

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 738 MAY 2014**

TB 43-PS-738, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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

Just write to:

MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-GP)
Bldg. 3303
Redstone Arsenal, AL 35898

Or email to:

half.mast@us.army.mil or
usarmy.redstone.logsa.mbx.psmag@mail.mil

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By order of the Secretary of the Army:

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General, United States Army Chief of Staff

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Administrative Assistant to the Secretary of the Army

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PS

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2014



THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-738

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Vietnam, 1968

GOOD PM ON YOUR
M1G WILL KEEP YOU
AND YOUR WEAPON
IN THE FIGHT!

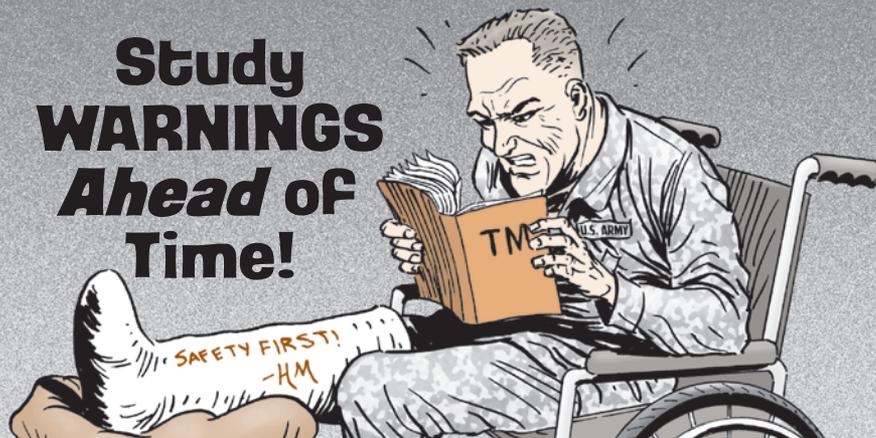


Afghanistan, 2014



SEE PAGE 27!

Study WARNINGS Ahead of Time!



The next time you reach for a technical manual, don't rush past the first few pages on your way to the Operator and Maintenance chapters. Spend some time studying the Warning Summary, usually found just inside the front cover.

The Warning Summary has safety information. It contains most **WARNINGS** found in the TM. For safety's sake, get familiar with them. A **WARNING** identifies a clear danger that could injure or kill you and your fellow Soldiers. Here are some examples:

● Mishandling batteries.

Batteries can leak, burst or overheat and catch fire when improperly used, transported or stored.

● Electrical shock.

Exposed electrical connections, a poorly grounded generator, a vehicular antenna touching overhead power lines—any of these can deliver a lethal shock.

● Moving parts.

The moving parts of machinery can take hold of jewelry, loose clothing, fingers and hands.

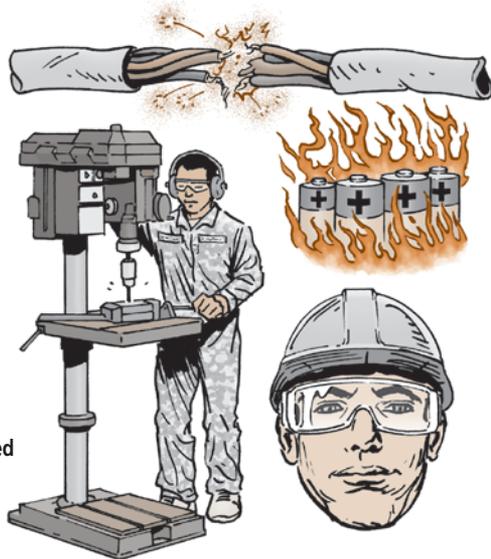
● Eye injuries.

Chemicals, splinters or pressurized water can injure your eyes.

● Hearing injuries.

Loud noise can damage your hearing.

It's wise to know the dangers **before** you operate, troubleshoot or maintain your equipment. So study the Warning Summary. You'll see those **WARNINGS** repeated throughout the TM. When you come across one, read it again. It takes only a minute and could save lives.



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THIS IS A BAD PLACE TO BREAK DOWN.

I NEED TO GET OUT OF HERE **FAST!**

DON'T WORRY, BUDDY!

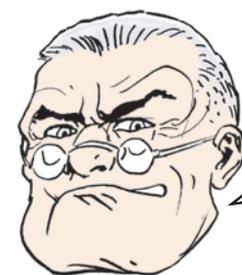
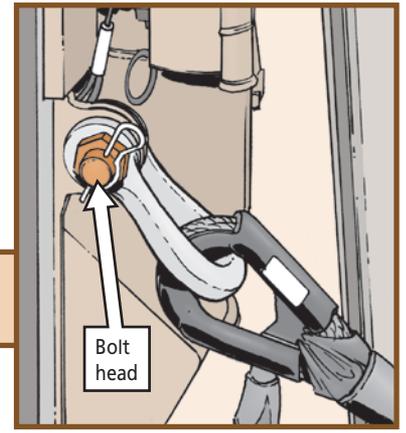
WE'LL USE THE NEW RECOVERY ROPE SYSTEM TO GET YOU TO SAFETY!

Recovery Rope Makes Fast Towing **EASY**

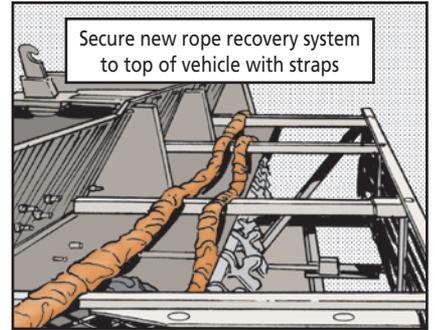


Here's how to attach the new recovery rope system to your Stryker:

1. Remove the spring pin or cotter pin, whichever is installed in the bolt holding the ring on the recovery lug.
2. Loosen and remove the nut from the lug.
3. Remove the bolt and ring from the recovery lug. Make sure you have a tight grip on the ring so it doesn't fall and hurt someone.
4. Slip the end of the recovery rope onto the recovery lug.
5. Install the bolt through the shackle and the recovery lug. **Make sure the head of the bolt is toward the outboard side of the vehicle.**
6. Screw the nut onto the bolt and tighten it. Then put the spring pin into the hole in the bolt.



WHEN NOT IN USE, STORE THE RECOVERY ROPE SYSTEM BY STRAPPING IT TO THE ROOF OF YOUR STRYKER. STORE THE RECOVERY WINCH ON THE REAR OF THE VEHICLE.



Secure new rope recovery system to top of vehicle with straps

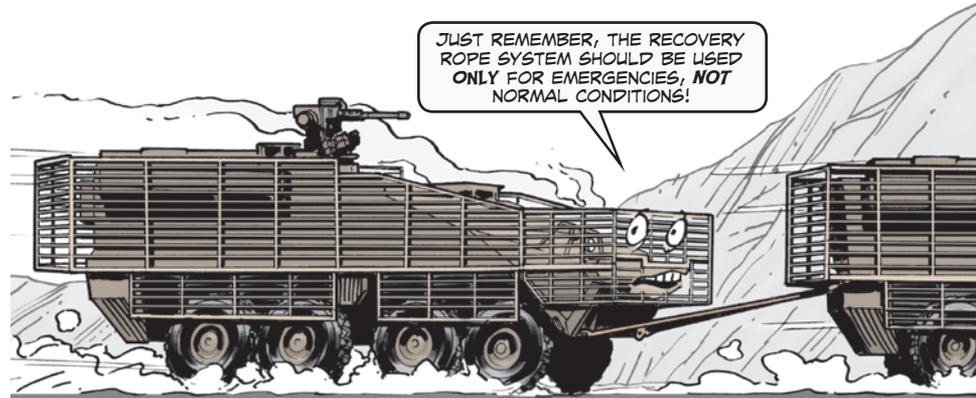


CREWMEN, THE STRYKER'S RECOVERY ROPE, NSN 4020-20-000-0583, WAS DESIGNED TO GET YOUR VEHICLE OUT OF A HOSTILE AREA **FAST** WHEN THERE WASN'T ENOUGH TIME TO USE A NORMAL TOW BAR SYSTEM.

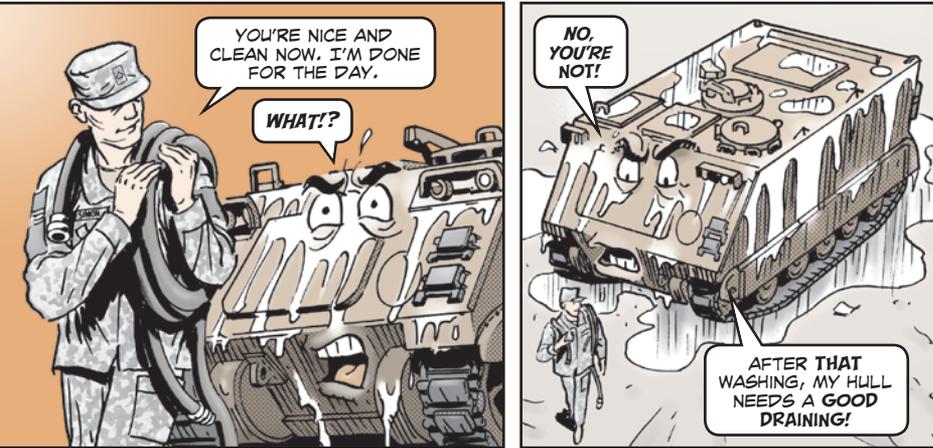
NOW THERE'S A **NEW** SYSTEM THAT WORKS **EVEN BETTER.**

THE **NEW** RECOVERY ROPE SYSTEM, NSN 4020-01-579-7011, IS STRONGER AND LESS LIKELY TO BREAK THAN THE **OLD** ROPE. SO **DON'T** USE THE **OLD** ROPE ANYMORE.

JUST REMEMBER, THE RECOVERY ROPE SYSTEM SHOULD BE USED **ONLY** FOR EMERGENCIES, **NOT** NORMAL CONDITIONS!



DRAIN AWAY HULL RUST PROBLEMS

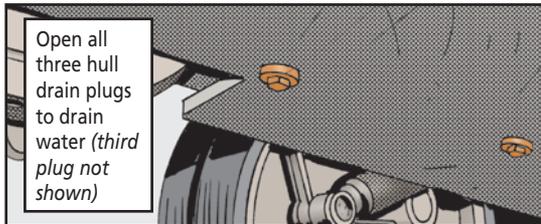
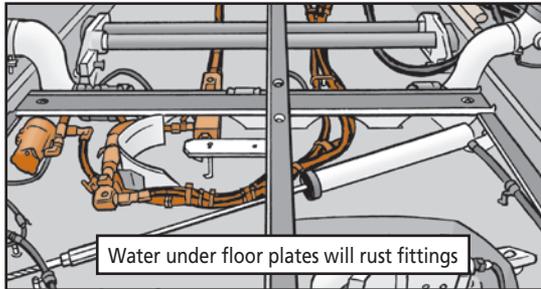


Crewmen, water in the hull of your M113-series vehicle can dampen its ability to complete missions.

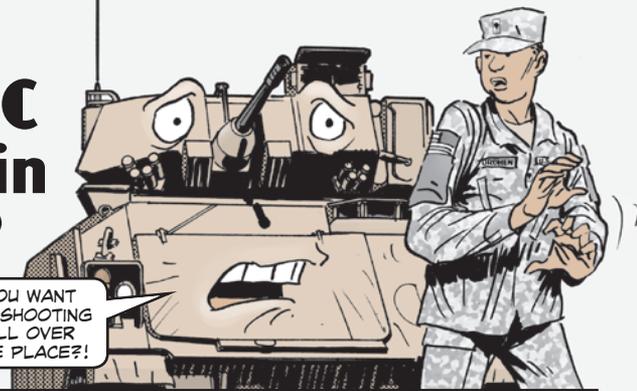
Whether from rain or washing your vehicle, water rusts the fuel line and ramp pump fittings under the floor plates. Before you know it, leaks spring up and your vehicle is down for the count!

Luckily, damage like that is really easy to avoid. There are three hull drain plugs, NSN 2590-00-299-0739, on the bottom of your vehicle—two at the front and one at the back. Just open the plugs and your water woes will drain away. Make sure that you replace the plugs when the hull has drained.

Just be sure to follow your unit's SOP on where to drain the hull—most likely at the wash rack—since the water is sure to be contaminated with fuel, oil, hydraulic fluid or other materials that are considered hazardous waste. You might be able to use drip pans if the water level is low. Just make sure to dispose of the wastewater properly.



Is M240C Locked in Place?



Dear Editor,

Getting the M240C machine gun correctly secured in the Bradley's mount can be tricky. You think the mount's front pin is locked in place, but when you fire you find it isn't. That doesn't help accuracy.

You must play with the pin to lock it in. When you think you've got it right, have the driver move the M240C up and down. If the front pin's still not secure, the M240C will have the wrong elevation. This quick check will keep your M240C on target.

SGT Ivan Varela
1/3 BSTB
Ft Stewart, GA

Editor's note: Excellent suggestion, Sergeant. It's a good tip to target.

Order Only This M242 Barrel



TM 9-1005-200-23&P (Jun 01) lists three barrel NSNs you can order for the M242 automatic gun:

- 1005-01-350-5264 (standard)
- 1005-01-088-4359 (ribbed)
- 1005-01-433-8405 (ribbed chrome)

The first two NSNs are being discontinued. Order only NSN 1005-01-433-8405 for both the standard and enhanced M242.

The next change to the -23&P will list only this barrel NSN.

M2/M3-Series
Bradleys...

New Name and NSN for FSS Test Set

WELL, YOUR
PMCS IS DONE AND
YOU'RE READY FOR
ANOTHER MISSION!

NOT 'TIL YOU UPDATE
YOUR PROPERTY BOOK
WITH THE NEW NAME AND
NSN FOR MY UPDATED
AFES TEST!

Bradley units originally fielded with the fire suppression system (FSS) test set, NSN 4910-01-165-0500, should note that the test set has been upgraded and now has a new name and NSN.

Bradleys that were reconfigured by adding the Bradley Urban Survivability Kit (BUSK II) modification had a simulator valve, NSN 4931-01-439-3314, added to the existing FSS test set. As a result, the FSS test set was renamed the automatic fire extinguishing system (AFES) test set, NSN 4940-01-565-8793.

Unit property book and hand receipt holders should update their records to reflect these changes. TACOM is creating new data plates to go on the AFES test set carrying cases.

For more details, contact TACOM's Todd Davis at DSN 786-5762, (586) 282-5762 or by email at: todd.davis14.civ@mail.mil

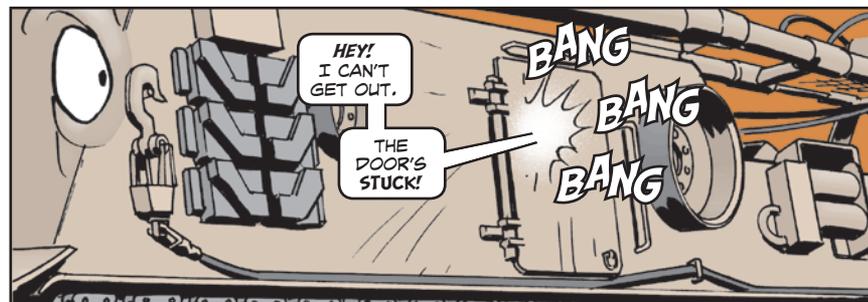
Or Bill Considine at DSN 786-8257, (586) 282-8257 or by email at: william.p.considine.civ@mail.mil

OK, YOUR
PROPERTY
BOOK HAS BEEN
UPDATED.

GREAT!
I FEEL
LIKE A NEW
BRADLEY!

M88A1 Recovery Vehicle...

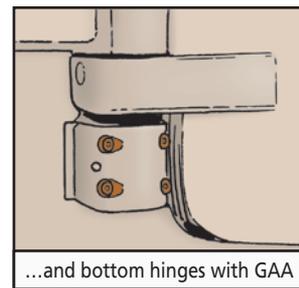
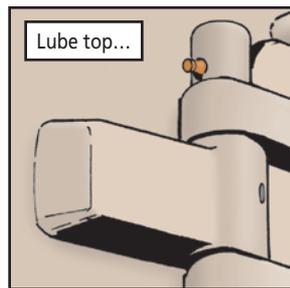
Open Doorway to Good PM



Crewmen, the two side personnel access doors on your M88A1 recovery vehicle are really heavy. That can make them tough to open at the best of times.

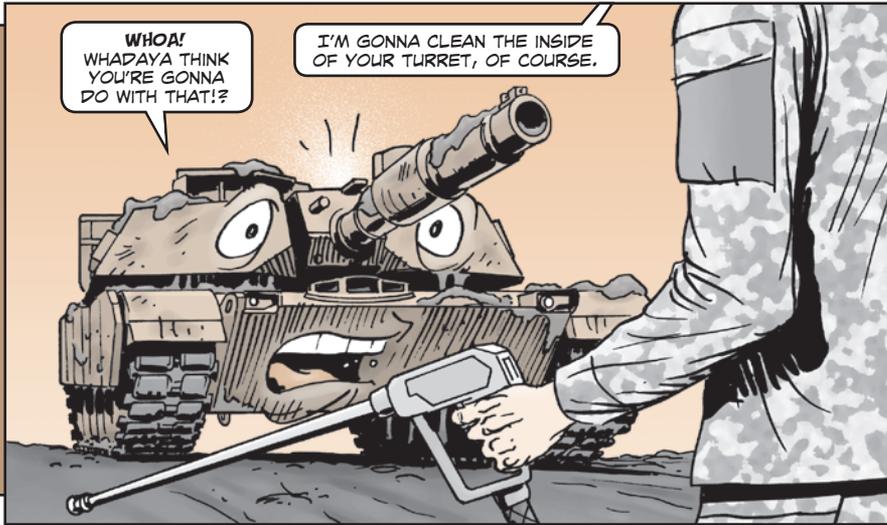
Don't make them even harder to open by forgetting to lube the top and bottom hinges of the doors regularly.

The lubrication instructions in WP 0097 of TM 9-2350-256-20-1 (Nov 05) say to lube the door's torsion bar every three months with GAA. You'll find the lube points on the top and bottom of each hinge. It's also a good idea to lube the hinges themselves with some oil or spray lubricant. After lubing the doors, swing them open and closed a few times to help spread the lube.

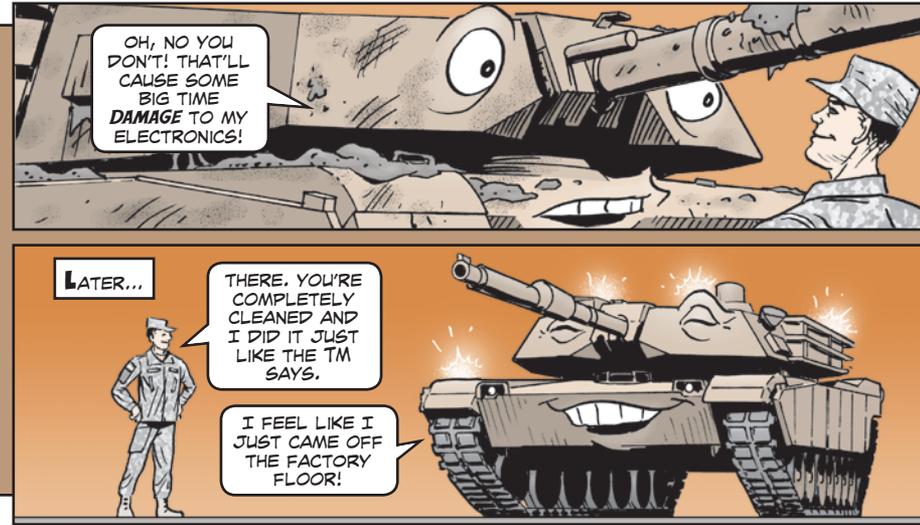


JUST A LITTLE
QUARTERLY PM WILL
KEEP THOSE DOORS
SWINGING OPEN EASY
AS CAN BE!

HIGH-PRESSURE...



PROCEED WITH CAUTION!

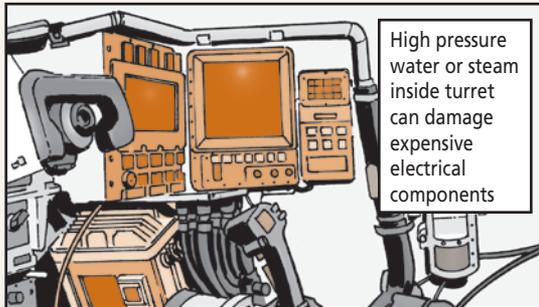


Crewmen, it's tempting to reach for that high-pressure water hose when it's time to clean your tank after a mission. But the use of high-pressure water or steam is strictly off limits for certain parts of your tank, while OK for others.

So keep a few things in mind so you don't end up doing more harm than good.

Inside the Turret

Never use high-pressure water or steam inside the turret or driver's station. The line replaceable units (LRUs) can be easily damaged that way and LRUs are expensive. Water and electrical components, connectors and circuit cards just don't mix.



Use a bucket of soapy water and a nylon bristle brush to clean the inside of your turret. Rinse with clean water from a bucket, being careful not to get water into electrical connectors. And make sure the drain valves are open so water can drain out of the hull.

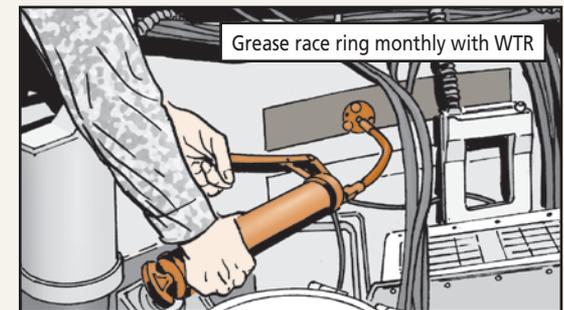
Wipe down electrical components with a damp cloth instead of using the brush.

Outside the Turret

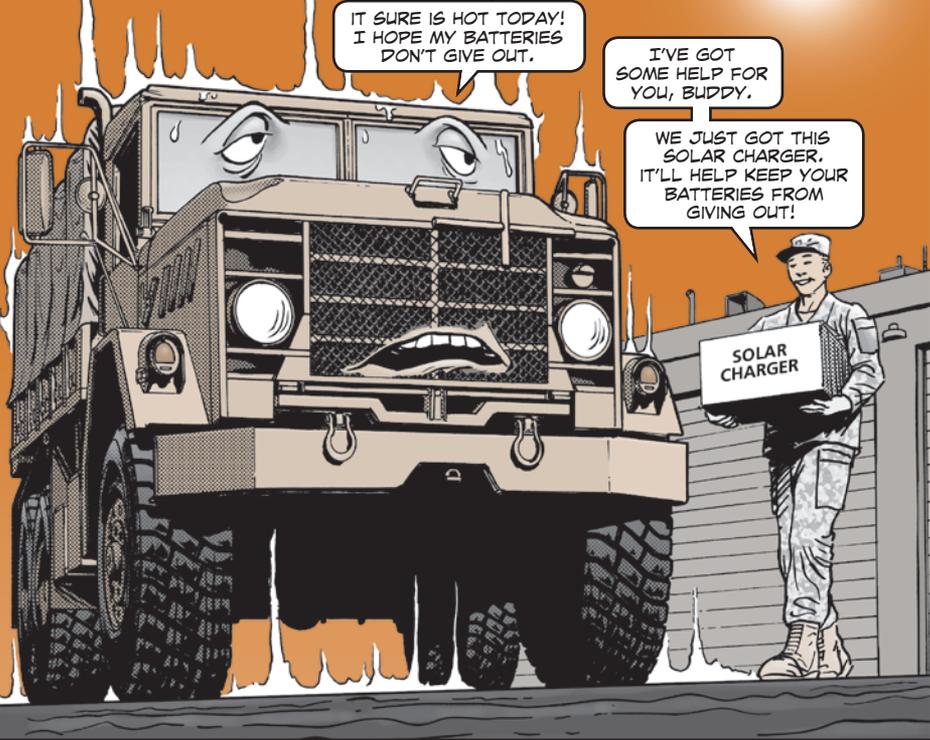
You can use steam or water to clean the outside of your tank as long as you follow the precautions outlined in the Cleaning and Lubrication section of your -10-1 TM's PMCS.

You'll need to close all open hatches, grilles and access doors before you begin cleaning. Also, if your tank is equipped with one, activate the turret's inflatable seal to protect the race rings from damage caused by water, dirt and other contaminants being forced inside the race ring. Grease can be washed away, which opens the door to excessive wear and corrosion. That'll damage springs, ball bearings and the race ring itself.

If your tank's turret doesn't have the inflatable seal, keep high-pressure water and steam away from the race ring area. Be sure to grease the race ring monthly with WTR. That'll fight corrosion and keep the race ring turning smoothly.



SOLAR CHARGE 'EM!



IT SURE IS HOT TODAY!
I HOPE MY BATTERIES
DON'T GIVE OUT.

I'VE GOT
SOME HELP FOR
YOU, BUDDY.

WE JUST GOT THIS
SOLAR CHARGER.
IT'LL HELP KEEP YOUR
BATTERIES FROM
GIVING OUT!

It's super hot outside. Your vehicle won't start. You've figured out that the battery's the problem. You can choose to jump it, slave it, or pull the battery and replace it.

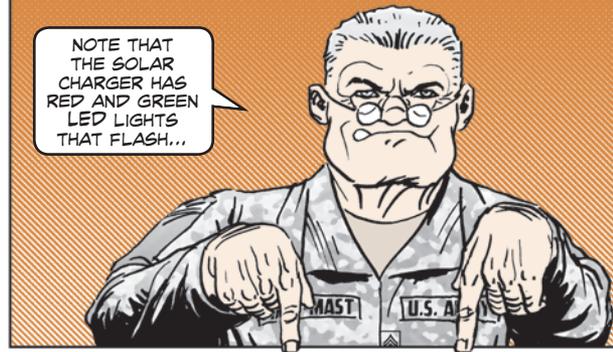
But jumping and slaving are just temporary fixes. The problem will usually return. And pulling the battery might mean it gets disposed of when it could be recovered.

So here's another option for you, if your commander approves it. Use a solar trickle charger, NSN 6130-01-558-5371, that plugs directly into the NATO socket of your vehicle.

The solar charger was designed to work with any type of lead-acid, vehicular battery. It counteracts gradual discharge by keeping your charged batteries at full capacity while the charger is sitting in direct sunlight.

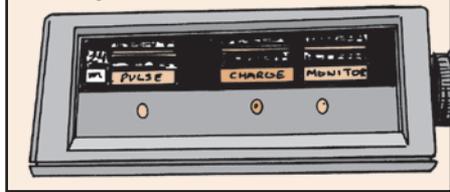
But the solar charger is not meant to recharge dead batteries. And it won't generate enough power to operate anything accidentally left on, such as lights, radios or sensors.

NOTE THAT
THE SOLAR
CHARGER HAS
RED AND GREEN
LED LIGHTS
THAT FLASH...



- When battery voltage drops below 22 volts.
- While being charged or pulsed.
- When fully charged.
- If the unit is not operating due to limited sunlight.

Inside the charger is a circuit board that produces a high frequency pulse to enhance the charge current.



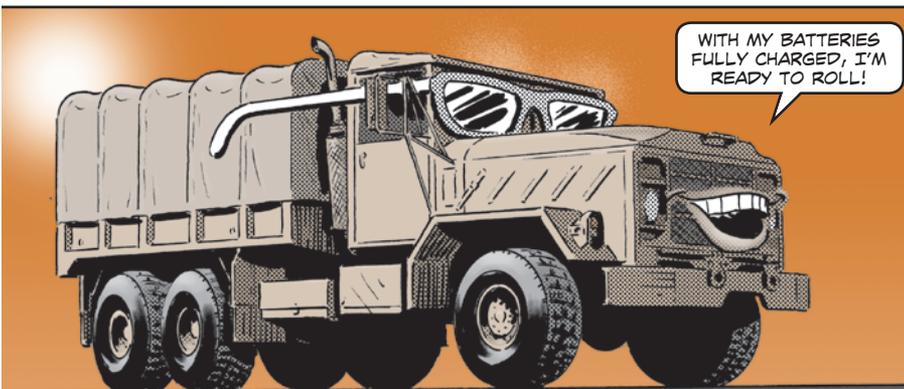
Your job is easy. Just secure the solar panel to the hood, roof or deck of the vehicle with a hook-and-pile strip, connect it to the NATO socket and let the sun do the rest!

When the vehicle goes in for maintenance, remove the charger and leave it with your unit until the vehicle comes back.

The 9x11-in solar panel is mounted on an angled box for better solar collection. It supplies 200 milliamps at 28 volts while producing 1/2 amp-hour of charge current per 24 hours of sunlight.

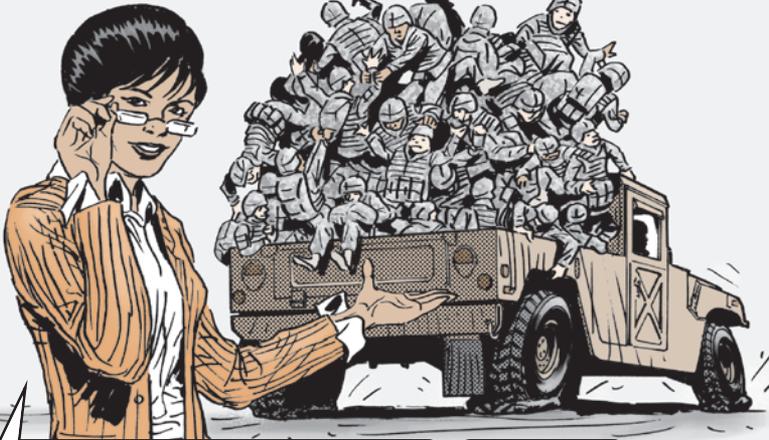


The solar charger has **not** been approved for use with the HMMWV.



WITH MY BATTERIES
FULLY CHARGED, I'M
READY TO ROLL!

TAKE THESE TIRE SAFETY TIPS



STUDIES HAVE SHOWN THAT THERE ARE **PREVENTIVE MEASURES** WE CAN TAKE FOR TIRE SAFETY.

THOSE MEASURES INCLUDE MAINTAINING PROPER TIRE PRESSURE, OBSERVING TIRE AND VEHICLE LOAD LIMITS (NOT CARRYING MORE WEIGHT IN YOUR VEHICLE THAN YOUR TIRES OR VEHICLE CAN SAFELY HANDLE), AVOIDING ROAD HAZARDS AND INSPECTING TIRES FOR CUTS, SLASHES AND OTHER PROBLEMS.

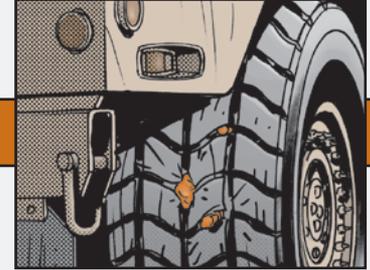
THAT'LL HELP YOU **AVOID** TIRE FAILURE, SUCH AS TREAD SEPARATION OR BLOWOUTS AND FLAT TIRES.

Good tire PM can:

- improve vehicle handling.
- help protect you and others from avoidable breakdowns and accidents.
- improve fuel economy.
- increase the life of your tires.

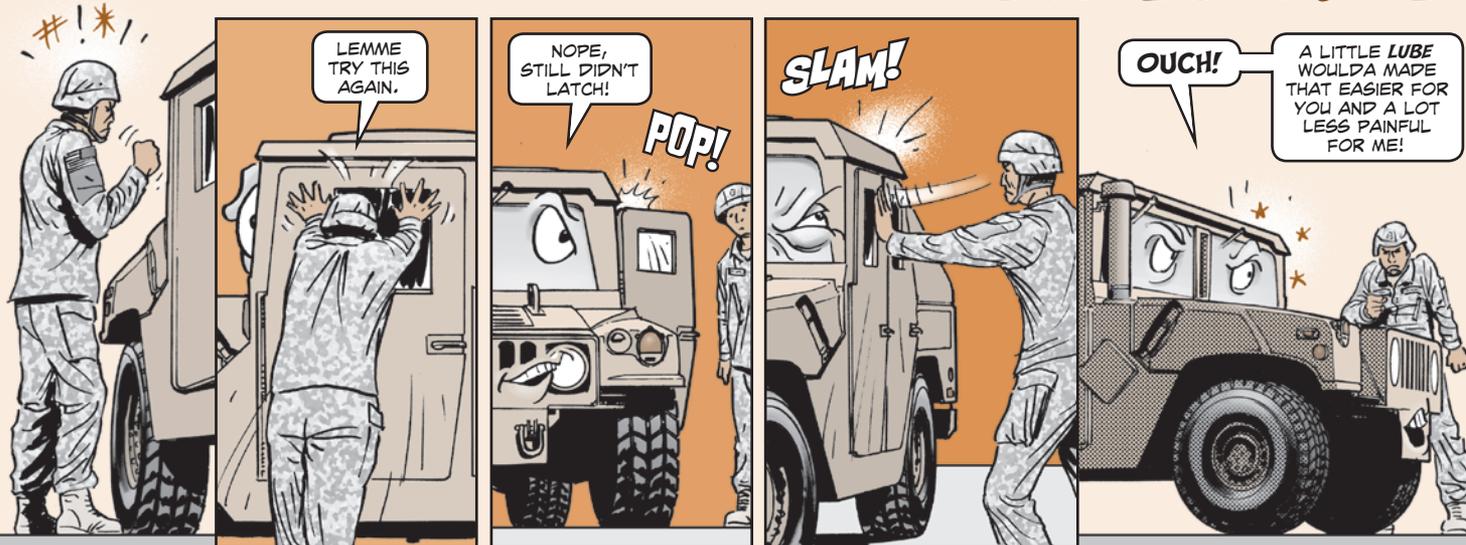
So take the PM high road. Follow this guidance to keep your vehicle's tires safe:

- Check tire pressure regularly (according to PMCS), including the spare, especially before missions.
 - Inspect tires for uneven wear patterns on the tread, cracks, foreign objects or other signs of wear or trauma.
- Remove bits of glass, rocks and other foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
 - Do not overload your vehicle. Check the vehicle's tech manual for the recommended load.
 - If you are towing a trailer, remember that some of the weight of the loaded trailer is transferred to the towing vehicle. Check the prime mover's TM for authorized towing capacities.



DOOR HARD TO CLOSE?

SOME **LUBE** IS DUE!



You shouldn't have to slam your HMMWV's doors just to get them to latch. But that could happen if you don't properly lubricate them.

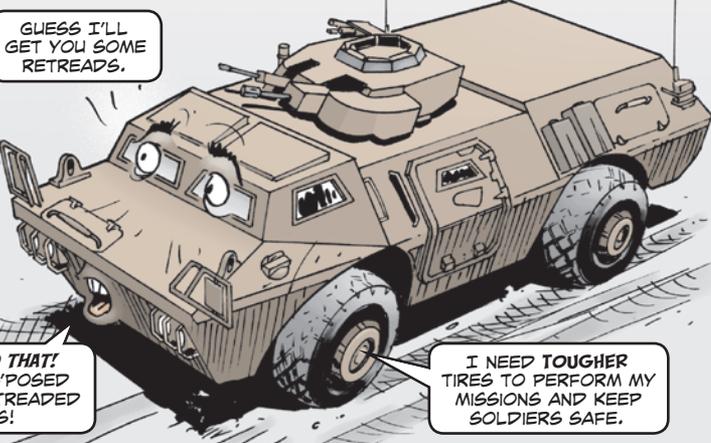
While operating your HMMWV, the doors get exposed to all kinds of weather and temperatures. Without regular lubing, those moving parts can dry up and stop moving.

So take the time to lube the door latches with general purpose lubricating oil (PL-S), NSN 9150-00-231-6689. Lube them each time you go out on a mission. You may even want to lube them when you return from a mission. Just make regular lubing a habit.

If you don't, your HMMWV's doors could become really hard to close.

RETREAD TIRES ARE NOT ALLOWED ON SOME VEHICLES

YOU NEED NEW TIRES. GUESS I'LL GET YOU SOME RETREADS.



DON'T DO THAT! I'M NOT S'POSED TO USE RETREADED TIRES!

I NEED TOUGHER TIRES TO PERFORM MY MISSIONS AND KEEP SOLDIERS SAFE.

THE ASV IS RIGHT! AND THAT APPLIES TO MANY OTHER COMBAT AND TACTICAL VEHICLES, TOO.

AR 750-1, ARMY MATERIEL MAINTENANCE POLICY, (SEP 13) OUTLINES THE ARMY'S TIRE RETREAD PROGRAM IN SECTION 8-12 STARTING ON PAGE 116.

GET FAMILIAR WITH IT, AND KEEP THESE RULES IN MIND...

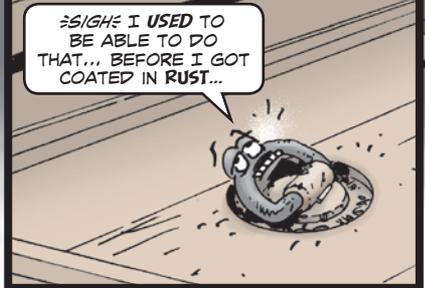
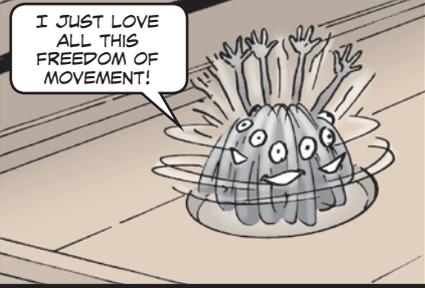


Do not use retreaded or re-grooved tires on ASVs, FMTVs, HEMTTs, HMMWVs, HETs, MRAPs, Strykers, route clearance vehicles, PLS trucks, M915-series trucks, M939-series trucks and certain trailers. See TACOM MAM 13-047 for a complete list:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA13-047.html>

- Also, retreading or re-grooving is NOT allowed for:
 - non-directional cross country (NDCC) tires.
 - tires on trailers or systems that carry munitions or missiles, including the prime mover.
 - two-ply tires without breaker strips or belts.
 - tires on military and commercial ambulances.
 - tires on the front axles of buses.
 - tires on any vehicle with a central tire inflation system (CTIS).

Combat and tactical vehicles operate both on- and off-road. Those off-road conditions are much more severe than normal highway usage. For that reason, the tires on these vehicles have specific requirements that retreads don't meet.



You want your unit's LMTVs to be fully mission capable. But if you forget something as simple as a cargo bed D-ring, your M1081 trucks could be deadlined.

So remember to get rid of any rust and dirt that you see on the D-rings. Also, as required, make sure you lube the D-rings with OE/HDO-10 lubricating oil, NSN 9150-01-496-1962, for temperatures above -15°F. Use OEA lubricating oil, NSN 9150-00-402-2372, for temperatures between -15°F and -50°F. And make sure the D-rings can turn 360 degrees.



If the D-rings are rusty or dirty, they won't move so you can properly tie down a load. And a bad or broken D-ring located above the cargo bed cross beams can't be replaced without costing your unit the price of a whole new truck bed!

Avoid that expense by pulling maintenance on the D-rings. Then your truck's D-rings won't be "D" problem.

NEW STEERING GEAR NOW AVAILABLE

TIME TO ORDER YOU A NEW STEERING GEAR.

MAKE SURE YOU ORDER THE RIGHT PARTS!

I DON'T WANNA STEER YOU WRONG!

Dear Half-Mast,
I've heard that the HEMTT-A4 steering gear that comes with NSN 2530-01-573-6573 is obsolete. How do I get a replacement?
SFC L.H.

NEW STEERING GEARS ARE AVAILABLE! READ ON...



Dear Sergeant L.H.,

Order master steering gear, NSN 2530-01-580-3591, and slave steering gear, NSN 2530-01-580-3539, when it's time to replace your truck's steering gears. The new gears are designed for heavy-duty use on up-armored vehicles. You'll have to install both new steering gears to replace the old steering gear on your HEMTT-A4.

You want your steering to work correctly, so **don't** mix the old and new steering gear.

And if your vehicle was manufactured before 2010, you'll also need to use the installation kit that comes with NSN 2530-01-598-3710.

Half-Mast

ADJUSTABLE LUNETTE NOW AVAILABLE

UH... IS THIS TILTED TRAILER SAFE TO LOAD?

NO!

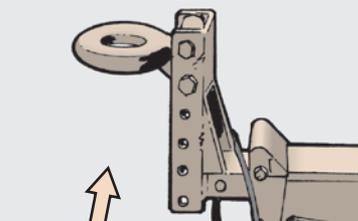
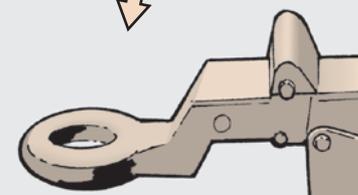
If you try to tow an M1101 or M1102 light tactical trailer (LTT) with your MRAP M-ATV, you'll quickly find the trailer's lunette is too low to fit the pintle. The hookup makes the trailer tilt backwards instead of being level.

That tilt throws off the center of gravity. And there's not enough tongue weight to stabilize the trailer. That makes it dangerous to tow.

There's now an adjustable lunette available that allows for level hookup between the M-ATV and LTT. There are six different height adjustments, so you can choose the correct position for your M-ATV's pintle height and tire settings.

The adjustable lunette comes in a kit that includes a height adjustment assembly, safety chain extensions, storage brackets for the old lunette, and installation instructions. The lunette is part of the mortar stowage kit, NSN 2540-01-623-6327.

Old lunette made trailer tilt at hookup



New adjustable lunette gets rid of tilt

THIS ADJUSTABLE LUNETTE MAKES YOUR TRAILER NICE AND LEVEL... AND SAFE TO LOAD!

This lunette is only for the M-ATV and has not been tested with other vehicles. So don't experiment with other trucks!

Let the Clean Air Flow

FOLLOW THESE PM TIPS TO KEEP MY AIR FILTERS CLEAN AND ME BREATHING EASY!

HUSKYS ARE GETTING A CONSTANT **WORKOUT** IN AFGHANISTAN.

FOR THEIR ENGINES TO RUN SMOOTHLY, THEY NEED **CLEAN AIR** AND LOTS OF IT.

THAT'S WHERE YOU COME IN WITH A HELPING HAND AND KEEN EYE.



Just a Squeeze

BEFORE OPERATION, SQUEEZE THE SAND OUT OF THE DUST CAP ON THE BOTTOM OF THE AIR CLEANER.

YOU MAY NEED TO DO IT SEVERAL TIMES A DAY WHEN OPERATING IN DUSTY AREAS.



Squeeze dust cap to remove dust and sand



Clean the Filters

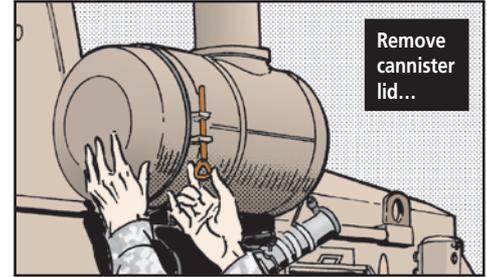
POP OFF THE CANISTER LID AND PULL OUT BOTH AIR FILTERS. THE SECONDARY FILTER IS INSIDE THE PRIMARY FILTER.



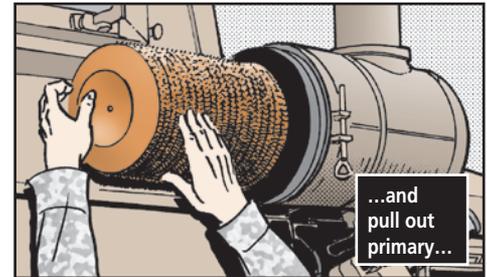
PULL THEM APART AND TAP EACH FILTER—**HARD**—WITH THE HEEL OF YOUR HAND TO LOOSEN DUST AND SAND. THEN TAP SOME MORE TO KNOCK THAT LOOSENED STUFF OUT OF THE FILTER.

JUST MAKE SURE YOU **NEVER BANG** THE FILTERS ON A ROCK OR HARD SURFACE LIKE THE VEHICLE'S TIRE. THAT CAN DEFORM THE FILTERS AND KEEP THEM FROM SEALING PROPERLY. THEN **MORE** SAND AND DIRT GET INTO THE ENGINE.

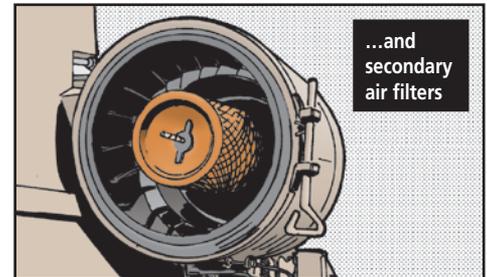
YOU CAN ALSO USE LOW-PRESSURE AIR—30 PSI OR LESS—FROM A NEARBY TACTICAL VEHICLE TO BLOW AIR FROM THE INSIDE OUT TO CLEAN BOTH FILTERS.



Remove cannister lid...

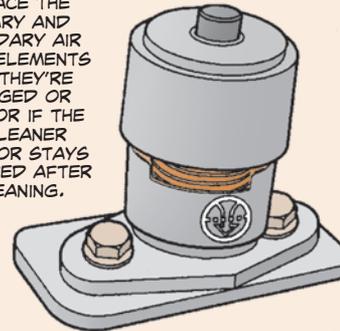


...and pull out primary...



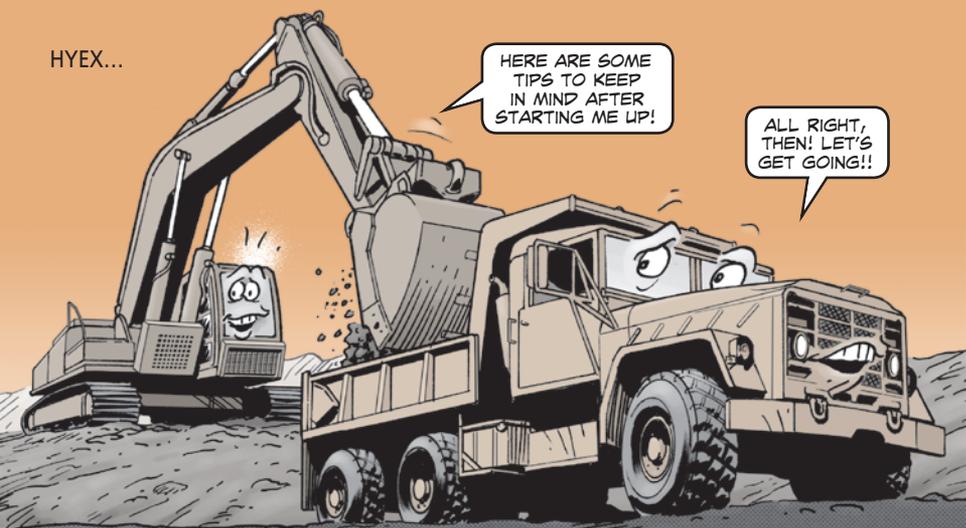
...and secondary air filters

REPLACE THE PRIMARY AND SECONDARY AIR FILTER ELEMENTS WHEN THEY'RE DAMAGED OR TORN, OR IF THE AIR CLEANER INDICATOR STAYS IN THE RED AFTER A CLEANING.



WHILE THE FILTER ELEMENTS ARE OUT, USE A CLEAN RAG TO WIPE OUT THE FILTER CANISTER.





What to Do *Before* the Day's Run

Warm It Up

After start up, make sure you have engine oil pressure. Then idle the engine for five minutes to warm it up.

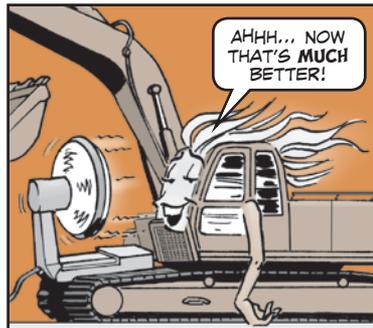
Warming up the excavator gives the oil time to lubricate its parts. It also lets the engine warm up enough to boil off condensation caused by normal engine breathing. That way, you won't have to worry about condensation mixing with oil and forming a sludge that'll clog the engine.

Once you've got the excavator warmed up and operating, check the gauges, especially those for water temperature and engine oil pressure. They should be within normal operating range.

Cool It Down

After operations, let the excavator cool down before shutting it down. Idle the engine for five minutes. The engine needs to keep oil circulating to relieve excessive heat in the engine, particularly in the turbocharger center housing.

Too much heat can crack the block, warp a head or valves, or bake the oil until it's not slick enough to lube the bearings. This cool-down period also lets the turbocharger slow down and reduces coking in the turbocharger bearings.



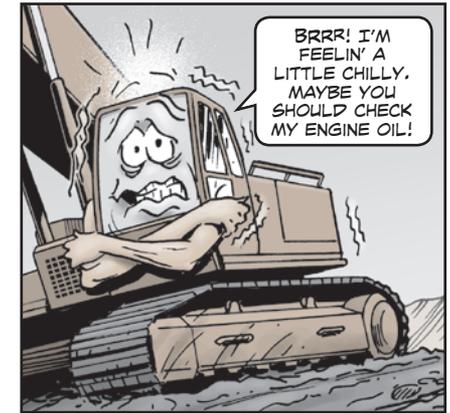
Operators, here are some tips that will help keep your hydraulic excavator mission-ready at the worksite.

Oil Check Reminder

In cooler weather, oil may need to be changed more often than the -10 TM says. Sludge from condensation and dilution from fuel are the culprits.

So every time you check the oil level, look and feel to detect sludge. It'll look like discolored clumps on the dipstick.

Water contamination is hard to find until it's really bad. So if you suspect it, draw an oil sample and let it stand in a glass jar. If water is present, it'll separate from the oil. Tell your mechanic. He'll change the oil and oil filters.

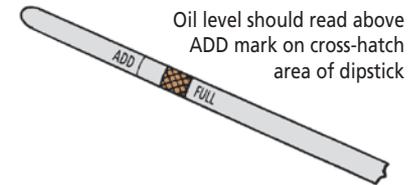
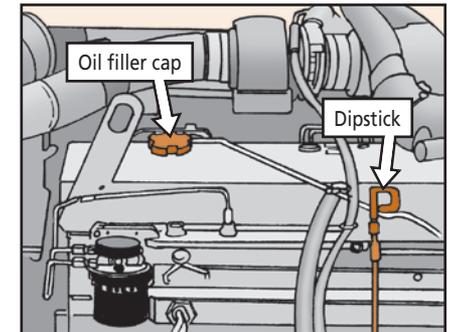


Need an Accurate Reading?

You'll get the most accurate oil-level reading when the engine is cold, before the day's run. Remove the dipstick and wipe it with a clean rag before reinserting it. Then remove the dipstick again to eyeball the oil level. It should read above the ADD mark on the cross-hatch area of the dipstick.

It's a good idea to check the oil level periodically when you're operating for a long time. After shutting down the engine, wait 10 minutes before you check the oil level. That gives the oil time to drain back into the engine's oil pan.

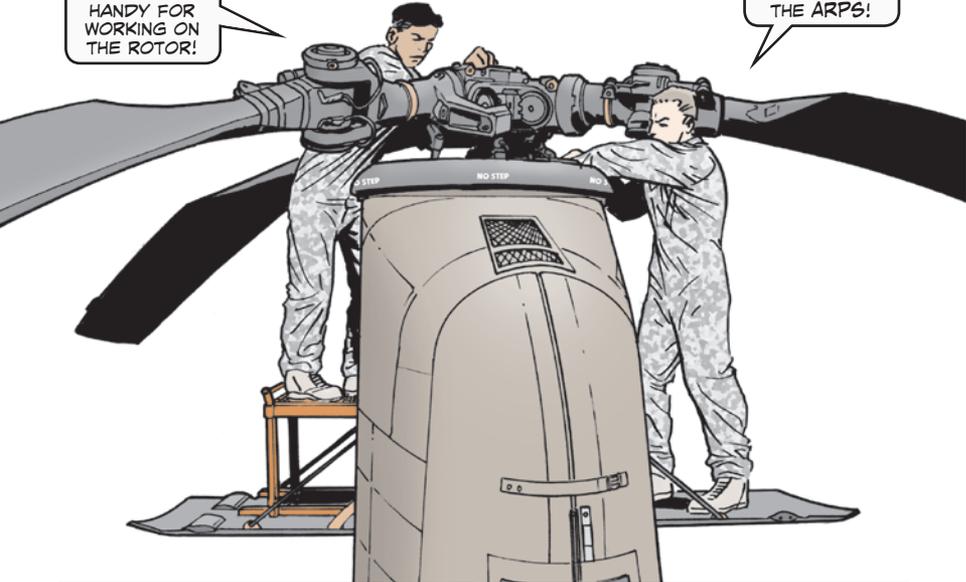
Keep an eye on the excavator's oil pressure gauge on the dash. Low pressure indicates low oil.



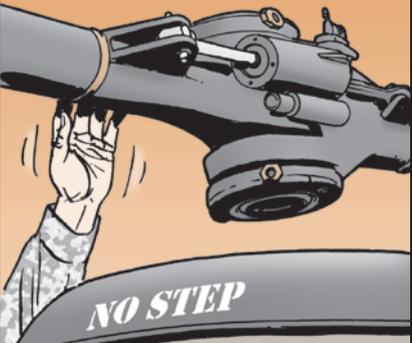
AFT ROTOR PYLON STEP IS A STEP UP

MAN, THIS STEP REALLY COMES IN HANDY FOR WORKING ON THE ROTOR!

I SURE WISH I HAD A STEP UP WITH THE ARPS!



MECHANICS, STRAINING TO REACH THE TOP OF THE AFT ROTOR HEAD WHILE STANDING ON THE AFT SUPPORT PLATFORM OF YOUR CHINOOK IS A REAL STRETCH.



YOU CAN GET SOME RELIEF WITH THE AFT ROTOR PYLON STEP (ARPS).

THE ARPS IS ESPECIALLY HELPFUL WHEN YOU HAVE TO REMOVE, SERVICE OR INSTALL THE AFT ROTOR HEAD.

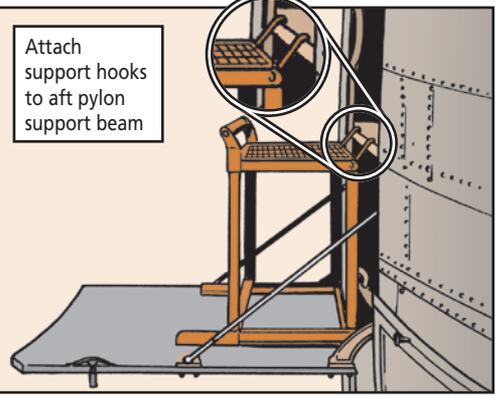
WITHOUT THE ARPS, YOU DON'T HAVE A STEP UP. THAT MEANS YOU HAVE TO GLIDE THE CRANE AND REMOVE ALL THE COMPONENTS BEFORE THE ROTOR HEAD CAN BE REMOVED.

PROBLEM IS, YOU'LL BE DOING THIS WORK WHILE REACHING OVERHEAD IN A POSITION THAT IS UNCOMFORTABLE FOR BOTH TALL AND SHORT MECHANICS, NOT TO MENTION HAVING TO WORK IN TIGHT SPACES.

THE AFT ROTOR PYLON STEP GIVES YOU A STEP UP SO YOU CAN PERFORM MAINTENANCE TASKS IN A MORE NATURAL STANDING POSITION.

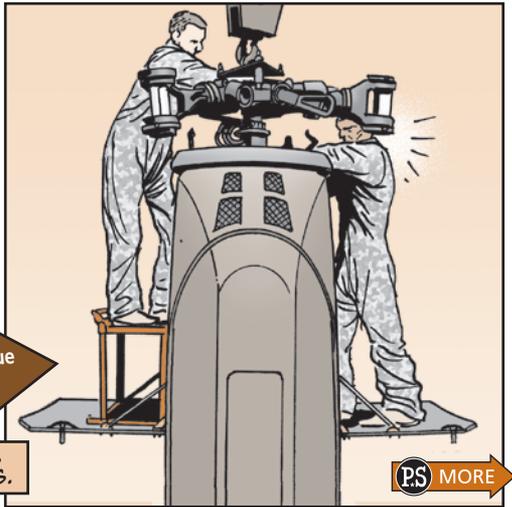
KEEP THESE SAFETY POINTS IN MIND WHEN USING THE ARPS...

- An ARPS should be attached to the aircraft with each hook firmly seated on the cap structure of the WL 119 deck. Its base should rest firmly on the work platform for more support.
- An ARPS can be used on both sides of the aircraft at the same time.
- Because of limited space and for safety purposes, only one mechanic should be standing on each ARPS.
- The capacity of the stand is one mechanic, plus tools and equipment. However, total weight should not exceed 400 pounds.

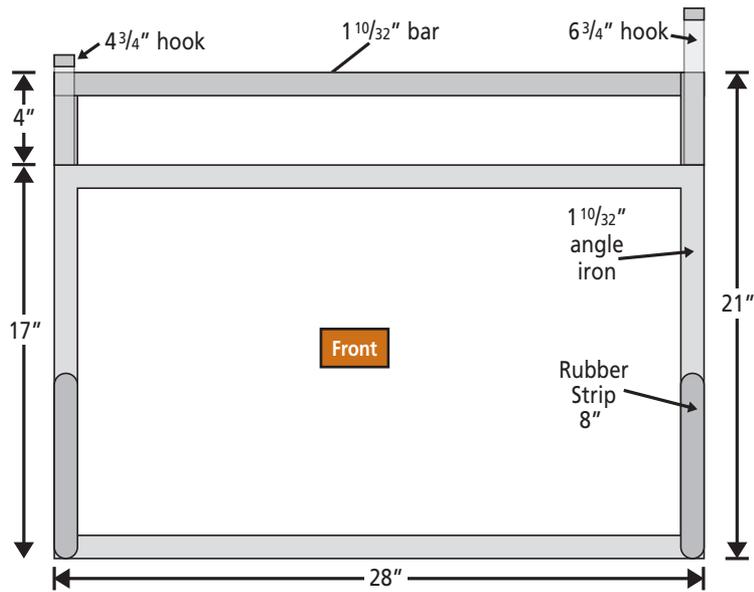


Difference in height reduces fatigue and prevents overhead injuries

USE THE DRAWINGS ON PAGES 24-25 TO FABRICATE THE ARPS.

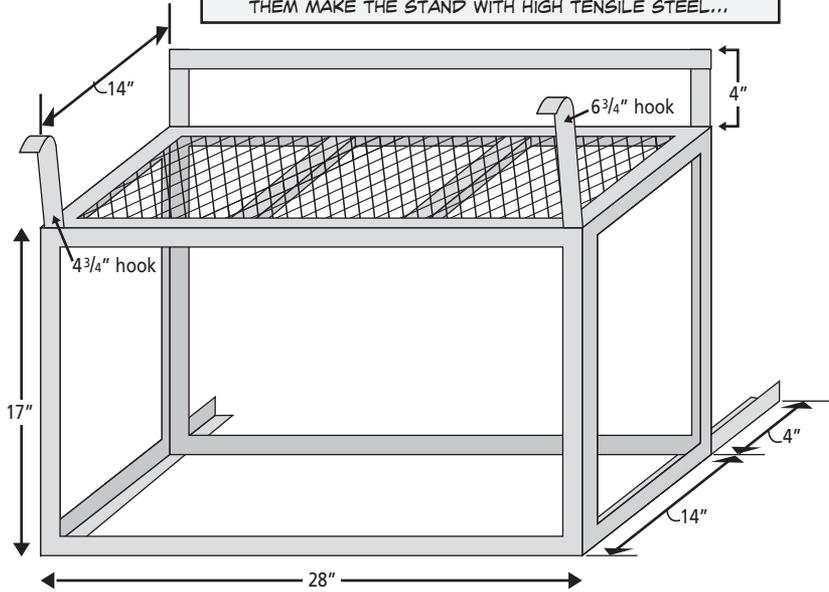


PS MORE

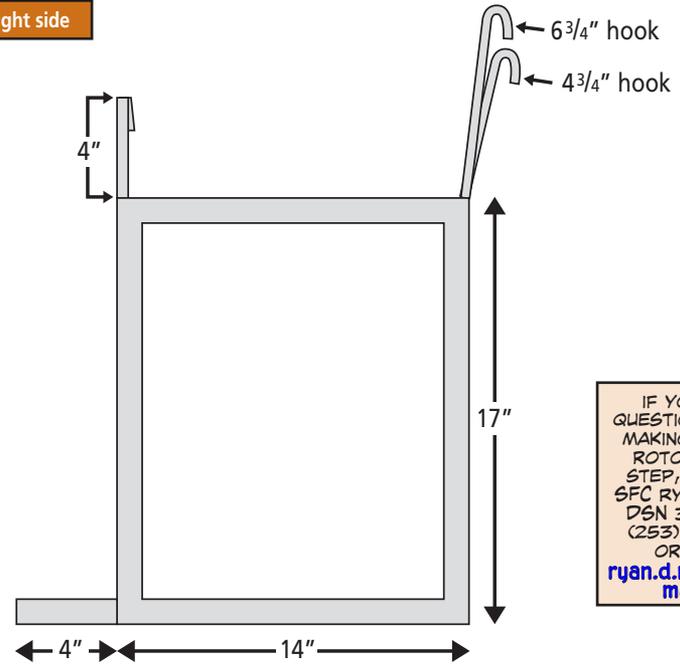


Front

TAKE THESE DRAWINGS TO YOUR WELDING SHOP AND HAVE THEM MAKE THE STAND WITH HIGH TENSILE STEEL...

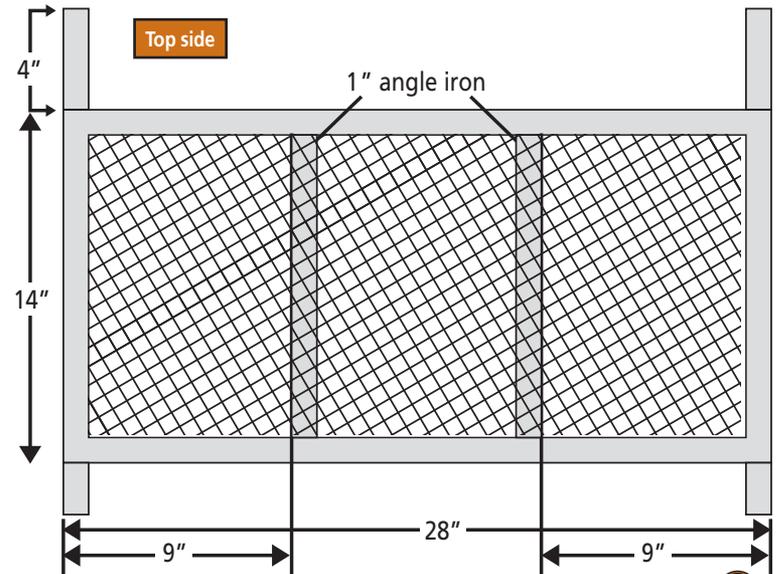


Right side



IF YOU HAVE QUESTIONS ABOUT MAKING THE AFT ROTOR PYLON STEP, CONTACT SFC RYAN MEEKS, DSN 323-3180, (253) 912-3180 OR EMAIL ryan.d.meeks.mil@mail.mil

Top side

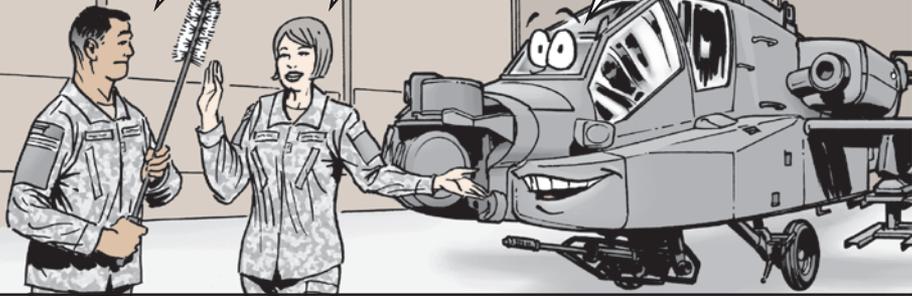


AH-64WD...

I'LL CLEAN THE GUN BARREL.

HOLD UP! WE HAVE TO TAKE THE BARREL OFF FIRST.

YEAH, I DON'T NEED CRUD JAMMED INTO MY GUN RECEIVER!



GUN BARREL CLEANING DONE RIGHT

The AH-64's M230 gun won't be shooting straight if you're not straight on cleaning the gun barrel. So pay attention to the cleaning procedures in TM 1-1520-LONGBOW/APACHE.

During the 14-day barrel inspection, the barrel should be removed and cleaned using CLP, NSN 9150-01-053-6688, and a small bore cleaning brush, NSN 1005-01-220-8635.

Now, you may think you can save yourself some cleaning time by not removing the barrel, but think again. If you go ahead and shove the bore brush into the barrel and then pull it out, do you think it's clean? Well, the answer is no way, no how! All you've done is push dirt, grime and gunk from inside the barrel further into the receiver of the gun itself, which increases the possibility of a weapon malfunction such as a misfire or jam.

So don't get sloppy with maintenance. Never shove that bore brush into the barrel while it's attached to the gun. Remove it first. That way, your gun will fire straight and true.



Never clean barrel like this



Remove barrel and clean it like this

PM Is the *Start of a Beautiful Friendship*

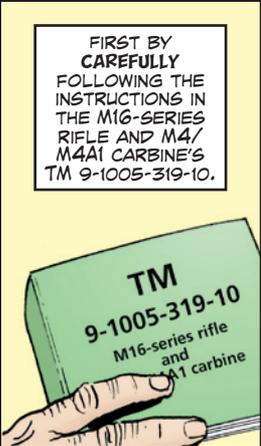
AS THE OPENING LINES OF THE FAMOUS POEM "MY RIFLE," BY MG W.H. RUPERTUS, SAY...



MY RIFLE by MG W.H. Rupertus
"My rifle is my best friend. It is my life. I must master it as I must master my life. My rifle without me is useless. Without my rifle, I am useless."



HOW CAN YOU BEST TREAT YOUR BEST FRIEND?



FIRST BY CAREFULLY FOLLOWING THE INSTRUCTIONS IN THE M16-SERIES RIFLE AND M4/M4A1 CARBINE'S TM 9-1005-319-10.



THAT'S YOUR BIBLE FOR CARE.

BUT WE HAVE A FEW OTHER WAYS TO HELP YOUR M16 AND M4/M4A1...

PS MORE

What Not To Do

EVERY SOLDIER RUNS INTO KNOW-IT-ALLS WHO THINK THEY KNOW BETTER WAYS TO TAKE CARE OF THE M16/M4.

DON'T LISTEN TO THEM. HERE'S WHAT NOT TO DO...



Don't take apart the trigger assembly. You're not trained to do that. If the trigger assembly is put back together wrong—and it's easy to do it wrong—you could have a runaway weapon. To make sure the trigger is working right, it's a good idea to do the function test in WP 0008 of TM 9-1005-319-10 before you fire.



Don't substitute paper towels or old rags for cleaning patches and new cleaning rags. They shred and clog areas like the buffer tube.

Don't use the firing pin for cleaning. That blunts the firing pin's tip, which means it probably won't ignite the cartridge.

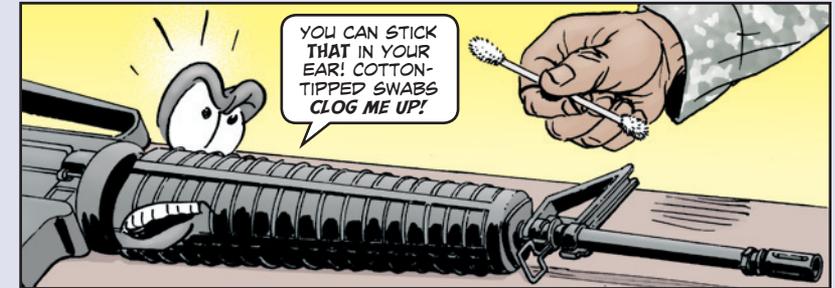


Don't use oven or carburetor cleaner or cleaning pads. They clean so well they take the weapon's finish right off.

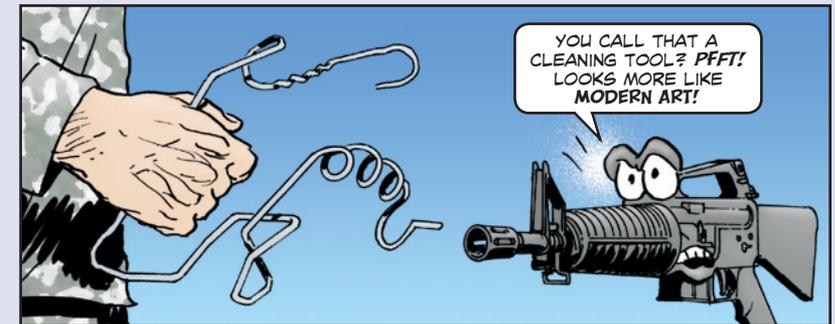


Don't remove the buttstock to clean the lower receiver extension. If you damage the takedown pin spring, your M16/M4 could come apart during firing.

Don't use cotton-tipped swabs. The cotton comes off and plugs things like the carrier key.



Don't use homemade cleaning tools. They scratch off the protective finish.



Don't remove the self-locking screw in the buttstock. Once the screw is out, it's no longer self-locking. The buttstock can turn while you're firing.

Don't use the bore brush on the outside of your M16/M4. It will rub the protective finish right off.

Don't use lightweight oils. They evaporate quickly and have a low flash point.



PS MORE

What You Should Do

OF COURSE, FOLLOW THE COMPLETE CLEANING PROCEDURE IN TM 9-1005-319-10.

BUT PAY SPECIAL ATTENTION TO THESE CRITICAL ITEMS...

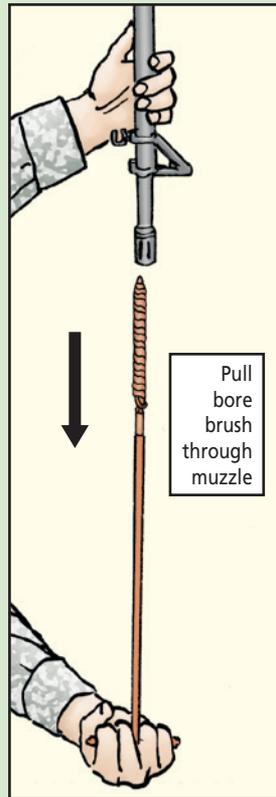


Bore

A good cleaning begins with the bore. Carbon builds up there during firing. Swab out the barrel with a patch moistened with CLP to loosen the carbon.

Drop the end of the cleaning rod without the brush in the chamber end with the barrel pointing down. Attach the handle to the end of the rod sticking out the muzzle and pull the rod all the way through. Let the section with the bore brush turn as you pull it through. That way the brush bristles follow the rifling grooves.

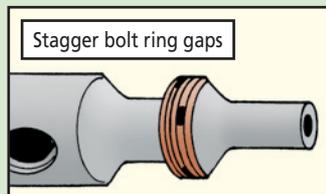
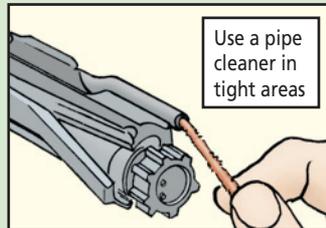
Repeat this process until all the carbon is gone, periodically running a patch moistened with CLP through the bore to loosen the carbon. Don't pull the bore brush through a dry bore or reverse direction. That damages the brush.



Bolt and Bolt Carrier

Clean carbon from the bolt and bolt carrier with a worn bore brush, CLP and a pipe cleaner. Use the pipe cleaner to clean out tight areas like inside the carrier key.

Make sure gaps in the bolt's gas rings are staggered. If they're lined up, too much gas escapes and the bolt won't be pushed back to the locked position. Stagger the gaps if necessary.



Charging Handle

If you don't clean the charging handle, eventually you'll have trouble charging. Pull out the handle from the receiver and clean it with CLP and a cloth. Use a pipe cleaner dipped in CLP to clean out the handle and receiver slots.



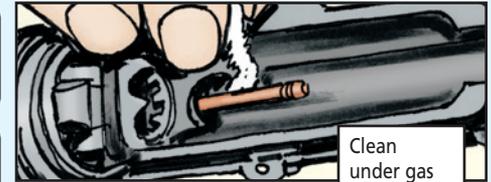
Slip Ring

If the slip ring collects too much dirt, you'll have trouble putting on or taking off the handguards. Have a buddy hold down the slip ring with both hands while you work out any sand or dirt with a dry pipe cleaner or toothbrush. Don't put CLP under the slip ring. Lube attracts more dirt.

Gas Tube and Locking Lugs

IF THEY GET TOO GUNKED UP, BOLT ACTION SLOWS.

USE YOUR CHAMBER BRUSH TO LOOSEN CARBON AROUND THE LUGS. THEN CLEAN THE LUGS AND CLEAN UNDER THE GAS TUBE WITH A PIPE CLEANER AND CLP.



Trigger Assembly

If the inner workings of the trigger assembly get too dirty, the trigger binds. The best way to clean out the assembly is to put CLP on a pipe cleaner and gently clean out dirt. Shooting low-pressure air—not high-pressure—in the assembly is also a good way to blow out sand.



Work pipe cleaner moistened with CLP around trigger assembly



Takedown and Pivot Pin

If the pins stick, you'll have trouble disassembling your weapon. Put a stripe of CLP down each pin and work it in and out of the receiver until it moves easily.

CLP helps pivot and takedown pins move smoothly



Buttstock Drain Hole

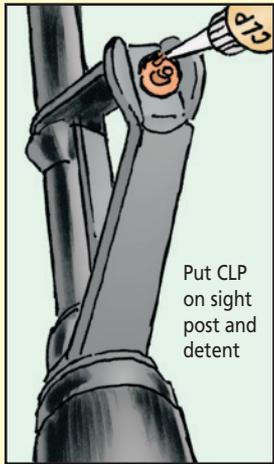
If the hole's plugged, moisture collects inside the buttstock and soon corrosion is chewing up the lower receiver. Run a pipe cleaner through the hole.

Run pipe cleaner through drain hole



Front Sight Post

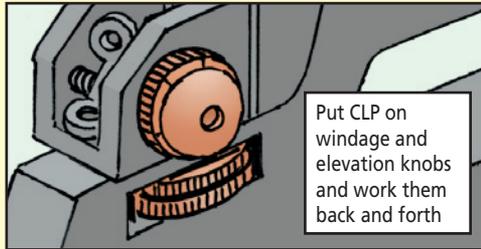
If the post sticks, you can't adjust it. That means you could miss what you're shooting at. Clean around the post with a toothbrush. Depress the detent and give it a drop of CLP. Work the detent and post up and down until they move smoothly.



Put CLP on sight post and detent

Windage and Elevation Knobs

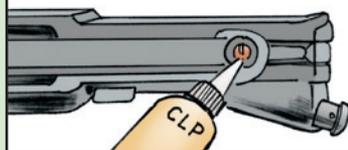
If the knobs stick, you can't adjust the rear sight. Put a couple of drops of CLP on each knob and turn the knobs until they move smoothly. Return them to their original positions.



Put CLP on windage and elevation knobs and work them back and forth

Forward Assist

If the forward assist won't budge, you may not be able to lock the bolt forward. Squirt one shot of CLP in the forward assist port inside the upper receiver. Run the forward assist back and forth until it's moving smoothly.



Forward assist needs one shot of CLP

Magazine Help

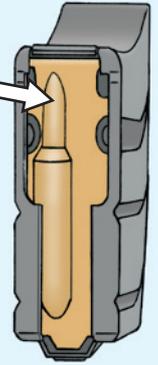
A MORE RELIABLE MAGAZINE FOR THE M16 AND M4/M4A1 HAS BEEN AVAILABLE FOR SEVERAL YEARS.

IT HAS A REDESIGNED FOLLOWER AND A STRONGER SPRING THAT PROVIDES GREATER RELIABILITY AND FEWER MALFUNCTIONS.

YOU CAN ID THE NEW MAGAZINE BY ITS TAN FOLLOWER.

ORDER IT WITH NSN 1005-01-561-7200.

IT'S OK TO USE THE OLD MAGAZINES UNTIL THEY WEAR OUT. THEN ORDER THE NEW ONE.



EVERY ARMS ROOM SHOULD HAVE THE NEW TOOL FOR IDING BAD MAGAZINES.

IT COMES WITH NSN 5120-01-574-0036 AND COSTS LESS THAN \$25.

HERE'S HOW TO USE THE TOOL...

- Depress the follower with your index finger.
- Grip the base of the magazine tool with your other hand.
- Slide the curved channel of the magazine tool along the bolt catch cutout area of the magazine housing.
- Apply slight pressure to slide the tool through the feed lips. If the GO portion passes through the feed lips freely and the NO GO portion does not pass through the feed lips, the magazine is good to go.



Magazine is NO GO

BUT IF THE GO PORTION WON'T PASS THROUGH BECAUSE THE FEED LIPS ARE CRUSHED OR BENT INWARD OR THE NO GO PORTION DOES PASS THROUGH BECAUSE THE FEED LIPS ARE SEPARATED, THE MAGAZINE IS SHOT.

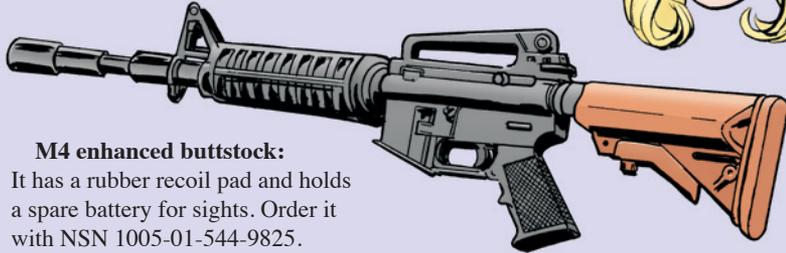
DON'T TRY TO FIX IT BY BENDING THE FEED LIPS. GET A NEW MAGAZINE.



New Stuff

YOU NOW HAVE MORE CHOICES FOR YOUR M16 AND M4/M4A1.

THESE ITEMS HAVE BEEN ADDED TO THE AAL FOR TM 9-1005-319-10.

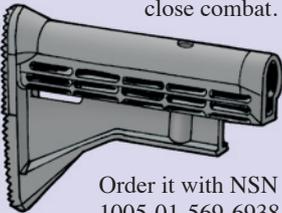


M4 enhanced buttstock:

It has a rubber recoil pad and holds a spare battery for sights. Order it with NSN 1005-01-544-9825.

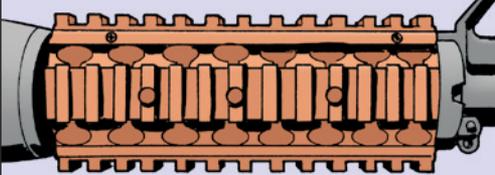
M16 hybrid buttstock kit:

The hybrid buttstock reduces the length of the M16 for improved flexibility while in confined spaces or close combat.



Order it with NSN 1005-01-569-6938.

M5 adapter rail system: The M5 can be installed on the M16A2 by replacing the handguard assembly. The M16A3 and A4 already have the M5. The M5 lets you mount a variety of optics and sights for better shooting. Installation instructions are in WP 0015 in TM 9-1005-319-23&P. Order it with NSN 1005-01-452-6771.

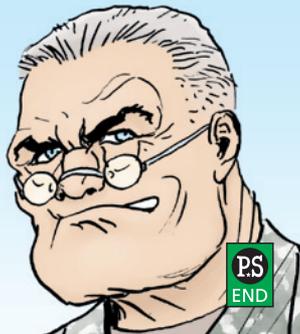


REMEMBER, THESE ARE AAL ITEMS. BEFORE YOUR WEAPON CAN BE TURNED IN, IT **MUST** BE RETURNED TO ITS ORIGINAL CONFIGURATION. THAT MEANS YOU NEED TO KEEP THE OLD BUTTSTOCK AND HANDGUARDS.

YOU AND YOUR RIFLE ARE A TEAM!

DO YOUR JOB SO IT CAN DO ITS JOB.

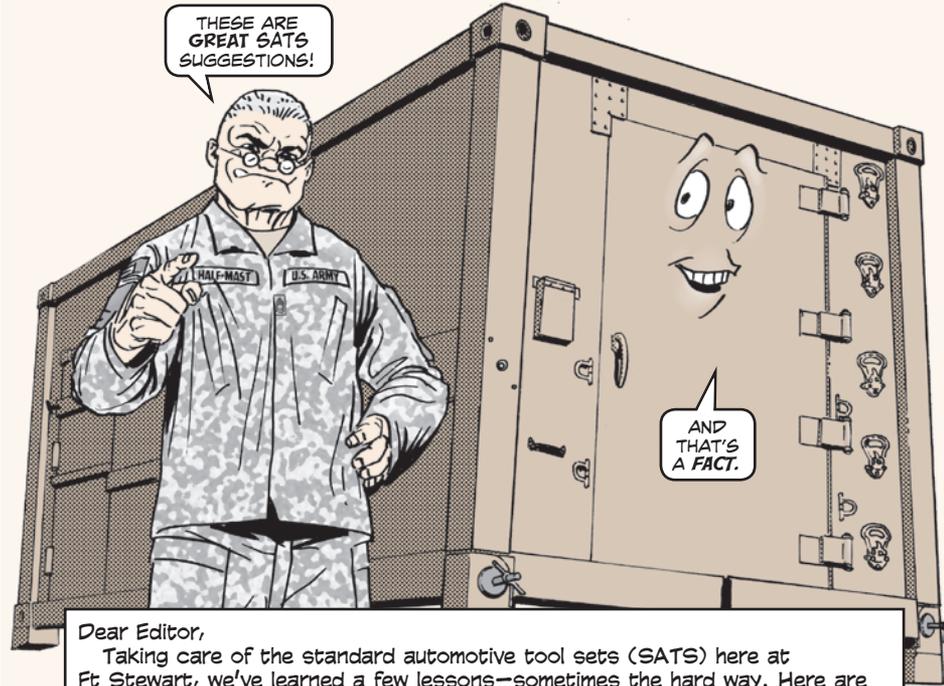
THAT'S WHAT BEING A TEAM IS ALL ABOUT.



PS
END

That's the SATS Facts

THESE ARE GREAT SATS SUGGESTIONS!



AND THAT'S A FACT.

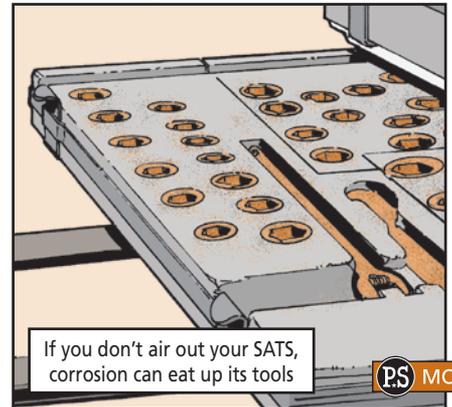
Dear Editor,

Taking care of the standard automotive tool sets (SATS) here at Ft Stewart, we've learned a few lessons—sometimes the hard way. Here are the SATS facts:

Don't Let SATS Sit Forgotten

Our unit was deployed for a year. When we returned, we discovered our SATS hadn't been opened in all that time. Moisture had collected inside. The resulting corrosion damaged a number of the tools.

SATS needs to be opened and aired out at least monthly, maybe more often in humid areas like Ft Stewart. That includes opening up the drawers and wiping off any moisture that's formed on the tools. It helps to install some corrosion-inhibiting vapor capsules, NSN 6810-01-590-1676, and change them quarterly.

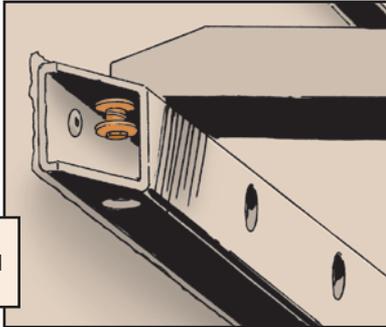


If you don't air out your SATS, corrosion can eat up its tools

PS MORE

Don't Forget Locking Pin for Generator Door

The door needs to be open when the generator is running. But if you forget to install the locking pin, the wind will blow the door shut. Same thing happens if you don't have the pin fully inserted. Vibration pushes the pin out. But remember to remove the locking pin before you shut the door. Otherwise, you break the pin.

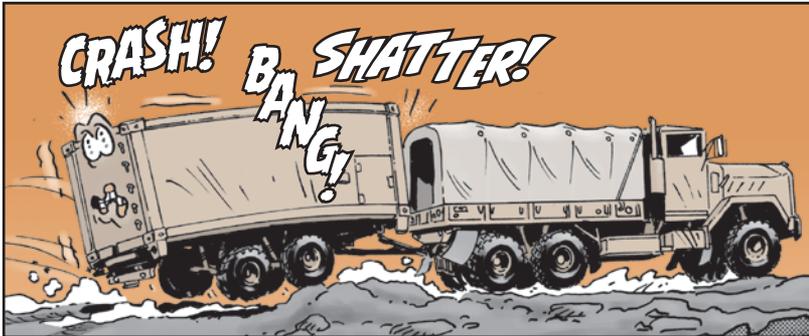


Make sure locking pin for generator door is installed securely when door is open and removed before closing door

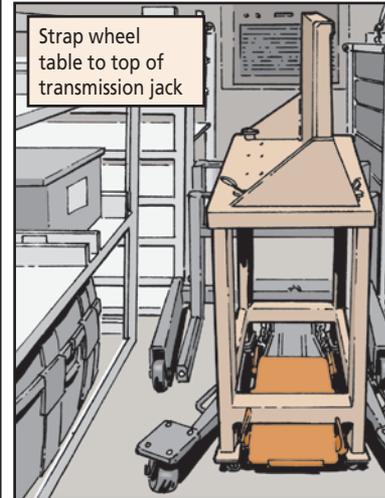
If you have trouble with the door's aluminum brace breaking, have one fabricated from angle iron. That's what we did.

Strap Everything Down for Travel

It can be a true SATS nightmare if large objects fly around inside the trailer during travel. Every single item in the trailer should have its own ratchet strap and that strap should be tightly locked in place before you hit the road.

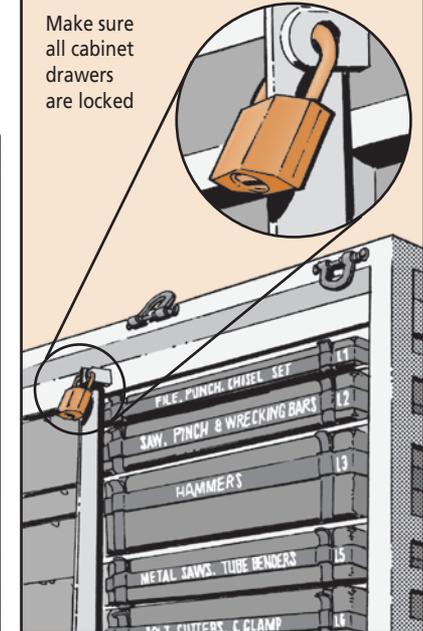


Pay special attention to the air compressor, tire jack, transmission jack and wheel table. If they bang around, they cause major damage. The job is easier if you strap the wheel table to the top of the transmission jack.



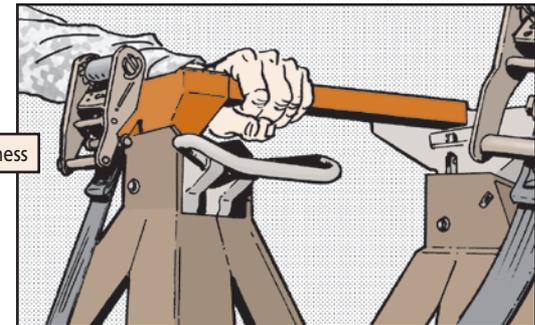
Check that all the cabinet drawers are locked, too.

Make sure all cabinet drawers are locked



Feel all the van's bars that the ratchet straps attach to. If any are loose, report 'em.

Feel bars for looseness



SGT Orlando Boneshirt
SPC Scott Harris
Ft Stewart, GA

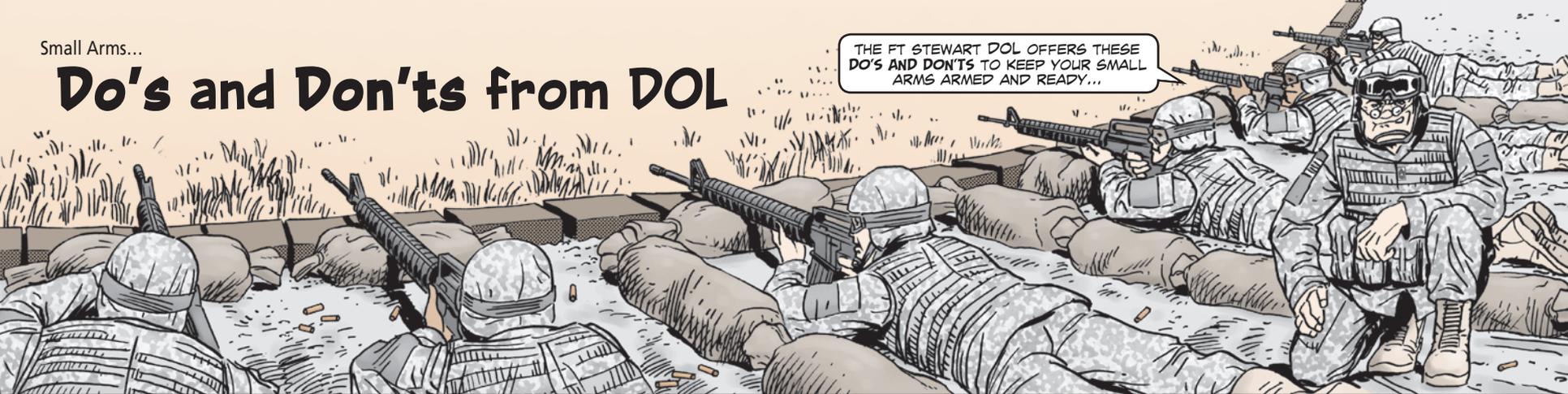
Editor's note: You do have the SATS facts. If you have any SATS questions, contact TACOM's Matt Summers at DSN 786-8213, (586) 282-8213, or email: matthew.b.summers.civ@mail.mil

Thanks for the great suggestions.

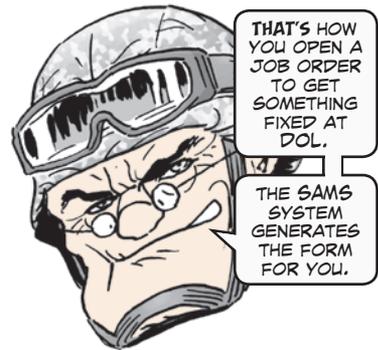


Do's and Don'ts from DOL

THE FT STEWART DOL OFFERS THESE DO'S AND DON'TS TO KEEP YOUR SMALL ARMS ARMED AND READY...



Do Understand How to Fill Out a DA Form 2407-E



THAT'S HOW YOU OPEN A JOB ORDER TO GET SOMETHING FIXED AT DOL.

THE SAMS SYSTEM GENERATES THE FORM FOR YOU.

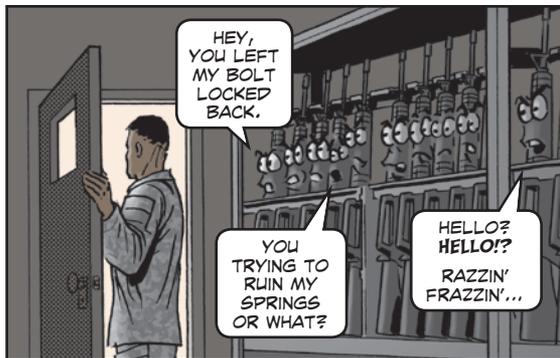


I CAN'T FIX YOU. YOU NEED TO GO TO DOL.

THEN YOU NEED TO FILL OUT A 2407-E. THAT'S THE ONLY WAY THEY'LL TAKE ME!

Don't Lock Bolts Back for Storage and Transport

If bolts are left locked back, the springs can't relax and soon have to be replaced. But even worse, if the bolt is locked back and someone forgot to remove a round, the weapon can fire if the truck hits a bump during transport. This happened at Ft Stewart.



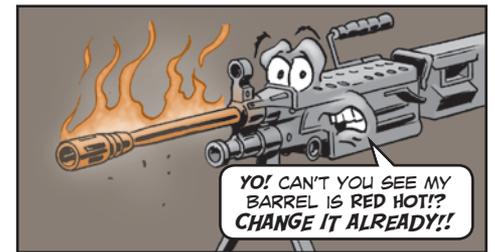
HEY, YOU LEFT MY BOLT LOCKED BACK.

YOU TRYING TO RUIN MY SPRINGS OR WHAT?

HELLO? HELLO?? RAZZIN' FRAZZIN'...

Do Change Machine Gun Barrels at Range and Keep Barrels Matched to Receiver

Many M249, M240 and M2 barrels are ruined every year because units go the range and fire hundreds of rounds through the same barrel. A single barrel can cost \$800. Simply switching barrels, which takes just seconds, can save your unit money and grief from your CO.



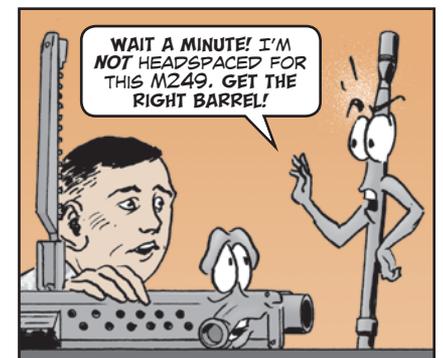
YO! CAN'T YOU SEE MY BARREL IS RED HOT?? CHANGE IT ALREADY!!

Don't Grab Just Any Barrel

The M249 and M240 barrels have been headspaced to a specific weapon. If you use the wrong barrel, you could damage the weapon and injure yourself.

Even with the new M2A1, which can use any M2A1 barrel, it's a good idea to use only the two barrels dedicated to that particular M2A1. That will save you accountability problems later when you turn in the two barrels for that specific M2A1.

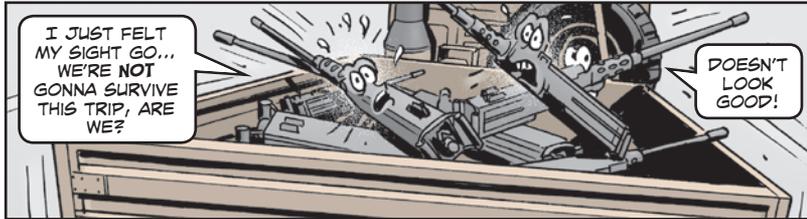
All barrels should have a dog tag with the serial number for their weapon. It's a good idea to use a marker to highlight the receiver's serial number so Soldiers can quickly find it.



WAIT A MINUTE! I'M NOT HEADSPACED FOR THIS M249. GET THE RIGHT BARREL!

Do Transport M2s Either in a Rack or Lying Flat and Secured to Truck Bed

If you stand up an M2 and its barrels, they will take a tumble within the first mile. That breaks components like the sights and ruins barrel threads.



Don't Disassemble Your Weapon More Than You Should

If you do, the parts are often lost or the weapon is reassembled wrong. With the M16 rifle, it's usually the trigger assembly that is put back together wrong. Then the rifle can fire on auto when you've got it set for single shot. That's dangerous.



Clean and lube your weapon like its -10 says. Then stop!

Do Turn in Both Machine Gun Barrels When You Send a Weapon to Maintenance

Your direct support will need both barrels to do the required repairs and gaging.

Do Thoroughly Clean Your Weapon as Soon as Possible after Firing Close Combat Mission Capability Kit (CCMCK) Rounds

If the wax left in the barrel from the rounds becomes too hard, it's very difficult to clean out. Then a round can stick in the barrel. Sometimes it's impossible to remove the round without damaging the barrel. Pay particular attention to the chamber and barrel. If you can't clean out all the wax, tell your repairman. He'll use dry cleaning solvent.



Don't Forget to Remove Batteries from Sights Before Storage

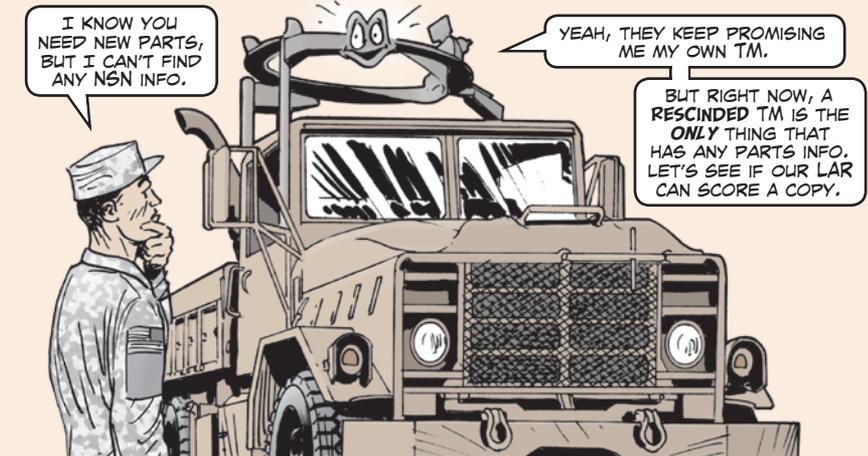
Each year, many sights are ruined because batteries left inside leak. There's no fix for that.

DOLs are now known as LRCs (Logistics Readiness Centers).



Machine Gun Mounts...

WHERE TO GET M66 PARTS



Dear Sergeant D.D.,

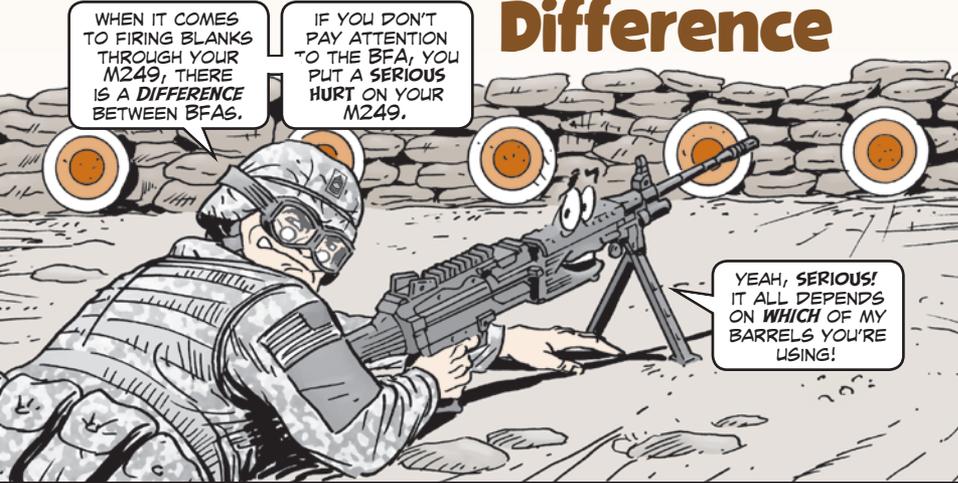
The M66 is supposed to have its own TM. Unfortunately, TM 9-1005-335-13&P has been awaiting approval for some time. The only source for M66 part NSNs is the rescinded TM 9-1005-245-13&P. If you can find a copy of it, you're in business. Make sure you double-check all its NSNs in FED LOG before ordering. Your local TACOM LAR can help.

If all else fails, contact TACOM's Grant Baker at DSN 786-1238, (586) 282-1238, or email: grant.t.baker.civ@mail.mil

For information on the other mounts, see the newer TM 9-1005-245-13&P (Apr 05). It's on the ETM site: <https://www.logsa.army.mil/etms>

Half-Mast

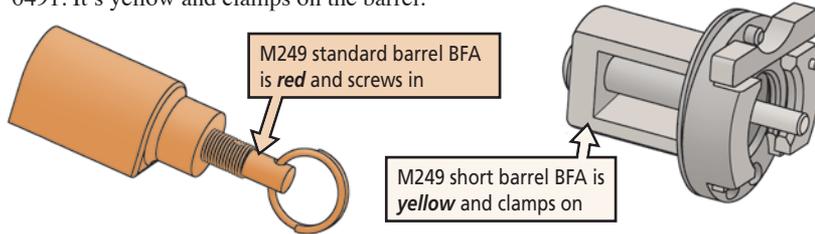
Know the BFA Difference



Gunners now have a barrel choice for the M249 machine gun: the standard barrel and the newer short barrel.

But when it comes to the blank firing attachment (BFA), there is no choice. If you fire the standard barrel, you must use the standard barrel BFA, NSN 1005-21-912-8997. It's red and screws in the barrel.

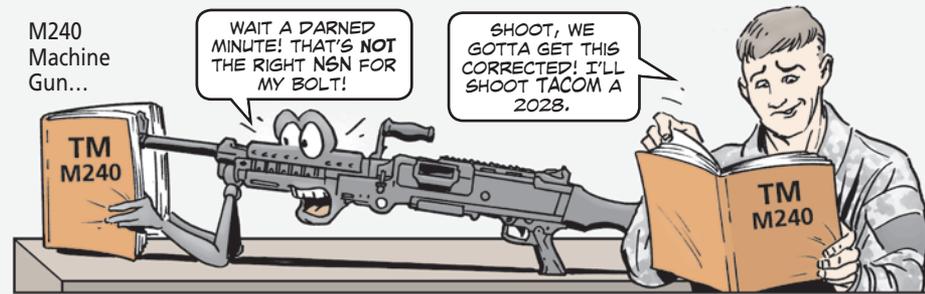
If you fire the short barrel, you must use the short barrel BFA, NSN 1005-01-537-0491. It's yellow and clamps on the barrel.



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

If you've already fired blanks through the short barrel with the standard barrel BFA, your armorer needs to check the inner rail for cracks. See Page WP 0023-3-5 in TM 9-1005-201-23&P (Apr 13) for directions.

Good news if you need the short barrel BFA. You can get it free issue by using single code M, fund code GA, and project code IUO. That will save your unit \$75.



Found TM Mistakes? TACOM Wants To Know

If you've found mistakes in the M240 machine gun's TM 9-1005-313-10 or -23&P, TACOM wants to know. Those TMs are about to be revised and TACOM wants to make sure all mistakes are corrected first.

Mistakes include not only NSNs or part numbers that are wrong, but also missing steps in instructions or instructions that are unclear.

To fix these problems, submit a DA Form 2028 to TACOM. Go to:

<https://tulsa.tacom.army.mil/da2028/da2028.cfm>

If you have any problems, email the TULSA help desk:

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

Filling out the online form takes only minutes and you will save armorers and M240 gunners a lot of trouble in the future. You will receive a TACOM response to your DA Form 2028.

Small Arms...

ARMORER NO LONGER IN MAINTENANCE BUSINESS

Dear Editor,

The two-level maintenance system the Army adopted several years ago took armorers out of the maintenance business. But many people in the Army still haven't gotten the word.

The two levels of maintenance now are field and sustainment. Field level is forward support company (FSC) or base support battalion (BSB) and sustainment is depot. So the work that used to be the responsibility of the armorer should now be done by the FSC or BSB.

The arms room should have no bench stock. The armorer's job is to check weapons in and out, provide cleaning and lubing materials, and track inspections and repairs. But, if any weapon needs to be fixed, it goes to field maintenance. And quarterly inspections should also be done by field maintenance.

Rudy Sittig
Crew Served Weapons Team
TACOM

Editor's note: Thanks for clarifying this, Rudy. We'll help get the word out.

Rail Bracket, Grip NSNs Change

Dear Half-Mast,

We tried to order the forward rail bracket, NSN 1005-01-541-2476, and forward grip/bipod, NSN 1005-01-541-1772, for our M16s, but the AMDF shows those NSNs as terminal items. And those are the NSNs listed in the AAL of TM 9-1005-319-10 and the auxiliary equipment section of the -23&P. Are those items still available?

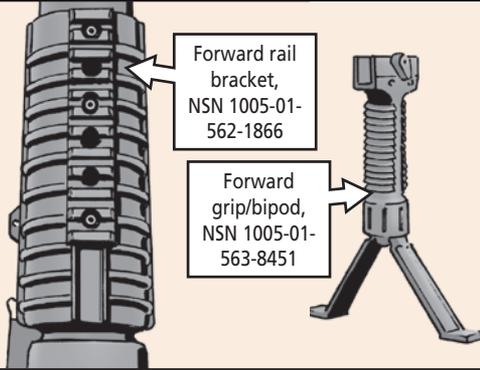
SSG M.B.

Dear Sergeant M.B.,

Those NSNs have changed. Order the forward rail bracket with NSN 1005-01-562-1866 and the forward grip/bipod with NSN 1005-01-563-8451.

Armorsers, it may be some time before these NSNs are corrected in the TMs, so make a note of the changes.

Half-Mast



Got JCAD? Keep M42 Alarm

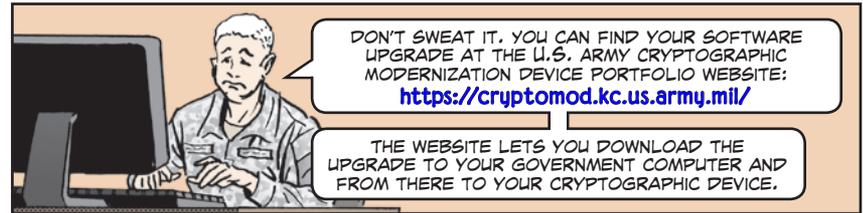


CBRN specialists, when you get the new JCAD (joint chemical agent detector), NSN 6665-01-552-2704, you should turn in the M22 ACADA (alarm, chemical agent, automatic) or M43A1 chemical agent detector.

But don't turn in the M42 alarm, NSN 6665-00-859-2215. You will need it for the JCAD. Turn in the M42 only if it's excess.

If you have questions, contact TACOM's Lonnie Boyd at DSN 786-1559, (586) 282-1559, or email: lonnie.boyd1.civ@mail.mil

SOFTWARE UPDATES NOW ONLINE



THE SITE HAS THE ARMY BASELINE SOFTWARE AND ALL THE ARMY-APPROVED SOFTWARE UPDATES FOR YOUR CRYPTOGRAPHIC DEVICES. IT'S THE ONLY PLACE WHERE ARMY USERS CAN DOWNLOAD THE UPDATES. A CAC CARD IS REQUIRED.



NEW REEL A GOOD DEAL

ARE YOU *STILL* USING HEAVY STEEL REELS TO HOLD FIBER OPTIC CABLES?

FED UP WITH LUGGING THEM AROUND?

TIRED OF REPLACING *BENT AND BROKEN* REELS?

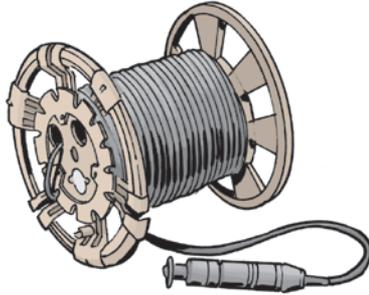
SWITCH TO THE MODULAR ADVANCED REEL SYSTEM (MARS) CABLE REELS!

MARS REELS ARE MADE FROM **IMPACT-MODIFIED PLASTIC**.

THEY *WON'T* RUST.

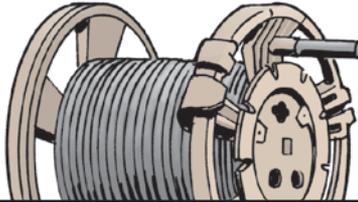
THEY'RE LIGHTER, STRONGER AND MORE DURABLE THAN THE OLD STEEL KIND.

THE LIGHTWEIGHT REELS MAKE IT EASIER TO CARRY FIBER OPTIC CABLE LONG DISTANCES OVER ROUGH TERRAIN.



HERE ARE SOME OF MARS' FEATURES:

- Handle and crank that let you quickly pay out and reel in cable



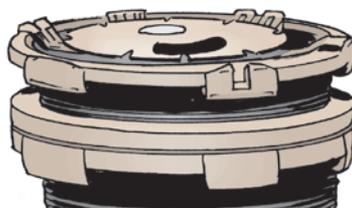
- Cushioned connector storage spaces

- Molded hand openings for a comfortable grip and easy carrying



- Built-in fiber optic connector cleaning kit
- Outer cable tether for storing the inside cable end without bends or kinks

- Interlocking stacking for compact storage and transport



USE THESE NSNs TO ORDER REELS WITHOUT THE CABLE...



Desert Tan Reels

NSN 8130-	Capacity in meters	Axle hole type (1 inch across)
01-618-4342	100	Round
01-618-4337	100	Square
01-618-4335	300	Square
01-618-2371	500	Square
01-618-2130	750	Square
01-618-2134	1000	Square

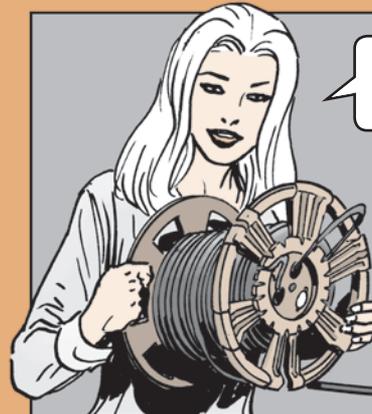
Olive Drab Reels

NSN 8130-	Capacity in meters	Axle hole type (1 inch across)
01-618-7424	100	Round
01-618-7430	100	Square
01-618-4339	300	Square
01-618-0553	500	Square
01-618-2132	750	Square
01-618-2139	1000	Square

AND HERE ARE THE NSNs FOR THE FIBER OPTIC CLEANING KITS...



NSN 6080-	Cleaning Kit
01-618-4575	4/12 Channel (CH) M83526 (for 100-meter capacity reels)
01-618-9312	2 CH tactical fiber optic cable assembly (TFOCA) (for 100-meter capacity reels)
01-618-4579	4/12 CH M83526 (for 300-meter through 1,000-meter capacity reels)
01-618-9329	2 CH TFOCA (for 300-meter through 1,000-meter capacity reels)

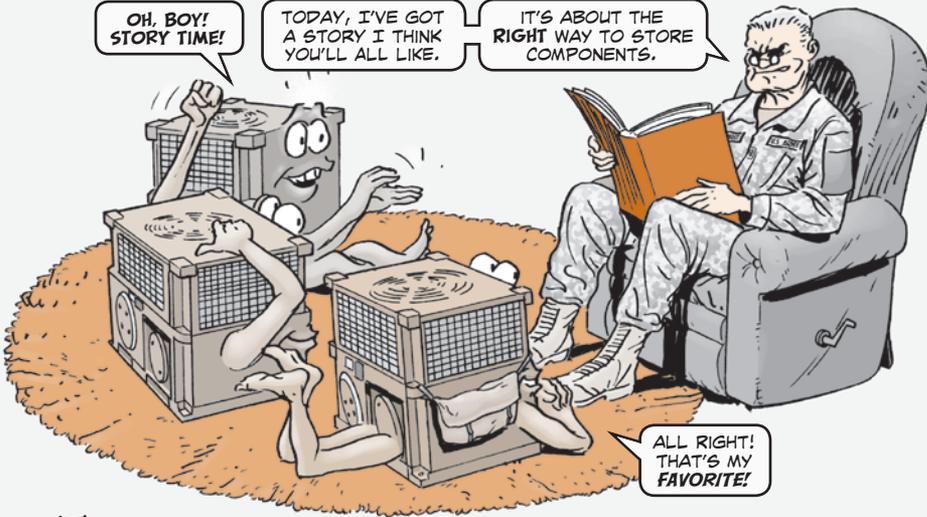


FOR FURTHER INFORMATION ON MARS CABLE REELS, VISIT THE OPTICAL CABLE CORPORATION WEBSITE:
<http://www.occfiber.com/products/reels>

THE WEBSITE HAS REEL DESCRIPTIONS, FEATURES, STANDARDS, SPECIFICATIONS, PHOTOS AND VIDEO.

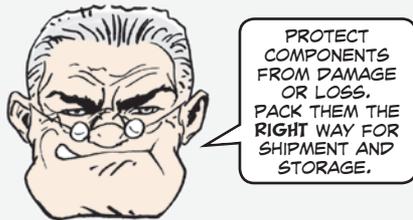
IF YOU HAVE ANY MARS QUESTIONS, CONTACT CECOM'S CARA JOHNSON AT DSN 648-6358, (443) 395-6358. OR EMAIL:
cara.m.johnson9.civ@mail.mil

A Story of Storage



The upper condenser section of your 60,000-BTU improved environmental control unit (IECU), NSN 4120-01-543-0741, has an open compartment that houses an electrical enclosure. That same compartment also stores the IECU's components:

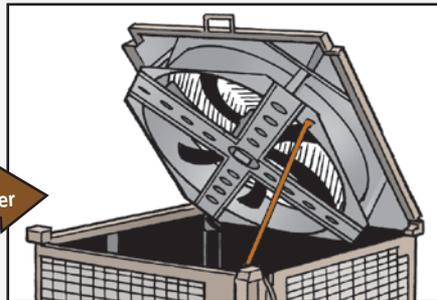
- Flexible air supply and air return ducts
- Power supply cable
- Pigtail power cable
- Remote control box and cable
- Return air duct flange
- Condensation drain hose
- TM 9-4120-431-14 (Jul 10) for the IECU



WARNING

The IECU's storage compartment has a top cover that weighs 40 pounds. It's a two-person lift. Do not open the cover beyond a 45-degree angle. Use the support rod and cotter pin to hold the cover in the open position.

Use support rod to hold up cover

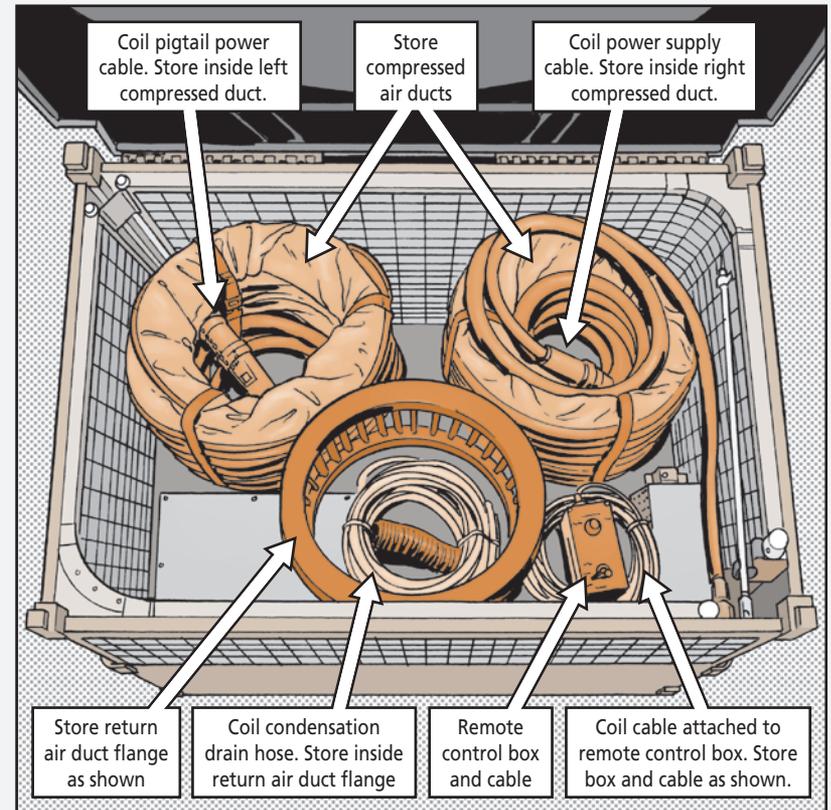


CAUTION

When packing components in the storage compartment, be careful not to damage the condenser coils and electrical wiring.

Follow these steps and refer to the drawing for perfect packing:

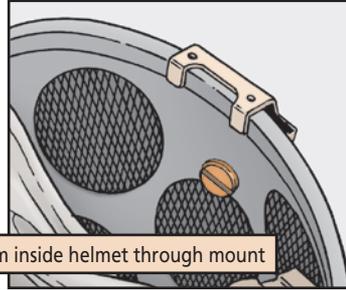
1. Operate the IECU in VENT mode for 1 hour. That drains condensation from the IECU. It also dries out the filter, ducts and inner coils.
2. Collapse the two flexible air ducts. Secure them with their straps. Put them in the compartment.
3. Coil the power supply cable and store it inside the right compressed duct.
4. Coil the pigtail power cable and store it inside the left duct.
5. Coil the cable attached to the remote control box. Put the box and cable in the compartment.
6. Put the return air duct flange in the compartment.
7. Make sure the condensation drain hose is dry. Coil the hose and store it inside the return air duct flange.



NEW HELMET MOUNT HARDWARE

The AN/PVS-14 monocular night vision device (MNVD) helmet mount now comes with a new screw and nut, NSN 5305-01-619-5445. The new mounting hardware fits the advanced combat helmet (ACH) and the combat vehicle crewman (CVC) helmet.

Helmet mount comes with new screw and nut



Insert screw from inside helmet through mount

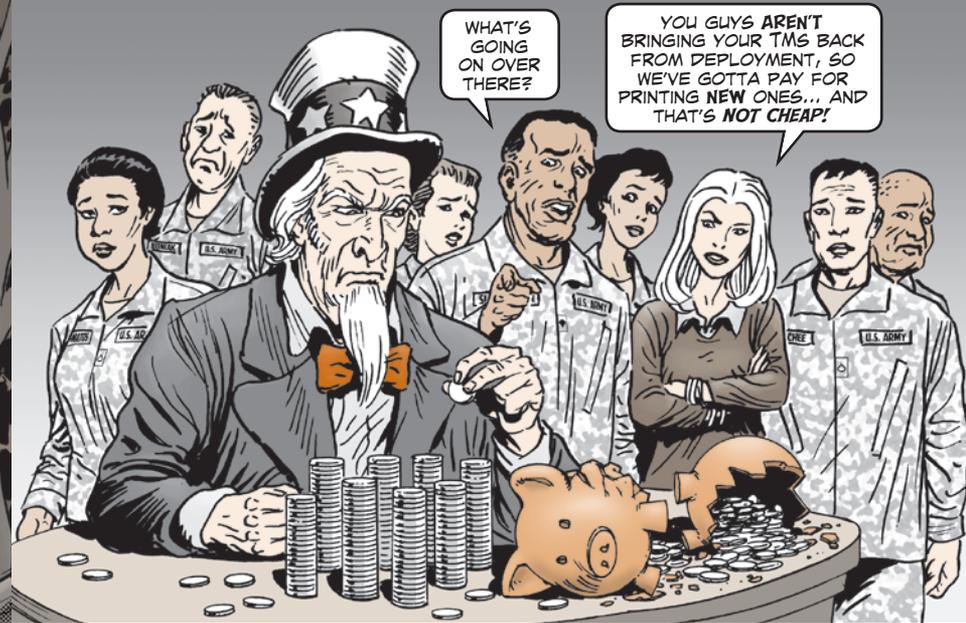
The new hardware replaces the original self-locking screw and nut that protruded from the inside of your helmet. It's designed for better ballistic protection. It also features a tighter thread class. That means the helmet mount will fit tighter and more securely. Unlike the earlier screw, you insert the new screw from inside the helmet through the helmet mount and cover. The new nut attaches to the outside front of the helmet.

Rapid fielding initiative (RFI) will issue the new hardware whenever helmet mounts are issued to deploying units. You can also order the screw and nut through the Army supply system.

Here's a chart to simplify ordering:

Item	Includes	NSN
Screw and nut	N/A	5305-01-619-5445
Helmet mount, new version. Adjusts vertically.	Rhino horn, front bracket and new mounting hardware.	5855-01-610-8704
Helmet mount, old version. Will be issued until stocks are gone.	Rhino horn, front bracket and new mounting hardware.	5855-01-551-4525
Front bracket	Bracket and new mounting hardware.	5340-01-509-1467

The Book Stops Here: Bring TMs Home!



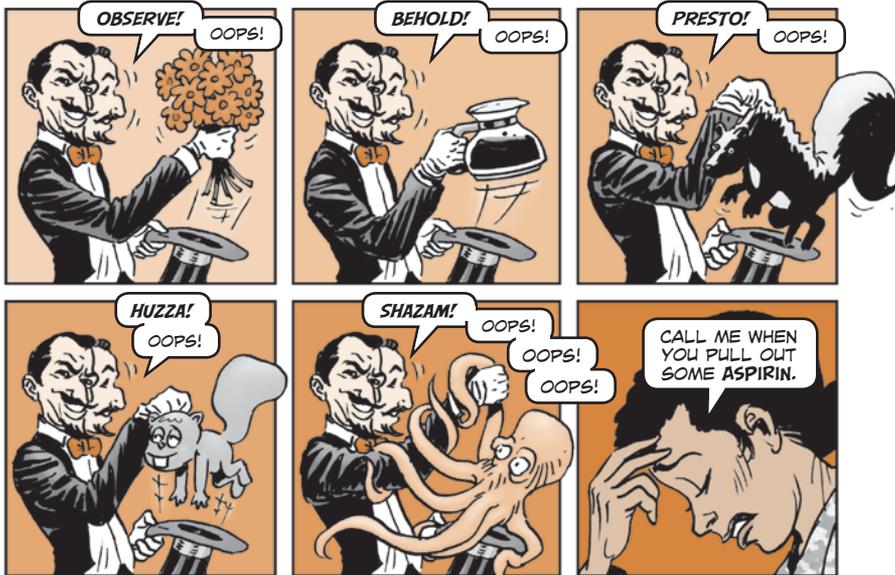
The Army is reminding Soldiers to bring TMs back from deployment rather than leaving them overseas. Too many Soldiers don't think of TMs as part of their equipment and forget to turn them in. With so much equipment being shipped back from Afghanistan, the cost estimates for replacing TMs are staggering.

Currently, there is little funding to print TMs. And even if the Army receives additional funding, there likely won't be enough funds to print all the TMs the field needs.

It's not just good fiscal sense, it's a regulation. AR 25-30, *The Army Publishing Program*, lists operator TMs as Basic Issue Items (BII). So TMs **must** stay with equipment whenever it's turned in or transferred. With wheeled vehicles, operator manuals should be left inside the cab, typically in the glove box. For combat vehicles, manuals should be stored in the driver's compartment or turret.

Even turning in TMs issued with smaller items like small arms and chemical masks will save Uncle Sam a big chunk of change. Due to their nonstandard size, pocket-sized TMs are more expensive to print. So pack 'em up and bring 'em home!

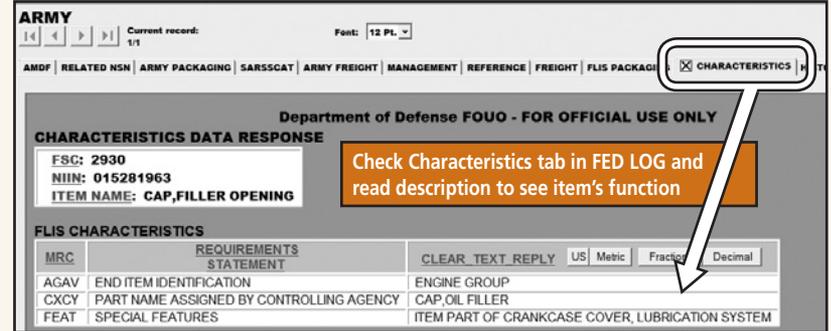
Nifty Tips for Nabbing Parts



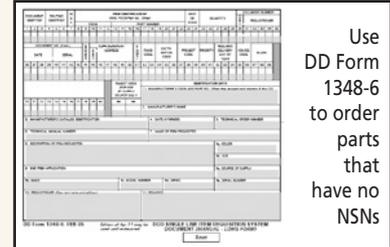
Ordering parts isn't always easy. Sometimes your TM doesn't give the NSN for the part you need, but just gives you a part number (PN). When you only have one number to go by, it's important to make sure it's the right one.

Taking a little extra time in FED LOG can help ensure that it brings the part you need. Here are a few things to remember whenever you order parts by PNs:

- Pay attention to how the PN looks in FED LOG. FED LOG will retrieve any PN that has all the letters and numbers in the right order, even if they are hyphenated differently. So you may want PN 123-45, but there may also be a PN 1234-5. FED LOG doesn't "see" dashes. So check the item's name carefully. Does it sound right? A typo or a missing number will bring you the wrong item. It's also a good idea to click on the Characteristics tab and verify that the item's description matches what you're looking for. If you're expecting a headlight but FED LOG shows a battery, it's time to do the PN-check tango!



- Check the Management tab on your PN in FED LOG. If the History tab view is the only populated field, then the item may be cancelled and you may not be able to order it anyway. Also check the acquisition advice code (AAC) column under the Management tab. It will give you the item's status. For example, an AAC of "Y" means that it is a terminal, non-stocked item and procurement is not authorized. Click on any underlined code to get the full definition.
- Even if the item name looks right, check the major organizational entity (MOE) column to see which government agencies or DOD services are authorized to order it. Clicking on the acronyms reveals full names.
- If the item you want doesn't have an NSN, you'll have to order it using a DD Form 1348-6, *DOD Single Line Item Requisition System Document*. For example, there's no NSN for the handle on the containerized kitchen's chassis. But you can still order the crank handle on a DD Form 1348-6 using PN 1103-1945-01 and CAGE 2W888. Download a fillable DD Form 1348-6 here:



Use DD Form 1348-6 to order parts that have no NSNs

<http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd1348-6.pdf>

- On the 1348-6 form, be sure to include the PN listed in the TM (and verified by you in FED LOG), as well as the CAGE code. The CAGE code identifies the manufacturer, just as the PN identifies the actual part. A PN without a CAGE code is useless. Both are needed to ensure you get the right part. For more info, check out our PS article on how to find manufacturers at:

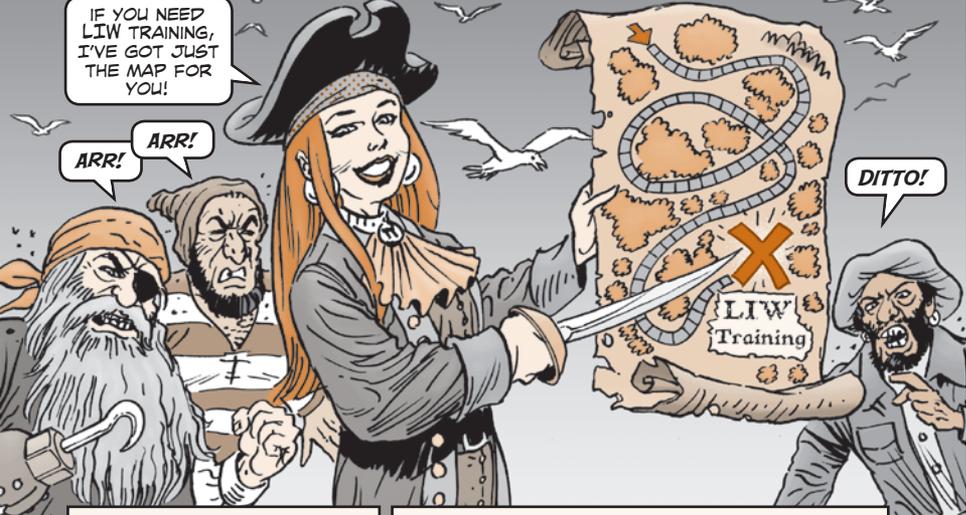
<https://www.logsa.army.mil/psmag/archives/PS2013/725/725-54-55.pdf>

Need LIW Training?

IF YOU NEED LIW TRAINING, I'VE GOT JUST THE MAP FOR YOU!

ARR! ARR!

DITTO!



THE LOGISTICS SUPPORT ACTIVITY (LOGSA) IS THE HOME OF THE LOGISTICS INFORMATION WAREHOUSE (LIW), THE ARMY'S SINGLE, AUTHORITATIVE DATA REPOSITORY FOR ALL ARMY STAKEHOLDERS TO ACCESS LOGISTICS DOMAIN DATA.

LIW IS A TREASURE TROVE OF LOGISTICS INFORMATION. LIKE MANY HIGHLY TECHNICAL SUBJECTS, HOWEVER, TRAINING IS THE KEY TO GETTING THE FULL BENEFIT FROM LIW.

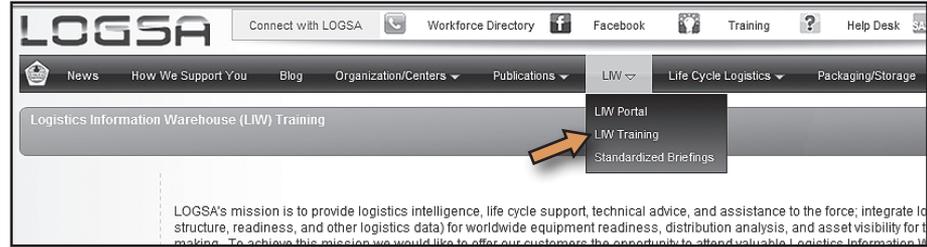


- Basic LIW navigation
- Web logistics integrated data base (WebLIDB)
- Army Reset Management Tool (ARMT)
- Army Reset Common Operating Picture (ARCOP)
- Integrated Logistics Analysis Program (ILAP)
- Maintenance
- Readiness
- The Army Maintenance Management System (TAMMS) Equipment Data Base (TEDB)
- Property Book Unit System-Enhanced (PBUSE) management tools
- Force assets and authorizations
- Parts tracker/pipeline
- Army Serial Number Tracker (ARSNT)
- Electronic technical manuals (ETMs)
- Sets, kits, outfits and tools (SKOTs)
- PS Magazine

LOGSA'S LIW TRAINING COVERS THE FOLLOWING AREAS...



TRAINING DATES AND LOCATIONS ARE LISTED ON THE LOGSA HOMEPAGE. GO TO: <https://www.logsa.army.mil>



LOGSA's mission is to provide logistics intelligence, life cycle support, technical advice, and assistance to the force; integrate (structure, readiness, and other logistics data) for worldwide equipment readiness, distribution analysis, and asset visibility for making. To achieve this mission we would like to offer our customers the opportunity to attend valuable logistic information

QUARTERLY LIW TRAINING CLASSES ARE HELD AT REDSTONE ARSENAL, AL. LIW TRAINING FOR OTHER LOCATIONS IS ALSO AVAILABLE BY CHOOSING THE LOCATION LINK NEAREST TO YOU.



LOGSA ALSO OFFERS REMOTE TRAINING VIA DEFENSE CONNECT ONLINE (DCO).

NOTE THAT TRAINING FOR THE NEW DECISION SUPPORT TOOL (DST) IS NOW OFFERED.

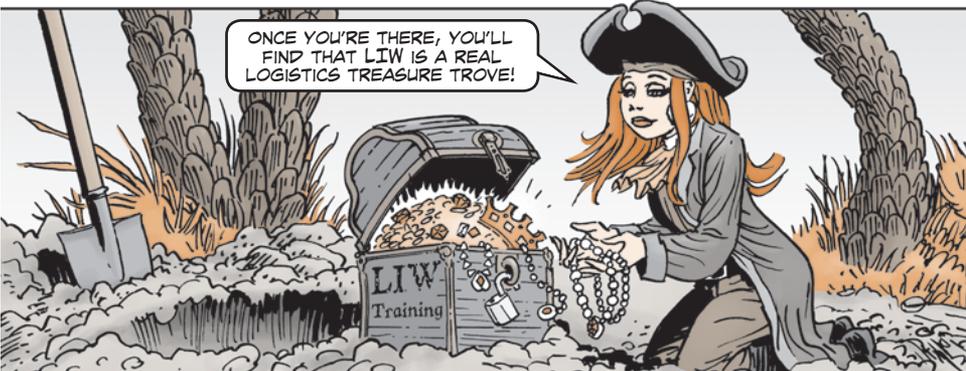


CLICK YOUR PREFERRED COURSE LISTING, THEN COMPLETE THE STUDENT REGISTRATION FORM AND SUBMIT IT AS INSTRUCTED.

IF YOU HAVE QUESTIONS, LOGSA POCs ARE LISTED ON EACH TRAINING SCHEDULE.

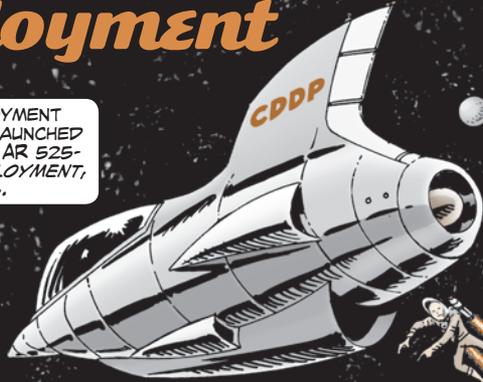


ONCE YOU'RE THERE, YOU'LL FIND THAT LIW IS A REAL LOGISTICS TREASURE TROVE!



CDDP Launch Aids Unit Deployment

THE ARMY'S NEW COMMAND DEPLOYMENT DISCIPLINE PROGRAM (CDDP) WAS LAUNCHED WITH THE UPDATED PUBLICATION OF AR 525-93, *ARMY DEPLOYMENT AND REDEPLOYMENT*, IN THE 3RD QUARTER OF FY14.



The CDDP combines both policy and doctrine to assist commanders with the deployment readiness of their units/organizations, primarily focusing on individual and team deployment training requirements. Goals include ensuring compliance with DA deployment policy and procedures, assessing the adequacy of established DA deployment policy and procedures, and allowing units to identify deployment problems so that timely corrective action can be taken within the chain of command.

The CDDP benefits include:

- identifying deployment readiness deficiencies early.
- decreasing lapses in deployment expertise.
- improving both unit and installation deployment skills associated with moving units from fort to port.
- identifying deployment training requirements early.
- minimizing late deployment data.

AR 525-93 sets minimum CDDP standards, but Army commands and Army service component commands can develop and tailor CDDP to specific units.

Download AR 525-93 at:

http://www.apd.army.mil/pdf/files/r525_93.pdf

Visit the Chief of Transportation's Toolbox at:

<https://www.us.army.mil/suite/page/689011>

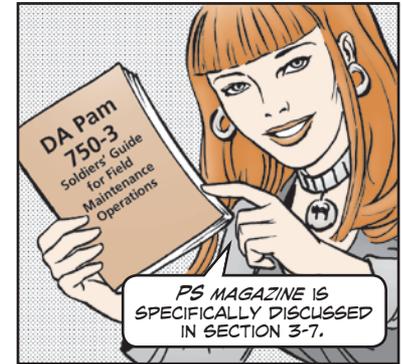


DA Pam 750-3 Hits Shelves

A major revision to DA Pam 750-3, *Soldiers' Guide for Field Maintenance Operations*, went into effect in September 2013. Topics covered include:

- maintenance levels for field maintenance operations.
- routing procedures for DA Form 5988-E.
- scheduled service forms.
- publication account holder responsibilities.
- additional duties for readiness division officers in charge of support operations sections.
- modification work order procedures.
- left-behind equipment guidance.
- Reset guidance.
- predeployment training equipment.
- non-standard equipment guidance.

Download the pub at: http://www.apd.army.mil/pdf/files/p750_3.pdf

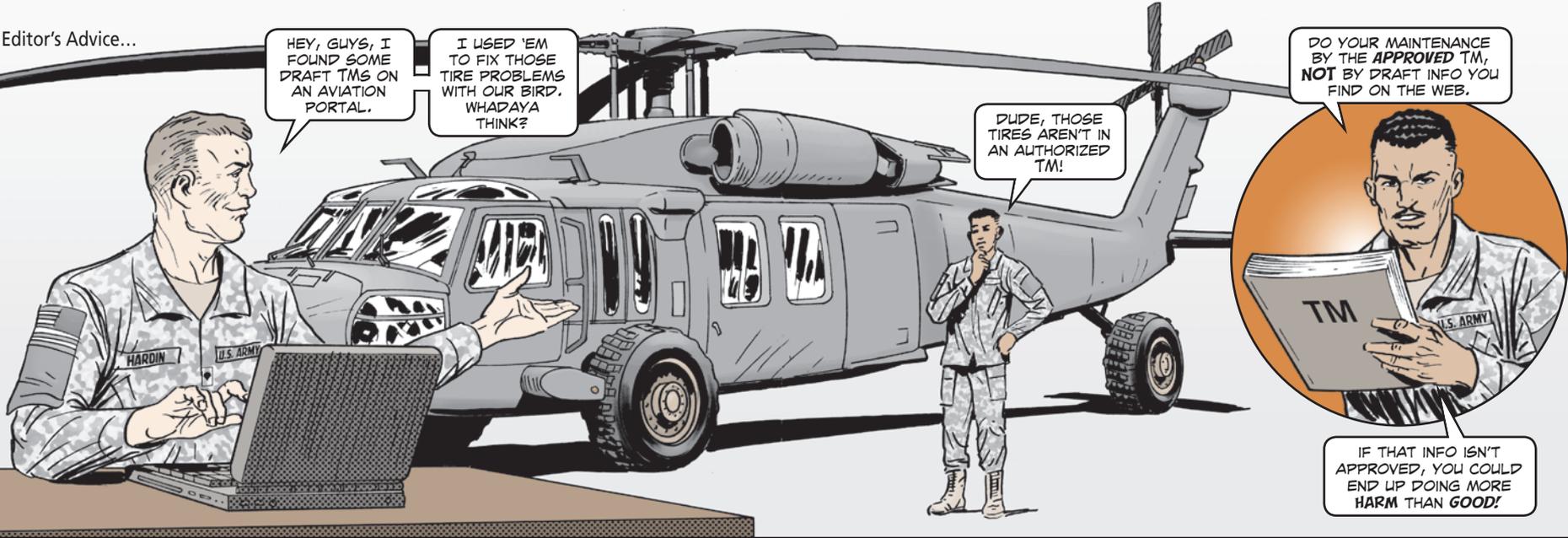


AESD Support Improved

Need help with Army Knowledge Online (AKO) or your Enterprise email? The Army Enterprise Service Desk (AESD) system was recently redesigned. Now there are only three category options when you call: AKO SIPR, AKO and All Others. Once you select an option, a live AESD technician will assist you. Call AESD 24/7 at (866) 335-ARMY (2769) or submit a help desk ticket at: <https://esd-crm.csd.disa.mil/>

DA Pam 750-1 Introduces CMDP

A major revision to DA Pam 750-1, *Commanders' Maintenance Handbook*, went into effect in November 2013. The new Command Maintenance Discipline Program (CMDP) is covered in detail in Chapter 10. Other important updates include equipment Reset guidance, predeployment training equipment and non-standard equipment maintenance and sustainment. Download the pub at: http://www.apd.army.mil/pdf/files/p750_1.pdf



Portals and Forums Are Useful, but **NOT** Everything's Official

KEEPING UP IN THE INFORMATION AGE IS A FULL-TIME JOB. ARMY AVIATION EQUIPMENT IS CONSTANTLY BEING CHANGED.



In an effort to help Soldiers stay up-to-date on maintenance, some organizations have established online forums and portals for aviation information.

It's not uncommon for aviators to view portals and forums as a one-stop shop for aviation information. These forums and portals contain some official information such as Air Worthiness Releases (AWR), AMCOM Aviation Safety Messages, Aviation Maintenance Action Messages (AMAM), Aviation Safety Action Messages (ASAM), Maintenance Information Messages (MIM), Safety of Flight (SOF) Messages and Safety of Use (SOU) Messages.

These portals contain lots of actionable information. But it's not uncommon to find draft manuals and maintenance or repair information that's not ready to be released to the field. As these portals and forums increase in popularity, you need to exercise caution. Don't use unofficial information as a replacement for official DA publications.

Draft TMs, MWOs, TBs and other repair procedures posted on portals may be validated but not verified and authenticated. Validation shows that all the information in the TM meets the equipment requirements. The government verification confirms the accuracy of the publication through hands-on or table-top onsite verification with the equipment.

If a draft is validated but not yet verified or authenticated, check with a LAR or an equipment specialist from the commodity command who handles the equipment for advice on using draft validated publication information until it appears in a authenticated publication.

The same is true for newsletters that propose new maintenance procedures.

Remember, the only official maintenance publications published and authenticated are IETMs, TMs, MWOs, and TBs. *PS Magazine* is one of those TBs. *PS Magazine* has the mission of updating the maintenance information found in TMs, and other maintenance and supply publications prior to these publications being updated or revised. What is printed in *PS Magazine* has been approved by the equipment proponent for use on Army aircraft.

The bottom line is that maintenance is important, and it should be done right and by the book. Electronic or paper TMs should always be your first choice because they are authenticated. But check out *PS Magazine* every month for updated approved maintenance information.



M916A3 GLADHAND/PLUG HOLDER

Get the gladhand/plug holder that mounts to the back of your M916A3's hydraulic winch control tower with NSN 2920-01-576-6856. The holder is used to store the vehicle's air lines and the electrical cables from the trailer. Make a note until the NSN is added to TM 9-2320-302-24&P.

Changes Coming to DLA's WebFLIS

In June 2014, the Defense Logistics Agency (DLA) will move its web-based Federal Logistics Information System (WebFLIS) to comply with DOD regulations. The current Public WebFLIS will close and the data will move to DLA's FOIA reading room. The Restricted WebFLIS version will still require CAC access. Get more info at:

<http://www.logisticsinformationservice.dla.mil/WebFlis>

After June, you'll find the new public version of WebFLIS at:

https://www.logisticsinformationservice.dla.mil/foia/foia_reading.asp

Questions? Contact DLA's Customer Interaction Center at DSN 661-7766, (877) 352-2255 or email: dlacustomercenter@dla.mil

BARBED WIRE HANDLER'S GLOVES

Order a pair of barbed wire handler's gloves with NSN 8415-00-926-1674. They're made of cowhide and lined with flannel. They have gauntlet cuffs and reinforcing patches on the thumbs and palms for added protection.

M917A1 Air Dryer NSN

Get a new air dryer for your M917A1 20-ton dump truck with NSN 4440-01-597-9164 (PN 5432 433 040 0). It replaces PN 5432 431 016 0, which is listed as Item 1 in Fig 209 of TM 9-2320-363-24P (Feb 06).

ARMY MIGRATING TO FILLABLE FORMS

The Army is transitioning its forms to a fillable Adobe PDF format. Fillable PDFs will replace both the Lotus forms in XFDL format and the current non-fillable PDFs. Any form with the "PDF-F" means it is already available in a fillable format. For more info, visit APD's website at:

<http://www.apd.army.mil/>

Or email the APD Forms Branch at:

usarmy.pentagon.hqda-apd.mbx.forms-management-branch@mail.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>

ELASTIC CORD FOR TRUCK AND TRAILER COVERS

If the elastic bungee cords that secure the covers on your truck or trailer are looking worn, you can order more. NSN 4020-01-463-8181 brings 280 feet of bulk cord that has a diameter of 1/4 to 3/8 inches.

LOGSA MAINTENANCE AND READINESS EMAILS

Got maintenance and readiness-related questions for the Logistics Support Activity (LOGSA)? Here's where to email for assistance by topic:

Aviation

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

Ground

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

M MDF

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

MMIS

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

TEDB

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

PS TOO BIG TO STUFF IN INBOX

We get a lot of requests for copies of PS by email. Unfortunately, each issue averages about 30 MB. That's way too big to email. But you can download digital issues anytime. Visit:

<https://www.logsa.army.mil/psmag/psonline.cfm>

Click on Archive of Previous Issues click here. Right mouse click on the cover of the issue you want to download and select "Save Target As." Then select the location where you want to save the issue on your computer.

Army Nabs DOD Maintenance Awards

The Army won field and depot-level maintenance awards at the 2013 Secretary of Defense Maintenance Awards ceremony. The annual awards recognize the best maintenance by units and depots. The "Best of the Best" Phoenix Award for field-level maintenance went to D Co, 3d Bn, 82nd Avn Regt (Task Force Talon), 82nd Abn Div, Ft Bragg, NC. The UH-60 Recaptalization Program at Corpus Christi Army Depot in Corpus Christi, TX, captured the 2013 Robert T. Mason Depot Maintenance Excellence Award. These are the highest possible awards for field-level and depot-level maintenance. PS congratulates the winners!

HMMWV Hub Plug Washer NSN

Get a copper washer for your HMMWV's geared hub fill plug with NSN 5310-01-579-6534. It replaces the discontinued nylon washer, NSN 5310-01-176-0839, which is shown as Item 25 in Fig 142 of TM 9-2320-280-24P-1 (Mar 01, w/Ch 1, Jul 04).

M969A3 Radar Fuel Level Sensor

Get a new radar fuel level sensor for your M969A3 5,000-gal fuel tanker with NSN 6680-01-547-8716 (PN VE209278). It replaces PN VE205247, which is shown as Item 5 in Fig 73 of TM 9-2330-330-14&P (Dec 03). That part number doesn't cross to an NSN.

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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FOLKS WHO CAN HELP!
U-T-A-P!



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(UTAP) at: <https://utap.army.mil>

For customer assistance, call
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[usarmy.detroit.tacom.mbx.ilsc-utap@
mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil)

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