



**Roll-up of Articles
December 2022**

General and Special Topics





I Sustain This: November 2022 Nominees

/ Published Dec. 8, 2022

PS Magazine's *I Sustain This* campaign is designed to recognize civilian sustainers who exemplify the highest standards while maintaining equipment to meet combat readiness requirements and stay in the fight, even under the most arduous of circumstances.

For November, we had one civilian sustainer nominated for this program. That individual was Benjamin Engelson of the TACOM Fleet Management Expansion (FMX) office, North Range, Ft Lee, VA.

Spotlight Profile



Benjamin Engelson

Heavy Mobile Technician

TACOM Fleet Management Expansion (FMX) office, North Range, Ft Lee, VA

Nominated by: Kevin C. Peavy

Why does this person deserve recognition? Mr. Engelson maintains the training base operational readiness fleet consisting of M88A1, M88A2, M113A3, M1089A1, M1089A1P2, M1075A1, and M10000 forklift. His attention to details and superior maintenance knowledge enables TACOM FMX at Fort Lee, Virginia, Ordnance Division, North Range, to administer organizational maintenance procedures to accomplish the critical objectives of (1) no missed training, (2) maintaining readiness rates above 90 percent fully missioned capable status, and (3) adherence to funding goals.

Additional Comments: As an additional duty, Mr. Engelson administers the North Range Cultural Observation Program which ensures compliance with installation and unit requirements.



A Happy Holiday PM PSA

/ Published Dec. 22, 2022

BLUF: Don't forget to keep PM top of mind during the holidays.



For those who've been around awhile, you'll remember our full-color center section in each issue of *PS* that used humor and parody to drive home the importance of preventive maintenance (PM). Called a continuity, it was essentially an extended, illustrated public service announcement (PSA).

Here's one from Dec '13 titled, "[The Night Before a PM Christmas](#)" for you to enjoy (can you guess what it's based on?).

For more continuities, visit [HERE](#).

Happy Holidays from *PS Magazine*!



Soldier Support: Avoid Email and Text Scams

/ Published Dec. 22, 2022

BLUF: Keep vigilant for text and email scams



For more information on this topic, click on the image above

Dear Editor,

Please remind Soldiers, Warfighters and civilian employees to maintain a high level of vigilance for scams spread by email and text. Thieves don't take a break for the holidays, or anytime, really. We can't let our guard down and become victims.

One good rule of thumb is to always avoid clicking links in email and text messages unless you're absolutely certain of its origin. Keep in mind that scammers can "spoof" legitimate businesses and will use logos that look like the official ones. Last night, an Army Sustainment Command (ASC) employee received a text from an unknown number claiming "Army Sustainment Command shirt \$10 off;" all they had to do was click on a link in the message. I personally received a text this morning asking me to click on a link and update my address so that my package could be delivered, even though I wasn't expecting one.

Some tell-tale signs that a message is not legitimate:

1. It's from a business with whom you have no established relationship (e.g., a bank you've never used).
2. It's from an unknown number, something not in your contacts.
3. It wasn't expected (e.g., a "package alert" when you aren't expecting a package).
4. It isn't specific (e.g., refers to a "package" but does not specify where the package is from, or says "your bank account" but does not name a bank).
5. It's filled with misspellings and bad grammar.
6. It requests updates of personal information – legitimate requests will not normally be made by email or text.

If you have a concern, look up the business contact information separately and contact the business through other means. For example, if I receive a message supposedly from my bank and I have a concern, I can use my bank app to access my account online and see if I have a message. I could also look up a published phone number for the bank and call them directly.

Clicking on a link in a message from an unknown source might lead to a compromise of personal information or could even grant "back door" access into one's computer.

Stay vigilant and stay safe!

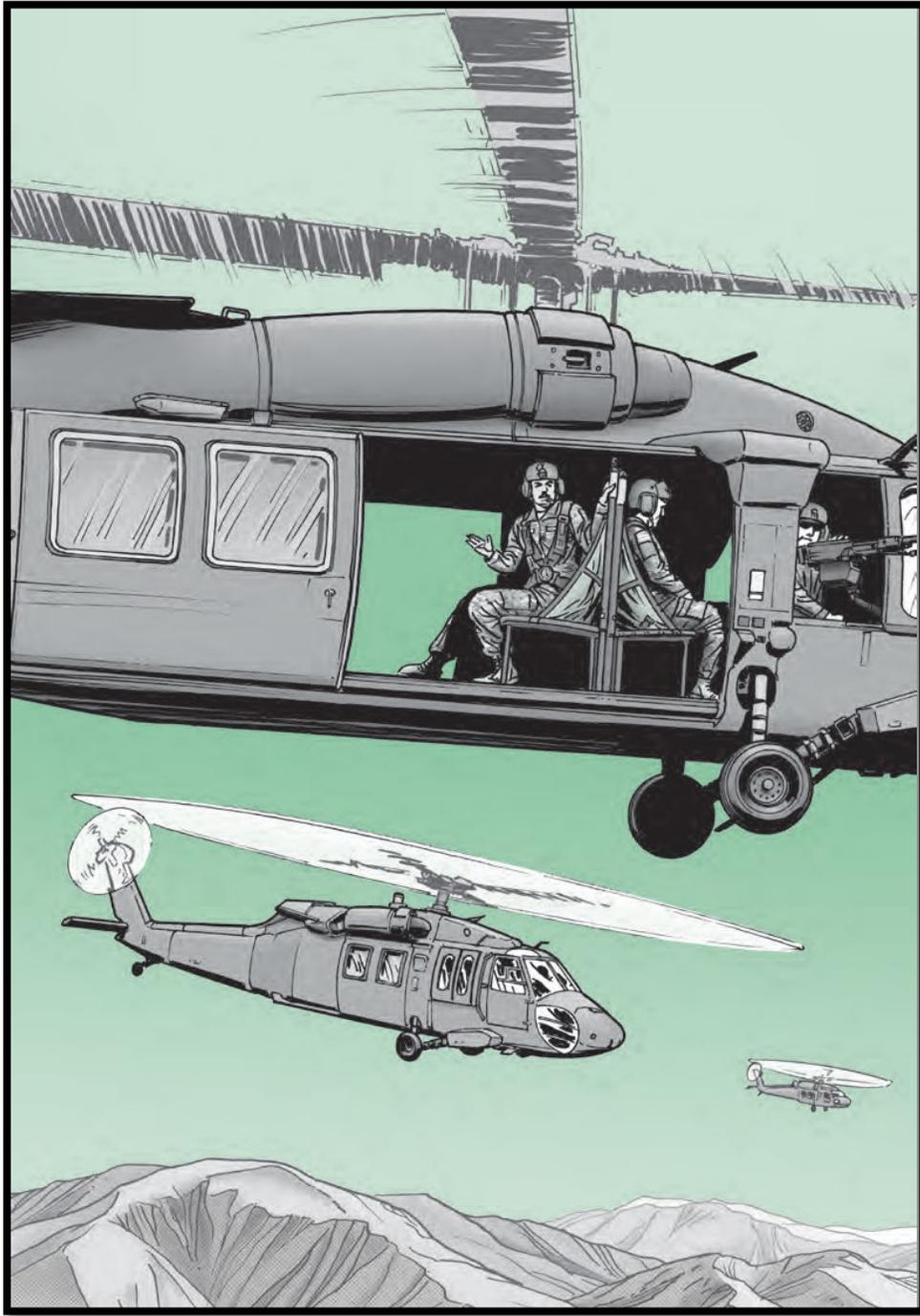
Dr. Kathleen M. Linderman-Hill

ASC CIO/G-6

Editor's Note: *Great advice, Doctor.*

Readers, read and heed this advice. When in doubt, as your supervisor, security specialist or other subject-matter expert for guidance.

Aviation





MEDEVAC: Lift Bag Kit Now Has NSN

/ Published Dec. 1, 2022

BLUF: You can now order the MEDEVAC lift bag kit by NSN through the supply system.



Photo by Spc. Savannah Miller

Based on demand from the field, the MEDEVAC Product Office recently announced that the lift bag kit (cargo set, heavy lift) has been assigned NSN 3990-01-694-4332, PN KT-694. It consists of the following items:

Item	PN	Qty
Transport case	1090900-001	1
Ballast bag	1090893-001	1
Sandbags	1090894-001	23
Suspended scale	109089-001	1
Carabiner hook	1090897-001	1

Wear resistant web sling	1090898-001	1
Wire rope lanyard	1090899-001	1

Got questions about the lift bag kit? Email Michael Brooks or Johnny Eley:

michael.w.brooks28.civ@army.mil

johnny.s.eley.civ@army.mil



UH-60: Turn in Unserviceable Parts for Repair

/ Published Dec. 14, 2022

BLUF: Getting serviceable parts depends on you turning in unserviceable parts when they need repair.



Photo by Sgt. Avery Cunningham

Mechanics, the Utility Helicopter Program Office recently identified more critical assets that need to be turned in if unserviceable. As we've often said, don't hold on to unserviceable components; they're needed for repair programs to ensure future supply availability.

Turn in any unserviceable parts you have that are listed in the following table:

Component	NSN	PN	Item POC
Radio receiver, LF/ADF, ARN-149(V) R-2382/ARN-149(V)1	5826-01-600-6180	622-6812-102	Erica McLeod
Impedance amplifier,	5826-00-	SM-D-	Erica McLeod

AM4859A/ARN-89	001-4074	730997	
Radio receiver, R-2593/ARN-147(V)	5826-01-444-0314	622-6376-020	Erica McLeod
Flight control panel, (C-10909E/A)	1680-01-544-7218	TRC07-01070-048	Pamela Turner
Vaneaxial fan	4140-01-329-3428; 4140-01-424-9956		Denise A. Miller
Drive shaft assembly*	1615-01-491-1924		Mary Looney
APN-209 radar altimeter*	5841-01-547-5286	RT-1411C	Anthony Orr

*Note that for each returned drive shaft assembly, units will receive an unserviceable credit. Also note that the APN-209 radar altimeter is no longer procurable and must be sustained by turning it in for repair.

POC Emails:

Erica McLeod	erica.m.mcleod.civ@army.mil
Pamela Turner	pamela.d.turner17.civ@army.mil
Denise A. Miller	denise.a.miller34.civ@army.mil
Mary Looney	mary.e.looney7.civ@mail.mil
Anthony Orr	anthony.g.orr.civ@army.mil



M1-Series Tank: Road Testing Part of PMCS

/ Published Dec. 19, 2022

BLUF: PMCS isn't done until you take your M1-series tank for a road test.



Photo by Spc. Nathan Franco

Crewmen, there's more to doing PMCS on your M1-series tank than checking fluid levels, and making sure batteries are charged and track is properly tensioned.

Sure, all those things (and more) are very important. But one thing is often overlooked as part of preventive maintenance. And that's taking your tank out for a road test.

Starting up your tank and getting it out on the road often will allow you to discover potential problems that aren't evident while the tank is just sitting in the motor pool. Not to mention road testing helps keep the batteries charged up. Way too many tanks are sitting around motor pools with dead batteries, and that's a major hit on unit

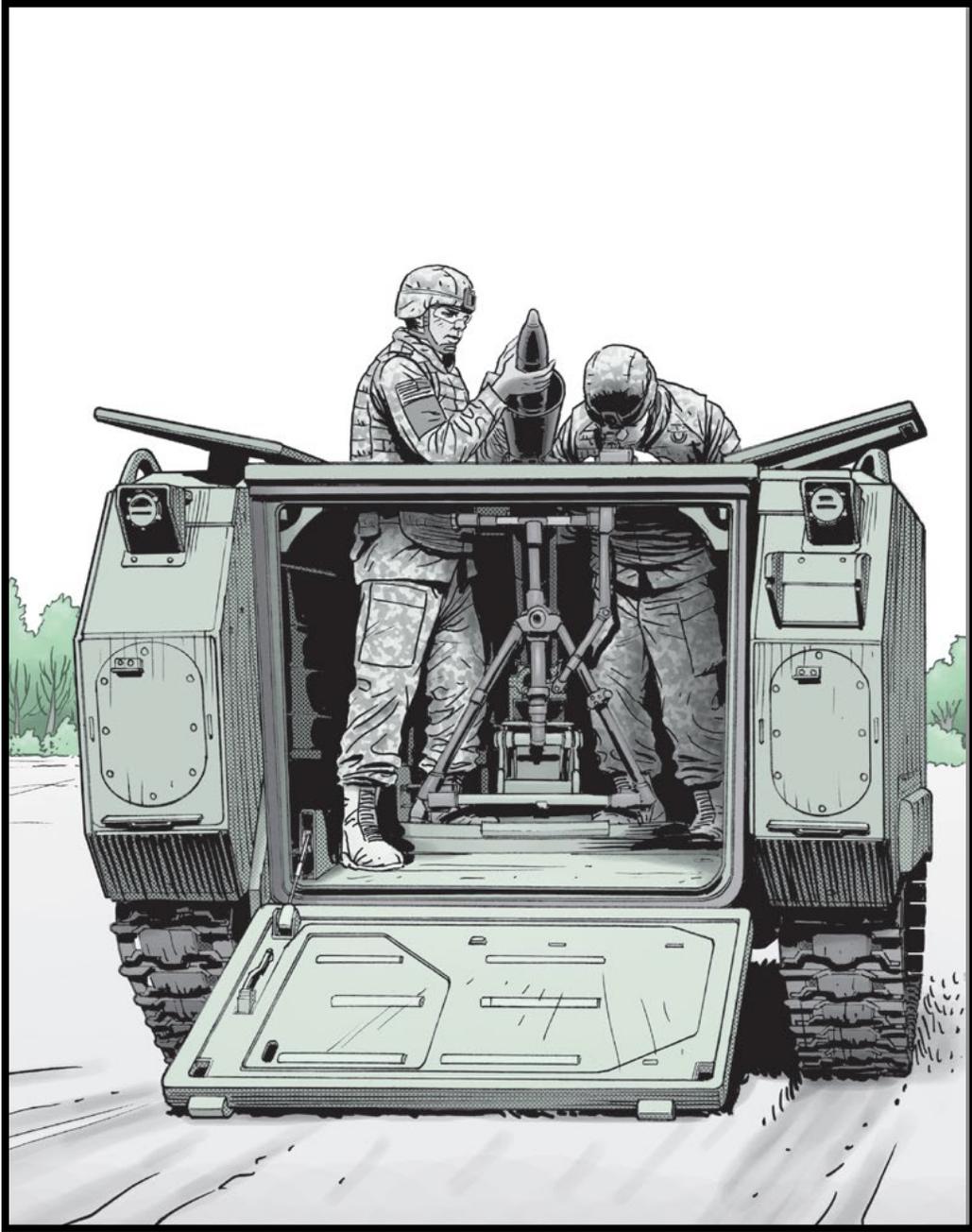
readiness.

So, fire up your tank's engine and hit the road (or trail). However, make sure to follow all relevant SOPs when it comes to moving tracked vehicles on or off the installation, and follow all applicable laws and safety regulations.

Note to unit leaders: make sure you support the need for frequent road testing by establishing the necessary programs, priorities and procedures to make them possible and safe.

Crewmen, once out on the road, keep your senses sharp. Look out for oil or other fluid leaks or excessive smoke coming from the exhaust. Keep an eye out for any caution or warning lights. Listen for unusual sounds and vibrations. Your nose can come in handy for detecting distinctive smells such as burning oil or overheating hubs. If anything seems amiss, don't hesitate to let your mechanic know.

Combat Vehicles





M1-Series Tanks: Regular Engine Starts Enhance Readiness

/ Published Dec. 1, 2022

BLUF: Starting your M1-series tank's engine is a part of regular maintenance.



Photo by [Pvt. Nicholas Vidro](#)

There are lots of M1-series tanks sitting around the motor pool with dead batteries simply because crews don't start the engines on a regular basis.

Starting the engine is part of BEFORE PMCS, but it's a good idea to do it at a minimum of once a week if possible. A lot of battery problems could be avoided if crews would start their tank's engine regularly.

Let the engine run for at least 30 minutes at tactical idle (set TACTICAL IDLE switch to ON). That's important because the charging system takes 15 minutes or more to bring the battery charge level back to where it was before starting the engine.

Follow the start procedures found in TM 9-2350-264-10 (Sep 11, w/Ch 4, Jan 18) for the M1A1, TM 9-2350-388-10 (Jan 18, w/Ch 2, Oct 21) the M1A2 SEPV2 and TM 9-2350-412-10 (Apr 20, w/Ch 1, Jan 22) for the M1A2 SEPV3. That prevents damage to electrical components, reduces battery problems and increases unit readiness.



M1-Series Tanks: Check Road Wheel Hub Oil Levels

/ Published Dec. 6, 2022

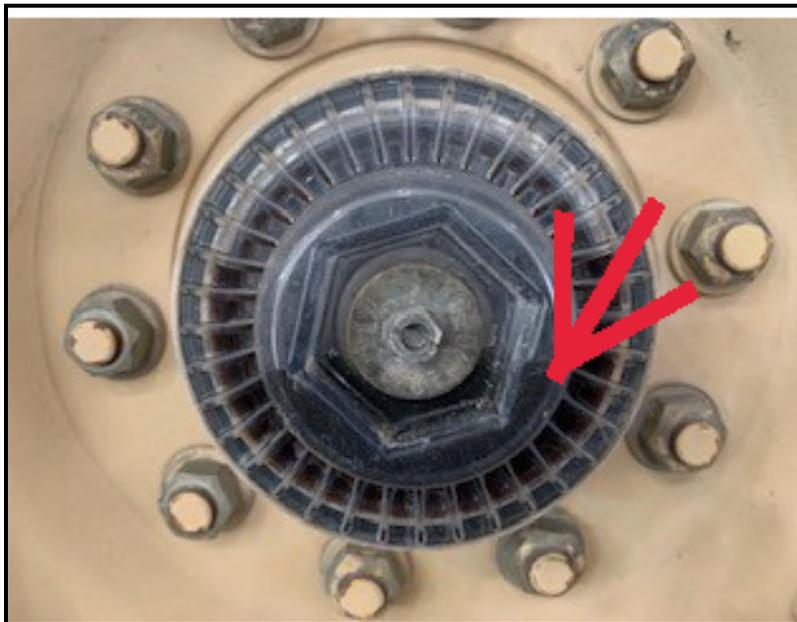
BLUF: Check road wheel hub oil levels after every mission.



Photo by [Spc. Jorge Reyes Mariano](#)

Crewmen, be sure to check the oil level on the hubs on your M1-series tank's road wheels after every mission.

Hubs that are low on oil can overheat and fail. That'll put your tank out of action fast.



Correct hub oil level (darkened lower section of hub)

While you're checking the oil level, look closely for oil that is milky in appearance. That indicates the oil is contaminated by water. If the oil is milky in appearance, or the oil level is low, let a mechanic know right away.

Another tip is to use the "touch test" on hubs after a mission. If a hub feels hotter to the touch than others, that could indicate an oil leak or a failed bearing.



M777A2: Keep Towing Lunette Tight

/ Published Dec. 14, 2022

BLUF: Keep lunette tightened down properly to keep muzzle brake's tow bracket from needing to be repaired at depot.



Photo by [Capt. Joseph Bush](#)

This article originally appeared in PS 721, p. 9 (Dec 12).

A loose lunette on your M777A2 howitzer's muzzle brake can cause no end of problems!

If the lunette isn't tightened down properly, it allows a twisting motion during towing. It doesn't take too much twisting to damage the muzzle brake's tow bracket. The fix requires a depot-level welding and re-machining of the bracket.

You can prevent that expensive damage by making sure both the washer, NSN 5365-01-528-9349, and long nut, NSN 5310-01-528-9347, are in place. Then keep the long nut torqued to 350 lb-ft.



M109A7 Paladin/M992A3 CAT: Inspect Transmission Oil Hose for Chafing

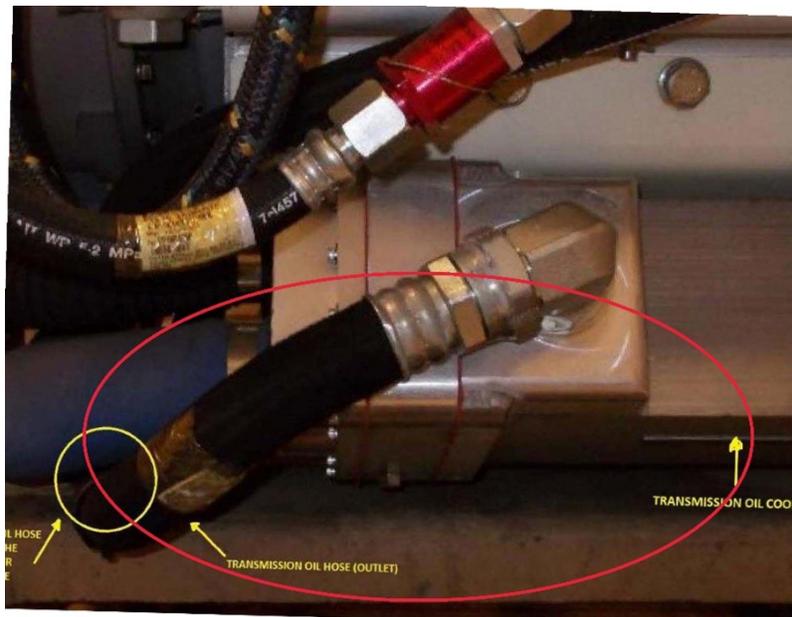
/ Published Dec. 16, 2022

BLUF: Inspect M109A7 Paladin and M992A3 CAT transmission oil hose (outlet) for signs of chafing the next time the powerpack is pulled.



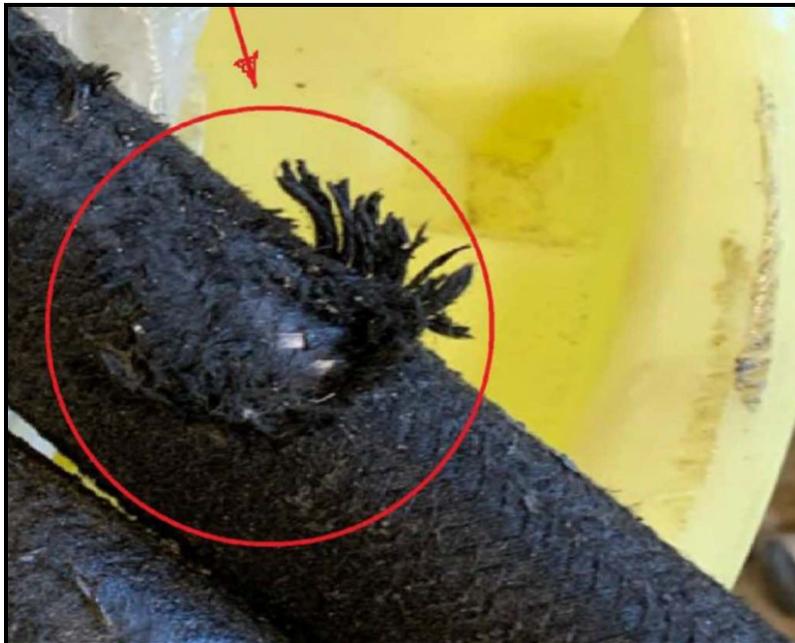
Photo by [Sgt. Gavin Ching](#)

M109A7 Paladin and M992A3 CAT maintainers, inspect the transmission oil hose (outlet), NSN 4720-01-662-3681, for chafing (caused when two objects rub together abrasively) where the hose passes over the stiffener (cross support) and torsion bar.



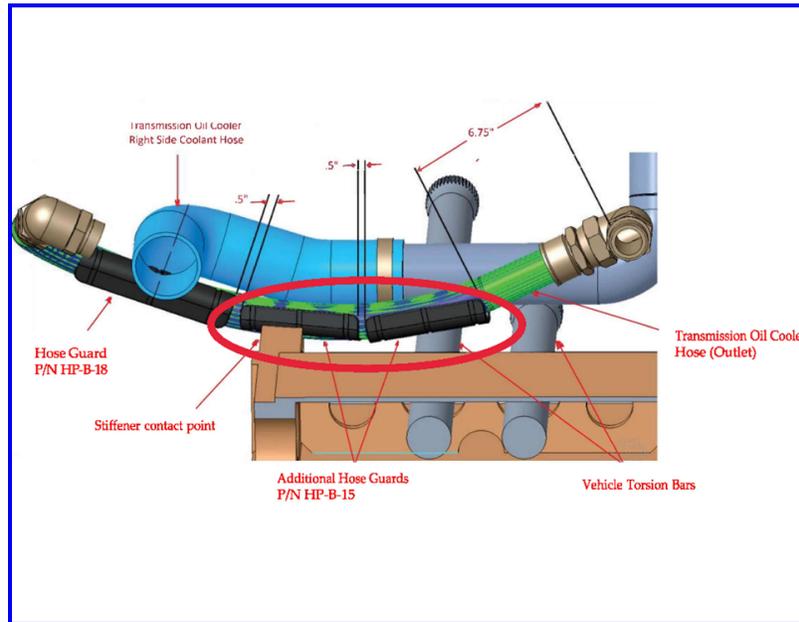
Inspect transmission oil hose (outlet) for signs of chafing

The inspection should be done the next time the powerpack is removed for scheduled or unscheduled services.



Replace chafed hose

The transmission oil hose (outlet) is currently protected by a single hose guard, NSN 4720-01-530-4113. New TACOM guidance requires the installation of an additional two (2) guards after completing the inspection, even if there are no signs of chafing. Secure each hose guard with three (3) line supporting straps, NSN 5975-00-899-4606.



Install two more hose guards (click on image to view full-sized PDF)

Installing the additional hose guards is an interim repair until a more permanent solution is found.

For more information, check out TACOM Maintenance Action Message 23-005 [HERE](#).

You'll need your CAC to access the message.



Stryker: Regular Maintenance Required for RWS Friction Brake

/ Published Dec. 16, 2022

BLUF: The Stryker's remote weapon system's friction brake needs regular maintenance to perform as it should.



Photo by [Charles Rosemond](#)

Crewmen, your Stryker's remote weapon system (RWS) friction brake needs to be regularly maintained. If not, both the friction brake and the soft mount (SM) can fail and possibly need to be replaced.

The friction brake is critical to accurate weapon firing and preventing damage to the RWS during operations.

Verifying that the SM and friction brake are fully functional, and adjusting if needed, are operator-level tasks. You'll find the procedures on performing a system functionality test and adjusting the friction brake in Step 16 of WP 0239 in TM 9-2355-363-10-2 (Sep 22).

You can access the TM [HERE](#).

You'll need your CAC to enter the site.

Commo/Electronics





AN/PVS-14 NVD: PM to Light Your Way

/ Published Dec. 21, 2022

BLUF: Heed these tips on maintaining the AN/PVS-14 NVD.



Photo by [Sgt. Adam Parent](#)

This article initially appeared in PS 788, pp. 58-59 (Jul 18).

Dear Editor,

From our work servicing AN/PVS-14 night vision devices (NVDs), we offer these tips to help Soldiers see in the dark:

- **Don't remove the light interference filter.** Soldiers get the idea they can see better without the filter. Not true! Without the filter, infrared light can do a number on the image intensifier tube. It costs \$1,500 to replace that tube.
- **If parts go missing, get them replaced.** They're there for a purpose. Without them, the AN/PVS-14 won't perform as well or gets damaged. These are the

items that usually disappear:

- Eyeguard, NSN 6650-01-444-1229
- Neck cord, NSN 4020-01-446-8097
- Objective lens cap, NSN 5340-01-397-6608

The lens cap is especially important because it lets you use the NVG when there's a lot of ambient light.

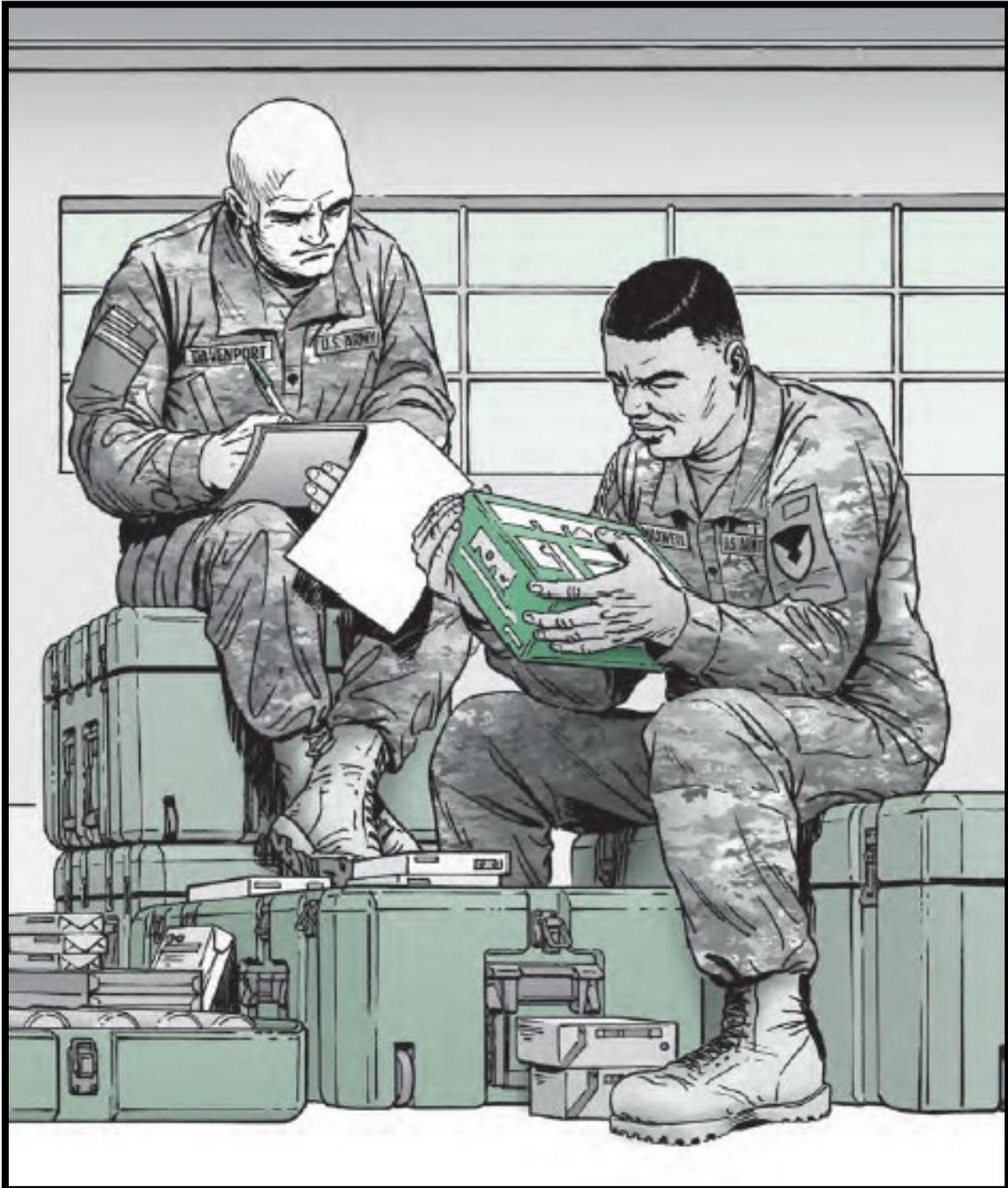
Let your armorer know when items are missing so he can replace them.

- **As always, remove batteries for storage.** Unless the AN/PVS-14 is going back to the field soon, its batteries need to be removed before the NVD goes on the shelf. Countless sights and NVGs are ruined because batteries leak during storage. Make battery removal part of the turn-in process.

Joey Harrington
Sheneka Jordan
Ft Polk, LA

Editor's note: *Thanks, folks! You're lighting the way with these NVD tips. Don't forget all AN/PVS-14s should be using the single battery housing, NSN 5855-01-523-4058. It makes removing and installing the battery much easier.*

Logistics Management

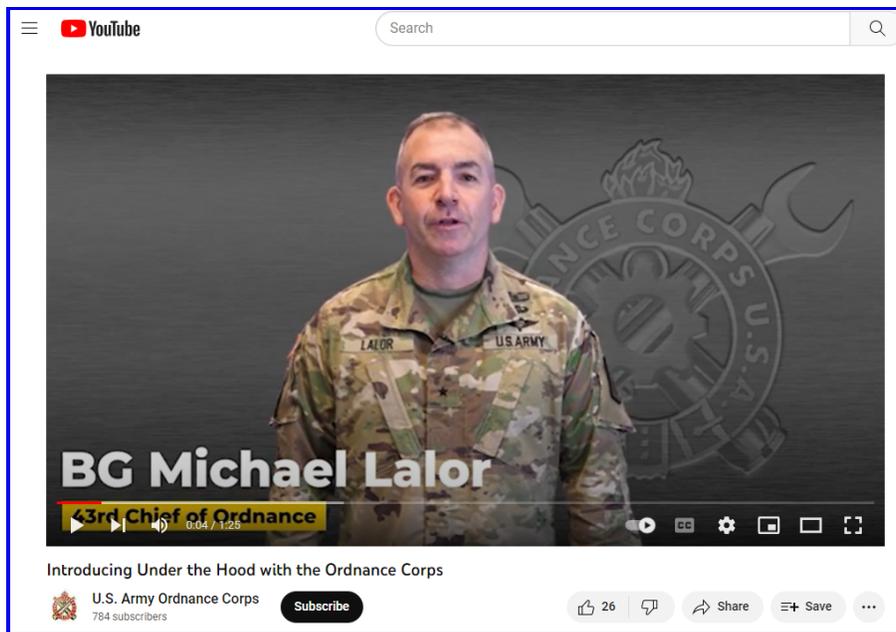




Log/Maint Management: Ordnance Goes “Under the Hood”

/ Published Dec. 19, 2022

BLUF: The US Army Ordnance Corps has a new YouTube® podcast series.



The US Army Ordnance Corps has introduced a new YouTube® podcast series called *Under the Hood* featuring Ordnance leaders and subject matter experts who share maintenance and sustainment tips.

Future topics will include the PMCS app, the Maintenance Meeting Playbook and the M88 Train the Trainer Program. The Ordnance Corps will post new videos monthly.

You can click [HERE](#) to subscribe to the channel.

To suggest a topic, email the Ask the Chief inbox:

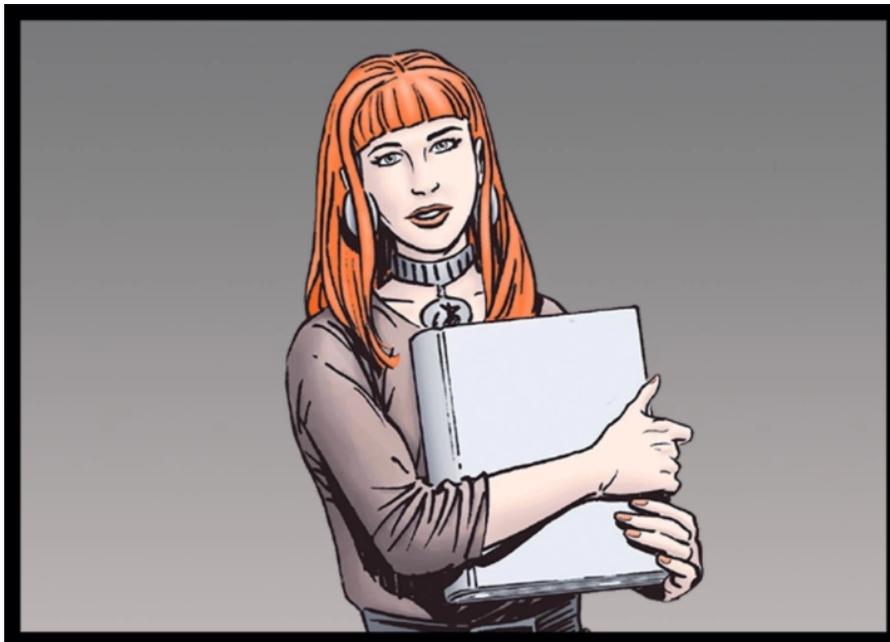
usarmy.lee.tradoc.mbx.scoe-od-ask-the-chief@army.mil



Log Management: DLA Price Challenge Request

/ Published Dec. 19, 2022

BLUF: If an item seems overpriced, DLA will help you challenge that price.



PS Magazine's Cloe has the answer!

Dear Cloe,

I tried to order the AN/PSN-13A DAGR battery pack gasket, NSN 5331-01-521-0987, and the price is \$158.63. That's more than the entire battery pack! Is there any way to issue a price challenge?

SSG C.T.

Dear Sergeant C.T.,

That's a great question because it permits us to spotlight a Defense Logistics Agency (DLA) service that's not well known.

The quick answer is, yes. DLA can help you start a price challenge.

You'll need your CAC to access and complete a DLA Price Challenge (PC) request, found [HERE](#).

The request also allows you to submit suggestions and questions about procurement actions or pricing.

Cloe

Medical Logistics





MedLog: New Video Explains UDPs

/ Published Dec. 1, 2022

BLUF: A new AMLC video explains unit deployment packages.



Photo courtesy of AMLC

Many early deploying units depend on unit deployment packages (UDPs) to enable medical readiness. However, unit-level leaders may not understand what is and isn't included in the UDP, or their role in the process. To help, the Army Medical Logistics Command (AMLC) has produced a 13-minute training video.

The video is for units at echelons above brigade (EAB) that qualify for a medical UDP when deploying from their home station within the first 31 days of a declared contingency.

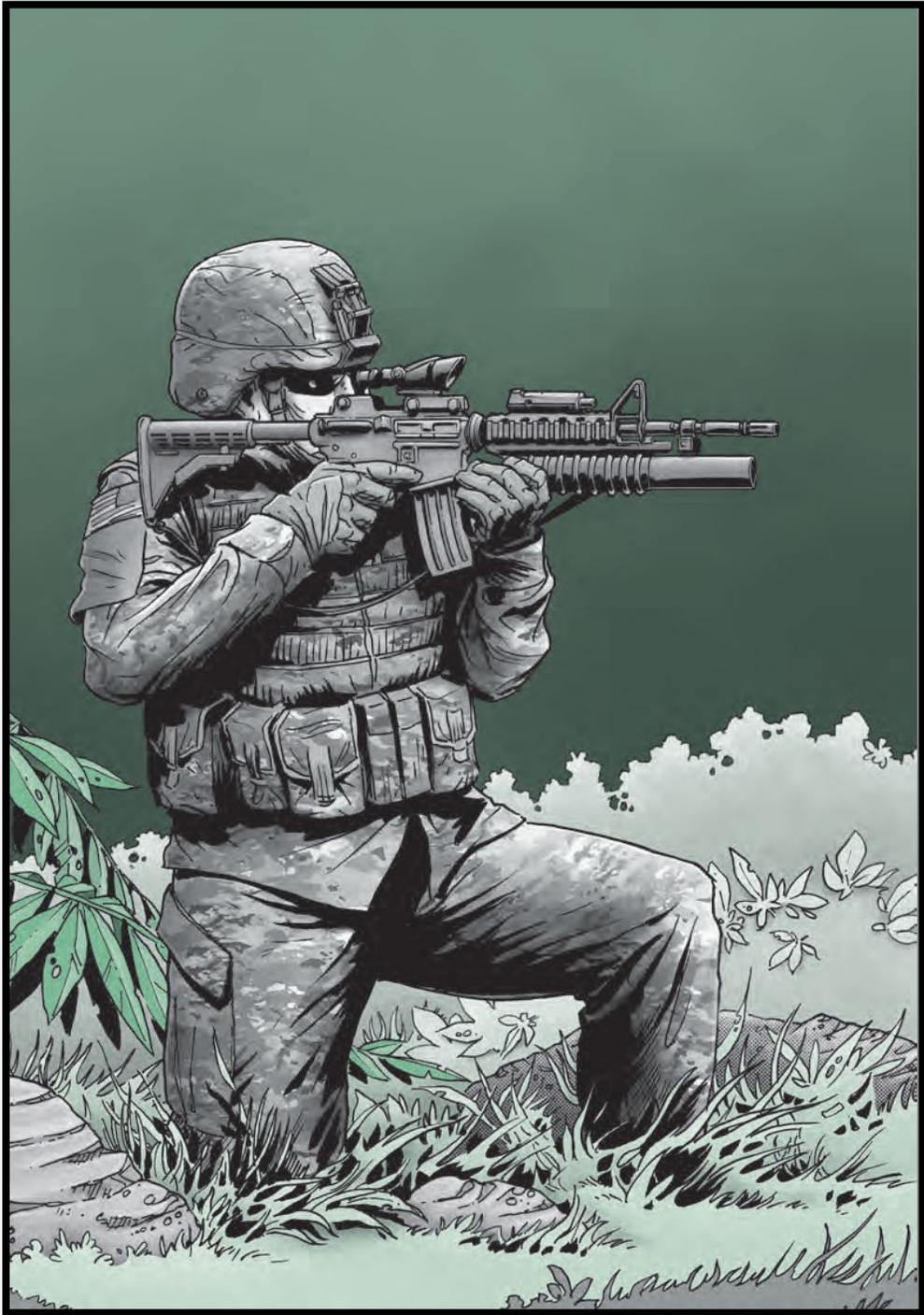
The video includes:

- Program overview
- Unit roles and responsibilities
- Timelines and transportation
- Receiving and disposal

How can you watch the video? View it on YouTube [HERE](#) or on DVIDS [HERE](#).

Also, there are more videos from AMLC in the works that will cover a variety of medical logistics (MEDLOG) topics. Keep watch on AMLC's new training video web portal [HERE](#).

Small Arms





Small Arms: Does Your Weapon Need LAW Instead of CLP?

/ Published Dec. 7, 2022



Photo by [Alejandro Pena](#)

BLUF: Check your -10 TM and see if the weather conditions are right to use lubricating oil arctic weapons (LAW) on your assigned weapon or weapons.

Soldiers, here are a few tips to use if you're operating your assigned weapon(s) in extremely cold weather.

- Keep them as dry as possible.
- Keep them covered when the mission allows.
- Refer to each weapon's -10 TM for specific details on operating in extreme cold. Different weapons have different requirements.

If needed, get lubricating oil arctic weapons (LAW) using NSN 9150-00-292-9689. Otherwise, use CLP. You can get the NSN [HERE](#).



M2A1 Machine Gun: Turn in Barrel Carrying Handle?

/ Published Dec. 8, 2022

BLUF: Serviceable M2A1 barrel carrying handles, NSN 1005-01-539-3410, **don't** need to be turned in with unserviceable barrels.



Photo courtesy of TACOM

If your unit has an M2A1 barrel, NSN 1005-01-541-2478, that's unserviceable or damaged, don't turn in the carrying handle, NSN 1005-01-539-3410, unless it's also unserviceable.

Units should **only** order a new barrel carrying handle if it fails the inspection shown in the *Carrying Handle Assembly: M2A1 – Removal, Inspection/Repair, and Installation* work package in TM 9-1005-213-10 (Aug 17). Keep the serviceable carrying handle and install it on the new barrel.



M17/M18 MHS: Rear Sight Inspection and Repair

/ Published Dec. 14, 2022

BLUF: Each unit's 91F **must** complete the following procedures on **all** M17/M18 MHS to ensure these pistols remain fully operational.



Photo by [Sgt. Timothy Hamlin](#)

Dear Editor,

There have been two maintenance messages released about proper inspection and repair of rear sights on each M17/M18 modular handgun system (MHS). Here at TACOM, we're seeing a trend that these procedures are not being followed.

We want to remind Soldiers to check the rear sights on every assigned M17/M18 MHS, regardless of serial number or how long the unit had these pistols in the inventory. If they find an issue, they should notify a 91F immediately.

The following procedure must be completed by a 91F and the **only** authorized Loctite® products for this procedure are:

- Loctite 271 Red, NSN 8030-01-565-0423
- Loctite 243 Blue, NSN 8030-01-620-3313

Steps:

1. Remove the rear sight, NSN 1005-01-675-9500, and the rear sight screw, NSN 1005-01-665-4524, per WP 0010 in TM 9-1005-470-23&P (Jun 19).
2. Inspect the rear sight screw to see if there's a red Nylok® patch on the threads of the screw.
3. Thoroughly clean the screw and rear sight threads to remove any existing Nylok® or Loctite®.
4. Apply one drop of Loctite® 243, NSN 8030-01-620-3313, or Loctite® 271, NSN 8030-01-565-0423, to the interior threads of the rear sight.
5. Insert the loaded chamber indicator spring and the loaded chamber indicator into the slide.

Note: Perform step 6 for one-piece rear sight installation.

6. Install the rear sight plate assembly onto the slide.

Note: Perform step 7 for two-piece rear sight installation.

7. Install the rear sight plate and rear sight onto the slide.
8. Install the screw into the rear sight. Tighten the screw to 21 in-lb.
9. Back the screw out until it is loose but not completely out.
10. Tighten the screw to 34 in-lb.
11. Check the rear sight plate and rear sight to ensure they are not loose.

Using Loctite® 243 or Loctite® 271 allows for reuse of the rear sight screw. The rear sight screw will no longer be a mandatory replacement part (MRP).

Don't operate the pistol for 24 hours after the procedure is complete to allow for the cure time.

We also want to stress that operator PMCS is key in preventing damage. Operators should make sure they check the sights for tightness both before and after firing, along with regular maintenance intervals. This will ensure the sights stay intact and the pistol remains fully mission capable.

For more details, grab your CAC and click on the following message numbers [MA 21-006](#) and [MA 22-012](#).

If you have questions, contact me at:

randolph.j.sanda.civ@army.mil

Randolph Sanda

Equipment Specialist

Editor's note: *Great information, Randolph. Units, make sure the 91F has completed the inspection and repair as outlined above. Operators, always check your weapon's rear sights to make sure they aren't loose.*



M2A1 Machine Gun: Enroll Wear Limit Gage in TMDE

/ Published Dec. 21, 2022

BLUF: Make sure the M2A1 wear limit gage is enrolled in the TMDE program.



Photo by [Lance Cpl. Bradley Ahrens](#)

The M2A1 machine gun has fixed headspace and timing (HS&T). That means the Soldier in the field doesn't have to verify or set HS&T prior to firing, or after barrel changes. However, the armorer must verify HS&T before issuing the M2A1 machine gun from the arms room, and when the weapon is turned back in.

For more information, see: [M2A1 Machine Gun: Confirm Your Weapon Was Gaged Prior to Firing.](#)

Before the HS&T verification can be completed, armorers must check and see if the wear limit gage has been calibrated. According to TB 43-180 (Aug 22) the wear limit gage, PN 13027994, needs to be enrolled in the TMDE program and calibrated every 360 days.

If the wear limit gage is not calibrated, the armorer may get the wrong reading and issue a weapon that is out of tolerance. This could cause weapon malfunctions, damage the weapon or potentially injure a Soldier.

Units should also have at least two wear limit gages on hand that are scheduled to be calibrated at different times of the year so that their armorer is never left without a gage while the other is out getting calibrated.



MK19 Grenade Machine Gun: Rear Sight Parts

/ Published Dec. 21, 2022

BLUF: The MK19 machine gun's rear sight must be ordered as an assembly with NSN 1010- 01-608-6053.



Photo by [Sgt. 1st Class Ryan Sheldon](#)

If your MK19 machine gun has a broken rear sight, you'll need to order the rear sight assembly until individual replacement parts are available.

Be advised that the rear sight assembly NSN listed in MWO-9-1010-230-50-2 (Jul 20), **NSN 1010-01-666-3582**, has been replaced with **NSN 1010- 01-608-6053**.

Soldier Support





Kitchen Equipment: Keep Ventilation Hoods Clean

/ Published Dec. 6, 2022

BLUF: Cleaning ventilation hoods is a safe step toward good chow.



Photo by [Thomas Alvarez](#)

This article initially appeared in PS 778, pp. 52-53.

Here's a pop quiz for the food service folks: When was the last PMCS on your kitchen ventilation hoods?

If you're not sure, that's a red flag because normal cooking operations produce an alarming amount of grease.

When ventilation hoods or exhausts aren't working right, you'll notice because grease and steam aren't removed from the kitchen.

Neglecting PM allows dust and grease to take hold. This devilish duo builds up on surfaces like:

- countertops.
- flatware.
- plates, pots and pans.
- other food service equipment.
- walls and ceilings.

That's a nightmare for the poor guy who finally does that overdue cleaning. But it's also a serious sanitation and safety issue. Grease and dust buildup on power outlets can cause electrical fires.

Do daily safety and readiness inspections of kitchen facility equipment. While great-tasting grub is always nice, safety and sanitation take priority! That means making sure old grease is removed and hood filters are clean. If needed, hood filters should be professionally cleaned by approved contractors.

Reduce risk by keeping up regularly scheduled PMCS. Your local Department of Public Works (DPW) technicians can also assist with scheduled maintenance and cleaning as covered in Chapter 4 in TB MED 530, *Tri-Service Food Code* (Mar 19).^{*} Get the pub [HERE](#).

Here are some pointers to keep kitchen ventilation hood PMCS on track:

- Remember to check for visible damage to interior hoods.
- Immediately report any exhaust hood that's not working to your DPW and local fire department.
- Cleaning tips:
 - Include daily, weekly and monthly user cleaning instructions in the dining facility SOP.
 - Follow all manufacturer guidelines.
- Make sure kitchen ventilation hoods are properly cleaned and regularly checked by a certified technician.



Certified technician should check hoods

- Ensure the exhaust system is inspected and working properly before use.



Inspect exhaust system

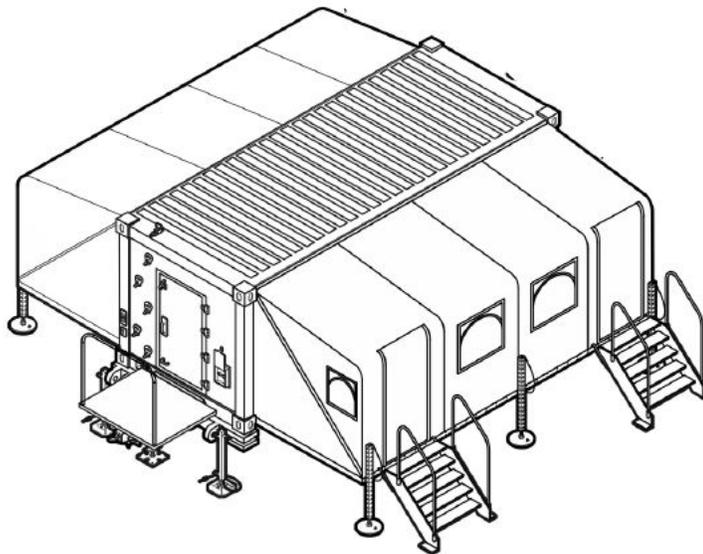
***Note:** *Tri-Service Food Code* URL was updated to most recent publication (Mar 19).



Containerized Kitchen: Safety Tips for CK Operation

/ Published Dec. 8, 2022

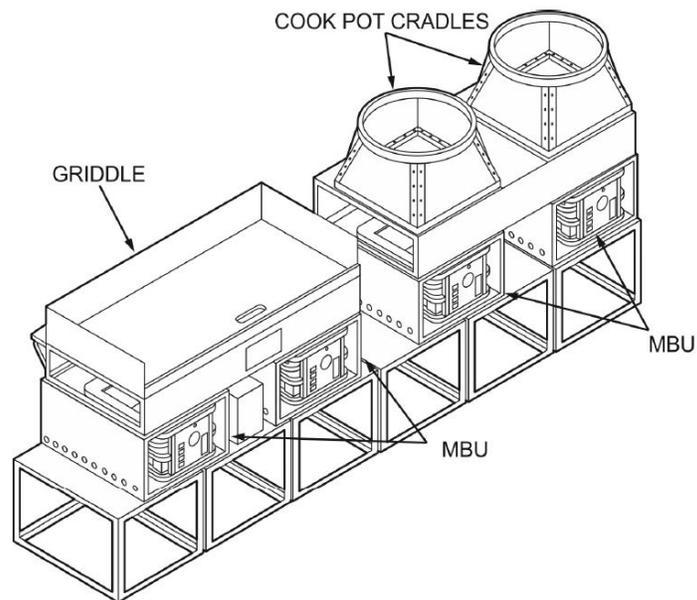
BLUF: These important safety tips for containerized kitchens will help keep Soldiers/cooks safe.



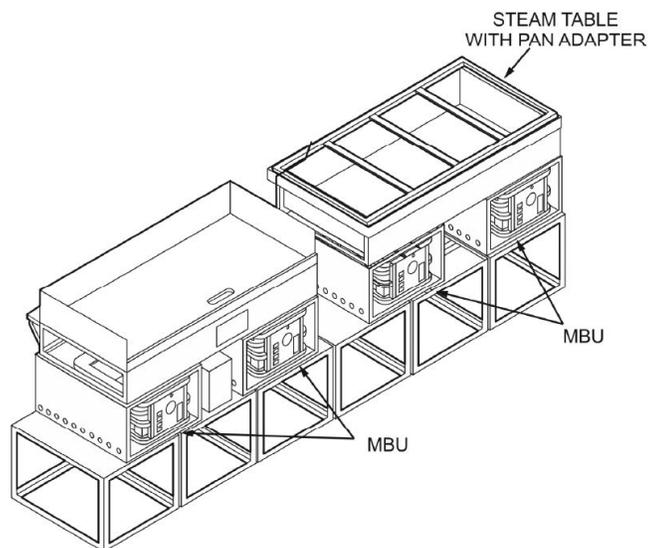
Courtesy photo

Soldiers, listen up! If you're using the containerized kitchen (CK), you need to be aware of how to stay safe while using it. The CK uses the modern burner unit (MBU) to make heat to cook with.

The MBU is just that—a burner. It burns fuel and creates gases that can be dangerous to cooks and other CK users.



MBU configurations



More MBU configurations

Here are some tips for safe CK operation:

- Make sure the flues from the oven and the tray pack heater tank are operational and not leaking.
- Make sure the flue for the generator is attached and not damaged or broken.
- Keep the doors from the kitchen to the mechanical room closed, but make sure the rear doors of the CK are open when in use. This keeps it safe for any prep work and cooking in the CK, while keeping out generator exhaust.
- Ensure the exhaust fan located in the mechanical room is functioning. It must pull heat, steam and burner exhaust out through the hood.

- Make sure to attach the duct to the exhaust fan enclosure.

If you have CK parts that are missing or broken, NSNs for parts can be found in TM 10-7360-226-23P (Oct 18). CK operator instructions on how to set up everything correctly and work safely can be found in TM 10-7360-226-10 (Oct 18).

If you don't know how something works or think it's not working correctly, ask a CK expert or a logistics assistance representative (LAR) for assistance. Don't guess solutions to problems because that can lead to safety issues. Order the parts you need and follow-up to make sure the parts come in and are installed, and you'll keep your CK ready to go.

TACOM's Ground Precautionary Action (GPA) message 18-011 gives a complete description of the problems that can come from using the MBU in a semi-enclosed space like the CK. With CAC in hand, view the GPA [HERE](#).



Soldier Support: Don't Buy Knockoff Army Items

/ Published Dec. 9, 2022

BLUF: Knockoff ACUs and other imitation Army items are bad news.



Photo by [Lesley Atkinson](#)

This article was originally published in PS 772, p. 1.

Buyer beware!

Today, you can buy imitation military gear from Army surplus stores, sporting goods stores, catalogs and websites. Though some products may look like authentic Army issue, chances are they don't meet Army standards. They may not work as well or last as long. They may even pose a health or safety hazard.

Beware of products such as these:

- **Commercial heaters, including unvented kerosene or propane heaters.** They don't meet Army specs. Some models emit carbon monoxide gas that can kill you. Some tend to leak or tip over. Choose instead a heater from the family of space heaters (FOSH).
- **Eyewear not approved by the Army.** Even if it's a well-known brand, it won't offer the protection a combat Soldier needs. Go online to Program Executive Office (PEO) Soldier for the Authorized Protective Eyewear List (APEL). All eyewear on the APEL offer ballistic fragmentation and ultraviolet protection. See the list [HERE](#).*
- **Knockoff Army uniforms.** They may look like the real thing, but they're fake. Because they don't meet Army specs, they may not meet appearance or durability standards. Seams might fail, fabric rip, colors fade. When the knock-offs wear out, the Army isn't obliged to support or exchange them. You're better off getting a genuine uniform through Army supply channels.

So steer clear of products that don't have Army approval. They're usually inferior and don't pass muster. Often they're not supported with TMs, repair parts, maintenance procedures or PMCS. Now that's enough to make any buyer beware.

***Note:** URL updated from original article.



Soldier Support: Avoid Email and Text Scams

/ Published Dec. 22, 2022

BLUF: Keep vigilant for text and email scams



For more information on this topic, click on the image above

Dear Editor,

Please remind Soldiers, Warfighters and civilian employees to maintain a high level of vigilance for scams spread by email and text. Thieves don't take a break for the holidays, or anytime, really. We can't let our guard down and become victims.

One good rule of thumb is to always avoid clicking links in email and text messages unless you're absolutely certain of its origin. Keep in mind that scammers can "spoof" legitimate businesses and will use logos that look like the official ones. Last night, an Army Sustainment Command (ASC) employee received a text from an unknown number claiming "Army Sustainment Command shirt \$10 off;" all they had to do was click on a link in the message. I personally received a text this morning asking me to click on a link and update my address so that my package could be delivered, even though I wasn't expecting one.

Some tell-tale signs that a message is not legitimate:

1. It's from a business with whom you have no established relationship (e.g., a bank you've never used).
2. It's from an unknown number, something not in your contacts.
3. It wasn't expected (e.g., a "package alert" when you aren't expecting a package).
4. It isn't specific (e.g., refers to a "package" but does not specify where the package is from, or says "your bank account" but does not name a bank).
5. It's filled with misspellings and bad grammar.
6. It requests updates of personal information – legitimate requests will not normally be made by email or text.

If you have a concern, look up the business contact information separately and contact the business through other means. For example, if I receive a message supposedly from my bank and I have a concern, I can use my bank app to access my account online and see if I have a message. I could also look up a published phone number for the bank and call them directly.

Clicking on a link in a message from an unknown source might lead to a compromise of personal information or could even grant "back door" access into one's computer.

Stay vigilant and stay safe!

Dr. Kathleen M. Linderman-Hill

ASC CIO/G-6

Editor's Note: *Great advice, Doctor.*

Readers, read and heed this advice. When in doubt, as your supervisor, security specialist or other subject-matter expert for guidance.

Tactical Vehicles





JLTV: Updated PMCS Intervals for Brake Fluid Replacement

/ Published Dec. 8, 2022

BLUF: PMCS intervals for brake fluid replacement in JLTVs have been changed to every two (2) years, regardless of brake fluid appearance.



Photo by [Staff Sgt. Quanesha Barnett](#)

[TACOM MAM 23-002](#) advises units with JLTVs to replace the brake fluid in their vehicles if the fluid is aged two (2) years or more, regardless of how it looks (you'll need your CAC to access the MAM).

That's because JLTVs use DOT4, which is a polyglycol brake fluid that absorbs water, unlike silicone brake fluid that's used in other vehicles.

Make a note until TM 9-2320-452-23&P (Feb 19) is updated with the new brake fluid replacement intervals.



FMTV: Don't Drill Drain Holes in Headlight Rings

/ Published Dec. 12, 2022

BLUF: You can drill drain holes for HMMWVs headlight rings but **not** for FMTVs.



Photo by [Maj. Brandon Mace](#)

This article initially appeared in PS 793, p. 12 (Dec 18).

Dear Half-Mast,

My final inspector always complains that no water drain holes are drilled in the headlight rings of the FMTV-series vehicles that we service. He says it helps prevent corrosion.

I found an old *PS Magazine* article from 1996 showing how to drill holes in the headlight rings of HMMWVs to prevent corrosion, but it didn't say to do this in any other vehicles.

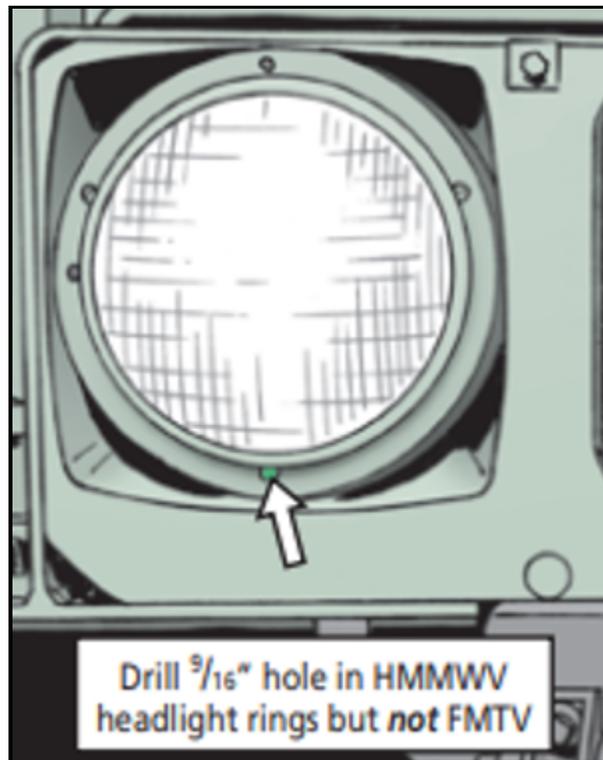
Are we supposed to be drilling holes in FMTV headlight rings just like in HMMWVs? Is that still the practice for HMMWVs?

Mr. J.H.

Dear Sir,

Wow, you really did your research to find an article from 1996!

No holes should be drilled in FMTV headlight retaining rings. They **don't** have the same water retention issues as HMMWVs.



Drill 9/16" in drain hole in
HMMWV headlight rings, but not FMTV

But it's still acceptable to drill a 9/16" in hole in HMMWV headlight retaining rings to allow water drainage and prevent corrosion.

Half-Mast

Note: Title updated from the original.



FMTV: Program ECM for New Engines

/ Published Dec. 13, 2022

BLUF: ECMs installed on new engines on FMTV A1 and A2 trucks are blank and require programming at the unit level.



Photo by [Lance Cpl. Samuel Brusseau](#)

Maintenance leaders, according to TACOM maintenance information message (MIM) 23-004, there's an issue with certain FMTV electronic control modules (ECMs). If your unit has FMTV A1 or A1P2 variants, then be advised the ECMs installed on engines NSN 2815-01-668-9685, NSN 2815-01-668-9679 and NSN 2815-01-668-4779 aren't programmed.

That means if you get one of these new engines or you're installing a new ECM on it, you'll need to make sure that you follow the installation procedures to correctly program the ECM. You can find the procedures in the TACOM message [HERE](#).

Look for the programming procedures to be added to the next revision of TM 9-2320-333-23P (IETM EM 0372, Jun 19) and TM 9-2320-391-23&P (IETM EM 0369, Oct 17).

Also, be sure to return unserviceable engines back to the supply system with the ECM attached to the unserviceable engine.



FMTV: Mixing Goodyear® and Michelin® Tires

/ Published Dec. 20, 2022

BLUF: You can mix Michelin® 395/85R20 XZL+ Load Range J and Goodyear® 395/85R20 MV/T Load Range G tires on FMTVs.



Photo by Lance Cpl. Samuel Brusseau

There's been some confusion surrounding the mixing of the Michelin® 395/85R20 XZL+ Load Range J and Goodyear® 395/85R20 MV/T Load Range G tires on FMTVs.

TACOM says these tires were thoroughly tested, and analysis proves that the tires are compatible on FMTVs to include FMTV A1P2 (2 1/2-ton and 5-ton) trucks. That means the tires can be mixed on the same FMTV truck, including the same axle.

Although you can mix the tires, it's still a good maintenance practice to have the same tread pattern on the front axle. This applies to LTAS and non-LTAS FMTVs.

Be aware that when you order a tire and wheel assembly with NSN 2530-01-500-4619 (FMTV A1) or NSN 2530-01-571-5857 (FMTV A2), they're rebuilt by depot. You could receive either Michelin® 395/85R20 XZL+ Load Range J or Goodyear® 395/85R20 MV/T Load Range G tires or both. The tires have been combined under NSN 2610-01-658-1299.



TPU: Tiedown Kits and Instructions for FMTVs

/ Published Dec. 20, 2022

BLUF: Get the correct NSNs to order the TPU tiedown kit for FMTVs.



Courtesy photo

Maintainers, there's been some confusion when trying to order the tank and pump unit (TPU) tiedown kit (and parts) for FMTVs. That's because the tiedown kit listed as Fig 13 in TM 10-4930-236-13P (Dec 12) and as Item 21 in the components of end item (COEI) list was used to mount the TPU assembly to the old M939 trucks and **not** FMTVs.

TACOM has submitted a DA Form 2028 to remove the old tiedown kit, **NSN 3990-01-015-8457**, from the TM and COEI list.

You can get the TPU tiedown kit for M1083 and M1093 FMTVs with **NSN 3990-01-444-0356** (PN 57K1954) for about \$2,800.

Get the TPU tiedown kit for M1085 FMTVs using **NSN 3990-01-444-0355** (PN 57K1955) for about \$2,600. Both tiedown kits are managed by DLA.

For TPU mounting instructions for M1083, M1093 and M1085 FMTVs, go to the *PS Magazine* milSuite site using the links below:

[M1083/M1093](#)

[M1085](#)



FMTV and HIMARS: TACOM Safety Message for Cab Raise Procedures

/ Published Dec. 28, 2022

BLUF: TACOM has added new cab raise procedure and crush hazard **WARNINGS** related to raising the cab for FMTVs, which will be added to FMTV and HIMARS TMs.



Photo by [Senior Airman Sarah Dowe](#)

Heads up! If your unit has an FMTV (including HIMARS), grab your CAC and click on [TACOM GSAM 23-004](#) for an important safety message regarding new cab raise procedure and crush hazard **WARNINGS** related to raising the cab for FMTVs. You'll see this info in a future update to FMTV and HIMARS operator and maintenance TMs.

Be sure to follow the reporting guidance in the safety message.

