01-562-7393. **OR** THEY CAN ORDER THESE ITEMS...

Item	NSN	Price
LSAT (8 ounces)	9150-00-949-0323	21.64
GMD (if LSAT not available) (14 ounces)	9150-00-935-4018	9.73
Cleaning rod (5 sections)	1005-00-653-5441	9.32
Bore brush	1010-01-150-9983	13.93
Tool bag	5140-00-473-6256	32.40
Paint brush	8020-00-297-6657	5.68
Plastic sealing bags (500)	8105-00-837-7756	45.53
Toothbrush	1005-00-494-6602	.45
Cleaning brush	1005-00-350-4100	3.07

THE TOTAL IS **\$141.75**.
OR JUST **\$63.82** FOR CLEANING TOOLS AND MATERIALS.

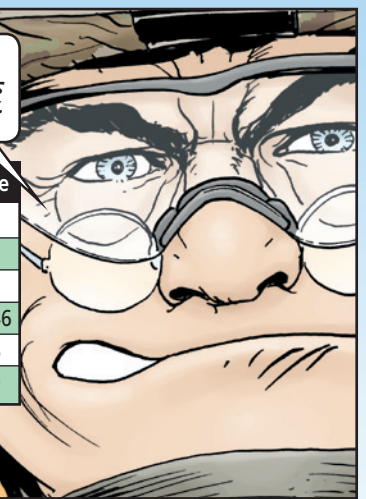
M203
and
M320
Grenade
Launchers



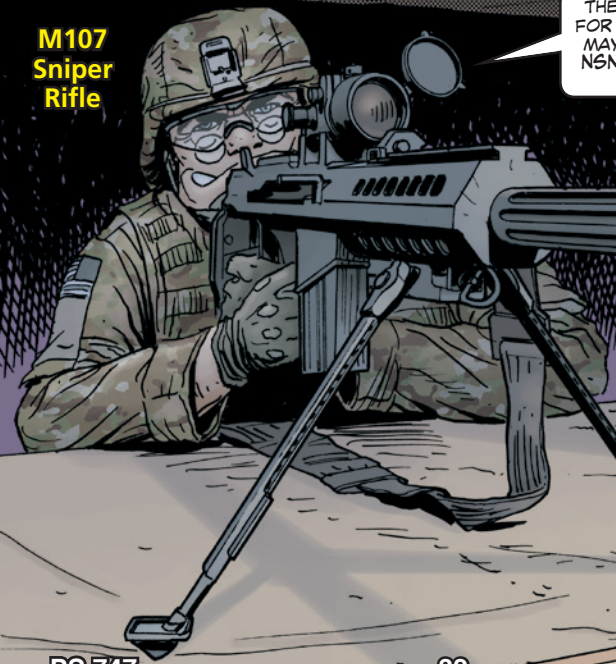
UNITS USUALLY ORDER THE 40MM/5.56MM WEAPONS CLEANING SYSTEM FOR \$101.70 WITH NSN 1005-01-565-0882. HOWEVER, THIS CLEANING KIT IS NOT APPROVED BY THE ARMY. SO ORDER THESE ITEMS...

Item	NSN	Price
Bore brush	1010-00-474-5466	7.62
Bore brush thong	1010-00-474-5465	.51
Toothbrush	1005-00-494-6602	.45
Swabs (1,000)	1005-00-288-3565	15.46
Cleaning case	1010-00-474-5462	6.28
CLP (1/2 ounce)	9150-01-102-1473	2.29

THAT ADDS UP TO \$32.61 OR JUST \$17.15 MINUS THE SWABS.



M107
Sniper
Rifle



THERE IS NO CLEANING KIT FOR THE M107. BUT SNIPERS MAY WANT TO KEEP THESE NSNs FOR CLEANING ITEMS HANDY...

Item	NSN 1005-	Price
Cleaning cable	01-502-5673	43.33
Bore brush	01-513-4991	9.85
Chamber brush	00-766-0915	7.34
Cleaning brush	01-502-5815	18.05
Swabs (1,000)	00-288-3565	15.46

Item	NSN 1005-	Price
Cleaning rod (5 sections)	00-653-5441	9.32
Panoply patches (10)	01-502-5675	5.56
Extension rod	01-502-5842	11.72
Cleaning eye patch rod end	01-502-5844	21.33
T-handle obstruction remover	01-512-4361	21.05

IF YOU MISSED THE INFO IN PS 733 ON THE ITEMS YOU NEED FOR THE M16/M4, HERE IT IS...

- **Maintenance equipment case**, NSN 8465-00-781-9564, \$6.46 (This is listed in the AAL of TM 9-1005-319-10. All of the other items are listed under Expendable and Durable Items List.)
- **Cleaning rod handle section**, NSN 1005-01-113-0321, \$2.39
- **Cleaning rod section**, NSN 1005-00-050-6357, 25 per box and three required for one cleaning rod, \$19.89
- **Swab holder**, NSN 1005-00-937-2250, \$.84
- **Bore brush**, NSN 1005-00-903-1296, \$.52
- **Chamber brush**, NSN 1005-00-999-1435, \$.84
- **Toothbrush**, NSN 1005-00-494-6602, \$.45
- **Cleaning brush**, NSN 7920-00-205-2401, \$1.60
- **CLP, 1/2-oz bottle**, NSN 9150-01-102-1473, \$2.29



THAT COMES TO A GRAND TOTAL OF **\$35.28.**

OR YOU CAN ORDER THE M16/M4 CLEANING KIT WITH NSN 1005-01-562-7393 FOR **\$354.08.**

THERE ARE **CHEAPER** M16/M4 CLEANING KITS AVAILABLE, BUT THEY **AREN'T** APPROVED BY THE ARMY.

YOU MADE MY DAY!



PS MISSILES



ALSO FEATURING **SMALL ARMS AND TOOLS**

- Patriot PM knocks down faults
- ITAS needs a charge to give one
- ICAD M4 sieve is critical
- Mask annual tests
- Sight protection tips
- SATS and tool storage

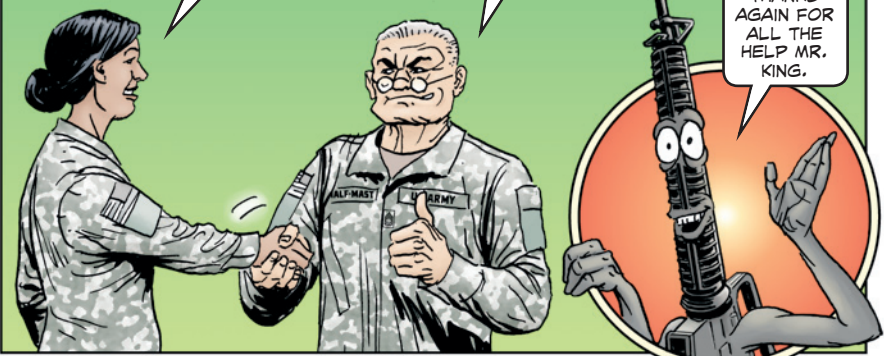


CBRN

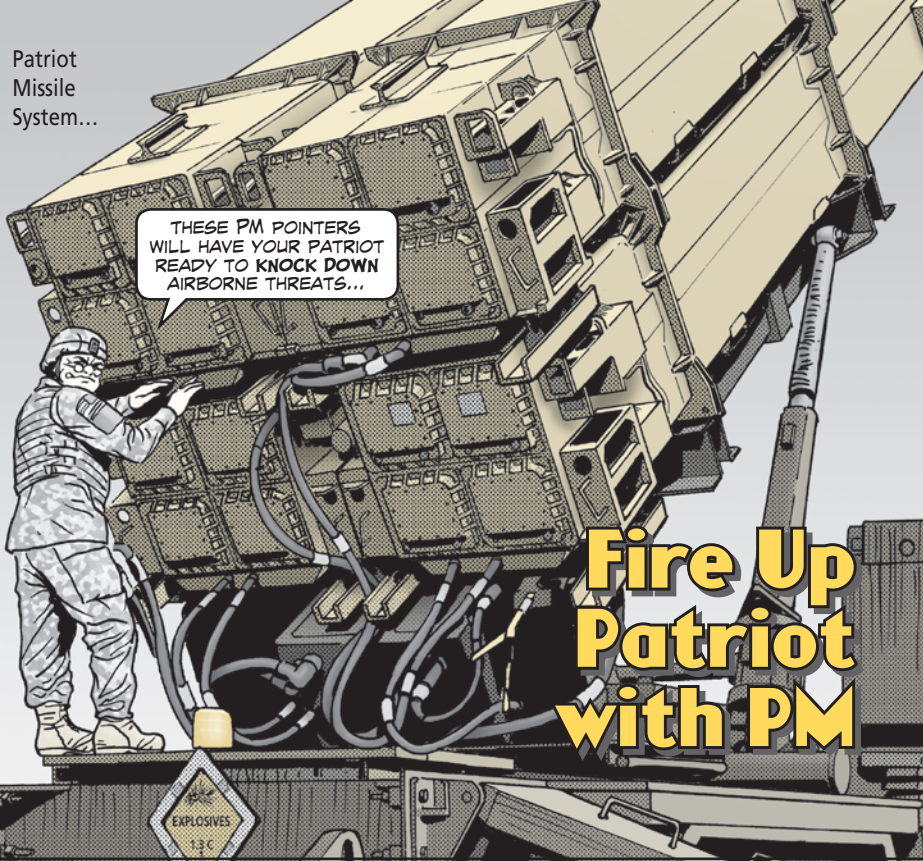
MASTER SERGEANT HALF-MAST, YOU JUST SAVED US LOTS OF MONEY AND LOTS OF TIME LOOKING UP NSNs.

TELL YOUR FELLOW ARMORERS TO BE SURE TO KEEP A COPY OF THIS ARTICLE AROUND. I GUARANTEE YOU'LL NEED IT EVENTUALLY.

AND THANKS AGAIN FOR ALL THE HELP MR. KING.



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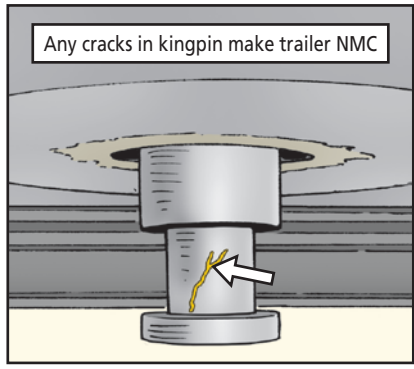


THESE PM POINTERS WILL HAVE YOUR PATRIOT READY TO KNOCK DOWN AIRBORNE THREATS...

Fire Up Patriot with PM

Trailers

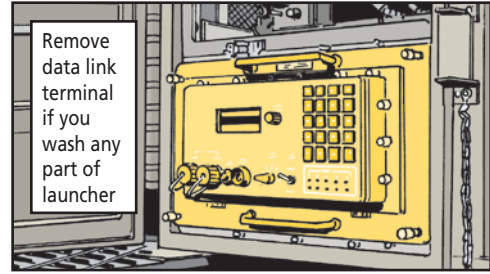
Hard bumps in the road can crack the trailers' kingpins. If the kingpin cracks, it can break off, dropping the trailer and what's mounted on it. That would be a nightmare! Carefully check every kingpin and kingpin mounting plate for cracks each month. You'll need to wipe the kingpins clean of grease first and then clean them with dry cleaning solvent. Otherwise, you won't be able to spot cracks. Any cracks make the kingpin NMC, as do any nicks, chips or gouges deeper than 1/8 inch.



Any cracks in kingpin make trailer NMC

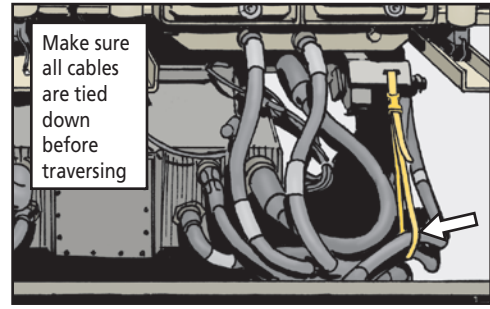
Launcher

Never, ever let water get anywhere near the data link terminal. If you're going to be washing any part of the launcher, first remove the terminal. If water gets through the terminal's vents, major electrical damage results. If the terminal must be replaced, you're talking \$130K.



Remove data link terminal if you wash any part of launcher

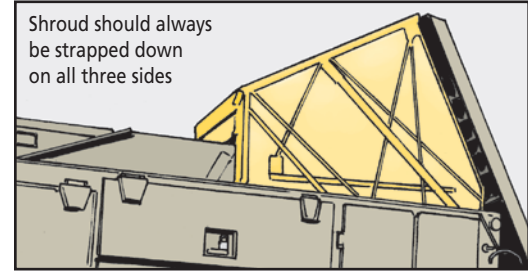
Before powering up the launcher, always make **very** sure all of its cables are tied down and not dangling. Thousands of dollars worth of cables are damaged each year when the launcher traverses and rips out dangling cables. To help secure the cables, you can order cable clamp assemblies, NSN 4030-01-582-8341.



Make sure all cables are tied down before traversing

AN/MPQ-65 Radar

When the AN/MPQ-65 is employed, don't leave the shroud hanging. Otherwise, strong winds can tear the shroud apart. Use the shroud's straps to secure it on all three sides. TM 9-1430-1601-10-1 gives the instructions for stowing and securing the shroud.



Shroud should always be strapped down on all three sides

Every month, crawl up on top of the radar's roof to look for holes. If the shroud is stored incorrectly, it punches holes in the roof. Water leaks through the holes and causes expensive damage in the electronics racks.

Never leave the array flat. That lets water collect on it and then leak through the elements' O-rings. Leave the array at an angle so water can't collect.



Leave array tilted so water can't collect



ECS and ICC

The roofs of the ECS and ICC shelters are not meant for storage. If you tie down stuff up there, you soon will have leaks that can damage expensive equipment inside. The CBRN protection is also ruined.

Don't use roof of ECS or ICC for storage



Air Conditioners

If you remove an air conditioner for maintenance, you must put something in its place. Otherwise, dirt and rain blow right through the hole left by the air conditioner. The simplest fix is to cut out a piece of wood to fit in the hole.

When you reinstall the air conditioner, don't forget to reinstall the flashing. That's what waterproofs the air conditioner. A lack of flashing often leads to A/C failure.

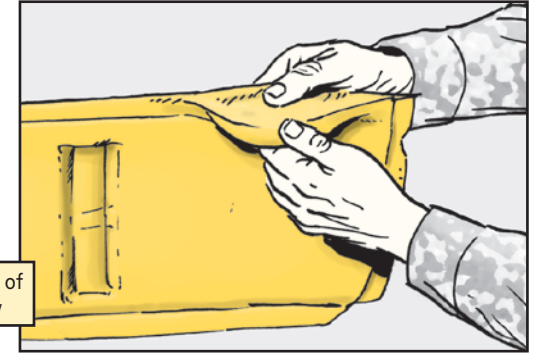
Cover hole when you remove air conditioner



Filters in the Desert

Desert sand will plug up Patriot filters fast, which means faults and components shutting down. An excellent defense against sand is to have two sets of filters. Change the filters every day. Wash or blow out the dirty filters to get them ready for the next day.

In the desert, keep **two sets** of filters and rotate them daily



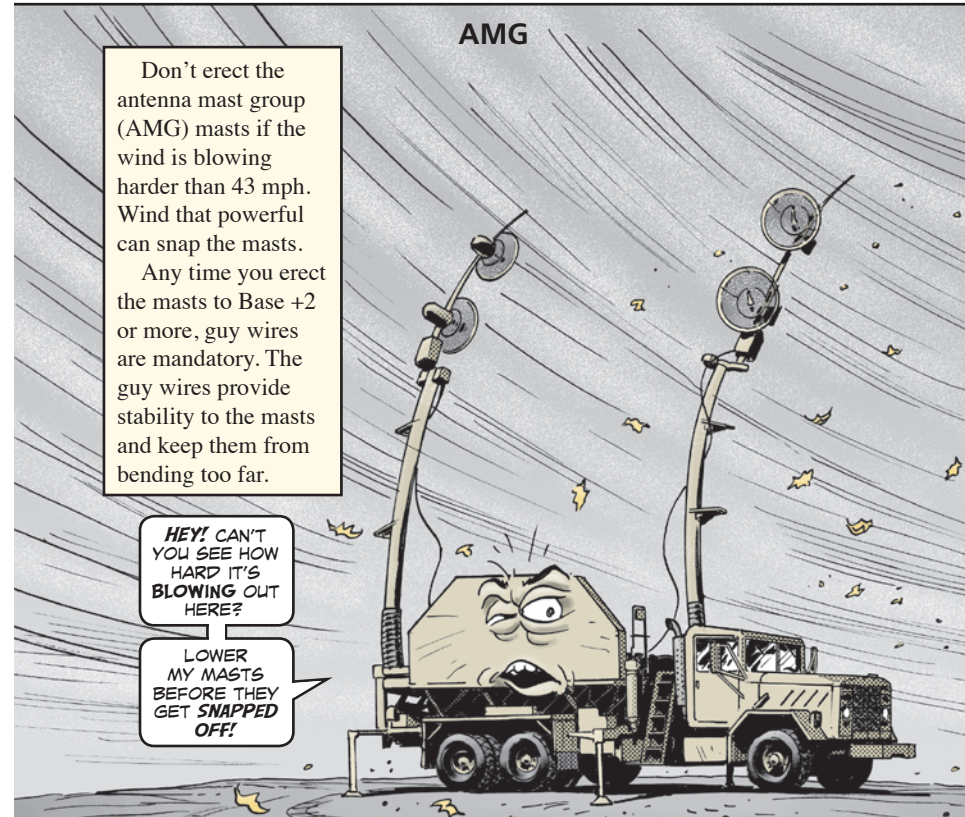
AMG

Don't erect the antenna mast group (AMG) masts if the wind is blowing harder than 43 mph. Wind that powerful can snap the masts.

Any time you erect the masts to Base +2 or more, guy wires are mandatory. The guy wires provide stability to the masts and keep them from bending too far.

HEY! CAN'T YOU SEE HOW HARD IT'S BLOWING OUT HERE?

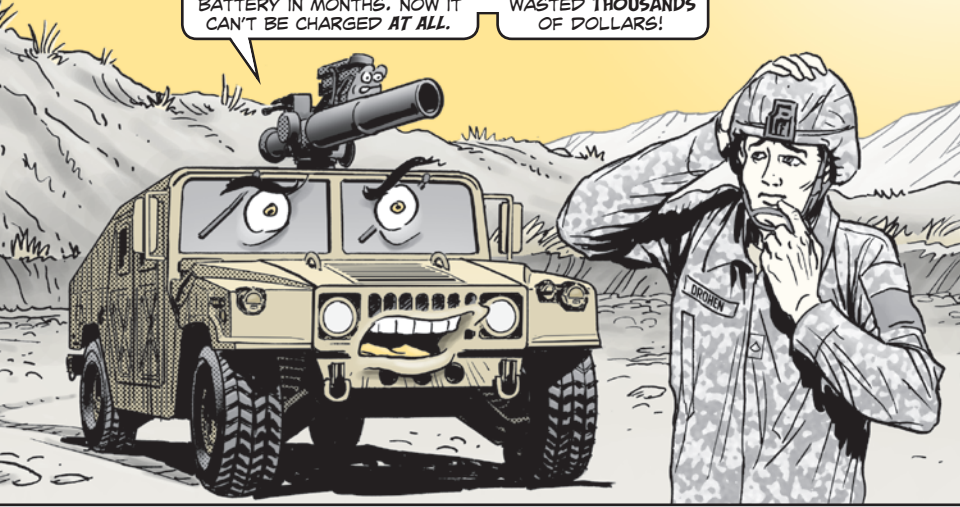
LOWER MY MASTS BEFORE THEY GET SNAPPED OFF!



CHARGE TO SAVE

YOU HAVEN'T CHARGED MY BATTERY IN MONTHS. NOW IT CAN'T BE CHARGED AT ALL.

YOU'VE JUST WASTED THOUSANDS OF DOLLARS!



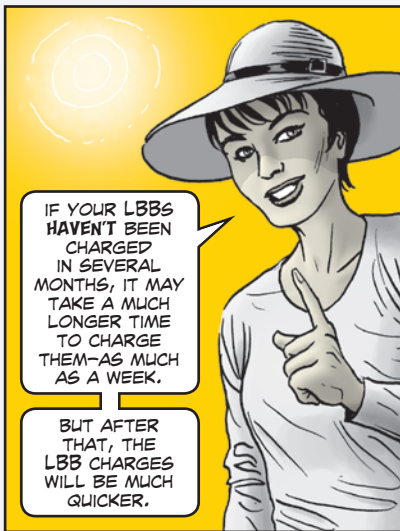
What's the easiest way for improved target acquisition system (ITAS) units to stay mission ready and save batteries?

It's simple. Develop a battery charging program and stick to it.

If ITAS units let the lithium-ion battery boxes (LBB) sit for months without being charged, eventually they can't be charged. It costs thousands to replace one LBB.

Each LBB needs to be charged at least monthly as is spelled out in the PMCS chart in TM 9-1425-923-10. The easiest way to keep track is to put a sticker on each LBB showing when it's due its next charging. Then you can tell at a glance when an LBB is due a charge.

Just hook up the LBB to the lithium-ion AC charger or the vehicle-mounted charger and let it go. The charger will automatically shut down when the charge is complete.



IF YOUR LBBs HAVEN'T BEEN CHARGED IN SEVERAL MONTHS, IT MAY TAKE A MUCH LONGER TIME TO CHARGE THEM-AS MUCH AS A WEEK.

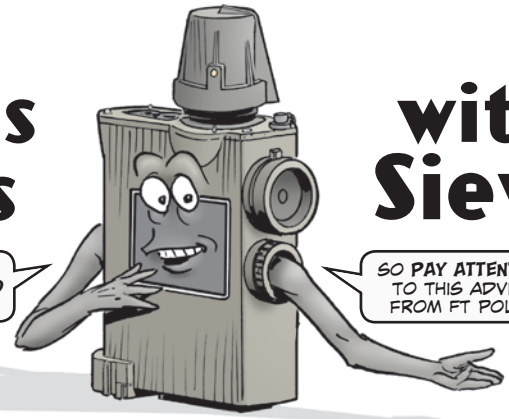
BUT AFTER THAT, THE LBB CHARGES WILL BE MUCH QUICKER.

Success Starts

with Sieve

I'M NOTHING WITHOUT A GOOD SIEVE PACK!

SO PAY ATTENTION TO THIS ADVICE FROM FT POLK.



Dear Editor,

I do the annual maintenance on the M4 joint chemical agent detectors (JCAD) at Ft Polk. One thing I've noticed is that units often don't realize how critical the JCAD's sieve pack is.

Usually they think something is wrong with the JCAD when all they need to do is replace the sieve pack and reset the sieve pack life timer. That's why it's important operators change the sieve pack when the sieve pack indicator goes off.

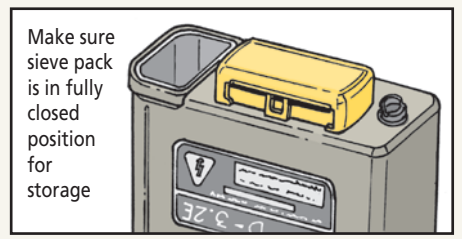
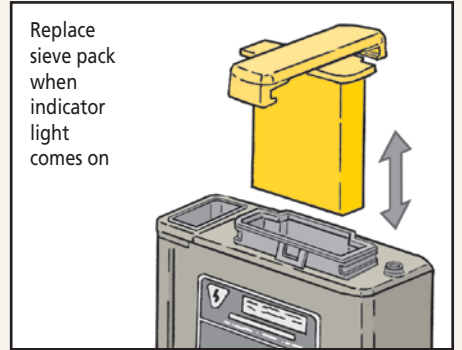
Replacement sieves should be left in their sealed bags. Once outside air hits a sieve, its life is shortened. Never staple the bags. That lets in air, too.

When you store JCAD, make sure the sieve pack remains installed in the detector in the fully closed position. This keeps the sieve pack in good condition and makes sure JCAD starts properly the next time you power it up.

When you send JCAD to IMCOM for its annual inspection, include the sieve. We can't inspect JCAD without it.

Claude Gosnell
IMCOM
Ft Polk, LA

Editor's note: Thanks for the good info, Mr. Gosnell. CBRN specialists, remember sieve PM.



TEST MASKS ANNUALLY UNLESS...

NORMALLY, CBRN SPECIALISTS NEED TO TEST THE M40/M42 MASKS IN THEIR UNIT **JUST ONCE A YEAR** WITH THE M41 PATS TO ENSURE THE MASKS WILL PROTECT SOLDIERS.

BUT THERE ARE EXCEPTIONS.



ANY TIME THERE ARE PARTS REPLACED OR MAJOR ADJUSTMENTS MADE TO THE MASK, YOU SHOULD DO A PATS TEST JUST TO MAKE SURE EVERYTHING IS OK. FOR EXAMPLE...

- Changing the canister from right to left or vice versa
- Replacing or re-seating the side voicemitter
- Replacing or drastically readjusting the head harness
- Replacing the outlet valve cover and disk
- Replacing the internal drink tube nipple

IN FACT, ANY TIME YOU HAVE DOUBTS ABOUT A MASK, DO A PATS TEST. WHY TAKE A CHANCE?



IF A SOLDIER LOSES OR GAINS 10 OR MORE POUNDS, THE MASK SHOULD ALSO BE TESTED.



IF YOU'VE ALREADY RECEIVED THE NEW M50-SERIES MASK, YOU SHOULD TEST THE MASK IF...

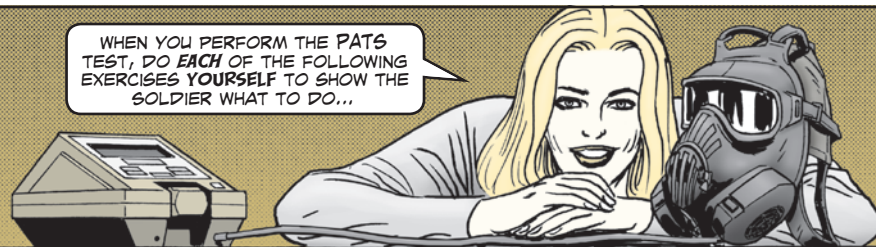
...THE HEAD HARNESS IS REPLACED OR DRastically READJUSTED,...

...THE OUTLET VALVE COVER AND DISK ARE REPLACED,...

...OR THE SOLDIER GAINS OR LOSES TEN OR MORE POUNDS.

Test Tip

WHEN YOU PERFORM THE PATS TEST, DO EACH OF THE FOLLOWING EXERCISES YOURSELF TO SHOW THE SOLDIER WHAT TO DO...



1. Breathe normally, keeping your head motionless.
2. Breathe deeply and slowly, inhaling through your nose and exhaling through your mouth.
3. Move your head side to side, looking over each shoulder in one-second intervals. Make sure the canister doesn't touch either shoulder. That throws off the test.
4. Move your head up and down, looking at the floor and then the ceiling in one-second intervals. Make sure the canister doesn't touch your chest.
5. Rotate your chin, moving your jaw in a circular pattern with your mouth slightly open.

beep
beep
beep



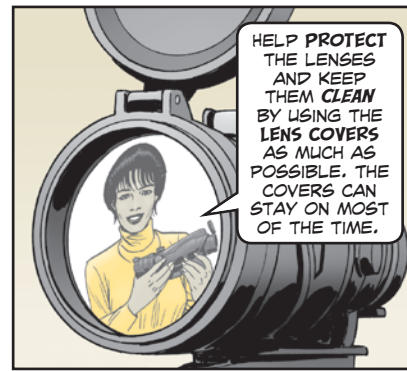
YOU SHOULD HEAR A SERIES OF THREE BEEPS. THEY MEAN MY OVERALL TEST RESULT WILL BE DISPLAYED!

EYEBALL SIGHT PROTECTION TIPS



YOUR LENS IS LOOKIN' MIGHTY DIRTY. I BETTER CLEAN IT.

HOLD ON THERE, BUCKO! YOUR SHIRT WILL SCRATCH ME UP SO BAD YOU'LL NEVER SEE OUTTA ME AGAIN!



HELP PROTECT THE LENSES AND KEEP THEM CLEAN BY USING THE LENS COVERS AS MUCH AS POSSIBLE. THE COVERS CAN STAY ON MOST OF THE TIME.



IF THE CAP DOES EVER DISAPPEAR, TELL YOUR ARMORER SO HE CAN REPLACE IT ASAP.

Too many of the sights used with rifles and machine guns end up in repair shops because Soldiers treat the sights' lenses carelessly. A sight with lenses so scratched up that you can't see through them is about as useful as a screen door in a submarine.

The major problem is that Soldiers grab just about anything to clean the lenses, like a dirty rag or their shirttail. Any grit on whatever you clean with does a major scouring action on those delicate, expensive lenses. Same thing happens if you don't first flush off any dirt or sand on the lenses before you start rubbing on them.

Proper cleaning begins with flushing the lenses with acetone-free glass cleaner, NSN 6850-00-392-9751. Any other glass cleaner can ruin the lenses' protective coating. Then use lens paper, NSN 6640-00-240-5851, to wipe the lenses clean.



First flush off dirt with acetone-free glass cleaner



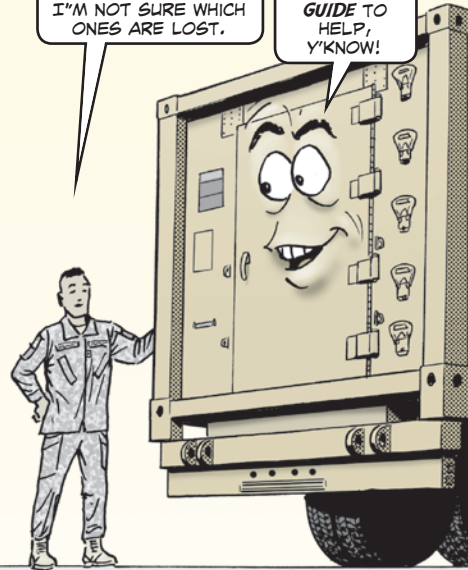
Then wipe clean with lens paper

Squeak! Squeak! Squeak!

Where It's At in SATS

I KNOW YOU'RE MISSING TOOLS, BUT YOU'VE GOT SO MANY I'M NOT SURE WHICH ONES ARE LOST.

I DO HAVE A TOOL LOCATOR GUIDE TO HELP, Y'KNOW!

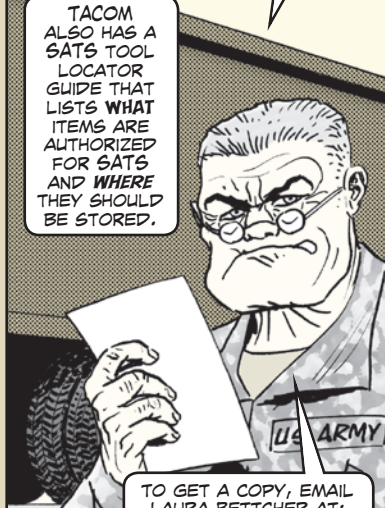


Dear Half-Mast, We are trying to update our standard automotive tool set (SATS). Is there a parts list available that would help?

SGT J.C.

SURE IS, SERGEANT! THE COMPLETE TOOL LISTING FOR SATS CAN BE FOUND ON THE LIW WEBSITE IN THE SKO APP.

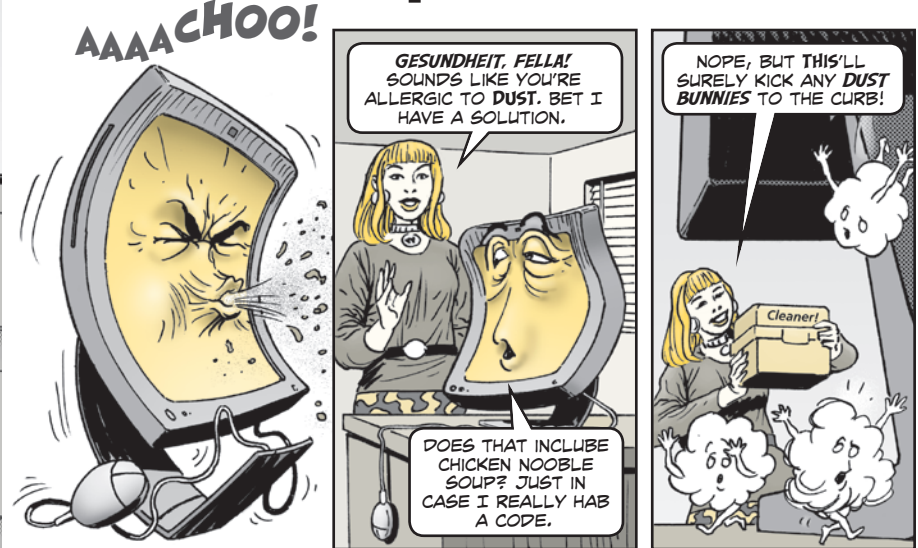
TACOM ALSO HAS A SATS TOOL LOCATOR GUIDE THAT LISTS WHAT ITEMS ARE AUTHORIZED FOR SATS AND WHERE THEY SHOULD BE STORED.



TO GET A COPY, EMAIL LAURA BETTCHER AT: laura.m.bettcher.civ@mail.mil



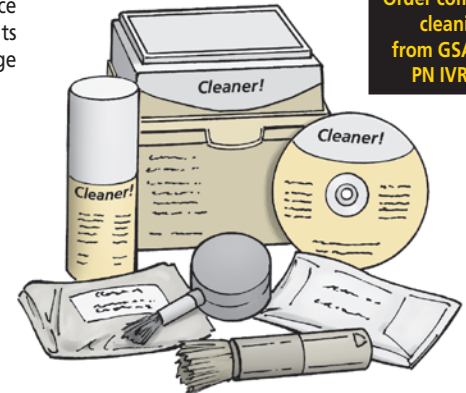
Computers... Clean up PC 'n Pals



You know it's true. Your computer needs preventive maintenance, too. That includes regular cleaning to keep its components and connected equipment in good working order. Here's one way to make that as painless as possible. Get a handy, all-in-one computer cleaning kit, part number IVR52500, that brings the tools you need.

You can use this kit in the office or the field. All the components are housed in a durable storage box. The kit includes:

- 6.75-oz spray bottle of antistatic cleaner
- four lint-free wipes
- blower brush
- retractable keyboard brush
- CD/DVD laser lens cleaner
- reusable micro fiber cleaning cloth



Order computer cleaning kit from GSA with PN IVR52500

The kit is sold by many vendors. The cost averages around \$25, but final price depends on variables like quantity ordered and shipping costs. Order the kit from the GSA Advantage website: <https://www.gsaadvantage.gov/>

SPILL KITS KEEP IT TIDY



MADE A MESS? YOU KNOW THE DRILL. CLEAN IT UP, **PRONTO!**

THAT'S ESPECIALLY IMPORTANT WHEN YOU WORK WITH **HAZARDOUS MATERIALS** (HAZMAT).

PETROLEUM, OIL OR LUBRICANT (POL) SPILLS NEED TO BE SOPPED UP **QUICKLY** AND **SAFELY** TO PROTECT **BOTH YOU** AND THE ENVIRONMENT.



TO KEEP THINGS **TIDY**, TAKE ADVANTAGE OF THE HANDY HELP OFFERED BY **SPILL KITS**. THE ARMY STOCKS A VARIETY OF 'EM.

YOU'LL FIND EVERYTHING FROM SOCKS TO CONTAIN LARGE SPILLS TO SMALL PADS. PADS ARE ESPECIALLY USEFUL IN THE FIELD BECAUSE THEY **DON'T** HAVE TO BE USED ON LEVEL GROUND.

Spill Clean-up Kit (55-gal drum), NSN 4235-01-391-3110

Contents	Qty
Sock, 4-in x 4-ft	6
Absorbent, peat moss, 18-lb bag	2
Rubber gloves, chemical resistant	2 pairs
Dust mask, disposable	6
Shovel, spark-free	1
Pushbroom	1
Waste disposal bag, 55-gal	4
Hazardous label, blank	1

HERE ARE SEVERAL **SPILL KITS** AND A LIST OF THEIR **CONTENTS**...



Spill Clean-up Kit (55-gal drum), NSN 4235-01-423-7214

Contents	Qty
Pillow, filled with 2 lbs of peat moss	3
Pad, 18x18x3-in	15
Sock, 4-in x 8-ft	2
Sock, 4-in x 4-ft	2
Absorbent, peat moss, 3/4 cubic foot bag	3
Tyvek protective suit	3
Nitrile gloves	3 pairs
Safety goggles	3 pairs
Waste disposal bag	5

Spill Clean-up Kit (25-gal drum), NSN 4235-01-432-7912

Contents	Qty
Pad, 18x18x3-in	7
Sock, 4-in x 8-ft	1
Sock, 4-in x 4-ft	2
Absorbent, peat moss, 3/4 cubic foot bag	1
Tyvek protective suit	2
Nitrile gloves	2 pair
Safety goggles	1 pair
Waste disposal bag	3

Tote Bag Spill Clean-up Kit, NSN 4235-01-432-7909

Contents	Qty
Tote bag, water-resistant nylon	1
Pad, 18x18x3-in	4
Sock, 2-in x 5-ft	2
Absorbent, peat moss, 3/4 cubic foot bag	1
Waste disposal bag	2

Spill Clean-up Kit (55-gal drum), NSN 4235-01-423-7221

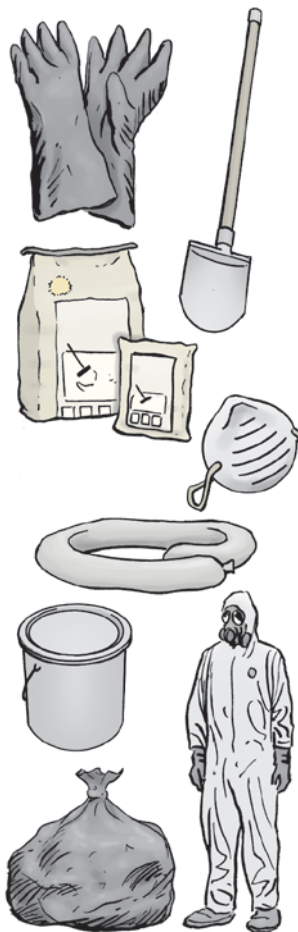
Contents	Qty
Pillow, filled with 2 lbs of peat moss	3
Pad, 18x18x3-in	10
Sock, 2-in x 10-ft	5
Absorbent, peat moss, 3/4 cubic foot bag	5
Tyvek protective suit	2
Nitrile gloves	2 pairs
Safety goggles	2 pairs
Shovel, non-sparking	1
Bucket, 3 1/2-gal	1
Emulsifier, 2-qt	1
Waste disposal bag	5



SPILL KITS COST A PRETTY PENNY. SO ONCE YOU'VE GOT ONE, SAVE SOME BUCKS BY USING THIS LIST TO ORDER INDIVIDUAL REPLACEMENT ITEMS...

Item	NSN	Qty
Pad, 18x18x3-in	4235-01-423-1463	30
Sock, 4-in x 8-ft	4235-01-423-1465	10
Sock, 4-in x 4-ft	4235-01-416-9008	20
Sock, 2-in x 10-ft	4235-01-423-1467	20
Sock, 2-in x 5-ft	4235-01-416-8997	40
Absorbent, peat moss, 2 cubic feet	4235-01-423-0711	3
Shovel, spark-free	5120-01-332-9954*	1
Pushbroom, handle	7920-01-460-8614*	1
Pushbroom, head, 18-in wide	7920-00-292-2367	1
Safety goggles	4240-01-292-2818	1
Nitrile gloves, small	8415-01-492-0176*	100
Nitrile gloves, medium	8415-01-492-0179*	100
Nitrile gloves, large	8415-01-492-0178*	100
Nitrile gloves, x-large	8415-01-492-0180*	100
Dust mask	4240-01-463-5449*	20
Bucket, 3 1/2-gal	7240-00-160-0455	1
Waste disposal bag, 75-gal	8105-01-183-9764	100

*Order on a DD Form 1348-6 and put NSN not on AMDF in the REMARKS block.



FOR THOSE OF YOU WHO LIKE TO "THINK GREEN AND BE CLEAN," HERE ARE SOME ALTERNATIVE ORGANIC ABSORBENTS SPILL KIT OPTIONS...



AND HERE ARE SOME INDIVIDUAL ORGANIC ABSORBENT PRODUCTS YOU CAN ORDER...

Spill Clean-up Kit (organic absorbents), NSN 4235-01-572-3891	
Contents	Qty
Bag, tan canvas, 16-in x 17-in x 4-in	1
Bristle brush, 8-in	1
Dust pan, 12-in plastic	2
Absorbent, 4-lb pouch	1
Waste disposal bag	1

Item	NSN 4235-
Absorbent, 20-lb bag	01-572-3892
Absorbent, sweeping compound, 4-lb pouch	01-572-3902
Absorbent, sweeping compound, 20-lb bag	01-572-3908
Absorbent sock	01-572-3929
Absorbent pillow	01-572-3933
23-lb bag	01-436-8317*
25-qt (50-lb) bag	01-430-2003

*Order on a DD Form 1348-6 and put NSN not on AMDF in the REMARKS block.

Spill Clean-up Station (wall mounted, organic absorbents), NSN 4235-01-572-3936	
Contents	Qty
Wall mount, metal, 8-in x 12-in	1
Bristle brush	1
Dust pan	2
Absorbent, 4-lb pouch	1
Waste disposal bag	1

NOTE:
EVEN THOUGH ORGANIC ABSORBENTS WORK WELL FOR SOPPING UP SPILLS, THEY CAN LEAVE STAINS BEHIND.
USE GENERAL PURPOSE DETERGENT, NSN 7930-00-926-5280, TO GET RID OF RESIDUAL STAINS.

A Final Reminder

ONCE ABSORBENTS GET SOAKED WITH POL, YOU MUST HANDLE THEM AS HAZARDOUS WASTE.

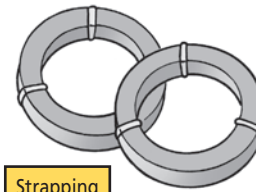
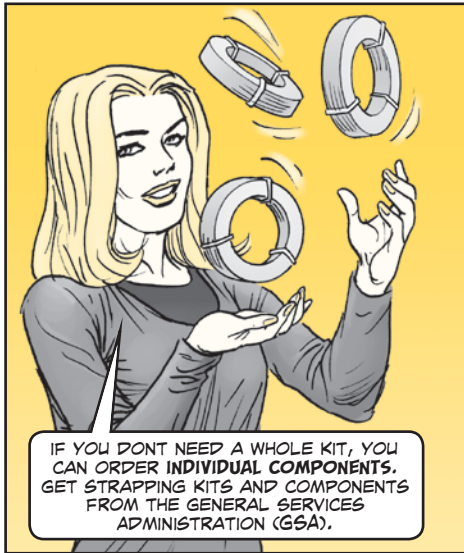
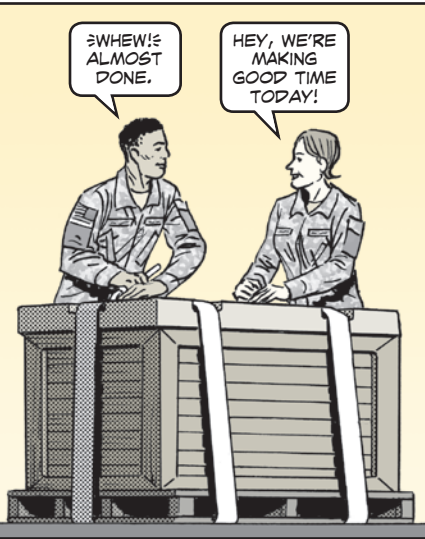
IF YOU HAVE ANY QUESTIONS ABOUT HAZMAT, TALK WITH YOUR UNIT'S HAZMAT OFFICER OR NCO.



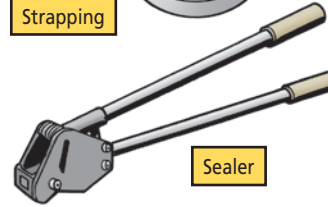
OR CHECK WITH THE ENVIRONMENTAL OFFICE SUPPORTING YOUR UNIT OR INSTALLATION.



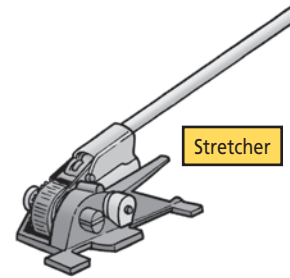
A Neat Touch: STRAPPING AND SEALING KITS



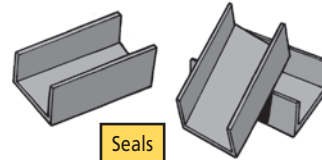
Strapping



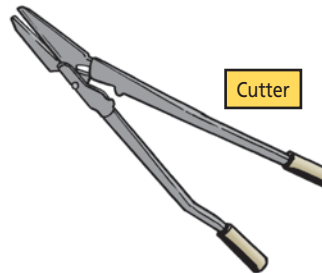
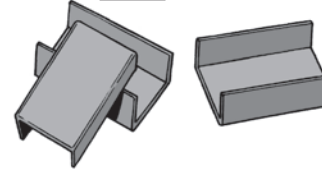
Sealer



Stretcher



Seals



Cutter

Kit, NSN 3540-00-565-6240

Item	NSN	Qty
Sealer	3540-00-223-8855	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 3/8-in	8135-00-239-5285	5,000
Strapping, 3/8-in	8135-00-283-0664	100-lb coil

Kit, NSN 3540-00-565-6241

Item	NSN	Qty
Sealer	3540-00-234-6741	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 1/2-in	8135-00-239-5308	5,000
Strapping, 1/2-in	8135-00-283-0666	100-lb coil

Kit, NSN 3540-00-565-6242

Item	NSN	Qty
Sealer	3540-00-234-6742	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 5/8-in	8135-00-290-1086	5,000
Strapping, 5/8-in	8135-00-283-0667	100-lb coil

Kit, NSN 3540-00-565-6243

Item	NSN	Qty
Sealer	3540-00-234-6743	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 3/4-in	8135-00-239-5288	5,000
Strapping, 3/4-in	8135-00-283-0668	100-lb coil

Kit, NSN 3540-00-565-6244

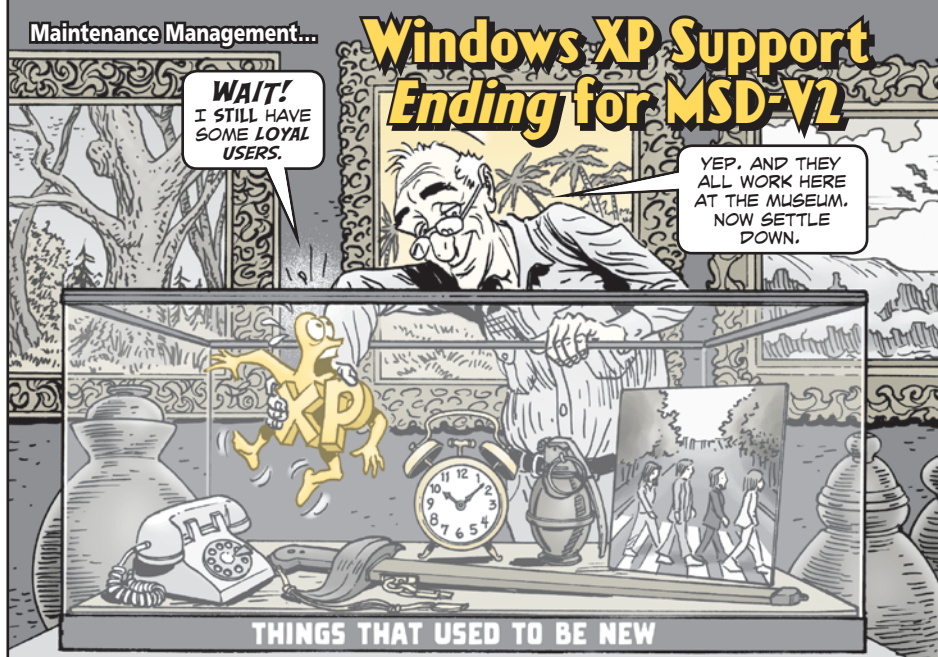
Item	NSN	Qty
Sealer	3540-00-223-8592	1
Stretcher	3540-00-278-1251	1
Cutter	5110-00-223-6281	1
Box	3540-00-897-8117	1
Seals, 1 1/4-in	8135-00-239-5294	1,000
Strapping, 1 1/4-in	8135-00-283-0671	100-lb coil



UNTIL ARMY PUBS CATCH UP WITH GCSS-ARMY IMPLEMENTATION, YOU'RE GONNA NEED THESE ALARACTS!

Get your LOGISTICS articles right here right now!

- Windows 7 Overtakes XP
- ALARACTs Updating TMs
- Maintenance Puzzler
- Ammo Yellow Book Online
- Equipment Service Kits



WAIT!
I STILL HAVE SOME LOYAL USERS.

YEP. AND THEY ALL WORK HERE AT THE MUSEUM. NOW SETTLE DOWN.

THINGS THAT USED TO BE NEW

THE MAINTENANCE SUPPORT DEVICE-VERSION 2 (MSD-V2) WILL FULLY TRANSITION FROM MICROSOFT WINDOWS XP TO THE WINDOWS 7 OPERATING SYSTEM (OS) NO LATER THAN APRIL 8, 2015.

AFTER THAT, PRODUCT DIRECTOR TEST, MEASUREMENT AND DIAGNOSTIC EQUIPMENT (PD TMDE) WILL END SUPPORT FOR ALL MSD-V2 SYSTEMS THAT HAVE NOT BEEN UPGRADED TO THE WINDOWS 7 OS.



How to Upgrade Your MSD-V2

You can request a Windows 7 Emergency Recovery Disc (ERD) to upgrade an MSD-V2 from Windows XP to Windows 7 by submitting a customer service request on the MSD homepage at: <https://msd.us.army.mil/>

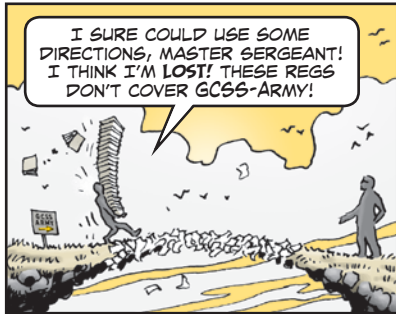
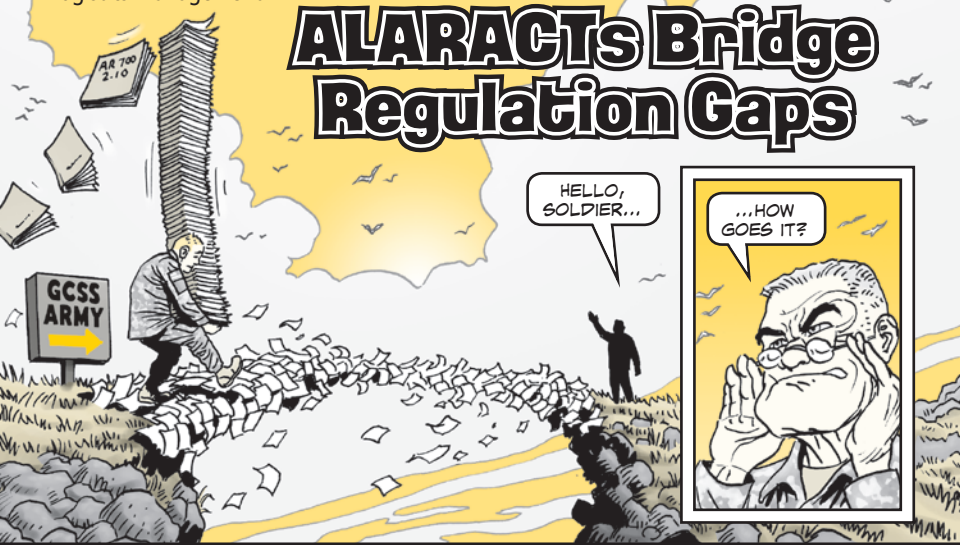
An information assurance representative must install the Windows 7 ERD software and establish user accounts. All maintainers are required to log in using username and password.

You can also download the signed MSD-V2 transition memorandum from the technical bulletins page on the same website.

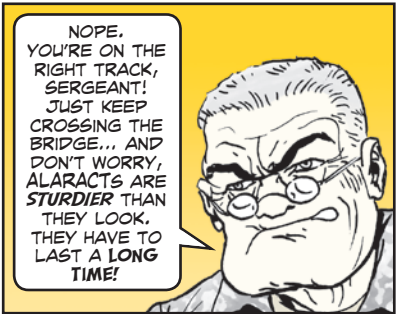
Questions? Contact the MSD Helpdesk at DSN 746-2200, toll-free (877) 564-1137, or email: apats@redstone.army.mil



ALARACTs Bridge Regulation Gaps



I SURE COULD USE SOME DIRECTIONS, MASTER SERGEANT! I THINK I'M LOST! THESE REGS DON'T COVER GCSS-ARMY!



NOPE. YOU'RE ON THE RIGHT TRACK, SERGEANT! JUST KEEP CROSSING THE BRIDGE... AND DON'T WORRY, ALARACTs ARE STURDIER THAN THEY LOOK. THEY HAVE TO LAST A LONG TIME!

Dear Half-Mast,

There are so many regulations that cover the way we currently do logistics in the Army. What's the plan for all these regs to catch up with GCSS-Army?

SGT T.C.

Dear Sergeant,

Good question. As many of us old-timers know, it can take awhile for Army publications to catch up with actual practices.

Currently, G-4 is revising the following logistics regs: AR 700-138, AR 710-1, AR 710-2, AR 725-50, DA Pam 735-5 and DA Pam 750-8.

Until the updated versions of the pubs are released, G-4 will use All Army Activities (ALARACT) messages to get the word out about any important changes to regulatory guidance or logistics processes as a result of GCSS-Army.

You can view, search or download ALARACTs and other Army policies using the Logistics Innovation Agency's Enterprise Policy Interactive Capacity (EPIC) search tool at: <https://epic.lia.army.mil/>

We covered EPIC in detail on Pages 56-58 in PS 744. You can view or download the article here:

<https://www.logsa.army.mil/psmag/archives/PS2014/744/744-56-58.pdf>

Another way to keep up with the latest pub changes is by subscribing to the Army Publishing Directorate's weekly update at:

http://www.apd.army.mil/AdminPubs/new_subscribe.asp#subscribe

To stay in the know about GCSS-Army, it's a good idea to get into the habit of checking the GCSS-Army website regularly at: <http://gcss.army.mil>

You can also subscribe to receive automatic updates on fielding, training and other issues at: <http://gcss.army.mil/Support/register.aspx>

Half-Mast



Dear Editor,

Here's a little brainteaser for you: What's a *scrap break*? This spot quiz woke up workers during PMCS (refresher) training here at Kaiserslautern Army Depot. Nobody knew the answer.

Answer: A *scrap break* is anything that slows down the process of machinery becoming scrap due to missing lubrication. In other words, using an oil can or oiler would be considered a scrap break.

Thomas H. Wamser
Maintenance Activity
Kaiserslautern, Germany

Editor's Note:

Kudos for your scrappy style of waking up mechanics, Sir. This kind of creativity explains why we've seen your maintenance activity listed in the Army Awards for Maintenance Excellence many times. Now we just need to convince the Army to add this to official terminology!

ALL ABOARD FOR WINTER SAFETY



If you're working on or around Army trains or railways this winter, it's worth taking a little extra time and effort to avoid accidents or injuries. Here are some safety tips for when you're a' workin' on the railroad:

- Lube all railway switches before cold weather hits.
- Once winter arrives, keep switch points free of ice and snow.
- Ensure switch points are properly closed to prevent derailments.
- Make sure any existing derails are visible and properly marked.
- Ensure all frogs and crossovers are free of debris, like snow and ice.
- Look for track obstructions like tree limbs, falling rocks, etc.
- Be careful walking on snow- or ice-covered ballast beside tracks.
- Repeat radio communications to make sure instructions are clearly understood.
- Use extra caution when climbing on and off rail equipment.

General Reminders

- Whenever you're working in cold conditions, dress in layers and take frequent warm-up breaks.
- Don't touch any metal unless you're wearing gloves.
- Make sure you drink plenty of water to stay hydrated on the job.

If you have Army railroad safety questions, contact Howard Mayhew, DSN 687-7467, (804) 765-7467, or email: howard.j.mayhew.civ@mail.mil

Publications... **YELLOW BOOK ONLINE TO MEET DEMAND**

SINCE ITS FIRST PRINTING IN NOVEMBER 1974, THE HAZARD CLASSIFICATION OF LIMITED STATES MILITARY EXPLOSIVES AND MUNITIONS, COMMONLY CALLED THE YELLOW BOOK, HAS BEEN THE AMMO EXPERT'S CONSTANT COMPANION.



THE HANDY, POCKET-SIZED PUBLICATION IS A CONVENIENT AND EASILY UNDERSTOOD GUIDE TO BASIC AMMUNITION CLASSIFICATION.

I'M THE MOST COMMONLY USED REFERENCE IN THE FIELD!



HOWEVER, BUDGET CUTS HAVE LIMITED HARD COPY PRINTINGS OF THE YELLOW BOOK. AND RIGHT NOW, DEMAND IS FAR HIGHER THAN SUPPLY.

To avoid long delays in getting hard copies, users are encouraged to print their own copies locally. An electronic version of the Yellow Book is available on the Defense Ammunition Center website. You'll need your CAC. Be sure to choose the email certificate when you log in. Go to: <https://www3.dac.army.mil>

Under the "Available Products" tab on the left side of the page, click on HC Yellow Book. If you have questions about the hard copy or online Yellow Books, email: usarmy.mcalester.usamc.list.dac-yellowbook@mail.mil

Most of the info in the Yellow Book comes from the Joint Hazard Classification System (JHCS), the Department of Defense's only official source of hazard classification data. If you have Internet access, the JHCS is the best source for getting good ammo information.

If you have a CAC, you can register to access the JHCS with your email certificate at: <https://mhp.redstone.army.mil>

THE WHOLE KIT 'N CABOODLE



Are you a mechanic tasked to do services on one or more of your unit's vehicles? If so, the work you need to do likely exceeds the amount of time you have to do it in.

If you're really lucky, your motor sergeant might give you a list of the NSNs you need. If not, you'll have to search the TMs yourself and figure out which parts you need. Then you'll have to see if the parts are on hand or need to be ordered. Translation: A lot of running around and time that doesn't involve actual wrench-turning.

Or, maybe you've started a service, but discovered a part is missing. Maybe it didn't get ordered, maybe it's lost, or maybe someone else needed that same part and nabbed it before you did. More precious time down the drain!

Wouldn't it be great if all you had to do was order one NSN to get all the parts you need? And wouldn't it be doubly sweet if they all came in one package?

Good news. You can get parts that way—in a kit. Kits allow you to order most or all you need for your services, rebuild or Reset programs with one NSN, and get it all shipped in a single box or package. Open the kit and put on the replacement parts. Done.

How do you find these kits? That's the easiest step of all. Just go to DLA's Land Kitting web page with your CAC:

<http://www.landandmaritime.dla.mil/programs/kitting/Default.aspx>

You'll see several ways to search for kits. One way is by system. For example, if you're looking for a HMMWV kit, go to the drop down box in the Search field and select Weapon System. Go to the Search Text box and type in HMMWV. Click on Search.

Kitting Home | Search Kits | Request a Kit | Points of Contact

Search Field: Match Type: Search Text:

Weapon System: Contains: HMMWV

Nomenclature	Description	FSC NIN	# of Component Lines	Shelf Life	Source of Supply
PARTS KIT, POWER STEERING KIT		2530 013618012		4	999 S9C
PARTS KIT, ENGINE FLUID PRESSURE INDICATOR		2910 014133615		15	999 S9C
COVER, VEHICULAR COM		2590 014319183		4	999 S9C
MODIFICATION KIT, VE		2510 014322551		194	S9C
MODIFICATION KIT, VE		2510 014319184		193	S9C
WINTERIZATION KIT, VE		2540 013944454		98	999 S9C
MAINTENANCE KIT, VEH		4910 014960055		25	S9C
PARTS KIT, STEERING TRAVERSING MECHANIS		2530 014138886		13	999 S9C
ACCESSORY KIT, VEHIC		1005 013216774		32	999 S9C
PARTS KIT, BRACKET V		2540 014678313		188	999 S9C
PARTS KIT, DIESEL EN	HMMWV ENGINE, GASKIT KIT 6.5 LITER ENGINE	2550 014219175		14	S9C
MODIFICATION KIT, VE	MAINTENANCE KIT, RESET A2 REFERENCE KIT - TM9-2320-387-24-2, FIG 290.	2815 015405593		12	999 S9C
MODIFICATION KIT, VE		2590 015303470		11	999 S9C
MODIFICATION KIT, VE		2510 014299907		127	999 S9C
MOUNTING KIT, BODY V		2510 014461387		50	999 S9C
PARTS KIT, DIESEL EN		2540 013008785		5	999 S9C

Screenshot of kit ordering process

All the current kits for HMMWV variations will appear showing the nomenclature, description, NSN, number of component lines, shelf life, source of supply, price and the amount of stock on hand. Want to know what's in a kit? Click on the nomenclature and it lists all the subcomponents.

Got an idea for a land-based weapons system kit that you think would help you and other Soldiers? Just go to the Request a Kit page on the website and enter the info requested. The DLA Land Kitting Team will help you out. They'll even put the kit together for you.

Questions or need help finding a kit? Contact the Land Kitting Team at DSN 850-1759, (614) 692-1759, or email: land.kitting.team@dla.mil

GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit: <https://gcss.army.mil/>

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

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

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



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Seeing Safety Can **SAVE** Your Sight!

Got *hazardous*
or *corrosive*
chemicals in your
work area?

- **HYDRAULIC FLUID?**
- **ENGINE OIL?**
- **JET FUEL?**
- **BATTERY ACID?**

**Make
sure
emergency
eye-wash
stations are
installed
and ready-
to-go *before*
you need
'em!**

<https://safety.army.mil>