

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 744 NOVEMBER 2014****WE HAVE THE WORLD'S
BEST EQUIPMENT...
TAKE CARE OF IT!****Special BCT Section - Pages 25-39****TACTICAL VEHICLES**

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TB 43-PS-744, 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.

PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices. **Postmaster:** Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-GP), Bldg. 3303, Redstone Arsenal, AL 35898.

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

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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

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Administrative Assistant to the Secretary of the Army

1425103

Issue 744

PS

November
2014

THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-744

Approved for
Public Release;
Distribution is
Unlimited

I WANT YOU



for

BCT READINESS!

See Pages 25-39 for info on BCT Readiness!

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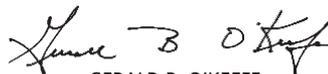
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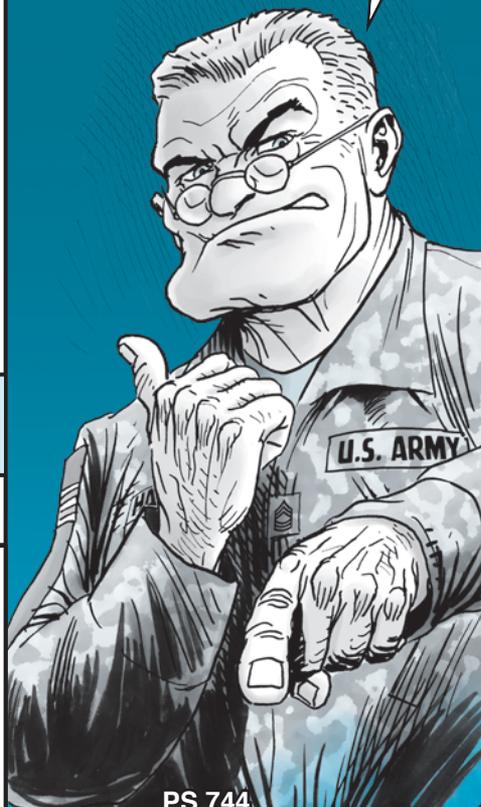
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A KEY POINT TO REMEMBER

THERE'S A REVOLVING DOOR AT PS MAGAZINE.

EVERY DAY SOLDIERS FROM ALL OVER THE WORLD SEND US THEIR TOUGH SUPPLY AND MAINTENANCE QUESTIONS.

AND EVERY DAY, WE SEND ANSWERS BACK TO SOLDIERS.



Most of the time, Soldiers have tried to find their own answers. They've looked in TMs, called buddies in other units and surfed the Internet. When all else fails, they give PS a try.

We've been answering supply and maintenance questions for more than 63 years. If we don't already know the answer, you can bet we have a contact who does.

But before you write us, please understand—we aren't mind readers!

So include as much info as possible with your question. Tell us what equipment you're asking about, including the model and serial numbers. When referencing a TM, give us the whole TM number along with the publication date and latest change you're using. Believe it or not, a lot of problems come from using out-of-date TMs.

When referencing a parts TM, include the Item and Figure number. List any part numbers or NSNs given in the TM. In short, make your question or comment as clear as possible. Don't leave us guessing!

Then you can send it to us at:

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

Or if you prefer buying stamps, send us the question by snail mail at:

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 Redstone Arsenal, AL 35898

You can also reach us by phone at DSN 645-0959 or (256) 955-0959.

When sending an email, make sure you provide your first and last name, rank, phone number and a .mil email address. If we're confused about your question, that makes it easier to contact you for clarification. And if you're asking for back issues, don't forget to include a complete and current mailing address as well.

PS TACTICAL VEHICLES

WINTER IS COMING.
ARE YOU READY?
AM I?

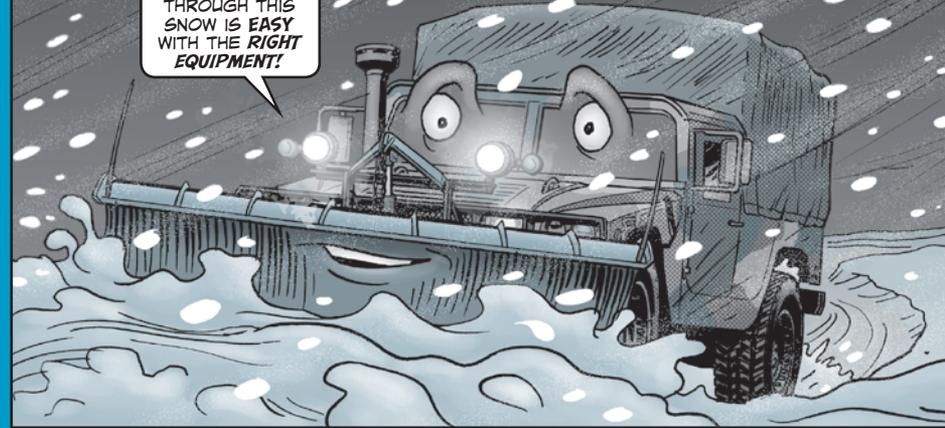


This section covers the HMMWV's snow plow kit, fuel solenoid diode, and seat safety; the FMTV's battery usage and GRS; and more!

HMMWV...

YOU CAN GO IN THE SNOW IF YOU KNOW HOW TO PLOW

MAKING A PATH
THROUGH THIS
SNOW IS EASY
WITH THE RIGHT
EQUIPMENT!



If you've got a snow-covered road or parking lot, a good snow plow can really come in handy. That's where the HMMWV snow plow kit comes to the rescue.

Developed by the Army's Engineer Research and Development Center (ERDC) Cold Regions Research and Engineering Laboratory (CRREL), the snow plow kits were designed for use on all HMMWVs except those equipped with a winch.

The complete snow plow kit, NSN 3820-01-473-2777, includes the snow plow, hardware and hydraulics. You can also get the removable plow assembly with NSN 3830-01-473-2783 and the affixed vehicle plow kit hardware with NSN 3830-01-473-2793.

Instructions come with each kit ordered, but the kit should only be installed by depot-level maintenance and only on the M998, M1037, and M1097 model HMMWVs without a winch.

Before using your new snow plow, check out the training video available on ERDC's website: <http://cdm266001.cdmhost.com/cdm/ref/collection/p16021coll1/id/35>

You can either watch the video or download it by clicking on the [Download](#) button in the upper right-hand corner.

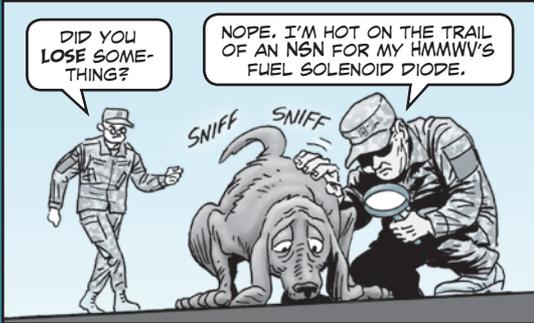
The video includes hook-up instructions, safety info and preventive maintenance tips. A second video at the end provides good information on how to attach and use tire chains.

To access more ERDC cold weather videos, go to:

<http://www.erd.usace.army.mil/Locations/ColdRegionsResearchandEngineeringLaboratory/CRRELFacilitiesandProducts.aspx>

Scroll down to the ***Frequently Requested*** subhead, use the dropdown menu to select a video and click [Go](#).

HMMWVs... Mystery of the Missing Diode



Dear Half-Mast,
I'm having a hard time finding the NSN for the fuel solenoid diode for my HMMWV. The diode connected to wire 54C of the engine wiring harness burned up. Any assistance you can offer will be greatly appreciated.

CW3 B.S.B.

Dear Sir,
Glad to help.
NSN 5961-01-180-5634 is the fuel solenoid diode that burned out in your HMMWV. When that happens, however, TACOM LCMC recommends replacing it with a fuel solenoid flyback diode, NSN 5961-01-593-3791. That diode provides better electrical protection.

You can tell the two diodes apart by the protective shrink sleeve on each. The flyback diode has a blue sleeve. The old diode's sleeve is black.

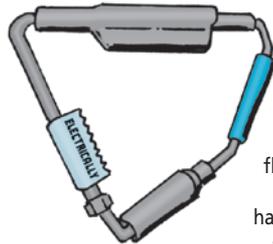
The old diode is still being used, though. It should be applied to the horn circuitry for vehicles with serial number 255269 and above that have the Smart Start System (S³). So both diodes will be added to the HMMWV parts TMs in a future update.

The main reason for the original diode's failure is that vehicles are being improperly slave started. That causes a transient voltage spike that can damage other electrical components as well as the diode.

Following the improved slave starting procedure released in TACOM maintenance action message 11-041 can help with this issue. You can find the message on the TULSA website:

https://tulsa.tacom.army.mil/maintenance/mam/tacom_wn/ma11-041.html

Half-Mast



New flyback diode has blue sleeve



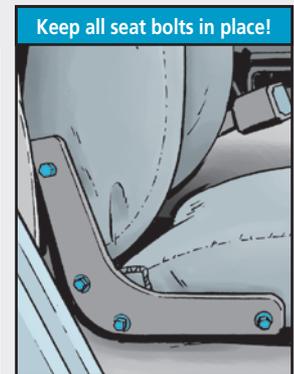
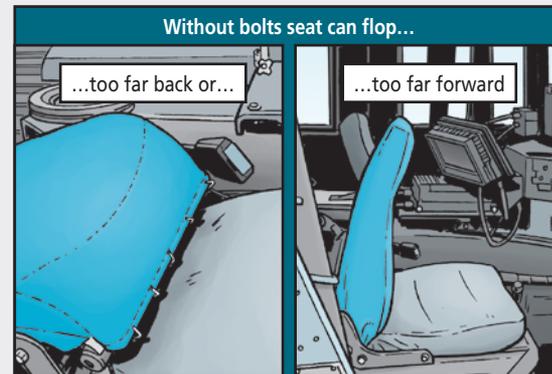
Don't Compromise Safety!



You've got a lot of gear on while in full battle rattle. And that can be pretty uncomfortable when riding around in your HMMWV. Some Soldiers have figured out that you can recline the HMMWV commander's seat by removing bolts, resulting in a more comfortable ride. But what seems to be a good idea can really be a bad idea in disguise.

Tampering with the HMMWV's commander's seat compromises safety. Without all the bolts, the seat will recline back all right, but it also could flop forward too far if you're in an accident or if you have to stop quickly. That could get you hurt!

Safety is more important than comfort. Keep *all* of the seat bolts in place.

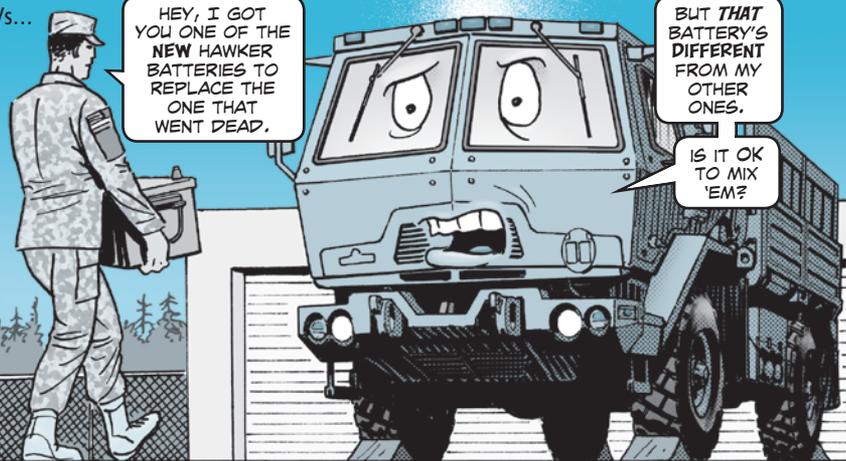


FMTVs...

HEY, I GOT YOU ONE OF THE NEW HAWKER BATTERIES TO REPLACE THE ONE THAT WENT DEAD.

BUT THAT BATTERY'S DIFFERENT FROM MY OTHER ONES.

IS IT OK TO MIX 'EM?



BATTERIES: MIX OR MATCH?

Dear Half-Mast,

Word in the motor pool is that Hawkers are the only batteries to be used in our FMTVs. Is that true?

SGT M.S.S.

Dear Sergeant,

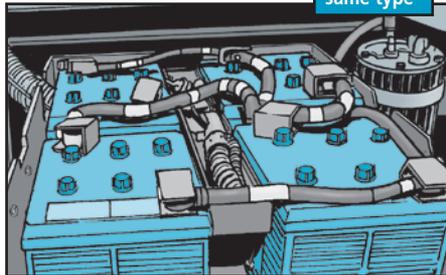
There's definitely been a push to replace the old, electrolyte batteries with the Hawker absorbed glass mat battery, NSN 6140-01-485-1472. The Hawker is a sealed, maintenance-free battery that offers "deep cycle" performance. They cost more, but last longer and save lots of money in the long run.

All of the newer FMTVs have the Hawker battery installed during production. But some of the older trucks still use the electrolyte batteries.

When an electrolyte battery fails in your FMTV, it's OK to replace it with another electrolyte battery. But if you replace it with a Hawker, the other three batteries have to be Hawkers, too. Plain and simple, do not mix battery types on your FMTV.

Half-Mast

All four batteries should be same type



M1083 FMTV...

EASY DOES IT ON TAILGATE

WHOOOPS!

BANG!

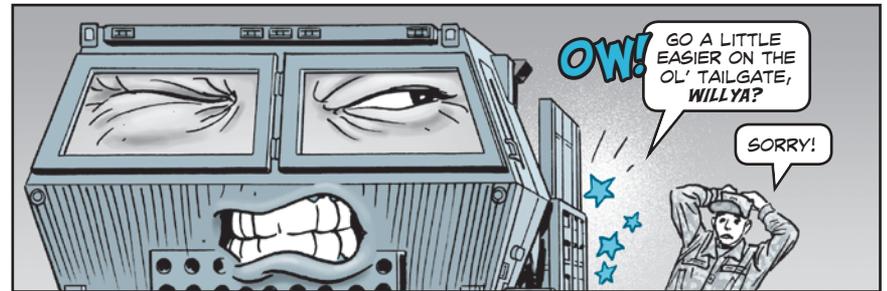
CRACK



OW!

GO A LITTLE EASIER ON THE OL' TAILGATE, WILL YA?

SORRY!

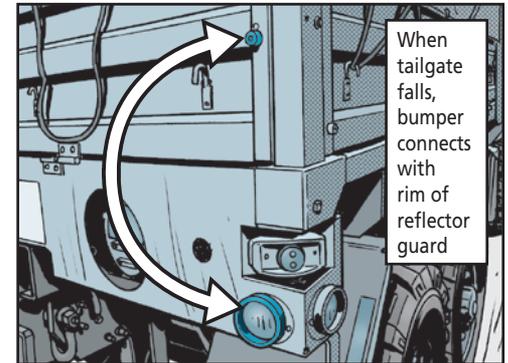


Drivers, slow and easy is the way to go when lowering the tailgate on your M1083 FMTV. Let it drop and you'll probably be looking at damage.

Sure, the tailgate has two rubber bumpers, NSN 5340-01-058-7384, on each end. And they're designed to absorb the shock of lowering the tailgate.

Unfortunately, both bumpers line up perfectly with the top edge of the metal guards protecting the rear reflectors. If your tailgate comes crashing down, the bumpers hit the edge of the guards. That can split the bumpers, causing them to fall off. The next time you open the tailgate, there's no cushion and both the reflector guard and the tailgate get damaged when they connect.

So whenever you lower the tailgate, easy does it. Lowering the tailgate gently will keep the bumpers in operation and the damage at bay.





Read about pitot tube care, filing PQDRs, and AGSE nitrogen generation. There's also maintenance that aids BCT readiness. Check out stripped screw removal, tips to improve readiness and how you can ensure repair parts will be ready when you need them.

THERE'S MAINTENANCE...

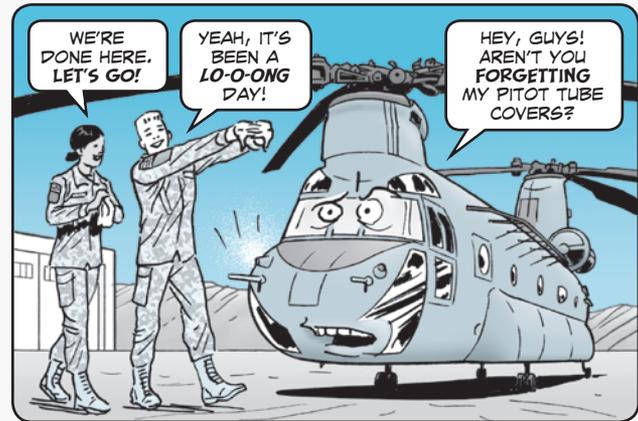
AND THEN THERE'S BCT READINESS!

All Aircraft...

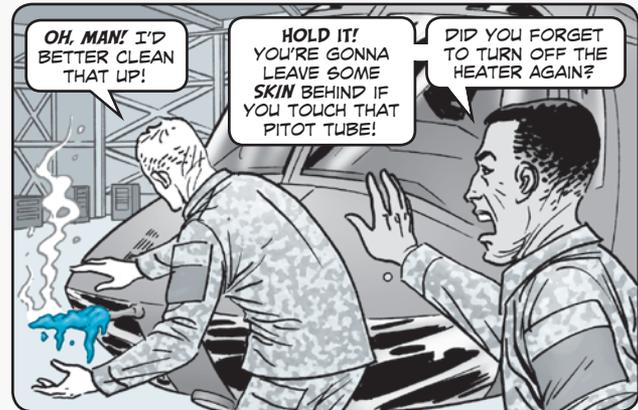


PILOTS AND CO-PILOTS, YOU ALL NEED TO

TAKE CARE OF PITOT TUBES!



MEANWHILE, INSIDE THE HANGAR...



Pilots and co-pilots, aircraft pitot tubes are sensors used to measure aircraft speed. Having clean and dry pitot tubes ensures correct airspeed readings. That's why you need to keep covers on the tubes when the aircraft is not flying. Covers keep out dirt and moisture.

There's one big problem, though. After flying, some folks forget to turn off the pitot tube heater. No big deal if you leave off the covers, but if you place covers on searing hot pitot tubes, they will melt and stick to the tube. And if you touch a hot tube, you'll leave skin behind, too! **Ouch!**

Removing a melted cover is no joke. In some cases, tubes have to be replaced because they cannot be cleaned.

So once you shut down your aircraft, take a second look to make sure you've turned off everything in the cockpit before calling it quits. Then install the pitot tube covers.

To clean and maintain your pitot static system, check out Chapter 4 of TM 1-1500-204-23-4. You should also follow the maintenance steps in each specific aircraft TM.

AVIATION AND MISSILE PQDR REPORTING CHANGES



Aviation and missile folks, here's a heads up. The Joint Deficiency Reporting System (JDRS), which was used to submit Product Quality Deficiency Reports (PQDRs), is no longer the way to go.

General aviation maintenance information message (AMIM) (GEN-MIM-13-005) requires all units to **stop** using the JDRS system. Instead, you now must submit PQDRs using the Product Data Reporting and Evaluation Program (PDREP).

Army users needing to submit PQDRs can check out the reporting website at:

<https://www.pdrep.csd.disa.mil>

To access the site, submit a system access request and create a user account. When you receive approval, login to PDREP using the **PDREP access option**. Click on the Product Quality Deficiency Report (PQDR) application. Then select **Create New PQDR** from the tool bar.

For user information on PDREP, select **PDREP Manuals** within the application. If you need training, you can schedule it by selecting the **Training** option on the menu under the information tab. Once there, you have the option to select either online or video training. If you need help, contact the PDREP Helpdesk at DSN 684-1690 or (207) 438-1690.

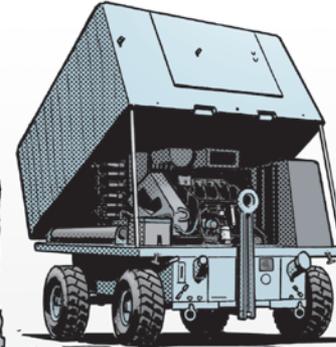
Make a note that Foreign Military Sales (FMS) folks who submit FMS quality discrepancy reports using a supply discrepancy report (SDR) are authorized to use the PDREP's SDR module. Read the full message for specific details. You can find the AMIM on the AMCOM Safety and Maintenance Messages website:

<https://asmprd.redstone.army.mil/SplashPage.asp>

AGSE... **NEED NITROGEN GENERATION AND SERVICING?**

MECHANICS, HAVING THE **RIGHT TOOL AT THE RIGHT TIME IN THE RIGHT PLACE IS THE KEY TO EFFECTIVE MAINTENANCE.**

THERE ARE **FIVE** NITROGEN COMPONENTS IN THE PM AGSE PORTFOLIO THAT PRODUCE, STORE AND SERVICE AIRCRAFT WITH NITROGEN, THE...



- generic aircraft nitrogen generator (GANG)
- nitrogen servicing cart
- nitrogen cylinders
- nitrogen backpack servicing system (NBSS)
- nitrogen bottle servicing kit

the GANG

The GANG

There are two basic GANG NSNs, NSN 3655-01-589-1954 and 3655-01-568-2711. NSN 3655-01-463-3338, which is covered by TM 1-3655-230-12, will be upgraded to NSN 3655-01-589-1954 by MWO 1-3655-230-50-2. For maintenance on the GANG, use TM 1-3655-245-13&P.

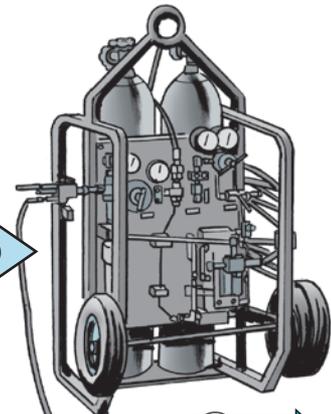
The GANG produces 95 percent pure nitrogen to service aircraft accumulators, main rotor blades, landing gear struts and tires. You can also use the GANG to fill nitrogen bottles in the AGSE systems, including NBSS cylinders, for all levels of aviation maintenance.

The Nitrogen Servicing Cart

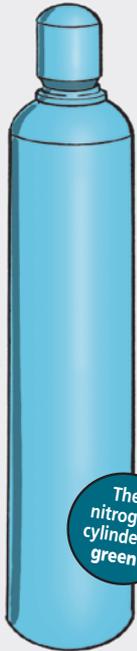
The cart, NSN 3920-01-480-9100, is mobile and includes self-contained support equipment that provides flight line servicing for accumulators, struts and tires. The cart comes with two nitrogen cylinders, NSN 8120-01-616-9086, that are regulated to 160 psi and a booster system capable of producing up to 4,000 psi.

Nitrogen servicing cart, NSN 3920-01-480-9100

The cart frame is made of tubular steel with wrap-around construction that provides tip-over protection for the booster system and tanks. You can tow the cart up to 15 mph and it is included as a component of the AVIM tool crib shop set, NSN 4920-01-600-7362 (new) and NSN 4920-01-139-4548 (old).



The Nitrogen Cylinders



The nitrogen cylinder is green!

Nitrogen cylinders, NSN 8120-01-616-9086

These cylinders, NSN 8120-01-616-9086, are used to store pressurized nitrogen produced in bulk by the GANG. They can be used to fill smaller cylinders and are part of the AVUM (A92) shelter #2, NSN 4920-01-551-7472.

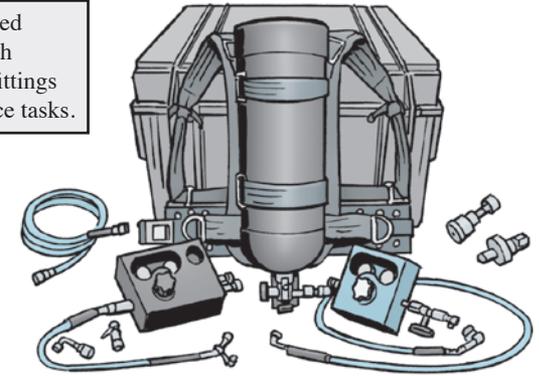
The Nitrogen Backpack Servicing System

The NBSS, NSN 3655-01-559-0617, provides a backpack harness that has a high-pressure nitrogen cylinder and two service kits. The kits are designed to furnish high- and low-pressure nitrogen gas for servicing tires, struts, rotor blades, accumulators and more.

The NBSS also supplies nitrogen for areas that are not easy to reach with the nitrogen servicing cart.

The cylinders can be mounted on the servicing cart along with regulators, valves, hoses and fittings to perform various maintenance tasks.

For instance, the NBSS is much more convenient in rugged terrain where a cart would be difficult to maneuver. That saves time and effort. There is one NBSS included in the AVUM #3 shelter, NSN 4920-01-551-7472.

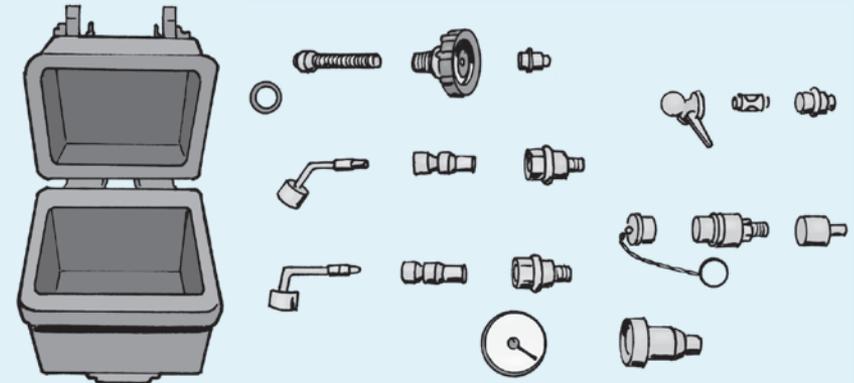


NBSS, NSN 3655-01-559-0617

The Nitrogen Bottle Servicing Kit

The servicing kit contains fittings, valves and connectors for the GANG to fill the nitrogen cylinders that are used in AGSE systems. The nitrogen bottle servicing kit has been issued to units with the GANG and each part of the kit can be ordered separately.

Nitrogen bottle servicing kit



FOR A COMPLETE LIST OF THE KIT COMPONENTS, SEE PAGES 22-23 OF PS 732 (NOV 13): <https://www.logsa.army.mil/psmag/archives/PS2013/732/732-22-23.pdf>

TO SAFELY OPERATE AGSE NITROGEN SYSTEMS, USE ONLY THE RIGHT PRESSURE VALVES, FITTINGS, ADAPTERS, HOSES AND REGULATORS.

NEVER SUBSTITUTE COMPONENTS BECAUSE THAT COULD RESULT IN INJURY OR WORSE.

All Aircraft...

CHECK ALL OPTIONS FOR STRIPPED SCREW REMOVAL



I CAN GET THAT STRIPPED SCREW OUT!

I SAY WE DO IT THE OLD FASHIONED WAY!

WAITAMINIT, GUYS! MAYBE YOU SHOULD CALL IN THE SHEET METAL EXPERTS!

Sheet metal mechanics, removing a stripped screw from an aircraft can be a knuckle-busting exercise.

So save your knuckles and hopefully the airframe by using the right screw extractor for the job like it says in Para 4-20 of TM 1-1500-204-23-9. One option is NSN 5120-01-398-2868. Unfortunately, that extractor is a Class II item and you'll have to cough up a whopping \$458 to purchase it!

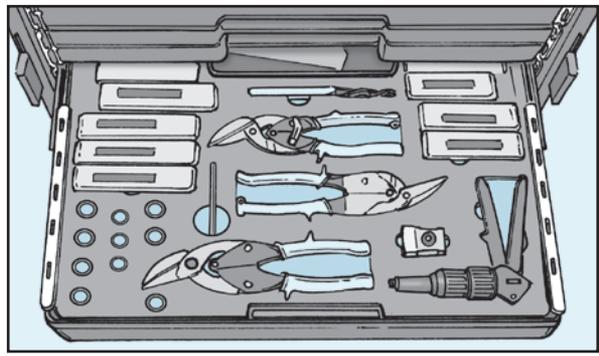
However, you can find extractors in the new common aviation tool system (CATS). There is an extractor in the sheet metal tool kit, NSN 5180-01-628-2376. There is also an extractor in your sheet metal shop set, NSN 4920-01-600-7364.

Another way is to cut a line in the screw head with a hack saw and use a flat tip screwdriver to remove it. Problem is, the saw blade could contact the airframe during the cut. And there's always a chance the screwdriver might slip, gouging the airframe and busting your knuckles.

JUST REMEMBER, WHEN REMOVING STRIPPED SCREWS THE BEST OPTION IS THE ONE THAT RESULTS IN NO KNUCKLE OR AIRFRAME DAMAGE.

THAT USUALLY MEANS LETTING AN EXPERIENCED SHEET METAL PERSON HANDLE THE JOB OF REMOVING A STRIPPED OR BROKEN SCREW.

THE EXTRACTOR IS IN THIS KIT.



SO HERE'S A LITTLE ADVICE FOR YOU MECHANICS.

WHEN A SCREW GIVES YOU A PROBLEM, STOP BEFORE IT STRIPS. CALL THE SHEET METAL FOLKS AND LET THEM HANDLE THE PROBLEM SCREW.

All Aircraft...

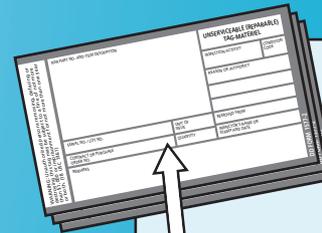
READINESS SOARS WITH MAINTENANCE

THERE ARE **FOUR THINGS** THAT CAN AFFECT **READINESS!**



- Filling out paper work properly
- Using IETMs/ETMs to do proper maintenance
- Turning in unserviceable components for repair
- Ordering the right parts

WHEN THESE FOUR THINGS **AREN'T** DONE WELL, THEY BECOME **ACHILLES HEELS** TO UNIT MAINTENANCE.



The green tag, DD Form 1577-2, is for a component that needs service or repair by ASB or depot.

Paperwork

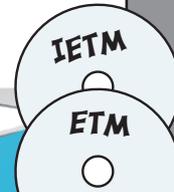
WHEN PARTS NEED REPAIR, YOU CAN IMPROVE REPAIR TIMES BY CORRECTLY COMPLETING THE RIGHT CONDITION CODE TAGS.

WE ADDRESSED THESE TAGS ON PAGES 18-19 OF *PS* 726 (MAY 13).

CHECK OUT THE LINK:
<https://www.logsa.army.mil/psmag/archives/PS2013/726/726-18-19.pdf>



Technical Manuals



USE YOUR TMS WHEN ORDERING PARTS.

DON'T FORGET THAT GENERAL AIRCRAFT TMS CONTAIN LOTS OF NSNs AND PART NUMBERS FOR ORDERING PARTS.



WE WROTE ABOUT THAT ON PAGES 41-43 OF *PS* 687 (FEB 10).
<https://www.logsa.army.mil/psmag/archives/PS2010/687/687-41-43.pdf>

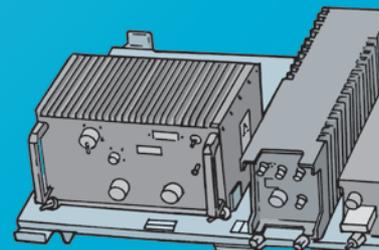
MANY SOLDIERS DON'T REALIZE THAT THEIR MAINTENANCE AFFECTS THE AVAILABILITY OF REPAIR AND SPARE PARTS.

DO YOU HAVE A FEW SMALL PILES OR BINS OF UNSERVICEABLE COMPONENTS THAT JUST SIT IN YOUR MAINTENANCE AREAS?

YOU DON'T NEED THE JUNK PILE, BUT YOUR JUNK IS NEEDED AT THE FACILITIES THAT REFURBISH AND REPAIR THESE COMPONENTS INTO SERVICEABLE ITEMS TO FILL YOUR REQUISITION NEEDS.

HERE ARE SOME EXAMPLES OF WHAT COMPONENTS NEED TO BE TURNED IN.

Flight Control Computers (FCC)



IF YOU HAVE ANY **NON-WORKING** UH-60M BLACK BOXES, NSN 6615-01-558-8744, 6615-576-5325, AND 6615-01-574-3402, TURN THEM IN **NOW**.



PS MORE

AH-64 Aircraft... THE DEPOT NEEDS YOUR HELP



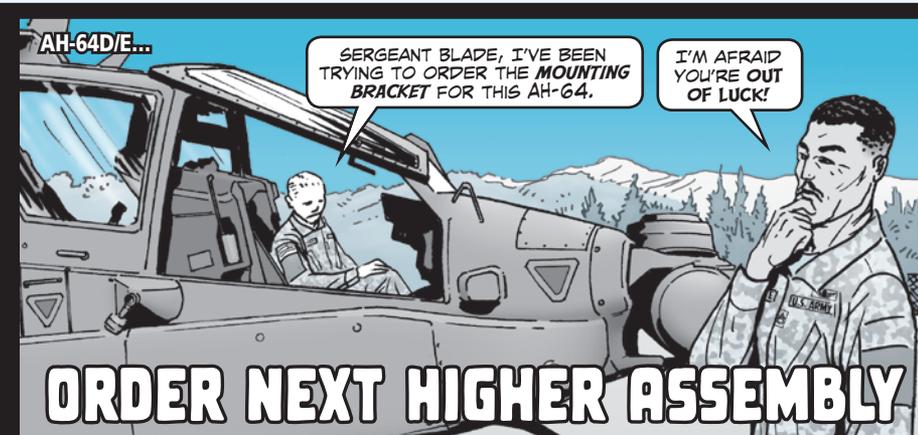
Mechanics, in order for the supply system to meet field demand for serviceable AH-64 components, you must turn in unserviceable equipment for repair.

Not turning in unserviceable components reduces the on-hand inventory awaiting overhaul. That can increase aircraft downtime. Below is a list of components that are needed now! If your unit has any of these components, including containers, that are unserviceable, turn them in ASAP. Items marked critical are especially needed.

Item	NSN	Item Manager	Remarks
Main rotor head	1615-01-512-0889	BJA43	
Main transmission	1615-01-532-9390	BJA42	
Actuator support assembly	1615-01-527-3781	BJA46	Critical
Signal data processor	1270-01-544-6370	BJA44	
Main rotor blades	All NSNs	BJA61	
Shock strut	1620-01-147-4775	BJA60	
Shock strut	1620-01-465-9232	BJA60	
Tail rotor gearbox	1615-01-507-5294 & related NSNs	BJA64	
Trailing arm assembly	1620-01-147-4777	BJA67	Critical
Trailing arm assembly	1620-01-147-4776	BJA64	
Connecting link	3040-01-154-7056	BJA69	Critical
Bell crank	1680-01-224-2263	BJA67	
Bell crank	1560-01-263-9849	BJA67	Critical
Quad control assembly	1680-01-375-0815	BJA67	Critical
Cylinder assembly	1650-01-153-2314	BJA69	

If you have questions about any of the components, contact the Item Manager below.

Analyst Code	Item Manager	Email	Phone
BJA42	Becky Davis	lauren.r.davis18.civ@mail.mil	256-313-1361
BJA43	Jeffrey Purk	jeffrey.c.purk.civ@mail.mil	256-313-1353
BJA44	Ray Mendez Acevedo	ray.mendezacevedo.civ@mail.mil	256-842-1436
BJA46	Travell Lockhart	travell.a.lockhart.civ@mail.mil	256-876.1401
BJA60	Tihera Duckett	tihera.l.duckett.civ@mail.mil	256-313-1341
BJA61	Brian King	brian.b.king.civ@mail.mil	256-955-0481
BJA64	James Woolbright	james.e.woolbright2.civ@mail.mil	256-313-5663
BJA67	Jonathan Guerrero	jonathan.j.guerrero.civ@mail.mil	256-313-1514
BJA69	Frances Walsh	frances.d.walsh.civ@mail.mil	256-313-1508



THE MOUNTING BRACKET, NSN 5340-01-431-3065, IS A COMPONENT OF THE COLLECTIVE SERVOCYLINDER BELLCRANK ASSEMBLY. IT IS NOT STOCKED AND CANNOT BE ORDERED.

THE ORIGINAL EQUIPMENT MANUFACTURER DOES NOT SELL THE PART AS A SEPARATE ITEM.

SO IF YOU **NEED** THE BRACKET, ORDER THE NEXT HIGHER ASSEMBLY, THE QUADRANT CONTROL ASSEMBLY, NSN 1680-01-375-0815.

ALL ORDERS FOR THE MOUNTING BRACKET NEED TO BE CANCELLED AND A QUADRANT CONTROL ASSEMBLY REQUISITIONED.



PS COMBAT VEHICLES

featuring
BCT READINESS!

WE'VE GOT TO KEEP THIS BAD BOY READY FOR THE FIGHT!



This section covers recording operation hours for the M1068A3, M113 battery tips, and keeping M1-series tanks combat ready.

PS 744

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NOV 14

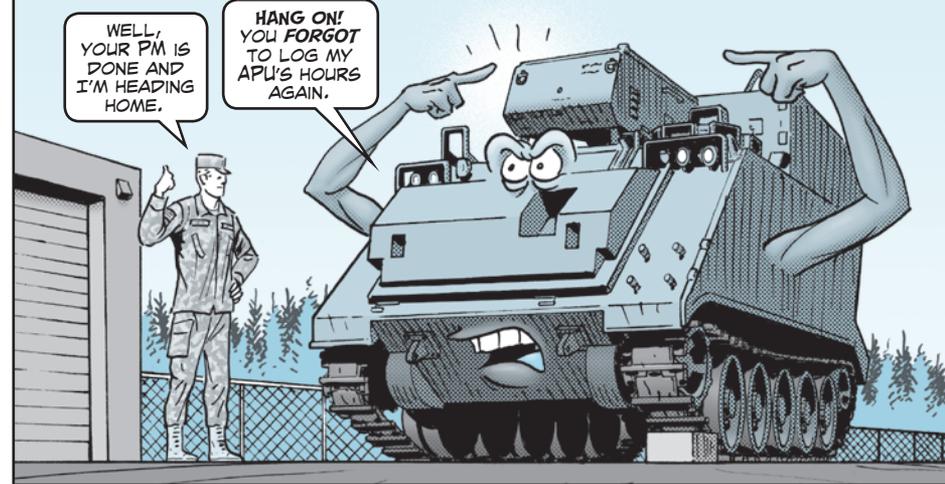
[Click here for a copy of this article to save or email.](#)

M1068A3 Command Post Carrier...

DON'T LET HOURS SLIP BY

WELL, YOUR PM IS DONE AND I'M HEADING HOME.

HANG ON! YOU FORGOT TO LOG MY APU'S HOURS AGAIN.



Dear Editor,

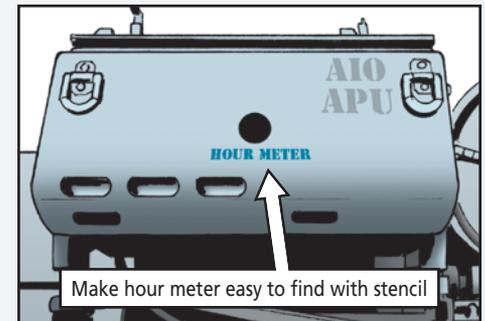
Keeping track of the hours of operation on the 5-kW auxiliary power unit (APU) is an important part of PMCS on the M1068A3 command post carrier. Logging the number of hours the engine has run between services is critical.

Logging the hours is how you know if the APU is due for an oil change or if the fuel injector needs to be replaced, for example. It's also how you know when to check the fuel filter, inspect the oil cooler and adjust the engine valve clearance.

But many times, logging those hours gets overlooked simply because drivers don't know where the hour meter is located. The opening in the APU's casing isn't marked, so it's easy to miss.

An easy solution is to stencil "Hour Meter" above or below the hour meter opening on the APU. That way crews can easily find the hour meter and keep track of those hours.

SFC James Martin
Ft Hood, TX



Editors note: That's a great suggestion, Sergeant. Crewmen, be sure to follow the PM procedures in TM 9-6115-644-13&P to keep those APUs working.

PS 744

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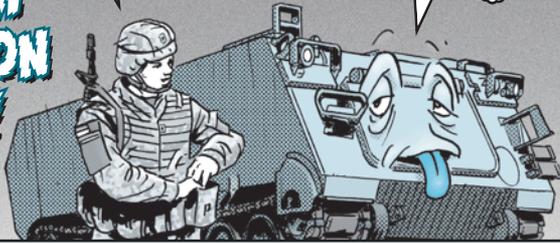
NOV 14

[Click here for a copy of this article to save or email.](#)

BATTERY PM KEEPS MISSION ON TRACK!

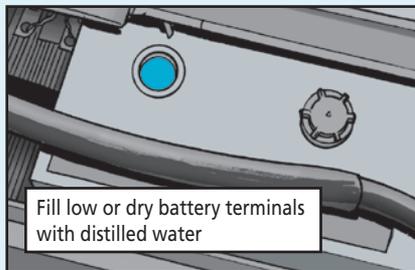
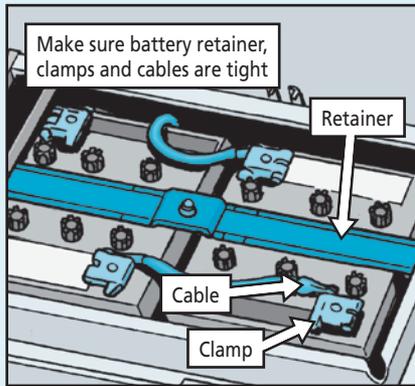
WHAT'S **WRONG**
WITH YOU? WE'VE
GOT A MISSION!

SOMEBODY FORGOT...
I CHECK MY BATTERIES...
NOW I'M... FEELIN'
KINDA RUNDOWN...



Crewmen, when it comes to your M113's batteries, a little diligence goes a long way. Check out these PMCS tips to make sure battery troubles don't fizzle out your mission before it begins.

1. Use both hands to check the battery retainers and clamp. If the batteries move or seem loose, let your mechanic know.
2. Same thing with the battery connections. If you can twist the clamp with your thumb and first two fingers, it needs to be tightened.
3. Check to see if the cables are connected tightly to the clamp. If not, report 'em.
4. Check the battery cells. The electrolyte should cover the plates and reach the bottom edge of the vent plugs. If any are low or completely dry, fill them with distilled water. You'll get six 1-gallon bottles of distilled water when you order NSN 6810-00-682-6867.
5. Take a rag and clean the battery, making sure to wipe off the battery case and surrounding metal parts. While you're at it, look for missing or damaged rubber boots on the terminal covers. Tell your mechanic and he'll replace 'em with NSN 2530-01-089-4992.
6. Give each terminal a light coat of GAA.



Get the complete scoop on keeping your M113's batteries in top shape by checking out WP 0085-00 of TM 9-2350-261-10 and WP 0104 of TM 9-2350-277-10. For even more battery info, check out TM 9-6140-200-13, *Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries*.

KEEP COMBAT READY WITH FILTER PM!

YOUR M1-SERIES TANK IS A **BEAST!**
IT CAN HANDLE MOST ANYTHING
THROWN ITS WAY.

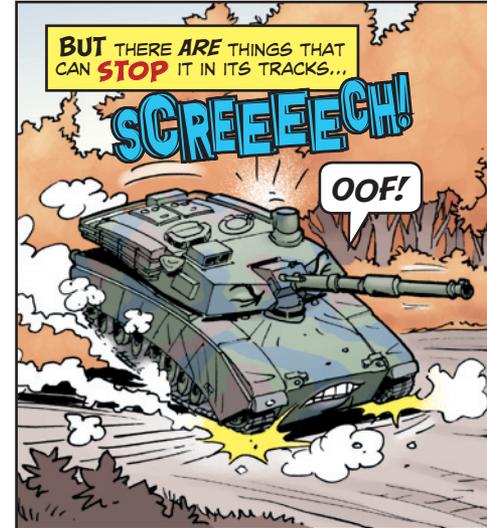
GRRRR!



BUT THERE ARE THINGS THAT
CAN **STOP** IT IN ITS TRACKS...

SCREEEECH!

OOF!



YES THE **SMALLEST** THINGS,
LIKE LEAVES AND OTHER
DEBRIS, EVEN DIRT AND
SAND, CAN BRING YOUR TANK
TO A REAL QUICK **STOP**.



THAT'S WHY IT'S SO **IMPORTANT** TO KEEP
YOUR TANK'S SEALS AND FILTERS IN
GOOD CONDITION.

THEY SCREEN OUT BAD STUFF LIKE DIRT
AND SAND SO ONLY CLEAN AIR GETS
THROUGH.

THEY ALSO KEEP OUT LARGER DEBRIS
THAT CAN DENT, CRACK OR BREAK
COMPRESSOR BLADES.

PAY
SPECIAL
ATTENTION
TO THESE
**IMPORTANT
PM POINTS**
SO THAT
THOSE
SEALS AND
FILTERS CAN
STOP THE
BAD STUFF
BEFORE IT
STOPS YOUR
MISSION...



Precleaner

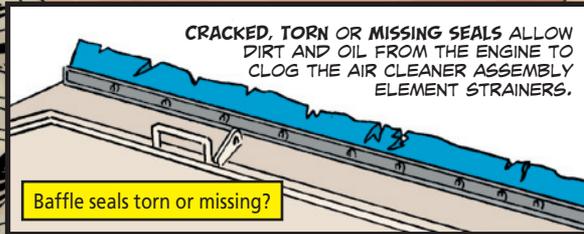
TREES AND BUSHES MAKE A GOOD HIDING PLACE FOR US TANKS, BUT THEY CAN ALSO RESULT IN CLOGGED AIR PRECLEANERS.

LEAVES THAT FALL ON OR NEAR THE AIR INLETS GET SUCKED INTO THE PRECLEANER. ENOUGH LEAVES WILL RESTRICT AIRFLOW AND LOWER POWER OUTPUT.



Make sure precleaner surface is free of debris

IF THE AIR CLEANER CLOGGED FILTER LIGHT COMES ON, MAKE THE PRECLEANER ONE OF YOUR FIRST CHECKS. WHILE YOU'RE THERE, TAKE A CLOSE LOOK AT THE BAFFLE SEALS.



CRACKED, TORN OR MISSING SEALS ALLOW DIRT AND OIL FROM THE ENGINE TO CLOG THE AIR CLEANER ASSEMBLY ELEMENT STRAINERS.

Baffle seals torn or missing?

NSN 5330-01-225-6106 GETS A NEW SHORT SEAL. THE LONGER SEAL IS NSN 5330-01-320-3696.

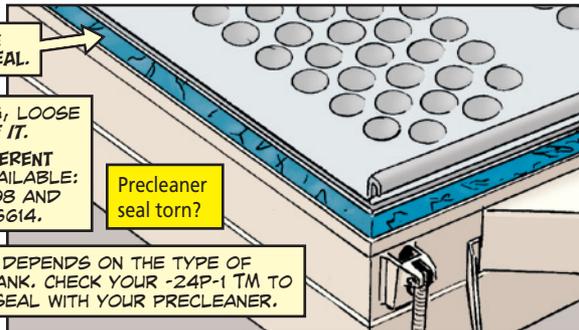
THEN CHECK OUT THE BOTTOM PRECLEANER SEAL.

IF THE SEAL IS MISSING, LOOSE OR TORN, REPLACE IT.

THERE ARE TWO DIFFERENT PRECLEANER SEALS AVAILABLE: NSN 5330-01-166-5798 AND NSN 5330-01-329-6614.

Precleaner seal torn?

THE SEAL YOU USE DEPENDS ON THE TYPE OF PRECLEANER IN YOUR TANK. CHECK YOUR -24P-1 TM TO MATCH THE CORRECT SEAL WITH YOUR PRECLEANER.



1 CLEAN OFF THE OLD SEAL AND ADHESIVE COMPLETELY. YOU'LL NEED A LOT OF ELBOW GREASE COMBINED WITH A RAG, DRY CLEANING SOLVENT AND A WIRE BRUSH.

2 SPREAD ADHESIVE, NSN 8040-00-664-4318, IN THE SEAL GROOVE. USE ENOUGH TO HOLD THE SEAL, BUT NOT SO MUCH THAT IT SQUEEZES OUT AROUND THE SEAL.

THE RIGHT AMOUNT OF ADHESIVE KEEPS THE SEAL FROM STICKING TO THE AIRBOX FRAME AND RIPPING LOOSE EVERY TIME YOU REMOVE THE PRECLEANER.

3 APPLY A VERY LIGHT COAT OF ADHESIVE TO THE BOTTOM OF THE NEW SEAL AND PRESS IT INTO THE GROOVE WITH YOUR FINGER.

YOU WON'T GET AN AIRTIGHT SEAL IF YOU INSTALL ME LIKE THIS!

TAKE EXTRA CARE NOT TO TWIST THE SEAL AS YOU PUT THE ROUNDED SIDE IN THE MOUNTING GROOVE. A TWISTED SEAL IS NOT AIRTIGHT.

4 LET THE ADHESIVE DRY COMPLETELY BEFORE YOU PUT THE PRECLEANER BACK IN PLACE. PUT A DAB OF ADHESIVE ON A PIECE OF PAPER. WHEN IT'S DRY, THE SEAL SHOULD BE, TOO.

OK! MY SEAL'S DRY! Y'CAN GET ME INSTALLED NOW!

DING!

WHILE YOU'RE AT IT, CHECK TO MAKE SURE THE NBC WARNING DECAL IS IN PLACE.

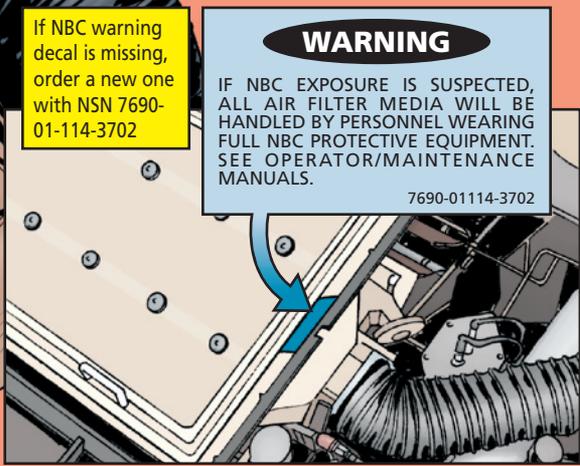
THE DECAL, NSN 7690-01-114-3702, WARNS THAT ALL AIR FILTER SYSTEM PARTS MUST BE HANDLED BY NBC PERSONNEL IF ANY NBC CONTAMINATION IS SUSPECTED, REGARDLESS OF WHETHER THE PRECLEANER IS EQUIPPED WITH THE PULSE JET SYSTEM (PJS) OR NOT.

If NBC warning decal is missing, order a new one with NSN 7690-01-114-3702

WARNING

IF NBC EXPOSURE IS SUSPECTED, ALL AIR FILTER MEDIA WILL BE HANDLED BY PERSONNEL WEARING FULL NBC PROTECTIVE EQUIPMENT. SEE OPERATOR/MAINTENANCE MANUALS.

7690-01114-3702

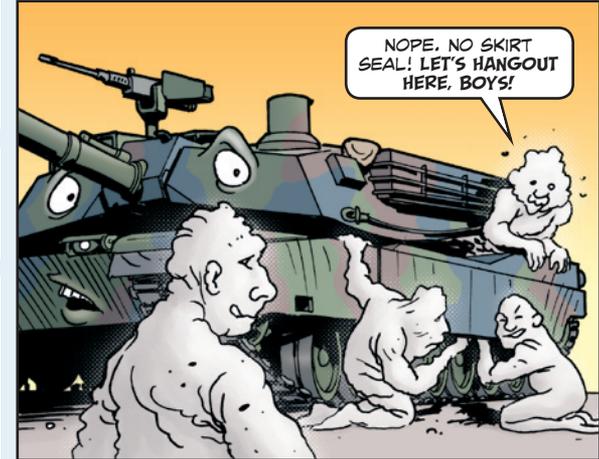


Skirt Seals

IF YOU'RE HAVING PROBLEMS WITH CLOGGED V-PACKS, MISSING FENDER SKIRT SEALS COULD BE THE CAUSE.

THOSE RUBBER STRIPS ARE THERE TO SEAL THE AREA BETWEEN THE SKIRTS AND HULL.

MISSING SEALS LET DIRT AND DUST GET SUCKED INSIDE THE FENDER SKIRTS. THE ENGINE PULLS THE DIRT INTO THE INTAKE SYSTEM WHERE IT CLOGS UP THE V-PACKS.

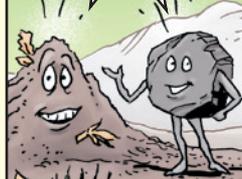


ALL THE SEALS ARE IMPORTANT, BUT PAY SPECIAL ATTENTION TO THE SEALS AT SKIRTS 4, 5 AND 6 ON THE LEFT SIDE OF THE VEHICLE.

THESE SEALS ARE CLOSEST TO THE AIR INTAKE GRILLS AND CAN LET IN THE MOST DIRT.

ALSO, A WORKING PRECLEANER SCAVENGER FAN IS CRITICAL TO KEEPING THE TANK'S AIR INDUCTION SYSTEM UP AND RUNNING. ALL IT TAKES TO KNOCK OUT THE FAN IS A SMALL ROCK OR CHUNK OF DIRT.

WE MAY BE LITTLE BUT WE CAN PACK A WHALLOP!



IF A ROCK GETS SUCKED INTO THE SCAVENGER FAN, IT CAN JAM BETWEEN THE FAN BLADES AND THE HOUSING. THE SUDDEN STOP SNAPS THE HOLLOW ALUMINUM FAN SHAFT.

THAT MEANS THE FAN STOPS WORKING.

DIRT, LEAVES AND OTHER DEBRIS THAT COLLECT ON THE PRECLEANER WON'T GET REMOVED. AFTER THAT, THE V-PACKS GET CLOGGED FASTER THAN NORMAL AND PRETTY SOON THE TANK'S OUT OF BUSINESS.

NSNS FOR THE SEALS ARE LISTED IN TM 9-2350-264-24P-1 (JUN 11, W/CH 1, JAN 13) FOR THE M1A1...

...AND IN TM 9-2350-388-13&P IN IETM EM 0334 (JUN 14) FOR THE M1A2.



ALSO, KEEP IN MIND YOU NEVER WANT TO STORE ANYTHING ON TOP OF THE AIR INTAKE CLEANER. STORING ITEMS THERE CUTS OFF COOLING AIR TO THE ENGINE. NOT ONLY THAT, BUT BUMPS AND VIBRATION DURING MOVEMENT CAN DAMAGE THE AIR INTAKE CLEANER.

Never store items on top of air intake cleaner



SO STORE THAT EXTRA OIL, TOOLS AND BII ITEMS PROPERLY AND LET THE AIR INTAKE CLEANER DO ITS JOB.

Y'KNOW MY V-PACKS ARE CLOGGING QUICKER'N USUAL!

YEAH! MINE, TOO!

SAME HERE!

IF YOU'RE GETTING A LOT OF THESE COMPLAINTS...

...CHECK THE THE SCAVENGER FAN SHAFT. IF IT'S BROKEN. HAVE YOUR MECHANIC REPLACE IT PRONTO!





V-Packs

THE THREE V-PACKS ON ALL TANKS THAT ARE NOT PJS-EQUIPPED SHOULD BE REMOVED, CLEANED AND INSPECTED AFTER EVERY OPERATION.

V-PACKS ON PJS-EQUIPPED TANKS ARE SELF-CLEANING.

THE PREFERRED CLEANING METHOD IS THE V-PACK CLEANING WAND.

YOU'LL FIND INFO ON THE WAND IN THE "UNUSUAL CONDITIONS" SECTION OF YOUR -10 TM'S OPERATING INSTRUCTIONS.



IF THE CLEANING WAND ISN'T AVAILABLE, SHAKE THE V-PACKS, MAKING SURE NOT TO HIT THEM AGAINST ANYTHING HARDER THAN YOUR HAND.

BRUSH DIRT AND DUST FROM THE ELEMENTS WITH YOUR HAND.



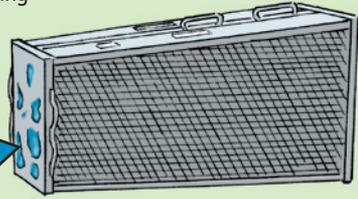
THEN, HAVE THE ELEMENTS PROPERLY CLEANED BY YOUR UNIT MAINTENANCE FOLKS AS SOON AS POSSIBLE. WEIGH THE ELEMENT AFTER IT'S BEEN CLEANED. IF IT'S WEIGHT EXCEEDS THE WEIGHT SHOWN ON THE AIR FILTER'S DECAL OR IF IT'S HEAVIER THAN 43 POUNDS, REPLACE IT.

WHILE THE V-PACKS ARE OUT, INSPECT THE PLENUM BOX AND ELEMENTS FOR POTENTIAL PROBLEMS...



- Eyeball the bead on the front face of each V-pack element for dents or sharp edges that could cut the plenum box seal. Then check for buckling on the rear face of the element. Either problem means you need a new V-pack.

Look for dents or buckling



- Look for broken welds and cracks in the plenum air box. Dust trails along the welds and seams of the box are a good sign of a leak, so tell your mechanic.
- Look for torn, cracked or missing plenum box seals. A missing seal makes your tank NMC. Those three seals also deteriorate over time, so check each one by measuring the depth of the depression made by the V-pack bead in the seal. If the depression measures more than 3/16 inch, get the plenum box seal replaced.

HERE'S ANOTHER WAY TO CHECK THE SEALS...



1. Apply chalk to the raised portion of the V-pack bead.
2. Install the V-pack and secure the holding clamp.
3. Remove the V-pack and eyeball the plenum box seal. There should be a complete chalk line around the seal from contact with the V-pack bead.

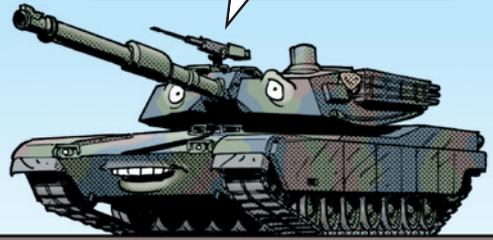


IF THE CHALK LINE IS BROKEN, THE V-PACK MAY NOT BE SEALING CORRECTLY. SO GET YOUR MECHANIC TO INSTALL A NEW SEAL, NSN 5330-01-098-6807.

REMEMBER TO WIPE THE CHALK OFF THE V-PACK BEAD AND SEAL AFTER TESTING.

THIS METHOD WORKS ESPECIALLY WELL IF YOU ARE PUTTING NEW V-PACKS IN WITHOUT REPLACING THE PLENUM BOX SEALS.

BUT IT'S A GOOD IDEA TO PUT IN NEW PLENUM BOX SEALS ALONG WITH THE NEW V-PACKS WHENEVER POSSIBLE.



YOU CAN KEEP V-PACK FILTERS DRY AND CLEAN BY COVERING THE AIR CLEANER INTAKE WITH A CANVAS OR PLASTIC TARP WHILE YOUR TANK IS SITTING.



JUST MAKE SURE YOU REMOVE THE TARP BEFORE STARTING THE VEHICLE.



High-Pressure Cleaning

HEY, *≠SPLUTE* BUB! KEEP *≠SPLUTTER* IT BELOW MY *≠SPLUTE* TURRET LINE, WILLYA?



KEEPING YOUR TANK NICE AND CLEAN HELPS KEEP THE BAD STUFF OUTTA THE FILTERS AND SEALS.

BUT HIGH-PRESSURE WATER, AIR OR STEAM CAN END UP DOING MORE HARM THAN GOOD.

YOU SAID IT, HALF-MAST!



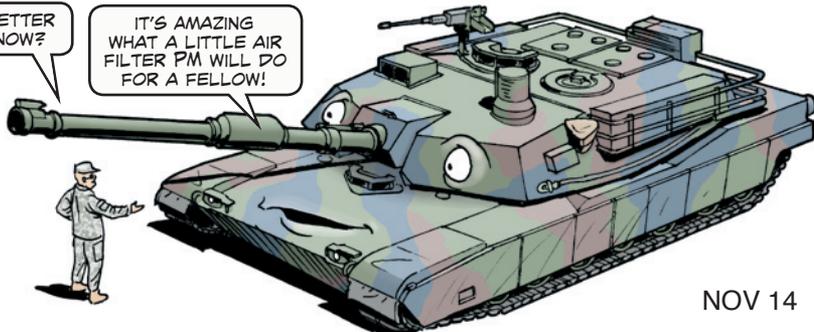
IF HIGH-PRESSURE WATER, AIR OR STEAM IS FORCED INTO THE AIR INTAKE SYSTEM, YOU'RE LOOKING AT **CLOGGED V-PACKS** THAT CAN SHUT YOUR TANK DOWN **FAST**.

THAT'S WHY IT'S VERY IMPORTANT TO FOLLOW ALL THE STEPS IN THE CLEANING AND LUBRICATION PMCS SECTION OF YOUR -10 TM.

THOSE STEPS OUTLINE ALL THE PRECAUTIONS NEEDED TO MAKE SURE I NOT ONLY COME OUT OF THE WASH RACK CLEAN, BUT ALSO BATTLE-READY.

BETTER NOW?

IT'S AMAZING WHAT A LITTLE AIR FILTER PM WILL DO FOR A FELLOW!

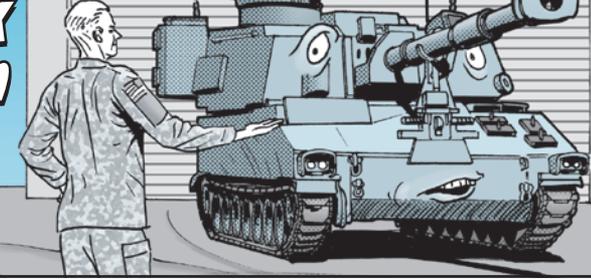


M109A6 Paladin...

Don't Overlook Idler Arm Lube Points

YOU READY FOR OUR MISSION TOMORROW?

MY IDLER ARM IS FEELING KINDA CREAKY. CAN I GET SOME LUBE BEFORE WE GO?

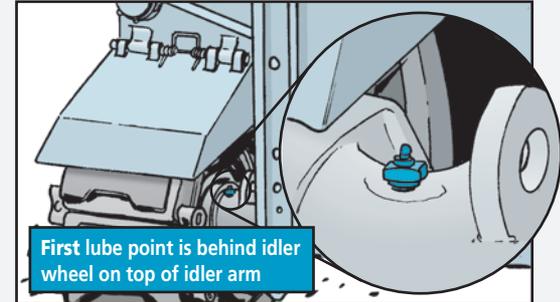


Your Paladin's hard-working idler arm and housing don't always get the respect—or lube—they deserve.

It's easy to overlook the idler arm and housing during PM. But you can't do that if you want to keep your Paladin riding smooth.

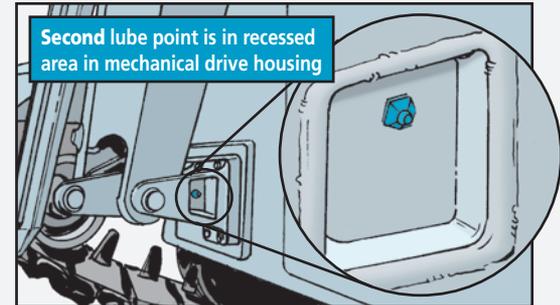
There are two lube points for the idler arm and housing. Miss them too often and the arm can lock up and even shear off during operation.

The first lube point is behind the idler wheel on top of the idler arm. It gets covered with dirt and mud, so it's easy to miss. Be sure to clean it off before lubing so you don't force in any dirt.



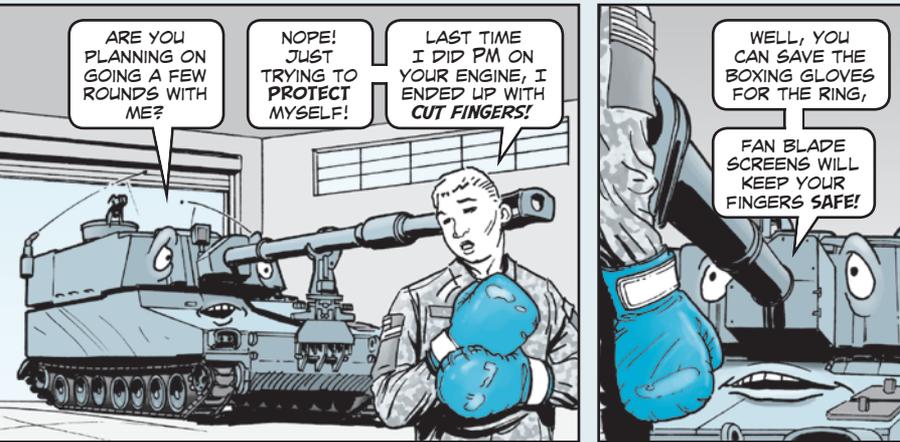
First lube point is behind idler wheel on top of idler arm

The second lube point is in a recessed area inside the mechanical drive housing, NSN 3040-00-179-5562. Because the lube point sits back out of sight, it's often forgotten. You'll need to remove the pipe plug and replace it with a grease fitting, NSN 4730-00-050-4208, to lube this area. Hit both lube points semiannually with GAA to prevent problems.



Second lube point is in recessed area in mechanical drive housing

Screen Off Finger Injuries



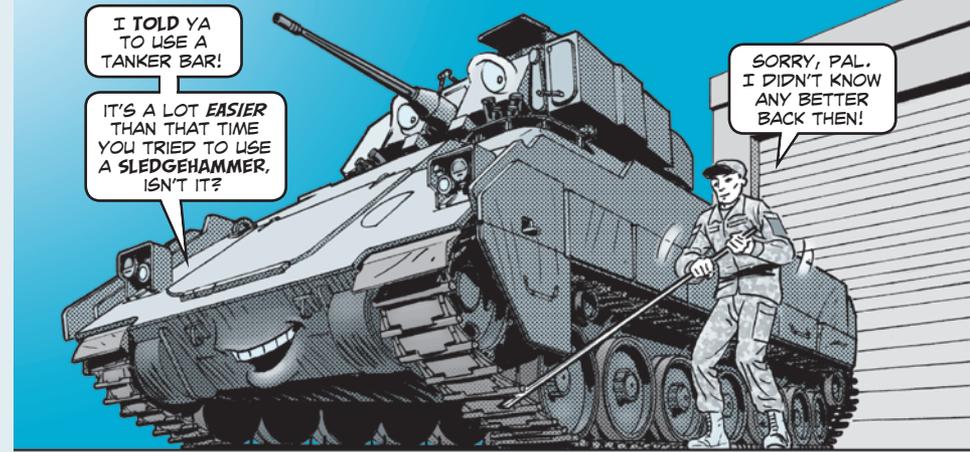
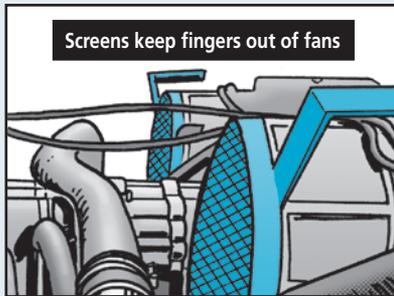
The cooling fans on your howitzer or ammo carrier do a great job of keeping the engine cool. But they can also do a number on your fingers if you aren't careful.

Always use fan blade screens anytime you're doing maintenance on a running engine.

The screens, NSN 2510-01-247-2976, keep fingers and anything else from being pulled into the blades as you check for leaky hoses, pipes and fittings.

Each screen has hooks and a thumbscrew and locknut to secure it to the fan shroud. The screens should be used only during scheduled maintenance, though. Remove them before regular vehicle operation or the engine will overheat.

As a reminder to use the screens, put a warning decal, NSN 7690-01-244-9849, on both fan tower shrouds. Use some general purpose cleaner, NSN 7930-00-515-2477, to clean the shrouds before applying the decals.



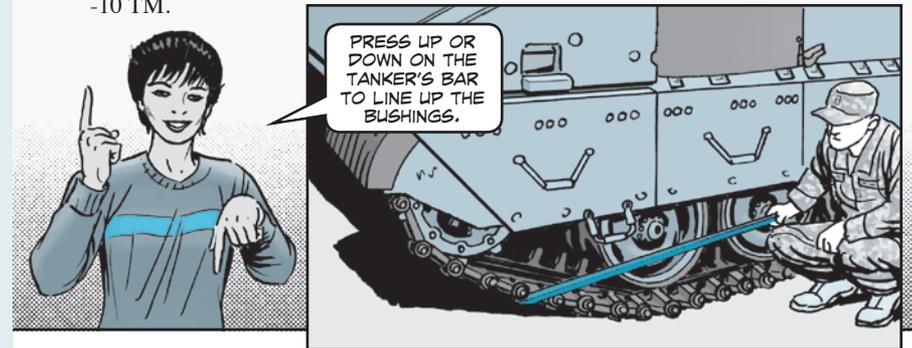
Bar Makes Track Connecting Simple

Few things are more frustrating than trying to reconnect broken track or install new track on your Bradley and not being able to line up the bushing holes just right.

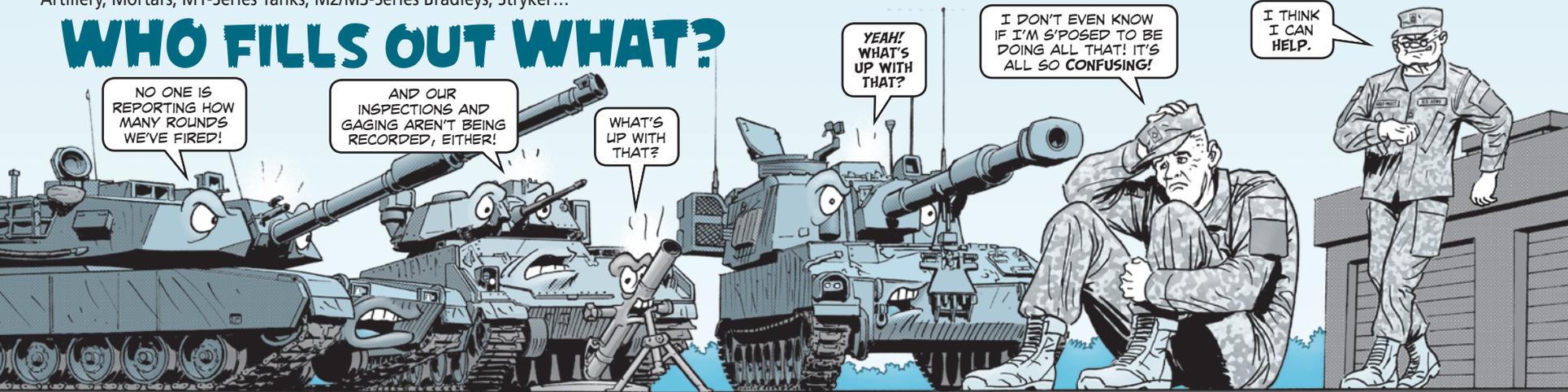
If you don't line up the bushing holes just so, good luck trying to slide in the connecting pin. Even using the track connector seldom makes the task any easier.

But don't give in to temptation and break out the sledgehammer to bang in the pin. That may help work out your frustrations, but it causes damage to the pin and bushings. That'll eventually result in track failure.

A much better tool is a tanker's bar. Just wedge the end of the bar between the two shoes and pull up and down to manipulate the bushings until they line up. Then the pin slides in easily. Be sure to follow the track alignment procedures outlined in the -10 TM.



WHO FILLS OUT WHAT?



Dear Half-Mast,

With the changes in the Army's maintenance structure, such as the elimination of the turret mechanic (MOS 91K), it's confusing as to which MOS should be recording maintenance and firing information. Can you clear that up?

CW2 R.H.

Dear Chief,

Good question! And the answer depends on which weapon system you have.

One thing mortars, howitzers, cannons, M1-series tanks, Strykers and the Bradley's M242 automatic gun have in common is that you're required to fill out a DA Form 2408-4, Weapon Record Data Card, every time they're fired. And then for all those weapons—except the M242—you're required to file this information in the TULSA electronic gun card database:

<https://tulsa.tacom.army.mil/guncard>

Click on **VIEW/PRINT**. Enter the tube, cannon and end item serial numbers and/or the UIC of the card you're searching for. Click on **ACTIVE CARDS**.

When the search results come up, click on **VIEW/PRINT** and fill it in. Print a copy of the card when you're done to keep with your weapon.



It's important to keep a hard copy of the 2408-4. It proves that the weapon has passed inspection and is ready for firing.

If you have trouble with the website, use the POCs in the left-hand column of the Gun Card homepage. That'll put you in touch with the right person for your weapon.

Bradley units are not required to file the 2408-4 for their M242s. Units are required to keep the completed card for 90 days. An updated card should be maintained with the vehicle's maintenance records.

Now back to the question of who should do what. For mortars, the 91F small arms/artillery repairer is the sole maintainer. So the 91F records all required inspections and gaging. But mortar platoon sergeants are the best ones to enter the round count and firing data.

Normally, the best person to be responsible for the 2408-4s for howitzers, M1-series tanks, Strykers and the M242 is the master gunner.

But the job of recording required inspections and gaging should be done by the person doing the work. For M1-series tanks, that would be the 91A tank system maintainer. For heavy and light towed howitzers and Bradley M242s, that person would be the 91F or the master gunner. For the M109A6 Paladin, it's the 91P. For the Stryker, it's the 91S.

But none of this is carved in stone. What is important is that each unit has people clearly designated as responsible for recording rounds fired and performing and recording required inspections and gaging on their specific weapon systems. That way the information doesn't fall through the cracks.

Half-Mast



WHAT A WAY
TO SPEND MY
THANKSGIVING!



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

WHO INSTALLS NEW SELECTOR SWITCH?

HEY! HOW
ABOUT
GETTING ME
THAT NEW
SELECTOR
SWITCH?

SORRY,
YOUR OLD
SWITCH
IS STILL
GOOD.

YOU'LL
GET A NEW
ONE WITH
THE MWO
OR IF IT
BREAKS.



Dear Half-Mast,

We saw on Page 38 of PS 729 (Aug 13) that there's a new selector switch for the M16 rifle and M4/M4A1 carbine that lets a Soldier operate the fire control selector switch with either hand.

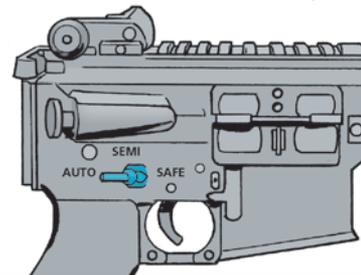
Do we have to wait for the TACOM M4 MWO team to apply MWO 9-1005-319-50-1 that converts the M4 to the M4A1 to get the new switch? Or can we go ahead and order the switch, NSN 1005-01-585-6042, and put it on ourselves?

Mr. M.K.

THE NEW
SWITCH IS INDEED
INCLUDED IN MWO
9-1005-319-50-1.



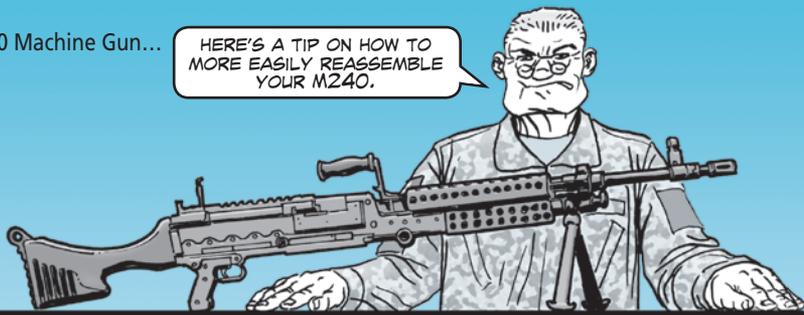
New switch can be ordered when old one quits working



BUT WHEN THE OLD SWITCH FOR THE M4/M4A1 AND M16 NEEDS REPLACING, YOU CAN ORDER EITHER THE NEW OR OLD SWITCH AND YOUR 91F SMALL ARMS REPAIRMAN CAN INSTALL IT.

KEEP USING THE OLD SWITCH UNTIL IT WEARS OUT. THE OLD SWITCH, NSN 1005-01-225-0339, IS A TERMINAL ITEM, BUT STOCK IS STILL AVAILABLE.

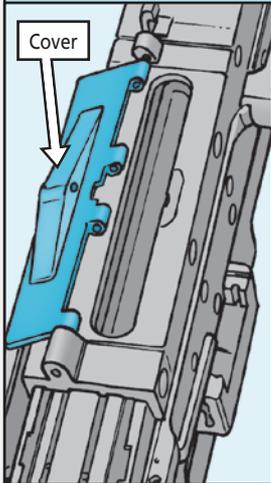
HERE'S A TIP ON HOW TO MORE EASILY REASSEMBLE YOUR M240.



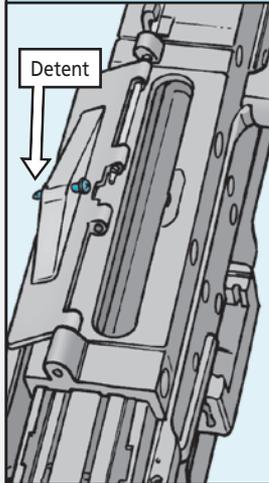
Prevent Ejection Port Dejection

Dear Editor,
The M240's TM 9-1005-313-23&P (Dec 07) is a bit vague on how to reassemble the ejection port cover assembly. Here is what I've come up with to do the job:

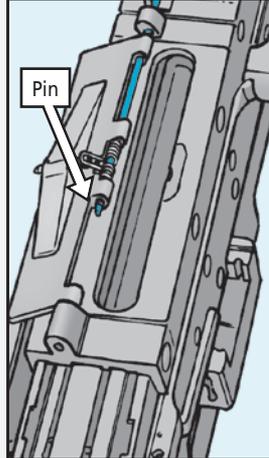
- With the ejection port cover open, turn the M240 upside-down.



- Insert the detent inside the ejection port cover.



- Insert the ejection port cover pin 1/4 of the way through the cover and spring.



- The spring must have tension to hold properly. If the spring needs tension, start one end of the spring into position and turn the other end 1/4 turn.
- Slide in the rest of the cover pin. Use a flat-tip screwdriver to push the other end of the spring finger into place.

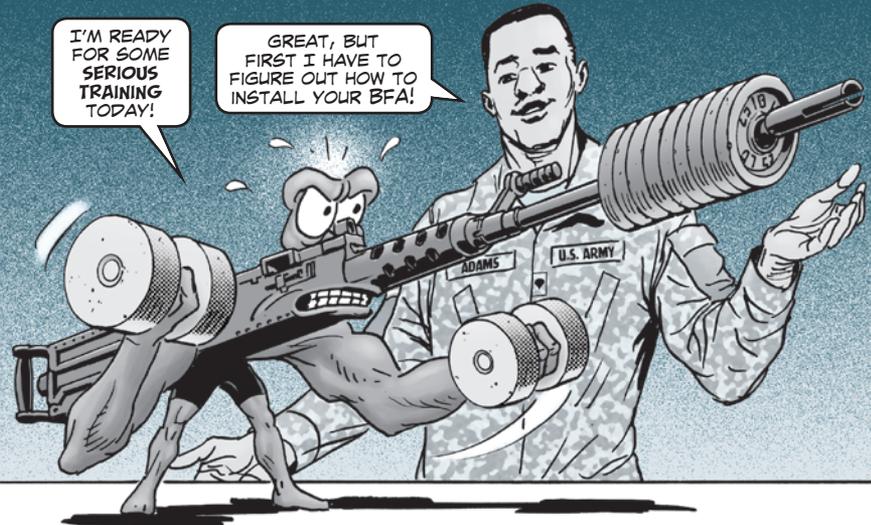
Kevin Johnson
TACOM LCMC
Ft Polk, LA

Editor's note: Thanks for the tip, Kevin.

Big BFA Difference for M2A1

I'M READY FOR SOME SERIOUS TRAINING TODAY!

GREAT, BUT FIRST I HAVE TO FIGURE OUT HOW TO INSTALL YOUR BFA!



When you get ready to train with your new M2A1 machine gun, you must do things differently than you did with the M2. Before you can install the M19 blank firing attachment (BFA) on the M2A1, you must first remove the M2A1's flash suppressor and install a barrel cap in its place. The procedure is in WP 0002 in the M19's TM 9-1005-314-13&P (Jun 13), *Preparation of M2A1 for Blank Firing Attachment*.



To install M19 BFA on M2A1, first remove flash suppressor and install a barrel cap in its place

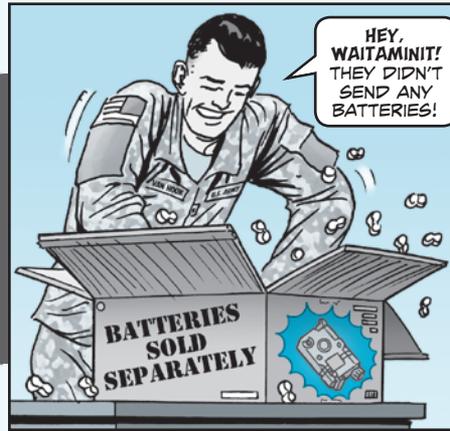
THE BARREL CAP, NSN 5340-01-545-2949, IS PART OF THE BFI IN TM 9-1005-314-13&P. IT SHOULD COME WITH THE M19.

ONCE THE BARREL CAP IS ON, THE M19 CAN BE INSTALLED FOLLOWING THE PROCEDURE IN WP 0002.

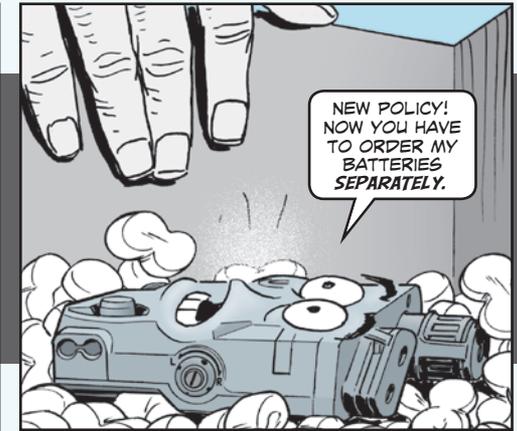
BATTERIES SOLD SEPARATELY



AWESOME!
THE NEW
AIMING
LASER IS
HERE!



HEY,
WAITAMIN!
THEY DIDN'T
SEND ANY
BATTERIES!



NEW POLICY!
NOW YOU HAVE
TO ORDER MY
BATTERIES
SEPARATELY.

WHEN YOU ORDER AN AIMING LASER OR TARGET LOCATOR MODULE SYSTEM, THE BATTERIES WILL NO LONGER COME WITH IT.

WHAT? WHY NOT?



THE ARMY HAS STOPPED INCLUDING BATTERIES BECAUSE OF EXPIRATION DATES AND CORROSION OR DAMAGE CAUSED BY LEAKING BATTERIES.

OH, WELL, THAT MAKES SENSE.



SO IF YOU ORDER AN AIMING LASER OR TARGET LOCATOR, YOU **MUST** ORDER THE BATTERIES SEPARATELY.

SEE THE EXPENDABLE AND DURABLE ITEMS LIST IN THE -10 OR -13&P TM FOR THE CORRECT BATTERIES.



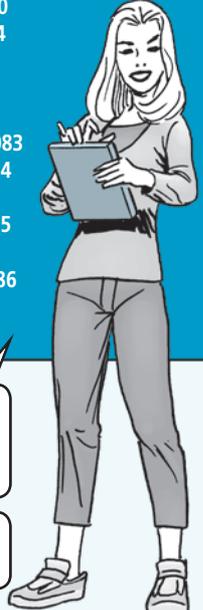
REMEMBER TO REMOVE BATTERIES WHEN YOU'RE NOT USING THE LASER OR LOCATOR OR WHEN YOU'RE TURNING THEM IN FOR REPAIR OR DEMIL. THAT SAVES THEM FROM BEING RUINED BY LEAKING BATTERIES.

DISPOSE OF BATTERIES LIKE IT SAYS IN TB 43-0134, BATTERIES, DISPOSITION AND DISPOSAL.

HERE ARE THE AIMING LASERS AND TARGET LOCATORS AFFECTED BY THIS NEW POLICY...



- AN/PEM-1 LBS, NSN 5860-01-471-2091
- LA-8/P ALP, NSNs 5860-01-564-8167 and 5860-01-558-4706
- AN/PEQ-2A, NSN 5855-01-447-8992
- AN/PEQ-14 ILWLP, NSNs 5855-01-538-0191 and 5855-01-571-1258
- AN/PEQ-15 ATPAL, NSNs 5855-01-534-5931 and 5855-01-577-7174
- AN/PEQ-15A DBAL, NSNs 5855-01-535-6166 and 5855-01-579-0062
- AN/PEQ-16A MIPIM, NSN 5855-01-550-2780
- AN/PEQ-16B MIPIM, NSN 5855-01-582-1584
- LA-12P GLIS, NSN 5860-01-598-7398
- LS-13P GLIS, NSN 5860-01-598-6556
- AN/PED-3 Mark VII, NSN 1240-01-538-4212
- AN/PED-3A Vector 21, NSN 1240-01-562-8083
- AN/PED-4 Mark VIIIE, NSN 1240-01-562-8084
- AN/PED-5 TRIGR, NSN 1240-01-590-4552
- AN/PSQ-23 STORM, NSNs 5855-01-535-1905 and 5855-01-577-5946
- AN/PSQ-23A STORM, NSN 5855-01-600-0486
- AN/PVS-26 CoSNS, NSN 5855-01-538-8121
- AN/PVS-30 CoSNS, NSN 5855-01-567-9243



IF YOU HAVE ANY QUESTIONS ABOUT AIMING LASERS OR TARGET LOCATORS, CONTACT TACOM'S DENNIS TIMMONS AT DSN 786-1371, (586) 282-1371, OR EMAIL: dennis.c.timmons.civ@mail.mil

OR ANTHONY SMITH AT DSN 786-1233, (586) 282-1233, OR EMAIL: anthony.g.smith30.civ@mail.mil

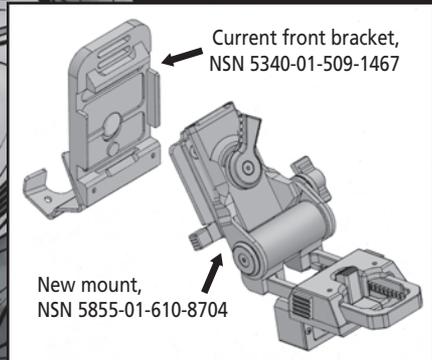
This section covers NVGs, laundry systems, and fuel vs. water cans.



Night Vision...

ONLY ORDER *NEW* HELMET MOUNT

WHEN YOUR HELMET MOUNT WEARS OUT, ORDER ONLY THE NEW MOUNT!



There is a new helmet mount for the AN/PVS-7 night vision goggles and the AN/PVS-14 monocular night vision device. And it's the *only* mount the Army wants you to order.

The new mount, NSN 5855-01-610-8704, fits on the advanced combat helmet (ACH) and combat vehicle crewman's (CVC) helmet. It uses the *current* front bracket, NSN 5340-01-509-1467.

The new mount lets you adjust your sight vertically and lock it in place.

Continue to use the old mount until it wears out or breaks. Then order the new mount.



DISPOSE OF UNSERVICEABLE MOUNTS AT YOUR LOCAL DLA DISPOSITION SERVICES (FORMERLY DRMO). DON'T SEND THEM TO TOBYHANNA ARMY DEPOT.

UNITS WON'T RECEIVE CREDIT FOR TURNING IN SERVICEABLE OR UNSERVICEABLE MOUNTS.

Need more info? Contact Marcia Hess, inventory manager, at DSN 648-1233, (443) 395-1233, or email: marcia.a.hess.civ@mail.mil

Or contact Jenny Irizarry, ILS manager, at DSN 648-1406, (443) 395-1406, or email: jenny.a.irizarry.civ@mail.mil

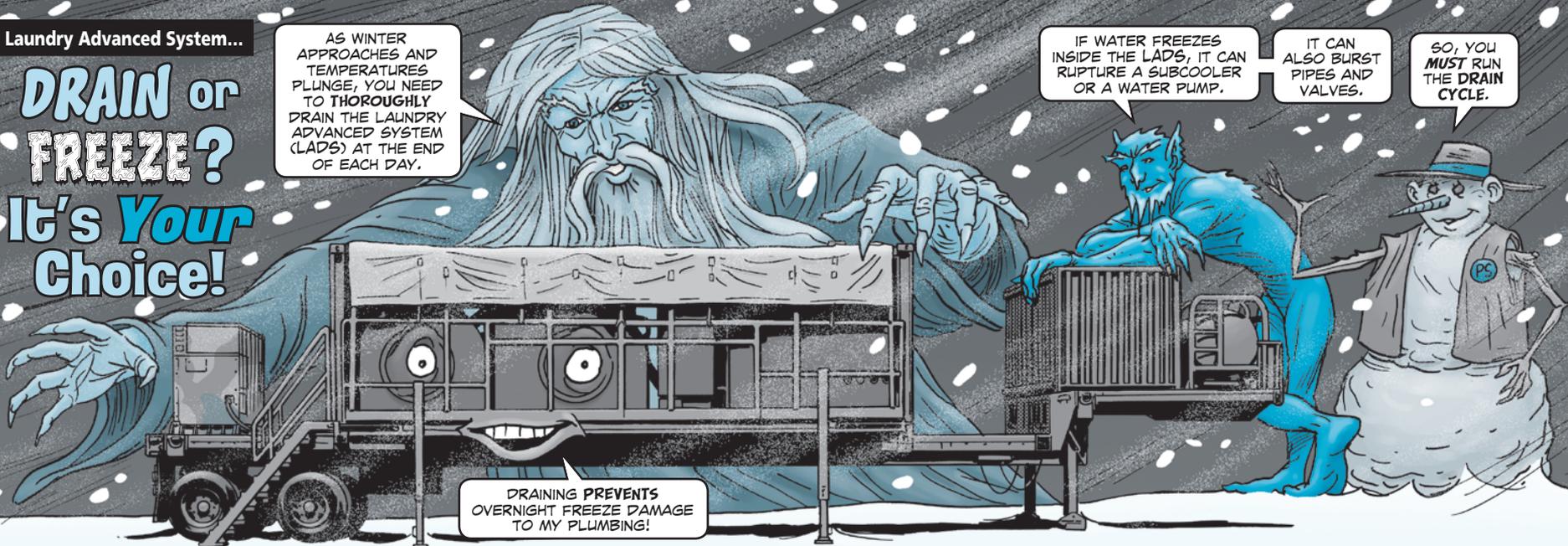
DRAIN or FREEZE? It's Your Choice!

AS WINTER APPROACHES AND TEMPERATURES PLUNGE, YOU NEED TO THOROUGHLY DRAIN THE LAUNDRY ADVANCED SYSTEM (LADS) AT THE END OF EACH DAY.

IF WATER FREEZES INSIDE THE LADS, IT CAN RUPTURE A SUBCOOLER OR A WATER PUMP.

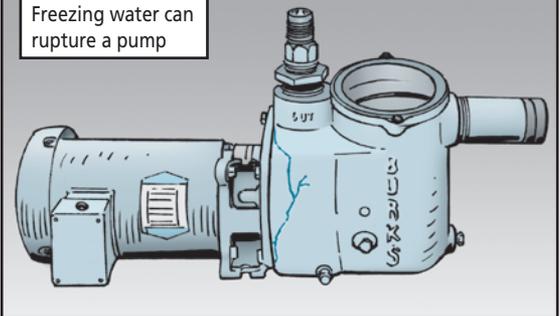
IT CAN ALSO BURST PIPES AND VALVES.

SO, YOU MUST RUN THE DRAIN CYCLE.



DRAINING PREVENTS OVERNIGHT FREEZE DAMAGE TO MY PLUMBING!

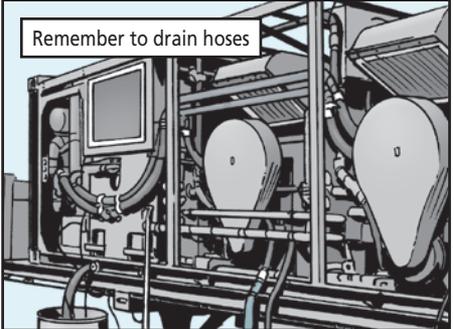
Freezing water can rupture a pump



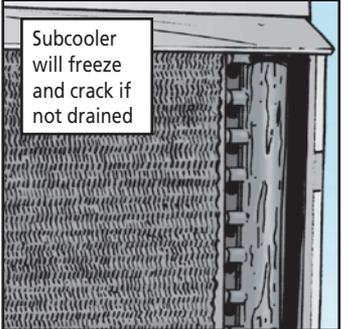
- Flush water from the anti-foam and detergent hand pumps.
- Drain the water tanks. Disconnect the bright green utility hose and open the faucet.
- Even after you run the DRAIN CYCLE, a little water stays in the LADS. Drain leftover water in the water pumps, distillate pump and still by opening their ball valves. Make sure the valves are left open. That way freezing water has room to expand and will not crack pipes and valves.

- Also drain the 10-ft and 50-ft water supply hoses, the 5-ft and 50-ft drain hoses, the utility hose and the water supply pump.

- A common mistake is forgetting to drain the subcooler. See that all eight valves are opened.



Remember to drain hoses



Subcooler will freeze and crack if not drained



USE THESE GUIDELINES ALONG WITH THE INSTRUCTIONS IN TM 10-3510-221-10 (JUL 03). WP 0016 TELLS YOU HOW TO DRAIN THE LADS MODEL C.

WP 0017 COVERS THE LADS MODEL D. MAKE SURE TO COMPLETE THE ENTIRE WORK PACKAGES.

Drain Before Freezing Weather, Transport or Storage
Drain the LADS not only before temperatures drop to freezing, but also before you transport or store it.
Hauling the LADS with full water tanks can cause the tanks to crack.
Storing the LADS with water in it sets up a breeding ground for bacteria.

Riddle of the Cans

HERE'S A RIDDLE FOR YOU: WHAT TWO **DIFFERENT** ITEMS ARE BASICALLY THE SAME SIZE, SHAPE AND COLOR AND HAVE A BIG OL' 'X' STAMPED INTO THEIR PLASTIC?

LET'S SEE... SAME SIZE, SHAPE, COLOR, BIG X. GEE, I DUNNO. WHAT?

A FUEL CAN AND A WATER CAN.

WHU-!? WHERE'D THAT X COME FROM?

A 5-GAL FUEL CAN LOOKS SIMILAR TO A 5-GAL WATER CAN. IF YOU'RE NOT PAYING ATTENTION, YOU MIGHT **MISTAKE** ONE CAN FOR THE OTHER. AND THAT COULD LEAD TO TROUBLE.

WATER! IS THAT MY NAME?

TROUBLE THAT INCLUDES DAMAGED EQUIPMENT, LOST PROPERTY AND THIRD-DEGREE BURNS. SO, PLAY IT **SAFE**. LEARN TO TELL THE CANS APART.

Similarities

HERE'S HOW FUEL AND WATER CANS ARE ALIKE. WE BOTH HAVE THE **SAME SIZE** AND BASICALLY THE **SAME SHAPE**.

AND WE HAVE A BIG X STAMPED INTO OUR PLASTIC SURFACE. BOTH OF US COME IN OLIVE DRAB AND SAND COLORS.

THAT'S YOUR CLUE, WATER CAN.

Differences

OUTWARDLY, FUEL AND WATER CANS DIFFER IN **THREE WAYS...**

...BY THE LABELS, CAPS AND HANDLES. GET TO KNOW ALL **THREE**.

	Fuel cans	Water cans
Label	Labeled FUEL	Labeled WATER
Cap	Smooth on top. Retaining strap fixed to its center.	Has two small caps within the larger cap: one for the breather, another for the pouring spout.
Handle	Has three handles	Has one handle

REMEMBER TO USE YOUR **SENSES** TO TELL THE DIFFERENCE BETWEEN US CANS...

TOUCH: FEEL THE NUMBER OF HANDLES AND THE SHAPE OF THE CAP.

HEARING: LISTEN WHEN YOU UNSCREW THE CAP. A FUEL CAN HAS PENT-UP VAPORS AND WILL ALWAYS MAKE A **HISSING** SOUND.

WATER CAN HAS **ONE HANDLE**

WATER CAN HAS **TWO SMALL CAPS WITHIN LARGER CAP**

FUEL CAN HAS **THREE HANDLES**

FUEL CAN CAP IS **SMOOTH ON TOP**, WITH **RETAINING STRAP**

SIGHT: SEE THE NUMBER OF HANDLES AND THE FUEL OR WATER LABEL.

SMELL: SMELL FOR FUEL ODOR.

AND THAT'S HOW YOU TELL US FUEL AND WATER CANS **APART!**

FOR MORE SAFETY INFORMATION, VISIT THE U.S. ARMY COMBAT READINESS/ SAFETY CENTER WEBSITE:
<https://safety.army.mil/>

I HEAR CONGRATS ARE IN ORDER!



US ARMY

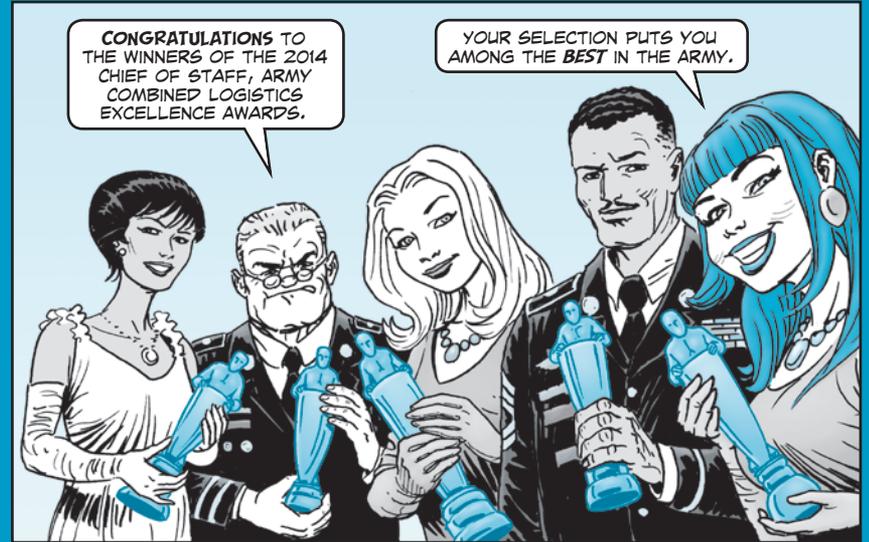
MATOS

Find out what units won awards, read about EPIC searches, GCSS-Army changeover, and EMS-2 sunsets.

Combined Logistics Excellence Awards 2014

CONGRATULATIONS TO THE WINNERS OF THE 2014 CHIEF OF STAFF, ARMY COMBINED LOGISTICS EXCELLENCE AWARDS.

YOUR SELECTION PUTS YOU AMONG THE BEST IN THE ARMY.



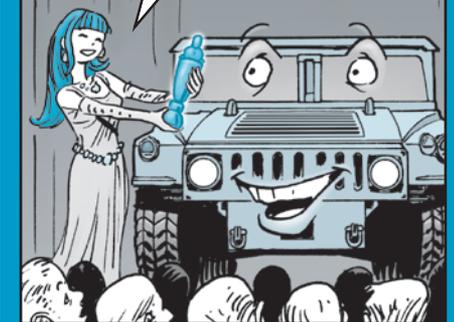
"Best of the Best" Crowned

THIS YEAR'S TOP THREE WINNERS IN THE MAINTENANCE, DEPLOYMENT AND SUPPLY CATEGORIES ARE...



- MAINTENANCE:**
1073d Spt Maint Co,
Greenville, MI
- DEPLOYMENT:**
Ft Hood, TX
(Log Readiness Ctr/AMC)
- SUPPLY:**
2d Eng Bde, JBER, AK (USARPAC)

AND HERE TO ACCEPT THIS VIRTUAL AWARD ON BEHALF OF THE ARMY WINNERS IN THE MAINTENANCE EXCELLENCE CATEGORY IS MISTER HMMWV...



ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY

Depot Category

Winner: Anniston Army Depot, Anniston, AL (AMC)

ACTIVE ARMY MTOE

Small Category

Winner: Echo Co, 2d Bn, 2d Avn Reg, Seoul, Korea (USARPAC)

Medium Category

Winner: 333d Sig Co, Camp Buckner, Okinawa, Japan (NETCOM)

Large Category

Winner: 24th MI Bn, 66th MI Bde, Wiesbaden, Germany (INSCOM)

ACTIVE ARMY TDA

Winner: AFSB-NE Asia, Camp Carroll, Korea (AMC)

Aviation Category

Winner: 1st MI (Aerial Exploitation), 66th MI Bde, Wiesbaden, Germany (INSCOM)

ARMY RESERVE TDA

Small Category

Winner: Equip Concentration Site #125 (G), Ft Bragg, NC

NATIONAL GUARD MTOE

Small Category

Winner: FSC, 153d Eng Bn, Parkston, SD

Medium Category

Winner: 1073rd Spt Maint Co, Greenville, MI

Large Category

Winner: 108th STB, Chicago, IL

NATIONAL GUARD TDA

Small Category

Winner: Combined Spt Maint Shop—North Dakota, Devil's Lake, ND

Medium Category

Winner: Combined Spt Maint Shop #1, Indianapolis, IN

Large Category

Winner: JFHQ—Surface Maint Mgr—Missouri, Jefferson City, MO

ALL OTHERS

Small Category

Winner: Busan Storage Ctr, Busan, Korea (USARPAC)

Medium Category

Winner: Fleet Mgmt Exp, Ft Sill, OK (AMC)

Large Category

Winner: Materiel Spt Ctr-Korea, Camp Carroll, Korea (USARPAC)

DEPLOYMENT EXCELLENCE AWARDS

ACTIVE ARMY

Deploying Unit Category

Winner: A Co, 307th ESB, Helemano Mil Res, Oahu, HI (NETCOM)

Supporting Unit Category

Winner: 39th Trans Bn (Movement Ctl), Kaiserslautern, Germany (USAREUR)

ARMY RESERVE

Deploying Unit Category

Winner: 993d Trans Co (PLS), Palatka, FL

ARMY NATIONAL GUARD

Deploying Unit Category

Winner: 875th Eng Co (Horizontal), North Wilkesboro, NC

ARMY INSTALLATION CONUS/OCONUS Category

Winner: Ft Hood, TX (Log Readiness Ctr/AMC)

CONGRATULATIONS TO EVERYONE! YOU'RE ALL WINNERS IN OUR BOOK!



SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

Level I (A) Company Supply MTOE

Winner: Echo Co, 1st Bn 1st ADA, Okinawa, Japan (USARPAC)

Level I (B) Brigade/Battalion TDA

Winner: 42d MP Bde, JBLM, WA (FORSCOM)

Level II (A) TDA (Small)

Winner: 7th Army NCO Academy, Grafenwoehr, Germany (USAREUR)

Level III (A) Property Book MTOE

Winner: 2d Eng Bde, JBER, AK (USARPAC)

Level III (B) Property Book TDA

Winner: 403d AFSB-NE Asia, Camp Carroll, Korea (AMC)

Level IV (A) SSA MTOE

Winner: 602d Bde Spt Co, JBLM, WA (FORSCOM)

Level IV (B) SSA TDA

Winner: 403d Army AFSB-NE Asia, Camp Carroll, Korea (AMC)

ARMY NATIONAL GUARD

Level I (A) Company Supply MTOE

Winner: 313th Med Co, Lincoln, NE

Level II (A) TDA (Small)

Winner: HQ, 209th Regl Trng Inst, Ashland, NE

Level III (A) Property Book MTOE

Winner: HQ, 347th Reg Spt Grp, Roseville, MN

Level II (B) Property Book TDA

Winner: USP&FO—Hawaii Log Div, CIF

Level IV (B) SSA TDA

Winner: USP&FO, Lincoln, NE

ARMY RESERVE

Level I (A) Company Supply MTOE

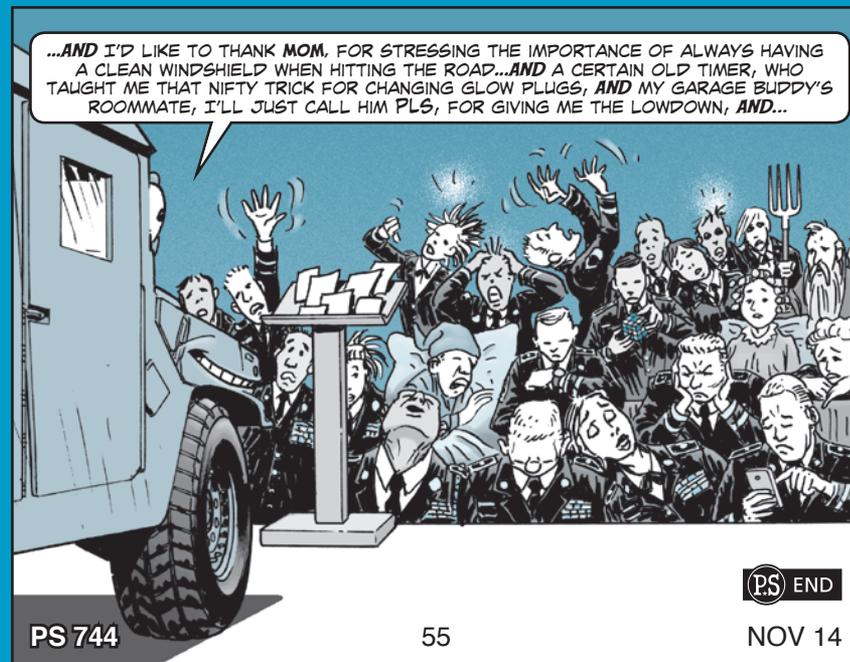
Winner: 351st Tac PsyOps, Ft Totten, NY

Level II (A) TDA (Small)

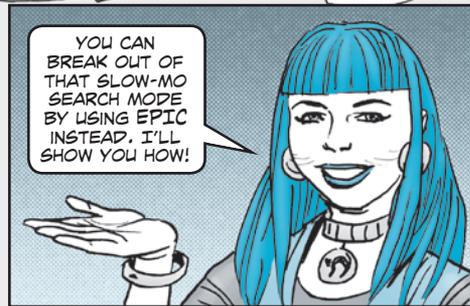
Winner: Equip Concentration Site 86, Ft Meade, MD

GCSS-Army Best Performing Award

Winner: 5-7th ADA, Kaiserslautern, Germany (USAREUR)



EPIC: The Ultimate Army Policy Search Tool



Need to find Army policies on specific topics, but the thought of wading through years of official regs and pubs gives you hives?

Good news! The Logistics Innovation Agency (LIA), a field operating agency of Army G4, with sponsorship by the Office of the Administrative Assistant to the Secretary of the Army, created the Enterprise Policy Interactive Capability (EPIC) search tool to solve these kinds of problems.

EPIC is a web-based tool that makes searching multiple Army policies and regulations a snap. It can save you tons of time when you need to pluck specific info from All Army Activities (ALARACTs) messages, Army regulations, Army pamphlets or Army directives, etc.

EPIC functions like popular commercial search engines, but focuses its search on Army publications.

You can search by words or phrases, and EPIC retrieves any relevant paragraph(s) from official publications.

Search results will show:

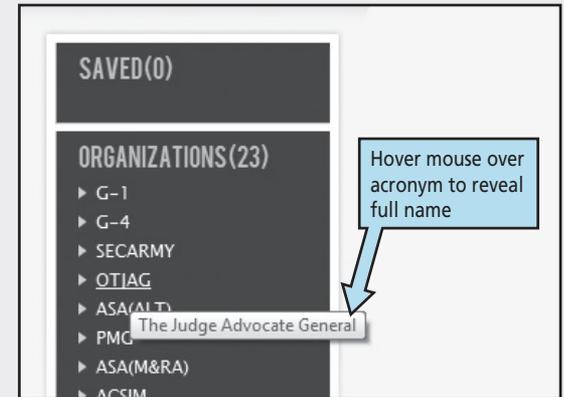
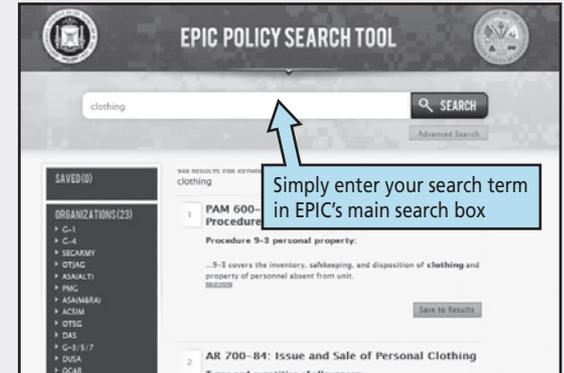
- the primary proponent of the regulation (G-1, SecArmy, etc).
- the regulation's name/number.
- a brief synopsis of the return results.

The easiest way to search EPIC is to enter a word or phrase into the search box at the top of any page. Then press the SEARCH button on the screen or press the Enter key on your keyboard to see a list of excerpts from documents that contain the word or words from your search.

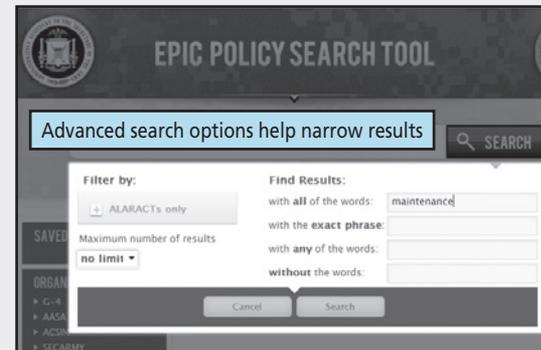
On the home page, you can quickly include or exclude organizations to narrow down your search from the start.

Check the “Select All” or “Deselect All” boxes to select or deselect entire columns, or click individual checkboxes to include or exclude individual organizations. If you don’t check any boxes, your search will include all organizations.

Search Box



Advanced Search

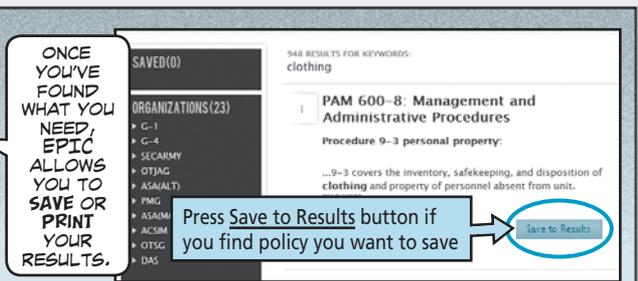


If you want even more control over your results, choose the Advanced Search button below the search box. You can choose to show only ALARACTs, for example, limit the number of search results, or do a more limited text search.





ONCE YOU'VE FOUND WHAT YOU NEED, EPIC ALLOWS YOU TO SAVE OR PRINT YOUR RESULTS.



348 RESULTS FOR KEYWORDS: clothing

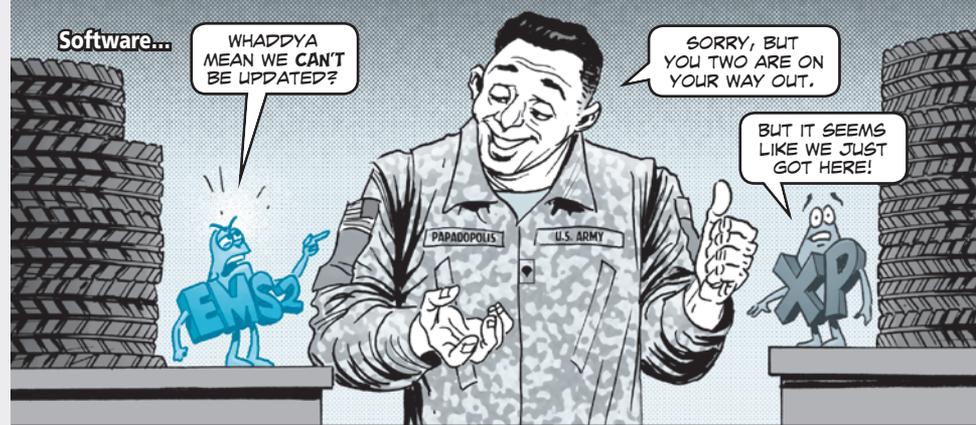
1 PAM 600-8: Management and Administrative Procedures
Procedure 9-3 personal property:
...9-3 covers the inventory, safeguarding, and disposition of clothing and property of personnel absent from unit.

Press **Save to Results** button if you find policy you want to save

[Save to Results](#)

Check out EPIC at: <https://epic.lia.army.mil/>
For more information about EPIC, contact Demetrius Glass at DSN 771-4776, (717) 770-4776, email: demetrius.d.glass.civ@mail.mil
or Donna Huggins at DSN 771-6037, (717) 770-6037, email: donna.m.huggins.civ@mail.mil

PS
END



Software...

WHADDYA MEAN WE CAN'T BE UPDATED?

SORRY, BUT YOU TWO ARE ON YOUR WAY OUT.

BUT IT SEEMS LIKE WE JUST GOT HERE!

PAPADOPOLIS U.S. ARMY

EMS-2 Sunsets with Windows XP

Microsoft Windows XP operating system now has a firm end-of-support date for the Maintenance Support Device Version 2 (MSD-V2) of April 8, 2015. This same deadline applies for the Electronic Maintenance System-2 (EMS-2).

EMS-2 is a legacy EMS viewer that is no longer updated. EMS-2 does not work with Windows 7. Until all IETM conversions are complete, however, the field workaround is to use Windows XP on MSD-V2s.

All EMS-2 IETMs are being converted to the newer Electronic Maintenance System-Next Generation (EMS NG). Offices that produce IETMs are urged to complete their IETM conversions by April 2015 so that field maintainers can keep using these IETMs to maintain their equipment.

Field maintainers should also keep an eye out for updated TMs. On Pages 56-57 of PS 735 (Feb 14), we explained how to sign up for automatic notifications:

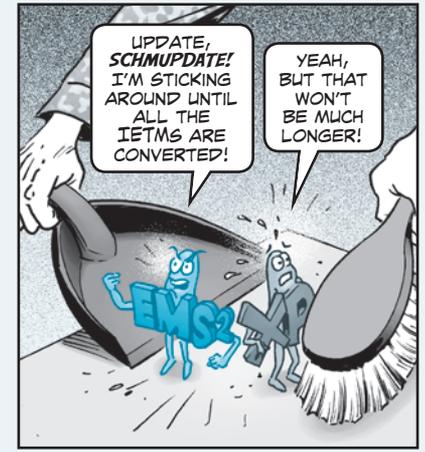
<https://www.logsa.army.mil/psmag/archives/PS2014/735/735-56-57.pdf>

DA Pam 25-30, *Consolidated Index of Army Publications and Blank Forms*, is another great way to check the status of any pub. The database is updated daily. Go to:

<http://armypubs.army.mil/2530.html>

Questions? Contact Alicia Grindle, EMS NG Viewer Lead, DSN (312) 786-1818, (586) 282-1818, or email:

alicia.a.grindle.civ@mail.mil



UPDATE, SCHMUPDATE! I'M STICKING AROUND UNTIL ALL THE IETMS ARE CONVERTED!

YEAH, BUT THAT WON'T BE MUCH LONGER!

Logistics Management...

Count Four and Ride the Wave!



SOMETIMES, DOING A FEW SMALL THINGS THE RIGHT WAY NOW CAN MAKE LARGER EVENTS GO SMOOTHER LATER.

IF YOU'RE A UNIT SUPPLY SERGEANT OR SAMS-E OPERATOR PREPPING FOR WAVE 2 MIGRATION TO GCSS-ARMY, HERE ARE FOUR SIMPLE TIPS TO MAKE THE TRANSITION EASIER...

- Make sure that your unit's six-character unit identification code (UIC) in PBUSE matches the six-character UIC in SAMS-E. Be sure the UIC is registered in DRRS-A.
- Check that serial numbers on all serial-numbered items in SAMS-E match the serial numbers in PBUSE. Note that GCSS-Army will use only the last 18 characters of serial numbers from PBUSE and SAMS-E.
- Ensure any end item code (EIC) authorization in PBUSE matches the EIC assignment at the serial number level in SAMS-E. If there is a mismatch and the item is a system, the system data will not migrate to GCSS-Army.
- Verify that all equipment and vehicles that need maintenance services performed are scheduled in SAMS-E.

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Connie's PS POST SCRIPTS



OSHKOSH DEFENSE WARRANTY CLAIMS

NEED TO FILE A WARRANTY CLAIM ON OSHKOSH EQUIPMENT? CALL THEIR CUSTOMER SERVICE LINE AT (800) 392-9921. PICK OPTION #2, WARRANTY AND FIELD SUPPORT, OR EMAIL:

warrantyclaims@defense.oshkoshcorp.com

ELECTROLYTE NSNs

Because of HAZMAT issues, CONUS units with Caterpillar construction equipment will now receive a wet battery when replacing the vehicle's dry battery. When you need electrolyte for those wet batteries, use these NSNs:

Size	NSN 6810-
1 gallon	00-249-9354
5 gallons	00-843-1640
15 gallons	00-893-8138

M1070 HET Rotary Pump NSN

Get a new transfer case rotary pump for your M1070 HET with NSN 4320-01-576-4321. It replaces NSN 4320-01-132-4882 which is shown as Item 1 in Fig 119 of TM 9-2320-360-13&P (Mar 10).

ATLAS II Forklift Starter NSN

Get a replacement starter for your ATLAS II forklift with NSN 2920-01-329-1371 (PN RE70961). It replaces PN 228000-6571, which is shown as Item 3 in Fig 49 of TM 10-3930-677-13&P in IETM EM 0296 (Jan 10).

HEMTT LED Headlight

Get a replacement LED headlight for your HEMTT with NSN 6220-01-616-1079. Headlights that came with NSN 6220-01-547-9043 and NSN 6220-01-586-4949 are now obsolete. If you've ordered either of those two headlights, you'll receive a "CJ" cancellation status on your requisition.

Correct Cargo Container For FAWPSS

Get the right cargo container for your Forward Area Water Point Supply System (FAWPSS) with NSN 8150-01-527-2506 or NSN 8145-01-475-9570. This replaces NSN 8145-01-478-9570, which is listed in the COEI on Page 4 in WP 0047 of some TM 10-4320-346-12&P (Mar 07) editions. That NSN is wrong. Make a note until the TM is updated.

EOD Robotics Parts, Help Desk

Need a replacement part for your EOD robotic system? Request that part through COLTS:

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

Questions? Call the Robotics Help Desk at (301) 249-1676 or email:

eod@gatewayventures.net

Or contact Matt Castro, PM, Man Transportable Robotics at (301) 744-5744 or email:

matthew.j.castro@navy.mil

TRACK ARMY PUBLICATIONS

Waiting and wondering when a certain Army pub will be updated? Check out the publication status tracker from the Office of the Administrative Assistant to the Secretary of the Army. This handy guide is color-coded for quick reference. It lists many of the Army pubs under revision, their current status, and best of all, it's updated frequently. You can find it at the Army Publishing Directorate: http://www.apd.army.mil/pdf/administrative_pubStatus.pdf

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>

MP3 Gun Correction

Page 23 of PS 739 (Jun 14), said to make sure the MP3's extractor is completely seated. However, the arrow in the technical art is pointing in the wrong direction. The arrow should point forward to seat the extractor.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

Title of Publication:

PS, The Preventive Maintenance Monthly
Publication No. 341-0950

Date of Filing: 24 Sep 14

Frequency of Issue: Monthly

No. of Issues Published Annually: 12

Annual Subscription Price:

Domestic \$45.00 Foreign \$63.00

Complete Mailing Address of Publication:

USAMC Logistics Support Activity, PS Magazine
Bldg 3303 (AMXLS-GP)
Redstone Arsenal, AL 35898-5000

Complete Mailing Address of Headquarters or

General Business Office of Publisher:

Department of the Army
The Pentagon
Washington, DC 20310

Publisher: Department of the Army

Editor: JONATHAN W. PIERCE

Managing Editor: D. BRUCE COTTON

Known Bondholders, Mortgagees, and Other Security Holders
Owning or Holding 1 Percent or More of Total Amount of Bonds,
Mortgages, or other Securities: None

Tax Status: The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes has not changed during the preceding 12 months.

Extent and Nature of Circulation	Last year	Last issue (Oct 14)
a. Total # copies		30,204
b.(1) Subscriptions	31,633	29,260
b.(4) Other USPS	41	39
c. Total paid distribution	30,734	29,299
d.(3) Free through USPS	200	100
d.(4) Other free	65	60
e. Total free	265	160
f. Total distribution	30,999	29,459
g. Copies not distributed	400	450
h. Total	31,399	29,909
i. Percent paid	99.1%	99.5%

Submitted by: JUANETTA BRENT, Production Manager

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

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let ladders
be your
downfall!**

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replace
damaged
ladders!**



I THINK
HE'S
ABOUT TO
GET THE
POINT!

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