

**PS****THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY****ISSUE 757 DECEMBER 2015****COMBAT VEHICLES**

M1 Tank Skirt Safety  
 M109A6 Paladin Tube Temperature Sensors  
 M109A6 Paladin Damper Spring Inspection  
 M119A3 Towed Howitzer Power Cable Change  
 M119A2/A3 Towed Howitzer Retaining Clips Usage  
 M113A3 FOV Steering PM  
 M2/M3 Bradley Schematics Availability

**CONSTRUCTION**

M1231 Husky VMMD PM Guidance  
 HMEE-1 Swing Lock Pin  
 6K VRRT Forklift Steering Cylinder NSNs  
 Nuclear Density Moisture Tester PM Guidance  
 H100C Scoop Loader Air Compressor Orders

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HMMWV Windshield Wiper PM Tips  
 Keeping Truck Air Brake Lines from Freezing  
 DEXRON III and VI Transmission Fluid  
 Preventing Frozen Caps on Vehicle Slave Receptacles

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TB 43-PS-757, 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 twelfth 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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Just write to:

MSG Half-Mast

PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

Bldg. 3303

Redstone Arsenal, AL 35898

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Issue 757

**PS**

December  
2015

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-757

Approved for  
Public Release;  
Distribution is  
Unlimited

**WHOA!**  
THANKS FOR  
GIVING ME THIS  
TRUCK, UNCLE  
HALF-MAST!

YOU'RE  
WELCOME!

THESE OLD ARMY CUCV'S  
REQUIRE LOTS OF PM,  
SO MAKE SURE YOU TAKE  
GOOD CARE OF IT.



*Happy Holidays  
from PS!*

**Give your equipment the gift of PM.**

# What's in a Name?



WE GET ONE QUESTION A LOT,  
EVEN FROM ARMY OLD-TIMERS...

WHY ARE YOU CALLED **PS** MAGAZINE,  
NOT **PM** MAGAZINE?



THE ANSWER TAKES US BACK 64 YEARS TO WHEN THIS HANDY LITTLE TB WAS BORN.

THE OFFICIAL NAME ON OUR  
BIRTH CERTIFICATE IS...

This is to certify that the birth of  
**PS, the Preventive  
Maintenance Monthly**  
has been duly registered with the United States  
Department of Defense, Washington, D.C.  
1951



CONGRATULATIONS,  
IT'S A TB!

**PS STANDS FOR  
POSTSCRIPT.** LIKE  
THE P.S. YOU ADD  
TO A LETTER.

NOT MANY  
FOLKS SEND  
HANDWRITTEN  
LETTERS  
ANYMORE, BUT  
THAT LITTLE P.S.  
LIVES ON AND SO  
DO WE.

JUST LIKE THAT  
P.S. AT THE END OF  
LETTERS, WE'RE AN  
"OH, BY THE WAY..."  
**EXTRA DAB OF INFO.**  
IN OUR CASE, MAYBE  
IT'S A CHANGE OR  
ADDITION TO A TM.

WE CAN GET OUT THE  
WORD **BEFORE** THE  
TM IS UPDATED.

MAYBE IT'S A TIP  
ON HOW TO MAKE  
OR IMPROVE A  
TOOL. MAYBE IT'S  
A SHORTCUT TO  
SOLVE A PRESSING  
PROBLEM.

MAYBE IT'S JUST  
ADDED INFO THAT  
MAKES YOUR JOB  
A LITTLE EASIER.

WE PASS ON WAYS  
OTHERS HAVE  
FOUNDT TO MAKE  
THINGS WORK  
**BETTER. SAFER.  
EASIER. CHEAPER.**  
YOU TELL US, WE  
CHECK IT OUT AND  
PASS IT ON.

A LOT OF THINGS  
HAVE **CHANGED**  
OVER THE YEARS.  
BUT ONE  
CONSTANT IS OUR  
MISSION: **HELPING YOU  
MAINTAIN AND USE  
YOUR EQUIPMENT.**

KEEPING YOU  
UP-TO-DATE  
AND IN THE  
KNOW IS **WHY**  
WE'RE HERE,  
NO MATTER  
OUR NAME.





**Check out these articles:**

- Paladin bad tube temperature sensors
- Paladin damper spring cracks
- M119A2/A3 level retaining clips
- M119A3 lube steering bearings
- M1 skirt disasters
- M2/M3 schematics

# HOW TO SKIRT DISASTER

TIME TO WORK ON YOUR SUSPENSION! LET'S GET THOSE SKIRTS OPEN.

NOT SO FAST! REMEMBER WHAT HAPPENED **LAST TIME?**

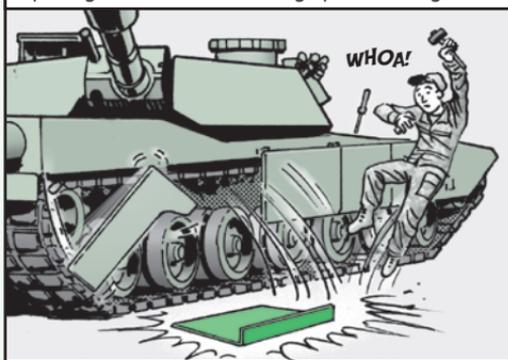
YOU BETTER READ WHAT THE TM SAYS ABOUT SKIRT SAFETY!



WHEN YOU'RE WORKING ON THE M1'S TRACK AND SUSPENSION, IT'S **DANGEROUS** TO OPEN TWO SKIRTS ON THE SAME HINGE POINT.

THAT'S BECAUSE THE SKIRTS ARE **EXTREMELY HEAVY**. THE HINGE POINTS ARE BETWEEN SKIRTS 1 AND 2, 3 AND 4, AND 5 AND 6.

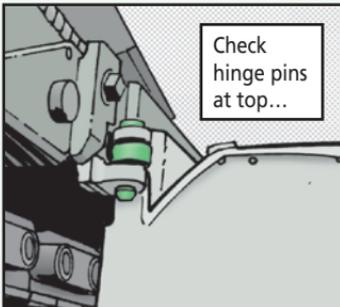
Opening two skirts on one hinge point is dangerous!



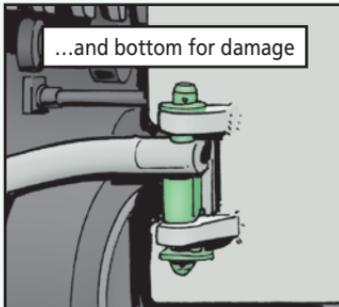
**IF THE HINGE BREAKS WHILE THE SKIRTS ARE OPEN, SOMEONE COULD BE SERIOUSLY INJURED OR KILLED WHEN THE SKIRT FALLS.**

CHECK FOR MISSING OR DAMAGED **HINGE PINS** WHEN OPENING A SKIRT.

A BAD OR MISSING PIN ALSO PUTS YOU IN THE **SAME DANGER**.



Check hinge pins at top...



...and bottom for damage

CHECK OUT THE INFO IN THE -10 TM AND **DON'T SKIRT OVER THOSE SKIRT WARNINGS!**

# TUBE TEMPERATURE SENSORS GONE BAD

MAN, MY GUN TUBE  
SURE IS GETTING HOT!

YOU NEED TO  
GET YOUR TTS  
CHECKED OUT!

Dear Editor,

We've found quite a few malfunctioning tube temperature sensors (TTS), NSN 5999-01-368-5291, while changing out gun tubes on the M109A6 Paladin.

Bad gaskets allow water and moisture into the housing, causing rust on the thermal resistor terminal, NSN 5905-01-319-2611. The TTS malfunctions and you won't know if the tube is cool enough to safely fire a round.

We recommend removing, cleaning and testing the TTS, as well as replacing the shielding gasket, NSN 5999-01-368-5088, during annual services.

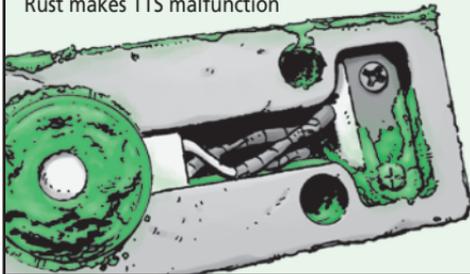
Pirmer Hans-Juergen  
Maintenance Activity Vilseck  
Vilseck, Germany

**Editor's note:**

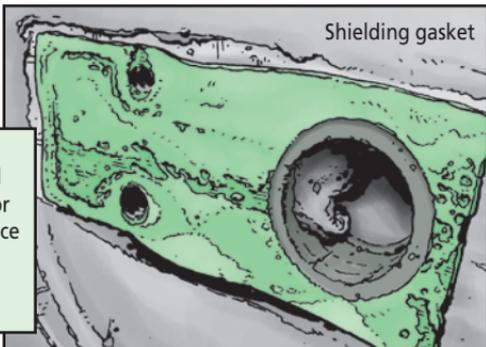
*Excellent suggestion, sir. You certainly aren't rusty when it comes to maintenance!*

Remove, clean and test sensor and replace shielding gasket annually

Rust makes TTS malfunction



Shielding gasket



# INSPECT DAMPER SPRINGS FOR CRACKS



WELL, TIME  
TO DO YOUR  
QUARTERLY  
SERVICES  
AGAIN!

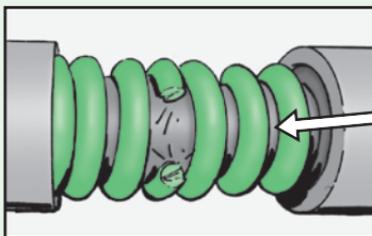
GREAT!  
DON'T  
FORGET TO  
CHECK MY  
DAMPER  
SPRING  
FOR  
CRACKS!



Dear Editor,

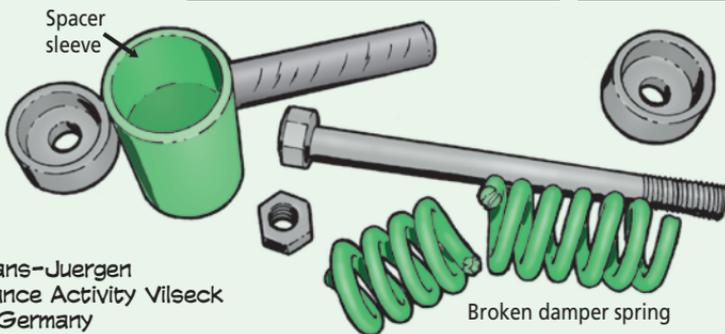
We've been finding broken damper springs, NSN 5360-00-802-2525, when adjusting the Paladin's breech operating cam during quarterly services.

We suggest that mechanics remove the spacer sleeve, NSN 5365-01-295-2518, so they can inspect the damper spring for cracks before adjusting the breech operating cam.



Damaged damper springs, NSN 5360-00-802-2525, can't be seen unless spacer sleeve is removed.

Remove spacer sleeve to inspect damper spring for cracks



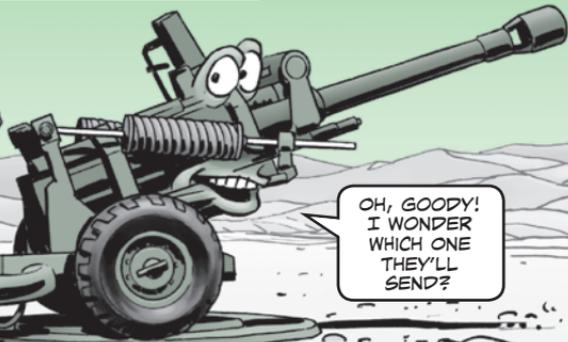
Pirmer Hans-Juergen  
Maintenance Activity Vilseck  
Vilseck, Germany

Broken damper spring

**Editor's note:** Another great suggestion, sir! Mechanics, you'll find the procedures for doing the quarterly breech operating cam adjustment in TM 9-2350-314-13&P (IETM EM 0339, Dec 14).

# POWER CABLE DESIGN CHANGED

LOOKS LIKE WE NEED TO GET ANOTHER 8W0 CABLE FOR YOUR FCC. THIS ONE'S GOING BAD.



OH, GOODY! I WONDER WHICH ONE THEY'LL SEND?

Dear Half-Mast,

The 8W0 cable assembly, NSN 5995-01-604-0451, is an important component that connects the M119A3 towed howitzer's fire control computer (FCC) to the artillery power distribution assembly (APDA).

The cable now has a new design, so it looks a little different from the old cable. Which cable you get when you order a replacement depends on what's available in supply.

But don't let that throw you. Both cables work just the same and there's no difference in how the cables are installed or removed.

Can you help get the word out?

Ray Muskeyvalley, Jr.  
Sustainment Engineer  
TACOM

New 8W0 cable assembly...



...and old 8W0 cable assembly



They look different, but work the same

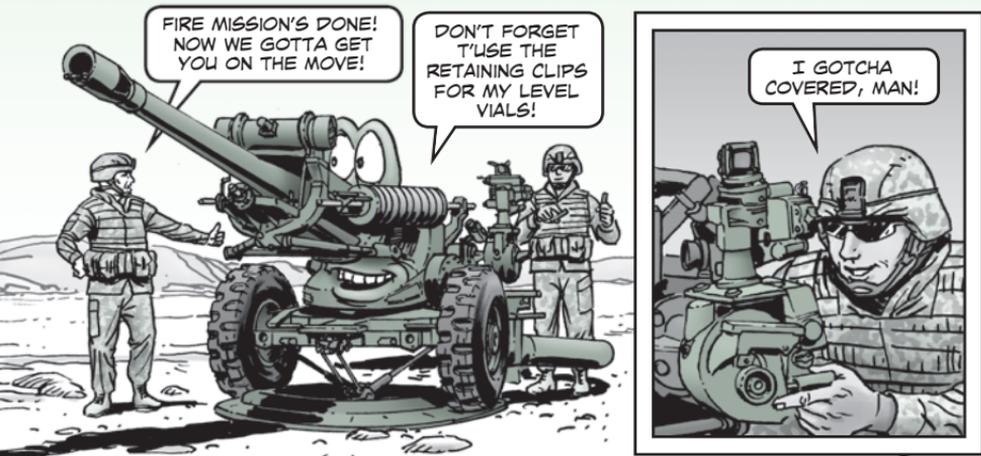
Dear Sir,

I sure can. And thanks for the heads up. Crewmen and mechanics, the 8W0 cable is shown as Item 3 in Fig 1 of TM 9-1015-260-24 (May 13 w/Ch 1, Jan 15).

If you get a new cable you think is bad, follow the troubleshooting procedures in the -24 TM. If the cable is bad, file a product quality deficiency report (PQDR). File PQDRs through the product data reporting and evaluation program (PDREP). Access PDREP at: <https://www.pdrep.csd.disa.mil/>

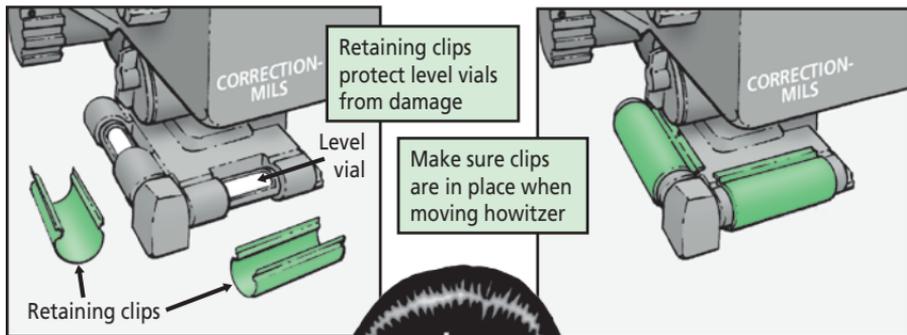
Half-Mast

# RETAINING CLIPS LEVEL OUT DAMAGE



Crewmen, treat your M119A2/A3 howitzer's M187 panoramic telescope mount with care. That means hanging on to the retaining clips, NSN 5340-01-281-8295, that cover the level vials.

The sheet metal clips, shown as Item 24 in Fig 1 of TM 9-1240-404-24&P (Dec 10), protect the level vials from damage when the howitzer is towed and during airborne or air assault operations. But a lot of howitzers end up without the clips, leaving the level vials vulnerable to damage.



SO SAVE YOUR UNIT  
MONEY **AND** PROTECT  
THE LEVEL VIALS  
FROM DAMAGE.

KEEP TRACK OF THOSE  
RETAINING CLIPS AND,  
MOST IMPORTANTLY,  
**USE THEM!**



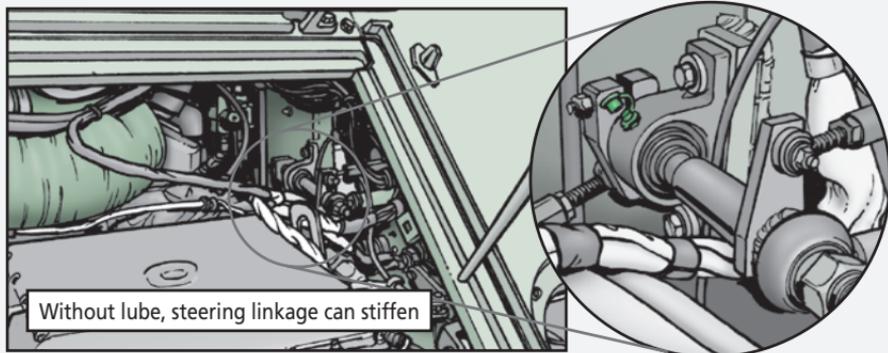
# Steer Your Way to Good PM

AREN'TCHA HAVIN' FUN, PAL?

I WOULD BE... IF THEY'D LUBED MY STEERING CONTROL BEARINGS!

Crewmen, your M113A3 is a nimble machine, able to make fast and sharp turns when needed. But if you don't lube the steering control bearings, you could be headed for a big crash!

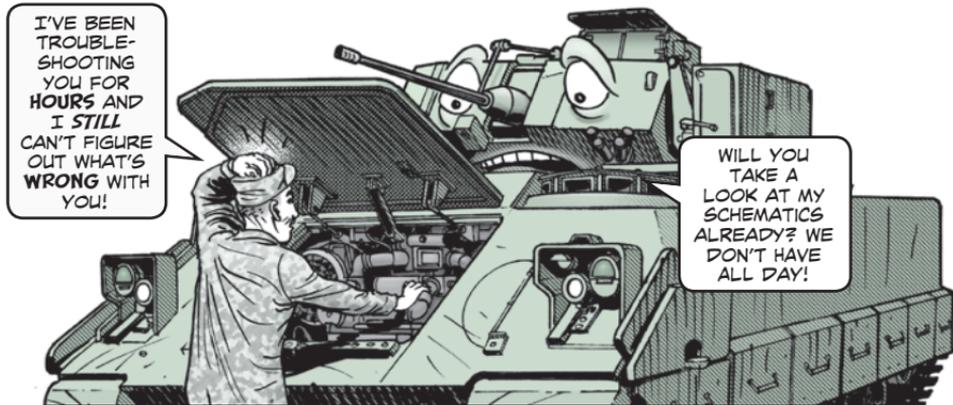
Without regular lube, the steering gets stiff and hard to turn. That's definitely not what you need when you're driving along a curvy road or through thick woods.



There are three lube points for the steering control bearings. Most crewmen remember the two on the steering shaft. But the third one, located in the engine compartment, is often missed. Lube all three fittings with GAA semiannually or every 1,500 miles, whichever comes first. That'll keep the steering linkage moving and you on the road.

Also, be sure to check the fittings after washing or fording the vehicle. If they're wet, give the steering control bearings another lubing.

# GET YOUR SCHEMATICS HERE!



**M**echanics, troubleshooting a really difficult problem with a Bradley gets a whole lot easier when you have the schematics. They'll guide you through all of the Bradley's subsystems to make finding and fixing problems a cinch.

You can find a complete set of schematics for all Bradley vehicles in TB 9-2350-408-23, *Field Maintenance Schematics* (Jul 13), at the LOGSA ETM website:

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

But you can also access them through TM 9-2350-408-13&P (IETM EM 0356, Apr 15). Here's how:

1. Click [EMS NG](#)
2. Click on the + button next to Bradley FOV
3. Choose either [Operator](#) or [Field Maintenance](#)
4. Choose the appropriate vehicle
5. Click [How to Use This IETM](#)
6. Under Table of Contents, click on [Field Maintenance](#) or [Operators Manual](#)
7. Click on [TB 9-2350-408-23](#)
8. Click [OK](#) to open TB

The schematic drawings start after the foldout figures listing.

You can get the IETM free through the Army Publishing Directorate (APD) or by downloading from the LOGSA ETM website.

Units, set up a publications account by emailing a completed DA Form 12 to APD's Account Processing Team at:

[usarmy.stlouis.106-sig-bde.mbx.dolwmdcustsrv@mail.mil](mailto:usarmy.stlouis.106-sig-bde.mbx.dolwmdcustsrv@mail.mil)

Once your account is set up, order the IETM through the Point & Click Ordering System at: <https://dol.hqda.pentagon.mil/ptclick/index.aspx>

To order, click [Search](#) and fill out the form.

Pages 48-51 of PS 746 (Jan 15) have instructions for downloading IETMs:

<https://www.logsa.army.mil/psmag/archives/PS2015/746/746-48-51.pdf>

**Constructive construction equipment tips:**

- Husky mine detecting
- HMEE-1 use the travel pin
- 6K VRRT forklift error in steering NSNs
- PM for nuclear density moisture tester
- H100C scoop loader air compressor, which one?

# Detect with This Detector PM

HELP YOUR M1231 HUSKY VEHICLE MOUNTED MINE DETECTION (VMMD) SNIFF OUT MINES WITH THESE TIPS FROM THE HUSKY REPAIRMEN AT FT LEONARD WOOD...

SNIFF  
SNIFF

If you have trouble raising or lowering the detector heads, see TACOM maintenance information message 15-022. The height lift actuators for the detector heads have been failing for several reasons: heavy buildup of the manufacturer's preservative on the actuators, shorted-out actuators, and corrosion.

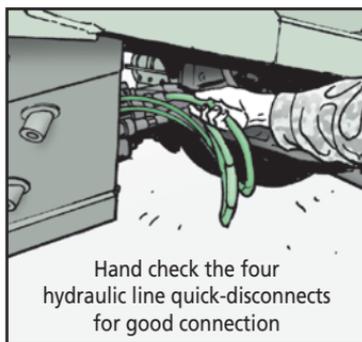
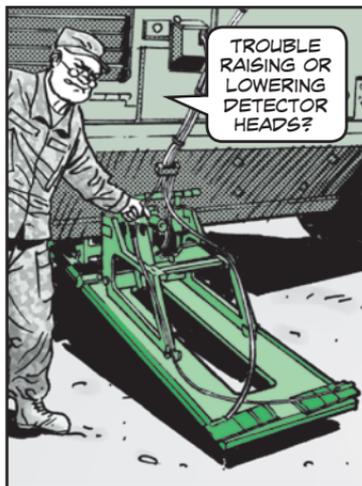
Make sure the actuators are the problem by following the troubleshooting WPs in TM 9-2355-316-23 on the detector heads. If the actuators are bad, arrange for their repair or replacement by contacting James Stephens at (586) 282-6710 or email:

[james.d.stephens.civ@mail.mil](mailto:james.d.stephens.civ@mail.mil)

What you shouldn't do is override the detector heads' safety features by holding down their circuit breakers. That can damage the Husky's electrical system.

**Hand check the four hydraulic line quick-disconnects.** You can't tell if the quick-disconnects are properly connected unless you give them a gentle tug. If they're not connected right, pressure can damage the hydraulic pump.

**Before slave starting the Husky, open the four circuit breakers on the mine detection panel control interface box.** It's below the steering wheel next to the steering column. Otherwise, a surge could damage the box.



HMEE-1...

# A GOOD TIP FOR TRAVELING

**WHEE!**  
LOOKIT  
ME! I'M  
SWINGIN'!

BETTER GET IT  
OUTTA YOUR SYSTEM  
NOW! I'VE GOTTA  
INSTALL YOUR SWING  
LOCK PIN BEFORE WE  
HEAD BACK TO THE  
MOTOR POOL.

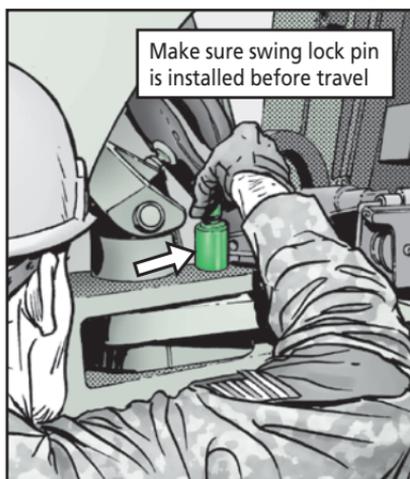


**O**perators, move the backhoe on your high-mobility engineer excavator (HMEE-1) all you want during operation. But it needs to be still as a statue when HMEE-1 goes into travel mode.

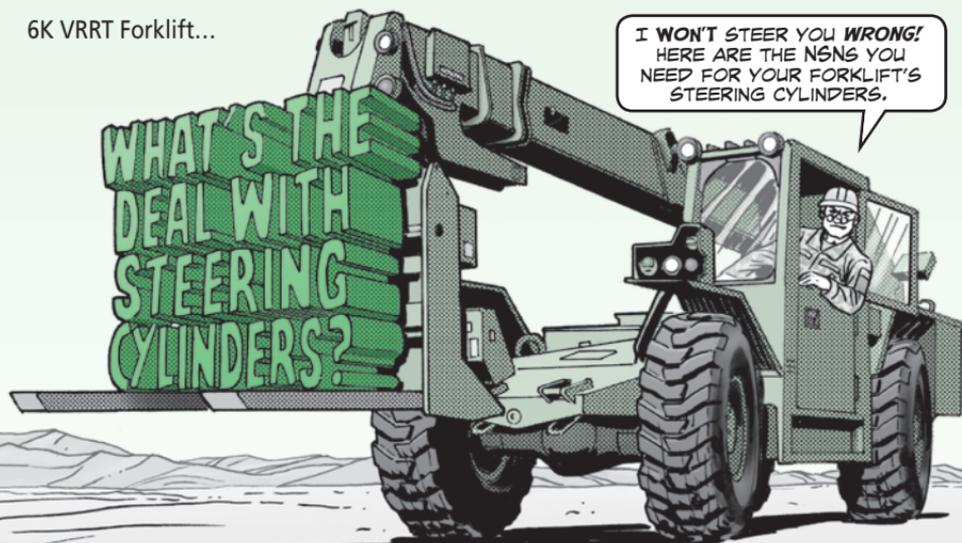
To do that, make sure the swing lock pin is installed in the backhoe frame's aligned holes. The WARNING shown on Page 0004-79 of TM 5-2420-232-10 (Mar 09, w/Ch 1, Sep 12) should serve as a reminder.

The swing lock pin keeps the backhoe from swinging sideways during travel, which can injure personnel or damage equipment.

You should also keep the pin firmly in place when the excavator is parked with the backhoe in the stowed position. With the pin in place, there's less wear-and-tear on the hydraulics.



6K VRRT Forklift...



Dear Half-Mast,

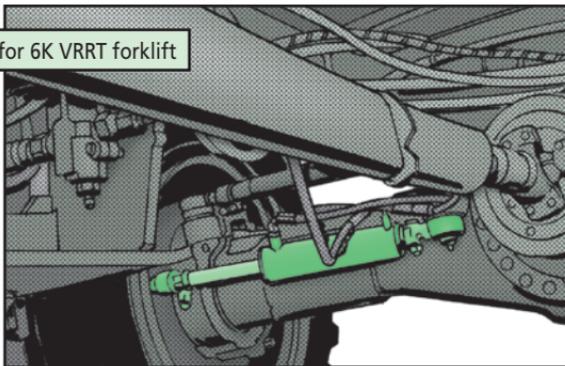
I'm really scratching my head on this one. Our unit needed new steering cylinders for the MHE 269 6K variable reach rough terrain (VRRT) forklift. So I ordered the cylinders listed as Items 1 (NSN 3040-01-454-3531) and 4 (NSN 3040-01-454-3533) in Fig 127 of TM 10-3930-660-24P (Aug 12).

ATLAS cylinders are too short for 6K VRRT forklift

When they came in, the cylinders were two inches too short! In fact, they appear to be the ones used on the 10K ATLAS forklift.

Can you help us out with the right NSNs for these cylinders?

Mr. K.Y.

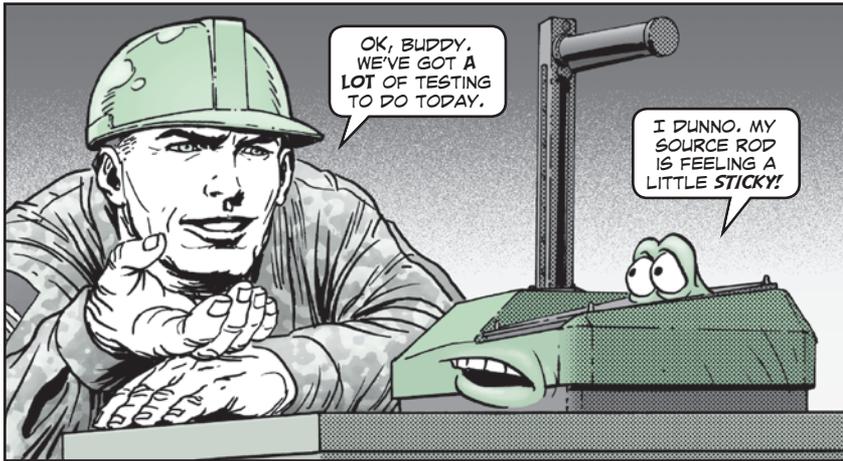


Dear Sir,

You're right. Those are the ATLAS cylinders. An error was made when the 6K forklift's parts manual was updated.

The 6K VRRT forklift's left-front and right-rear cylinder comes with NSN 3040-01-294-3441. Get the right-front and left-rear cylinder with NSN 3040-01-593-8783. Make a note until the TM is updated.

Half-Mast



The Model 3440 Plus nuclear density moisture tester is a great tool for testing the moisture and density of compacted construction materials, like dirt and asphalt. 'Course, it won't do its job if you don't do some PM.

### Keep Tester Dry

The nuclear density moisture tester doesn't handle wet weather very well. In fact, you should avoid using the tester in rain, snow and ice and keep it away from standing water. If you don't, the tester's electronics could be damaged.

Before storing or shipping the tester, make sure it's clean and completely dry first. Check the interior of the shipping case for moisture before putting the tester inside. You'll find more details on prepping the tester for storage or shipping in WP 0086 of TM 5-6635-350-13&P (Apr 13).

If you've used the tester during humid conditions, you may notice some condensation inside the display window. Open the control panel and allow it to dry completely. WP 0087 has the details.

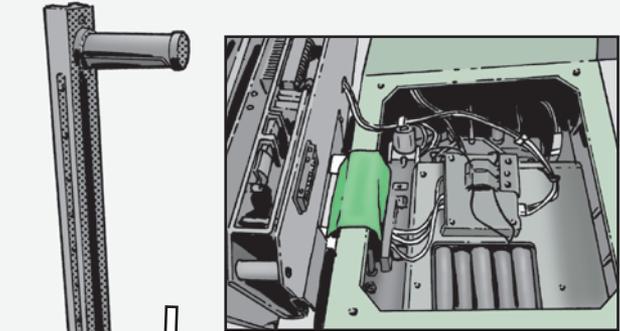


IF YOU'VE NOTICED THE SOURCE ROD ON THE TESTER ISN'T SLIDING FREELY, YOU NEED TO GIVE ITS BEARINGS A LITTLE LUBE. HERE'S HOW...

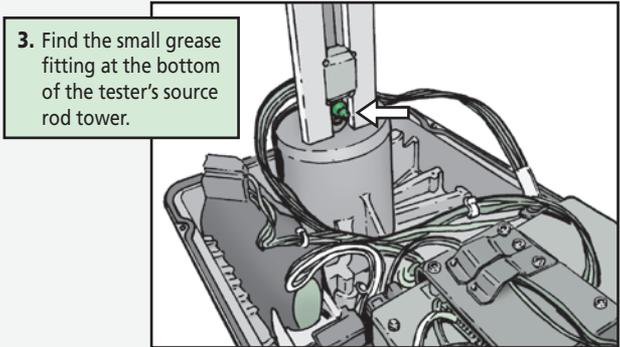
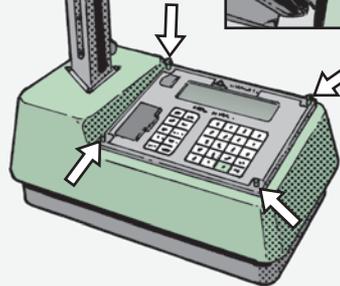


### Source Rod

1. Remove the control unit from the tester's gauge by loosening the four captive screws that secure the control unit to the top shell.



2. Lift the control unit free from the gauge and disconnect the ribbon cable.



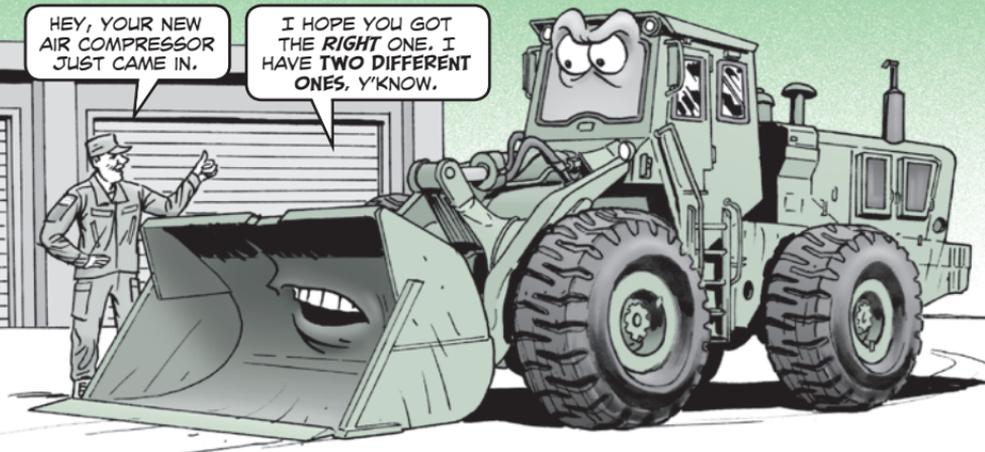
3. Find the small grease fitting at the bottom of the tester's source rod tower.

4. Using a standard, 16-oz grease gun loaded with a Magnalube-G cartridge, NSN 9150-01-426-3848, give the fitting five shots of grease.
5. Reattach the ribbon cable and reinstall the control unit.
6. Slide the source rod up and down a few times to spread the grease evenly.

# ORDER THE RIGHT AIR COMPRESSOR

HEY, YOUR NEW AIR COMPRESSOR JUST CAME IN.

I HOPE YOU GOT THE *RIGHT* ONE. I HAVE TWO DIFFERENT ONES, Y'KNOW.



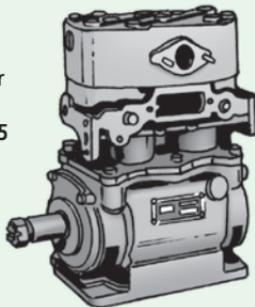
**M**echanics, there are two different air compressors used on the H100C 5-yd scoop loaders. Which one you order will depend on the age of the scoop loader.

For scoop loaders with serial number 15005 and below, order the model 500-series air compressor, NSN 2530-00-349-9100. It's shown as Item 1 in Fig 88 of TM 5-3805-255-24P (Feb 09).

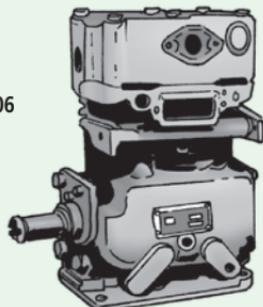
But for scoop loaders with serial number 15006 and higher, you'll need the model 501-series air compressor. It's listed as Item 1 in Fig 89 of the TM, but **do not** use the NSN you'll find there.

Instead, order by CAGE 0BAH3 and part number. A new compressor comes with PN 689250C91. Get a rebuilt compressor with PN 735043C91.

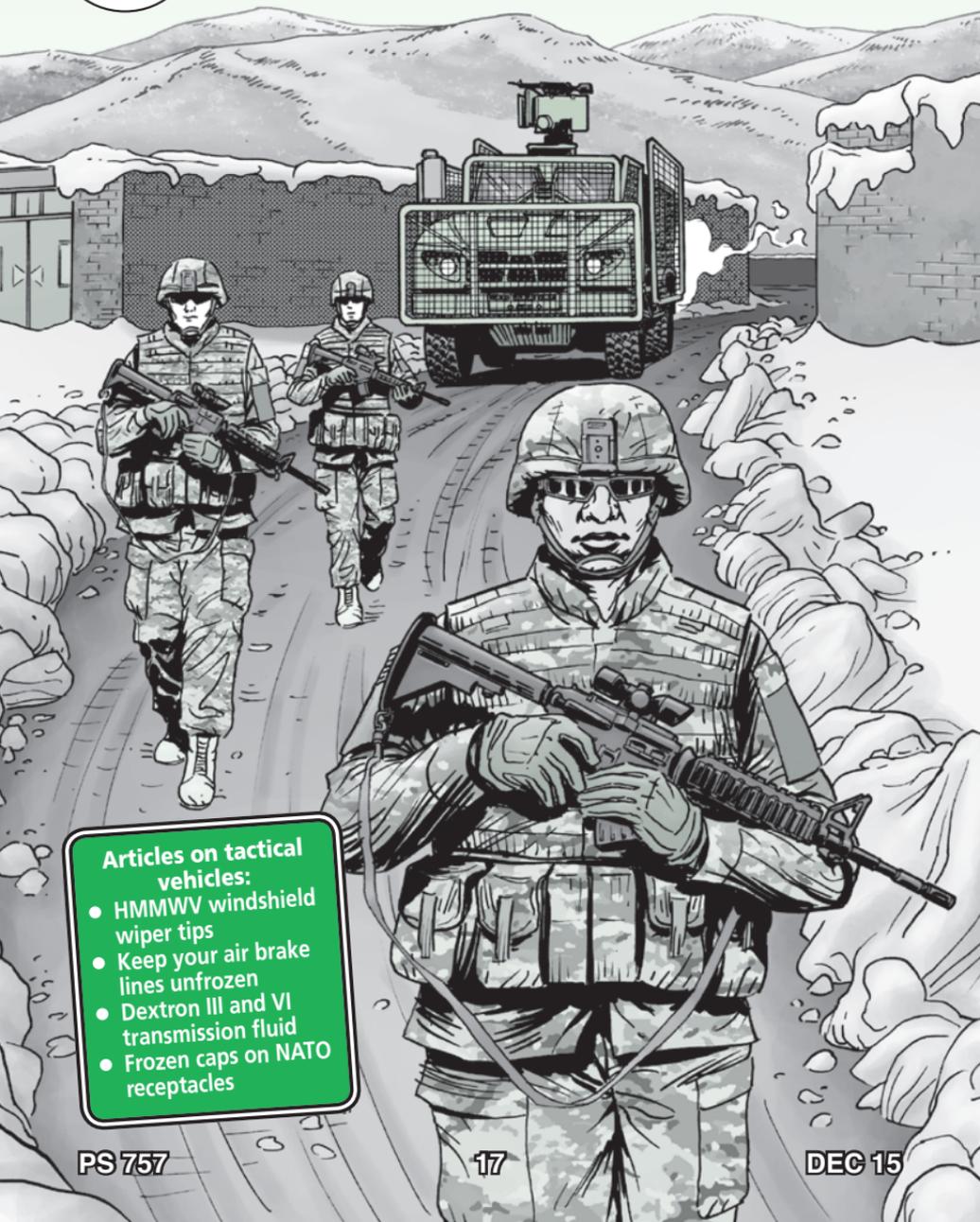
Order Model 500-series compressor for engine serial numbers 15005 and below...



...and Model 501-series for engine serial numbers 15006 and above



Not sure where to find the engine's serial number? It's on the side of the block below the cylinder head.

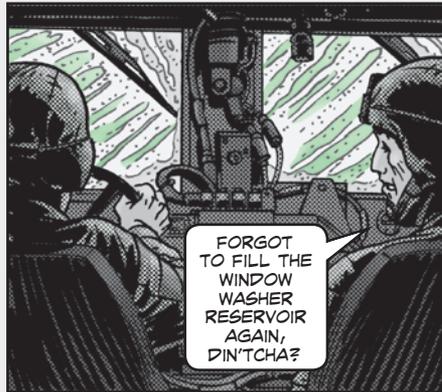


**Articles on tactical vehicles:**

- HMMWV windshield wiper tips
- Keep your air brake lines unfrozen
- Dextron III and VI transmission fluid
- Frozen caps on NATO receptacles



# PM Means No Worries for Wipers



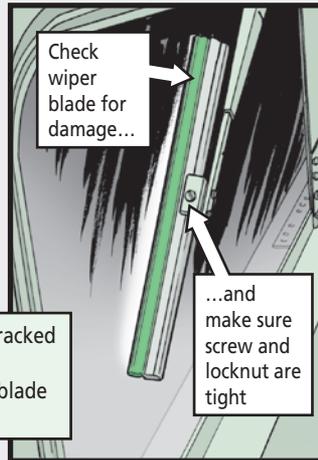
A thorough PMCS on your HMMWV includes everything: top to bottom, inside and out. Just don't forget that the windshield wipers are included somewhere in there, too.

Yes, that's right, the windshield wipers!

The wipers are easy to overlook because you don't use 'em every day. But when you really need 'em—in the rain or snow—they'd better be ready to do the job.

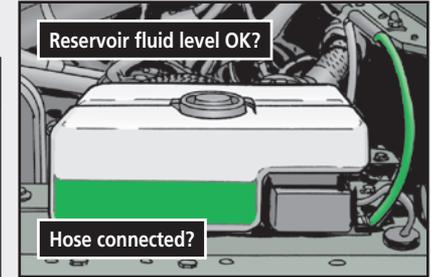
Check the wipers like this:

1. Eyeball both of the wiper blades. Look for torn, cracked or peeling rubber. Replace them if necessary.
2. Check the screw and locknut that hold the wiper blade in place. They should be tight.

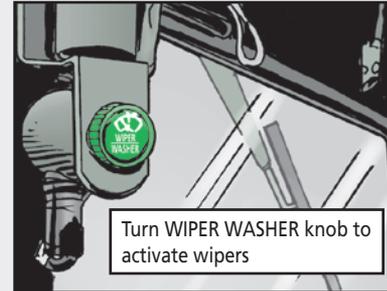


3. Look at the fluid level in the windshield washer reservoir and add more if needed. NSN 6850-00-926-2275 brings a dozen 16-oz bottles of concentrated windshield cleaning compound. Use this table for the correct water to cleaning compound mix ratio:

Temperature	Mix Ratio
Above 15°F	1 bottle compound to 2 bottles of water
40° to -15°F	1 bottle compound to 1 bottle of water
40°F to -65°F	2 bottles compound to 1 bottle of water



4. Make sure the reservoir hose is firmly connected.
5. Test the wipers by turning the WIPER WASHER knob. Then press the knob to squirt some washer fluid onto the windows. Remember, the vehicle has to be started or at least in RUN before the wipers will operate.



## Tactical Vehicles...

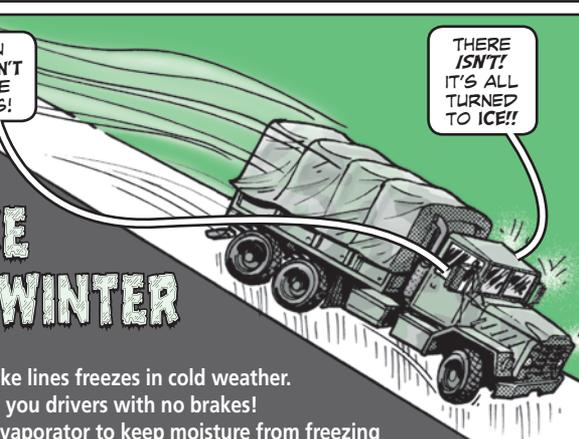
# FROZEN BRAKES MAKE A SLIPPERY WINTER

Moisture in your truck's air brake lines freezes in cold weather. That blocks the lines and leaves you drivers with no brakes!

If your truck has an alcohol evaporator to keep moisture from freezing in the air lines, make sure it has what it needs to do the job. NSN 6810-00-597-3608 gets one gallon of methyl alcohol. NSN 6810-00-275-6010 gets a 5-gal can.

I THOUGHT YOU SAID THERE WASN'T MOISTURE IN THE AIR BRAKE LINES!

THERE ISN'T! IT'S ALL TURNED TO ICE!!



# Get the Lowdown on Dexron VI

TACOM SAYS WE'RE COMPATIBLE!



AW, SHUCKS! I COULDA TOLD YA THAT!

Dear Half-Mast,

I am searching for valid NSNs for 55-gal drums of Dexron III and VI automatic transmission fluid. Also, are there any issues with compatibility between the two fluids? Is it okay to add one to the other?

CW2 J.S.

WE WENT DIRECTLY TO THE EXPERTS AT TACOM LCMC FOR THIS ONE, CHIEF. THEY TOLD US...

THERE ARE NO PROBLEMS WHEN MIXING DEXRON III AND DEXRON VI IN HMMWVs OR OTHER EQUIPMENT.

HOWEVER, UNTIL THE SYSTEM IS COMPLETELY FLUSHED AND ONLY DEXRON VI IS ADDED, YOU SHOULD TREAT THE COMBINED FLUID AS THOUGH IT'S DEXRON III WHEN IT COMES TO MAINTENANCE REQUIREMENTS.

DEXRON VI DOESN'T HAVE TO BE DRAINED AS OFTEN AND THE FRICTIONAL AND RETENTION REQUIREMENTS ARE BETTER.

SO COMPLETELY SWITCHING OVER TO DEXRON VI WILL EASE YOUR MAINTENANCE EFFORTS.

An expert from TACOM LCMC

THERE ARE NO CHANGES TO LUBE ORDERS PLANNED ANY TIME SOON, SO YOU CAN CONTINUE USING YOUR STOCKS OF DEXRON III UNTIL THEY'RE GONE.

IF YOU HAVEN'T ALREADY NOTICED, THE NSNs THAT FORMERLY BROUGHT DEXRON III, NOW GET DEXRON VI. HERE'S WHAT TO ORDER...

NSN 9150-	Size
00-698-2382	1 quart
01-353-4799	1 quart (plastic bottle)
00-657-4959	5 gallons
01-114-9968	55 gallons

## CAP STICK? ADD A LITTLE SLICK!

MASTER SERGEANT HALF-MAST, THE PLASTIC CAP ON MY VEHICLE'S SLAVE RECEPTACLE IS SO TIGHT I SWEAR SOMEONE SLAPPED GLUE ON THE RECEPTACLE!

DROPPING TEMPERATURES SHRINK THE PLASTIC CAP ON YOUR VEHICLE'S SLAVE RECEPTACLE.

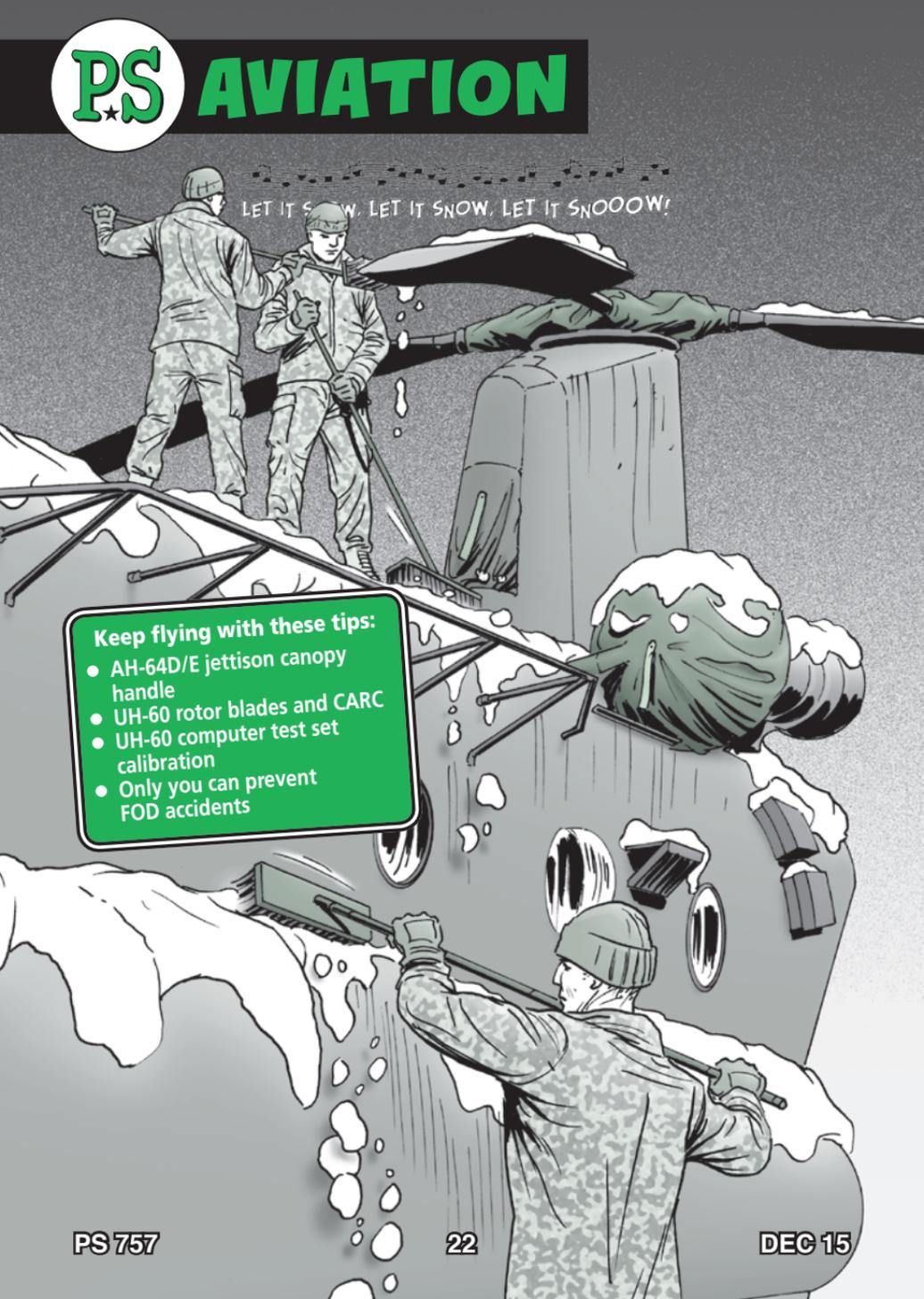
WHAT CAN I DO? PRY IT OFF WITH A SCREW-DRIVER?

SURE, YOU COULD. BUT THAT ALMOST ALWAYS BREAKS THE COVER.



TAKE THE STICK OUT OF THAT CAP BY ADDING A THIN LAYER OF WATERLESS HAND CLEANER. NSN 8520-00-965-2109, TO THE INSIDE.

THAT KEEPS IT SLICK ENOUGH TO SLIDE THE CAP OFF EASILY IN ANY KIND OF WEATHER.



LET IT SNOW, LET IT SNOW, LET IT SNOOOOW!

**Keep flying with these tips:**

- AH-64D/E jettison canopy handle
- UH-60 rotor blades and CARC calibration
- UH-60 computer test set calibration
- Only you can prevent FOD accidents

HOLD IT!

THE PIN *ISN'T*  
INSERTED IN  
MY JETTISON  
HANDLE!AVOID  
SETTIN'  
IT OFF!WE'D BETTER FIND IT! I DON'T  
WANNA ACCIDENTALLY *JETTISON*  
YOUR CANOPY WINDOWS!

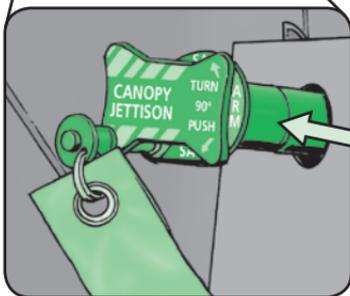
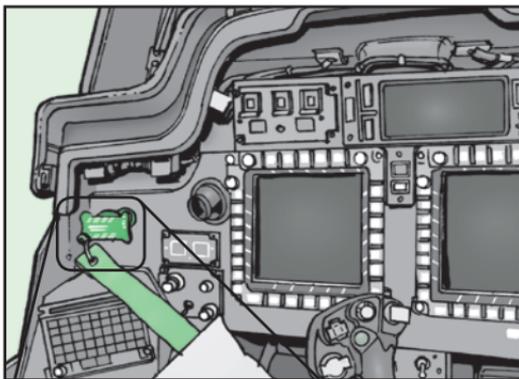
**M**echanics, the jettison canopy handle in your AH-64 cockpit is a component you don't want to set off accidentally.

There are three canopy jettison handles. One in the pilot and copilot stations and one on the nose of the aircraft.

To avoid blowing off the canopy windows, **never** remove the pins from the canopy jettison handles during scheduled, unscheduled or cockpit maintenance. The handle is only used to blow out the pilot and copilot windows during emergency egress.

Even with the power off, you increase the chance of setting off the initiating cartridge and blowing out the canopy windows.

Even though you have to turn and push in the handle to activate it, it's best to never remove the pin, except when it's time to fly the helicopter.



While doing cockpit maintenance, **never** remove pin from jettison handle

# Touch Up Rotor Blades With CARC Paint



**M**echanics, the main and tail rotor blades on your Black Hawk get painted with black CARC paint. When it's time for touching up CARC paint on rotor blades, don't be confused by the different types of CARC paint.

There are two types of CARC paint used on Black Hawks. New production exterior fuselages are topcoated with MIL-DTL-64159 (WD) water-dispersible CARC, while the rotor blades are coated with the old, solvent-based MIL-DTL-53039.

Make a note that MIL-DTL-53039 CARC can be touched up with MIL-DTL-64159 WD CARC and vice-versa. The two types of CARC are compatible with one another. Also, you may have noticed that some TMs and field guidance contain the wrong materials for touching up CARC paint. There are TM changes underway to correct those problems.

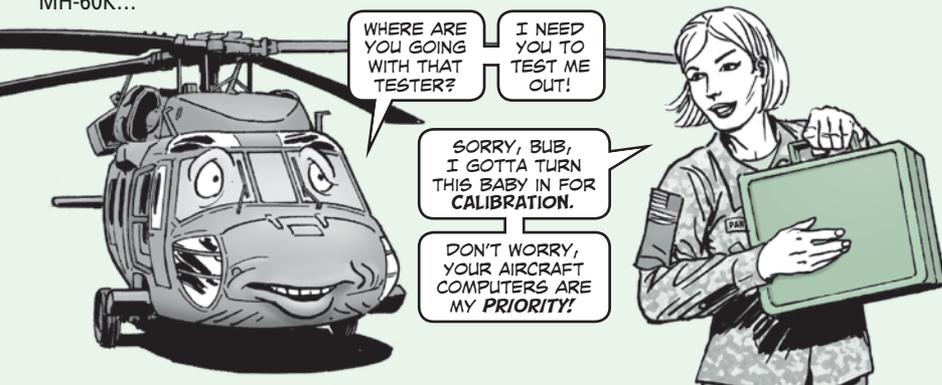


Item	NSN 8010-	U/M
CARC aircraft green	01-590-7944	1-gal
WD CARC aircraft green	01-493-3193	3-qts
CARC aircraft green	01-590-7940	1-qt
WD CARC aircraft green roller	01-553-5822	Box of 12
CARC aircraft green aerosol	01-553-5824	Box of 12
CARC black	01-582-7301	1-gal
WD CARC black	01-493-3183	3-qts
CARC black	01-592-7280	1-qt
WD CARC black roller	01-546-7596	Box of 12
WD CARC black aerosol	01-546-7713	Box of 12
WD CARC black brush	01-546-7588	Box of 12
CARC black pump spray	01-605-5412	Box of 12

You can also find all approved CARC paints in general maintenance information message, GEN-MIM-10-002. Make sure you're wearing proper protective equipment (PPE) when using touch up CARC paint. Check out WP002 in Chapter 1 of TM 43-0139, *Painting Instructions for Army Material*. For water displacing (WD) spot painting and safety concerns, check out Section III of TB 43-0241.



# GET YOUR TEST SET CALIBRATED



**R**epairers, if the TS-3920C/ASM computer test set (CTS), NSN 6625-01-529-3346, used on your Black Hawk needs calibration, send it directly to the manufacturer. Turn in the test set once a year for calibration. The manufacturer will charge a fee.

Send the whole computer test set to:

**Ultrax Aerospace**  
4200 NE Sun Court  
Lee's Summit, MO 64064

Turn in test set  
for calibration

Questions? Contact the CECOM Item Manager, Christopher M. Doolittle at 443-395-1259 or email:

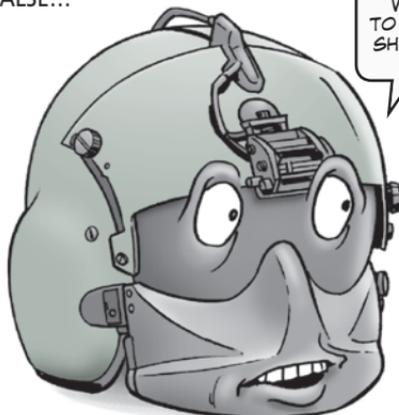
[christopher.m.doolittle3.civ@mail.mil](mailto:christopher.m.doolittle3.civ@mail.mil)

or Jay Horting at 816-594-4451 or email:

[j.horting@ultraxinc.com](mailto:j.horting@ultraxinc.com)



ELSE...



WHOA! YOU NEED TO GET TO THE ELSE SHOP AND GET THAT REPAIRED!

DON'T TELL ME, TELL MY SOLDIER! HE'S THE ONE WHO'S GOTTA GET ME TO ELSE!



## BE PROACTIVE WITH YOUR EQUIPMENT

WHEN YOU CHECK OUT AVIATION LIFE SUPPORT EQUIPMENT (ELSE) FOR ANY DURATION, PMCS IS **YOUR RESPONSIBILITY** UNTIL THE EQUIPMENT IS RETURNED TO THE ELSE TECH.

THE HGU-56/P AIRCREW INTEGRATED HELMET SYSTEM (AIHS), THE INTEGRATED HELMET AND DISPLAY SIGHT SYSTEM (IHADSS) OR THE PRIMARY SURVIVAL GEAR CARRIER (PSGC) VEST, TO NAME A FEW, **MUST** BE MAINTAINED AND KEPT MISSION CAPABLE WHILE IN YOUR POSSESSION.

DO YOUR DAILY, BEFORE, AFTER AND PERIODIC HELMET INSPECTIONS. THE **SAME** GOES FOR THE PSGC VEST AND ITS CONTENTS.

**CHECK FOR DAMAGED ITEMS.** MAKE SURE MEDICAL PACKETS ARE IN GOOD SHAPE. THAT MEANS NO CRUSHED PILLS FOR EXAMPLE. LOOK FOR BROKEN ZIPPERS, BUSTED IODINE PACKETS, TEARS AND HOLES IN THE VEST.

WAITING WEEKS OR MONTHS TO GET SOMETHING REPAIRED OR REPLACED IS **NOT** MAINTENANCE!

**ALL PREVENTIVE MAINTENANCE IS UP TO YOU FOR YOUR PROTECTION.**

**DON'T MAKE A MISTAKE AND WAIT UNTIL IT'S TIME TO TURN IN EQUIPMENT TO HAVE ELSE FIX PROBLEMS YOU ALLOWED TO PILE UP.**

IF YOU FIND PROBLEMS WITH YOUR HELMET, THE VEST OR ITS CONTENTS, OR SOMETHING IS NOT USABLE, TAKE A TRIP TO THE ELSE SHOP RIGHT AWAY. HAVE THEM REPLACE OR REPAIR WHATEVER IS NEEDED. **THAT IS PROACTIVE MAINTENANCE.**



PS 757

# Don't Let FOD Take You Out!

MAINTENANCE IS A TEAM SPORT.



WHEN IT COMES TO FOREIGN OBJECT DEBRIS (FOD), EVERY MEMBER OF THE TEAM IS NEEDED TO PREVENT FOREIGN OBJECT DAMAGE (FOD).

BACK IN THE DAY, FOREIGN OBJECT DAMAGE (FOD) WAS CONSIDERED ONE OF AVIATION'S MINOR PROBLEMS.



HOW DO YOU LAND THIS THING!?

BUT EVEN BEFORE LINDBERGH'S TIME, ITEMS LIKE LOOSE CHANGE, NUTS, BOLTS AND STRAY TOOLS JAMMED CONTROLS AND OTHER MOVING PARTS.

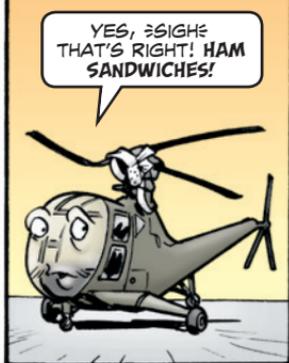


CAN'T PULL UP!

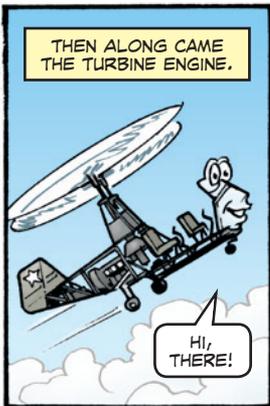
IN WORLD WAR II, PILOTS SWORE THAT GREMLINS WENT AROUND AT NIGHT DISPENSING FOREIGN OBJECTS THE WAY SANTA CLAUS HANDS OUT GIFTS AT CHRISTMAS.



SINCE THE HELICOPTER CAME ALONG, BLADES HAVE BEEN CHEWED UP BY EVERYTHING FROM TURKEY BUZZARDS TO HAM SANDWICHES.



YES, SIGH THAT'S RIGHT! HAM SANDWICHES!



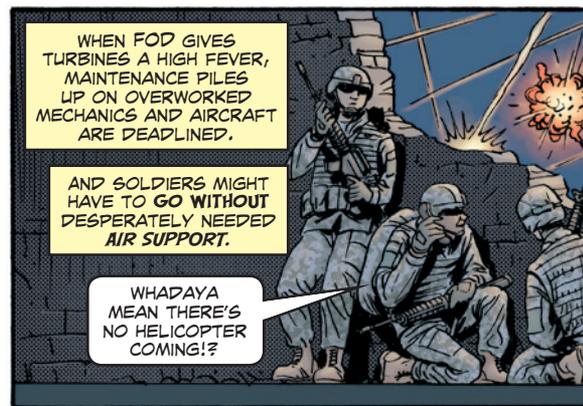
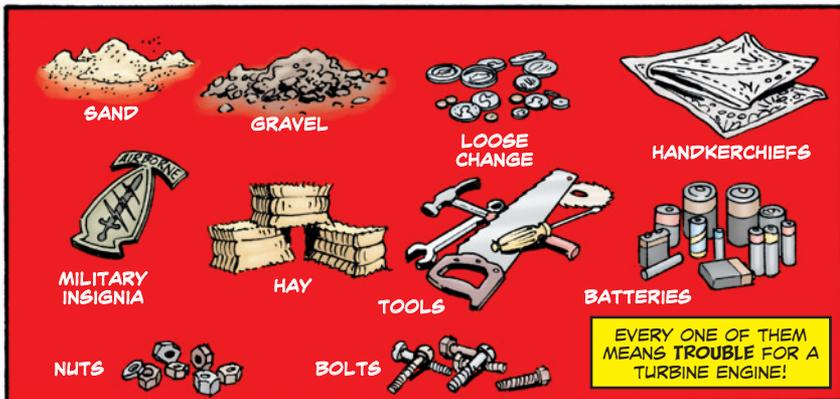
THEN ALONG CAME THE TURBINE ENGINE.



OVERNIGHT THE SITUATION WENT FROM BAD TO WORSE!



TRY TO LIST ALL THE FOREIGN OBJECT DEBRIS (FOD) PULLED OUT OF TURBINES' INNARDS AND YOU'LL HAVE A LIST LONG ENOUGH TO FILL AN ON-LINE CATALOGUE!



WHEN FOD GIVES TURBINES A HIGH FEVER, MAINTENANCE PILES UP ON OVERWORKED MECHANICS AND AIRCRAFT ARE DEADLINED.

AND SOLDIERS MIGHT HAVE TO GO WITHOUT DESPERATELY NEEDED AIR SUPPORT.

WHADAYA MEAN THERE'S NO HELICOPTER COMING!?



IT'S LIKE THAT OLD PROVERB... FOR WANT OF A NAIL, THE BATTLE WAS LOST. THE KING LOST THE BATTLE BECAUSE HIS HORSE LOST HIS SHOE. THE SHOE WAS LOST BECAUSE IT NEEDED A NAIL.



IT'S KINDA LIKE FOD-IN-REVERSE. NOBODY KNOWS WHAT HAPPENED TO THE NAIL, BUT IT SURE WASN'T WHERE IT SHOULD HAVE BEEN.



FOREIGN OBJECT DEBRIS THAT LODGES WHERE IT SHOULDN'T CAN BE COSTLY TO AIRCRAFT AND LIVES. SOUNDS PRETTY GRIM, HUH?



BUT STICKING YOUR HEAD IN THE SAND IS NO WAY TO FEND OFF ATTACKING LIONS.



FOREIGN OBJECT DEBRIS (FOD) DOESN'T HAVE TO BE BIG TO INTERFERE WITH A TURBINE'S DIGESTIVE SYSTEM, EITHER.



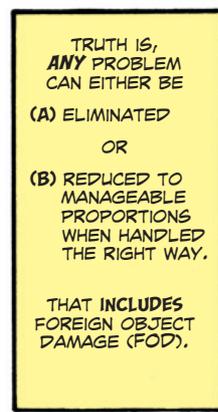
A SIMPLE FISHHOOK MAY ONLY SEEM BIG ENOUGH TO CATCH MINNOWS.



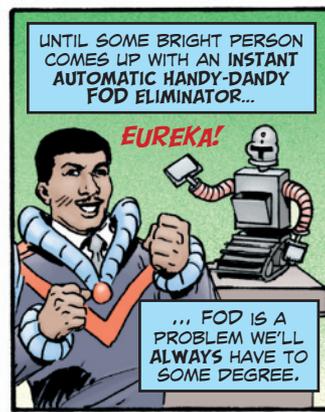
BUT STICK IT IN YOUR EAR AND YOU'LL SOON FIND OUT WHAT A SMALL OBJECT IN THE WRONG PLACE CAN DO!



NO THANKS! I BELIEVE YOU!



TRUTH IS, ANY PROBLEM CAN EITHER BE (A) ELIMINATED OR (B) REDUCED TO MANAGEABLE PROPORTIONS WHEN HANDLED THE RIGHT WAY. THAT INCLUDES FOREIGN OBJECT DAMAGE (FOD).



UNTIL SOME BRIGHT PERSON COMES UP WITH AN INSTANT AUTOMATIC HANDY-DANDY FOD ELIMINATOR... EUREKA! ... FOD IS A PROBLEM WE'LL ALWAYS HAVE TO SOME DEGREE.



BUT YOU CAN DO SOMETHING ABOUT IT! ONCE EVERYONE KNOWS HOW LETHAL FOD IS AND WHAT TO DO ABOUT IT, THE PROBLEM WILL SUBSIDE.

## All Hands Alert

FOD IS EVERYONE'S PROBLEM.

EVEN IF YOUR UNIT HAS A SPECIAL FOD OFFICER, SECTION, OR PLATOON, FOD WILL *STILL* CREEP IN UNLESS THE ENTIRE UNIT IS ON THE ALERT.

IT'S *EVERYONE'S* RESPONSIBILITY TO WATCH OUT FOR...

- grease on a mechanic's shoe that picks up bits of gravel, depositing them on a walkway near a turbine.
- litter, like paper cups and oily rags, that accumulate along ramps and runways where the wind can blow it onto the flight line.
- a mallet that's left in an intake by a forgetful mechanic.
- loose objects that accumulate in the cockpit.
- FOD that's dragged onto tarmac areas during snow removal.
- panel markers loosely anchored in mud.

PUT ONE PERSON TO WORK ON THE PROBLEM AND HE'LL SOON BE CLIMBING THE WALLS. GOOD HOUSEKEEPING IS THE RESULT OF EVERYONE WORKING TOGETHER TO KEEP A HOME CLEAN. THE SAME IS TRUE FOR AVIATION UNITS.

WHEN EVERYONE TAKES IT SERIOUSLY, PICKING UP FOD BECOMES AN AUTOMATIC REFLEX, LIKE SWATTING FLIES.



OTHERWISE, FORGOTTEN PLIERS GET LEFT WHERE THEY CAN *FALL* INTO ENGINES OR *JAM* CONTROLS. OILY RAGS AND PAPER GET *SERVED UP* TO HUNGRY TURBINES, MALLETS, HAMMERS, AND A HUNDRED OTHER ITEMS ARE LEFT IN THE COCKPIT JUST WAITING TO DO SOME *DAMAGE*.



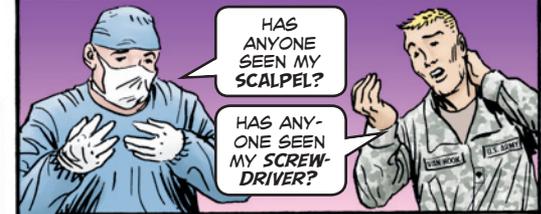
AN ENGINE IS **POWERFUL**, BUT IT'S **NO MATCH** AGAINST FOREIGN OBJECT DEBRIS

TOOL ACCOUNTABILITY IS THE **BEST** WAY TO PREVENT FOD.



## Toolbox Sense

IF A SURGEON IS PATTING HIS POCKETS AND MUMBLED ABOUT A LOST SCALPEL, YOU'D DO WELL TO FIND ANOTHER DOCTOR.



HAS ANYONE SEEN MY SCALPEL?

HAS ANYONE SEEN MY SCREWDRIVER?

PILOTS, AIRCREW, AND PASSENGERS FEEL THE SAME WAY ABOUT MAINTENANCE PERSONNEL. IT DOESN'T IMPROVE THEIR STATE OF MIND IF A MECHANIC IS ABSENTMINDED ABOUT HIS TOOLS.

WHEN PLIERS AND SCREWDRIVERS GET LEFT BEHIND, **TROUBLE** FOLLOWS.

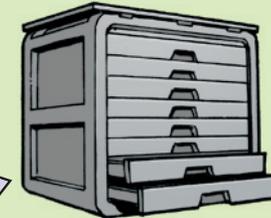
SURE, THERE ARE EXCUSES: FATIGUE, HASTE, PRESSURE, OVERWORK AND ALL THE REST. BUT TRY TELLING THAT TO A TURBINE SPITTING UP A WRENCH!



EE-HACK!

A FOOTBALL COACH ORGANIZES HIS BENCH TO AVOID SENDING IN THE WATER BOY INSTEAD OF THE QUARTERBACK.

AN AVIATION MECHANIC'S TOOLBOX SHOULD BE JUST AS ORGANIZED. IT HELPS HIM GET THE JOB DONE QUICKLY AND EFFICIENTLY, SAVING WEAR AND TEAR ON HIS NERVOUS SYSTEM. EVERYTHING IS WHERE IT SHOULD BE, EITHER IN THE TOOLBOX OR BEING USED.



TOOLS WON'T GET A TURBINE IN TROUBLE IF THEY'RE ACCOUNTED FOR, KEPT IN THEIR PROPER SLOT, AND UNDER LOCK AND KEY WHENEVER THE AIRCRAFT GOES TO THE FLIGHT LINE.

TOOLBOX INVENTORY IS THE **BEST** WEAPON MECHANICS HAVE IN THE WAR ON FOREIGN OBJECT DAMAGE (FOD).

IT HELPS **EVERYONE** SLEEP BETTER AT NIGHT.

IF AN AIRCRAFT CRASHES THE **ABSENT-MINDED** MECHANIC WILL HAVE TO WONDER IF *HIS* MISSING TOOL BROUGHT HIS BIRD DOWN.



## One Big Family

TOOLBOX INVENTORY, INDIVIDUAL RESPONSIBILITY AND SOUND TRAINING ARE THE FOUNDATION OF A PROPERLY TRAINED UNIT.

IF THEY'RE SUPPORTED BY EVERYONE FROM THE COMMANDER DOWN.



TAKE THE AIRCRAFT COCKPIT, FOR EXAMPLE.

SOMEONE ONCE SAID THE COCKPIT IS A PILOT'S PLACE OF BUSINESS AND THE MAINTENANCE FOLKS HIS OFFICE MANAGERS. IT'S A TEAM-A FAMILY-AND WHEN IT WORKS PROPERLY, IT'S THE KIND OF FAMILY A MARRIAGE COUNSELOR DREAMS ABOUT.

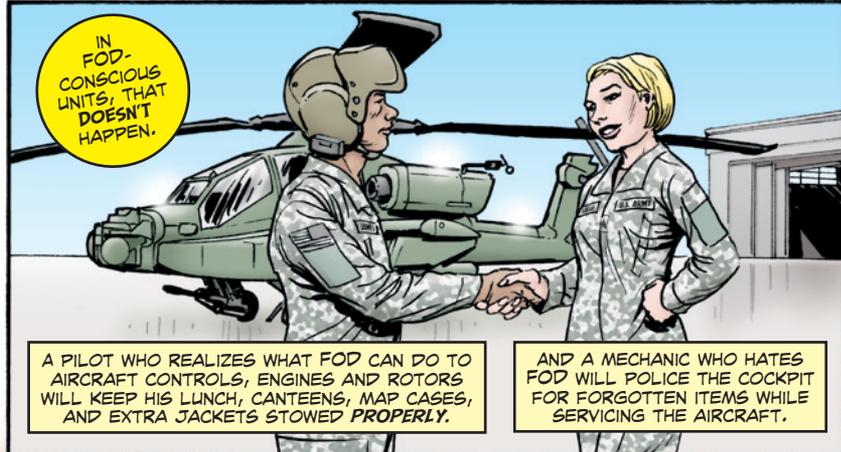
A PILOT HAS A RIGHT TO BE **ANGRY** IF HE COMES TO WORK AND FINDS ENOUGH RUBBISH STREWN AROUND THE FLIGHT LINE TO START A RUMMAGE SALE.



BY THE SAME TOKEN, A MECHANIC HAS THE RIGHT TO FEEL **IRRITATED** IF SHE SEES A COCKPIT THAT LOOKS LIKE THE FLOOR OF A LUNCH COUNTER AFTER THE NOON RUSH. IT'S A TWO-WAY STREET.

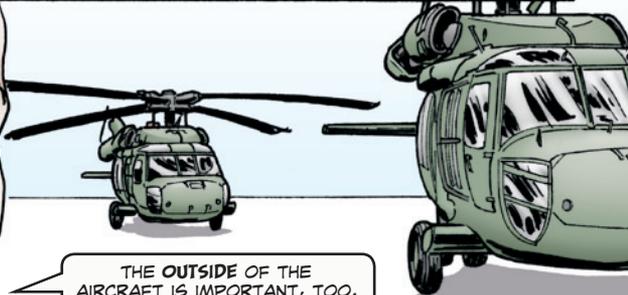


IN FOD-CONSCIOUS UNITS, THAT DOESN'T HAPPEN.



A PILOT WHO REALIZES WHAT FOD CAN DO TO AIRCRAFT CONTROLS, ENGINES AND ROTORS WILL KEEP HIS LUNCH, CANTEENS, MAP CASES, AND EXTRA JACKETS STOWED PROPERLY.

AND A MECHANIC WHO HATES FOD WILL POLICE THE COCKPIT FOR FORGOTTEN ITEMS WHILE SERVICING THE AIRCRAFT.



THE OUTSIDE OF THE AIRCRAFT IS IMPORTANT, TOO.

A FOD-TRAINED UNIT IS KEENLY AWARE THAT JUST ABOUT ANYTHING MOVABLE QUALIFIES AS FOD.

SOMETHING AS SMALL AS A COUPLE OF WIRES CAN CAUSE BIG TROUBLE ON THE FLIGHT LINE!



PAPER CUPS, BOTTLE TOPS AND ASSORTED LITTER DON'T GROW BESIDE THE RUNWAY.

SOMEONE DROPPED THEM THERE!

AND WHILE THAT SOMEONE MIGHT BE A GREAT MECHANIC OR PILOT, HE OBVIOUSLY DOESN'T KNOW MUCH ABOUT FOREIGN OBJECT DAMAGE (FOD).

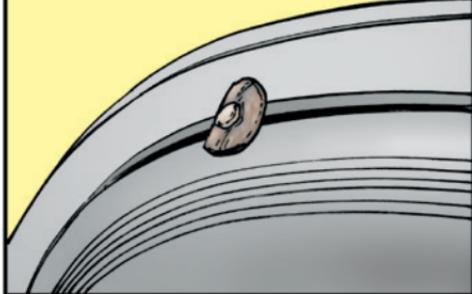
OKAY, SO MAYBE THE PAPER CUP BLEW THERE, OR MAYBE THE OTHER LITTER FELL OFF A PASSING TRUCK.

THE QUESTION IS, WHY IS IT STILL THERE?



IF YOU SEE IT, IT'S YOUR RESPONSIBILITY TO PICK IT UP!

IF YOU DON'T, YOUR TIRES MIGHT.



FOD IS PREVENTABLE. AND THAT PREVENTION IS SO SIMPLE, YOU'LL SOON WONDER WHY EVERYBODY DOESN'T PRACTICE IT FAITHFULLY.

ALERTNESS, PROFESSIONAL PRIDE AND INDIVIDUAL AND UNIT RESPONSIBILITY ARE THE TOOLS THAT DO THE TRICK.



FOD HAZARDS ARE REDUCED WHEN MAINTENANCE IS PERFORMED BY A TOOL-CONSCIOUS CREW, MOVEABLE ITEMS ARE SECURED, AND THE RUNWAYS AND RAMPS ARE AS BARE AS A BALD HEAD.

EVEN THEN, THIS SORT OF HOUSEKEEPING HAS TO BECOME PART OF STANDARD UNIT PROCEDURE THAT HAPPENS 24/7/365.

YOU CAN DO YOUR PART... JOIN THE TEAM. BECOME A FOD-BUSTER TODAY!

# BUST FOD!



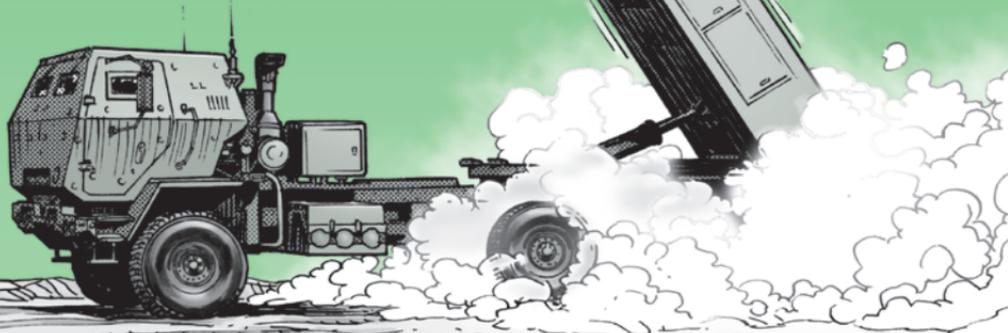
EDITOR'S NOTE: THIS INFORMATION WAS PARAPHRASED FROM AN ORIGINAL ARTICLE THAT APPEARED IN THE 21 JAN 1981 ISSUE OF FLIGHTFAX.

# MISSILES PS

ALSO  
FEATURING  
SMALL  
ARMS

## Missile and Small Arms problems:

- Avengers PM
- Weapons in field need these items:
- MK 19 bolt springs
- M326 mortar kit and trailer
- M326 mortar drive assembly
- M2 MWO NSN changes



# CBRN PS

- M26 deacon made easy



# AVENGE AVENGER PROBLEMS WITH PM

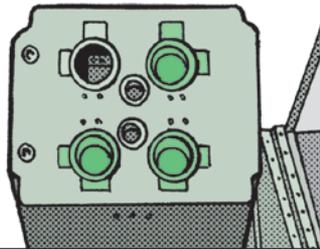


FOLLOWING THESE TIPS CAN KEEP YOUR AVENGER FIRING AND SAVE YOU LOTS OF GRIEF...

## Get caps and covers.

If sand and water get inside the standard vehicle-mounted launcher (SVML), they can do an expensive number on the cryogenics and electronics. Sand and pebbles can scar the FLIR and range finder lenses.

Use all protective caps and order extras in case you lose them



BUT ALL THAT BIG DOLLAR DAMAGE CAN BE PREVENTED WITH THESE CHEAP CAPS AND COVERS...



For the SVML, order the rear launcher caps with NSN 5340-00-855-7993, and the front caps with NSN 5340-00-157-5624. Caps for the pressure gauge holes come with NSN 5340-01-348-6514.

Order caps for the cryogenic ports inside the SVML with NSN 5340-01-466-1897. There is no NSN for caps for the electrical ports, but you can order them with PN 495-500005 and CAGE 15090.

When your Avenger is going to sit in the motor pool, install the SVML caps from inside the launcher. That way the caps can't fall out and disappear. In the field, though, stick in the caps from the outside. That way they blow off if left on during a launch.

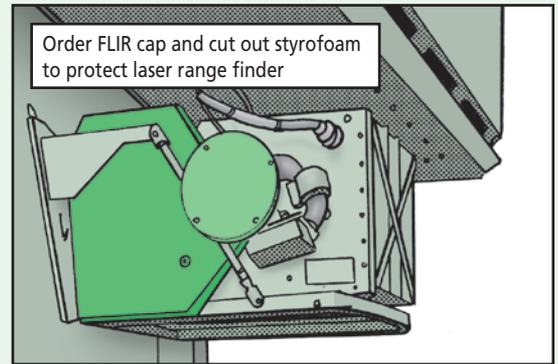


ORDER LOTS OF CAPS.

THEY'RE CHEAP AND THEY WILL EVENTUALLY BE LOST.

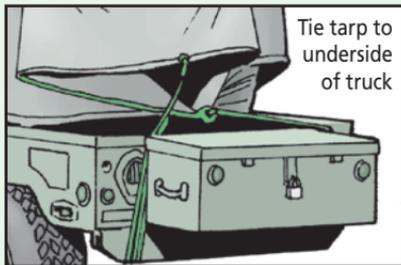
Order the FLIR protective cap with NSN 5855-01-441-3189. The range finder doesn't have a ready-made cover, but you can make one from styrofoam. Cut a piece 12 x 18 inches. Punch a hole in it for the boresight guide pin cover. Stick it in front of the range finder lenses so the support bracket holds it in place.

Order FLIR cap and cut out styrofoam to protect laser range finder



The new CMC FLIR comes with a protective cap that can't be ordered. CMC FLIRs can't use the old cap, nor can the old FLIRs use the CMC cap.

In really wet areas, it's a good idea to cover the entire Avenger. An old Bradley tarp, NSN 2540-00-587-2532 (OD green) or NSN 2540-01-330-8062 (tan), works well or you can have your canvas shop make a 12 x 17-ft tarp. Don't tie off the tarp inside the truck, though. That ruins door seals. Attach bungee cords to the tarp's ropes and tie them off underneath the truck.

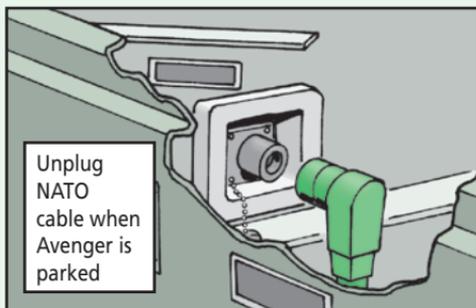


### Track M3P rounds.

The gun is supposed to be inspected every 2,500 rounds. If an inspection is missed, the extractor, sear slide, firing pin and cocking lever may not be replaced when they're worn out. So make sure all rounds—live and blank—are recorded on a DA Form 2408-4. Operators should report this information to the armorer or the NCOIC.



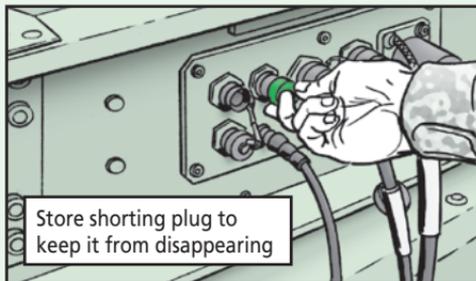
**Don't leave the NATO cable connected when the Avenger is parked.** That drains the truck batteries and then you can't start the truck or the Avenger.



**Don't pick up the control display terminal (CDT) by its cable.** That eventually tears the cable's wiring loose and the CDT stops working. Pick up the CDT with two hands.

**When you're not operating, store the shorting plug someplace safe like the bustle box.** If you don't, count on it disappearing.

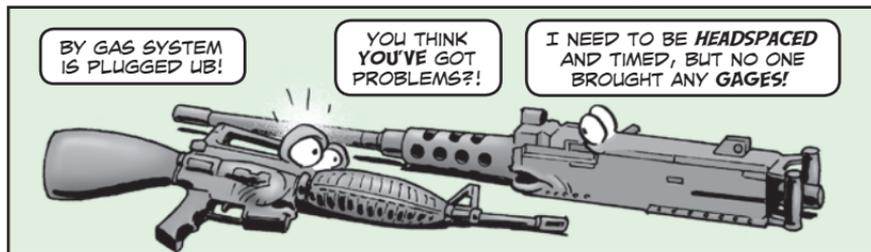
**Don't store anything in the turret.** That's how things like the hand station and optical display unit end up broken. There's just enough room in the turret for the operator and that's all.



# GOING TO THE FIELD? BE PREPARED!



**W**hen units go the field, they should follow the Boy Scout motto: Be Prepared! Unfortunately, it's more often a case of "Uh-oh, I forgot to bring that." That's especially true with small arms. Units go the range and take nothing but weapons and ammo. Result: Gunners fire and fire through the same barrel until it's ruined. Weapons need lubing but no one remembered to bring any lube. Gas systems get plugged but no one brought a reamer. An M2 needs to be headspaced and timed but there are no gages. Firing problems develop but no one has the -10 TM to consult for troubleshooting.



If you're going to the range, be prepared. At the very least, you need these items:

- Each weapon's -10 TM
- Gas system cleaning tool for each M240 and M249
- Headspace and timing gages for each M2
- Correct lubricants
- Cleaning rod for each weapon
- Extractor tool for each weapon
- Spare barrel for each machine gun
- Barrel mitten for each M2

And if it's been a while since your unit has fired, arrange refresher training before going to the range. Your 91F small arms repairman, master gunner, COMET, or TACOM LAR can help with that.

A little preparation can easily prevent big problems.

# QUESTIONS ANSWERED



Dear Half-Mast,

We have a couple of questions on the MK 19 we hope you can help us with:

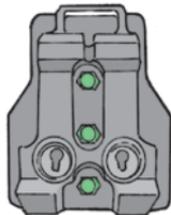
- The 2005 edition of the MK 19's TM 9-1010-230-23&P had a table with the minimum and maximum lengths of the bolt and back plate assembly springs. But the 2012 edition doesn't mention spring lengths. Is it no longer necessary to measure springs?



- Steps 21 and 26 in the new TM's WP 0026-8 say to loosen the nylon set screws for the bolt assembly but not to discard them. But Step 33 in WP 0026-10 says to remove the set screws and discard them. Which is right?

Mr. C.D.

If you remove nylon set screws from bolt, you must replace them



Dear Sir,

Good questions!

Because too many good springs were being discarded, the Army did away with the spring measurements. As long as springs meet the inspection criteria of fit, form and function, they are good to go. You don't need to measure them.

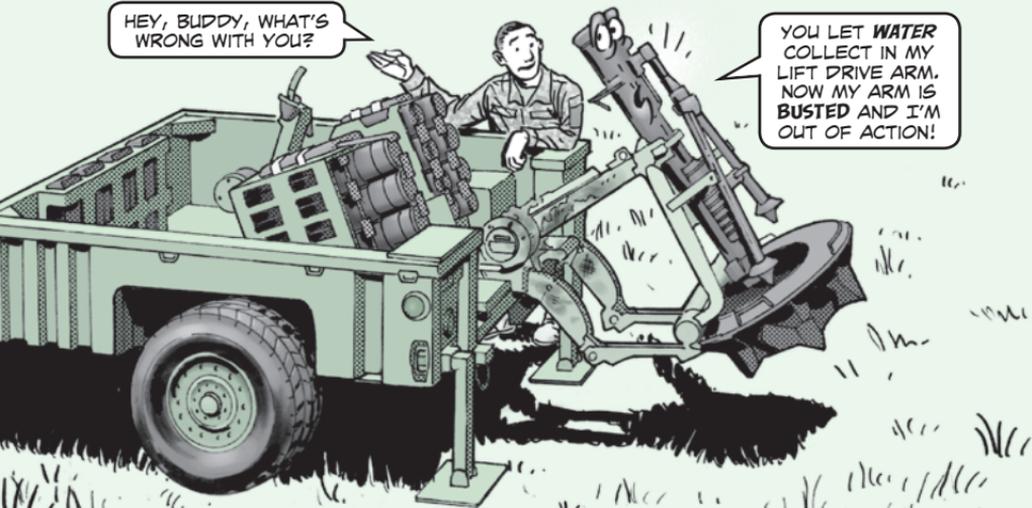
As far as the nylon set screws for the bolt assembly, they should always be discarded and replaced when removed. This will be corrected in the next change to the TM.

Half-Mast

# Don't Let **WATER** Disarm Mortar Kit

HEY, BUDDY, WHAT'S WRONG WITH YOU?

YOU LET **WATER** COLLECT IN MY LIFT DRIVE ARM. NOW MY ARM IS **BUSTED** AND I'M OUT OF ACTION!

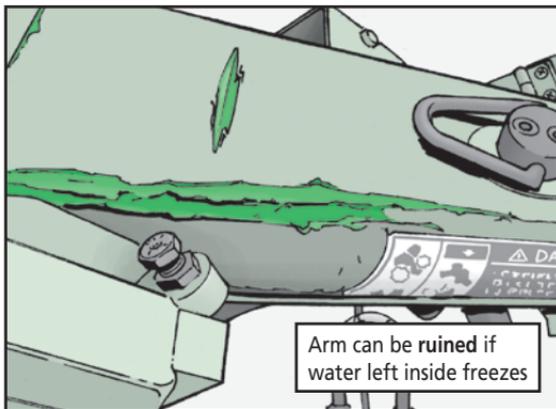


Dear Editor,

We've run into a serious problem with the M326 mortar stowage kit when it's mounted on the M1101/M1102 trailer.

When the M326 is left outside with its manual lift drive arm stowed in the up position, the arm collects water. In the winter, the water freezes inside the lifting arm, causing it to distort, crack, or burst. A damaged lifting arm is unsafe to use and makes the whole M326 NMC.

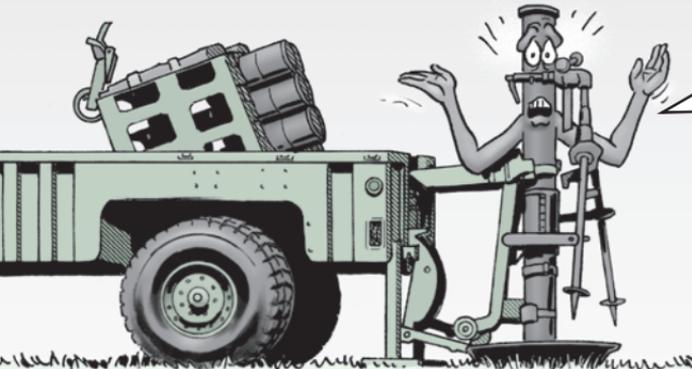
The best solution is to park the M326 inside if possible. If you can't, keep the M326 covered with a tarp while it's parked outside.



Arm can be ruined if water left inside freezes

WO1 Ming Cheung  
CSMSB  
Staten island, NY

*Editor's note: Way to disarm that arm problem! Thanks for the tip. A good tarp for the job comes with NSN 2540-00-653-7589.*



**HOW MANY  
DRIVE  
ASSEMBLIES?**



**ONE IS THE  
ANSWER, SIR. THIS  
WILL BE CORRECTED  
IN THE NEXT REVISION  
OF THE TM.**

Dear Half-Mast,

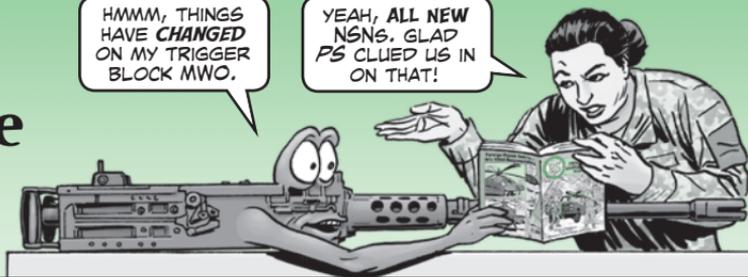
How many electrical drive assemblies is the M326 Mortar Stowage Kit supposed to have? The COEI section of TM 9-2590-527-13&P says two, but the parts section says one.

Mr. T.L.

# NSNs Change for MWO

HMMM, THINGS  
HAVE **CHANGED**  
ON MY TRIGGER  
BLOCK MWO.

YEAH, ALL NEW  
NSNs. GLAD  
PS CLUED US IN  
ON THAT!



Dear Editor,

In order to do MWO 9-1005-213-30-1 for the M2 machine gun, I tried to order a trigger block kit, NSN 1005-01-414-9706, and discovered it was a terminal item.

Research revealed that now you must order these NSNs instead:

- Trigger block, NSN 1005-01-590-7002
- Flat spring, NSN 5360-01-415-3267
- Non-electrical wire, NSN 9505-00-076-8640
- 2 machine screws, NSN 5305-01-415-3269

Small arms repairmen should make a note of this.

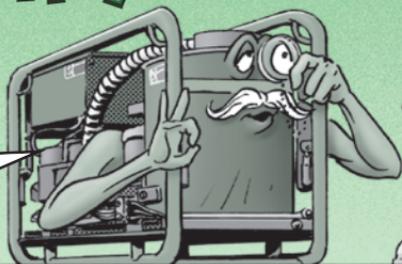
MSG Mohammed Khan  
872nd Support Mtn Co  
Ogden, UT

*Editor's note:  
Thanks for the  
benefit of your  
research, Master  
Sergeant.*

# DECONNING THE EASY WAY

THANK YOU  
FOR THE  
**EXCELLENT**  
PM, MY  
GOOD MAN.

THIS  
WILL MAKE  
DECONNING  
SIMPLY  
**DELIGHTFUL!**



Dear Editor,

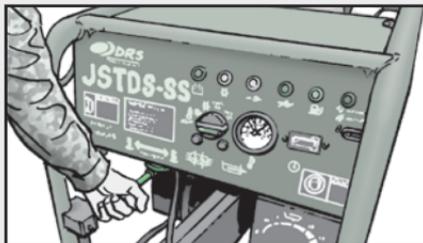
These tips for operating the M26 decon make deconning so much easier:

- If you need to move the M26, find seven friends. It weighs 600 pounds and it takes eight Soldiers to safely carry it.



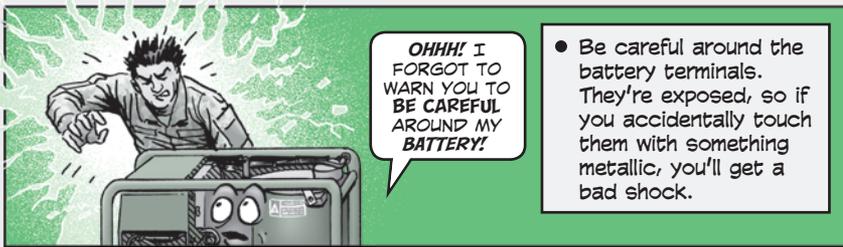
- During BEFORE PMCS, check the starter switch for tightness. Vibration loosens it over time. When it gets too much play, it won't work correctly. Your repairman can tighten it.

- When starting the M26, set the throttle no more than half way before cranking the engine. You'll hear a click when the throttle hits half way. If you push the throttle higher, the M26 tends to flood.



Set  
throttle  
no more  
than  
half way  
to start

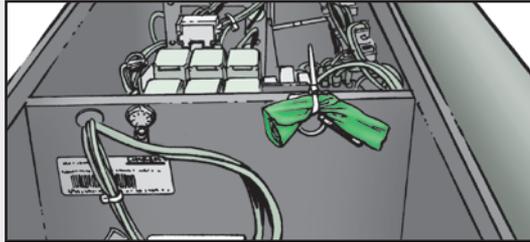
**PS MORE**



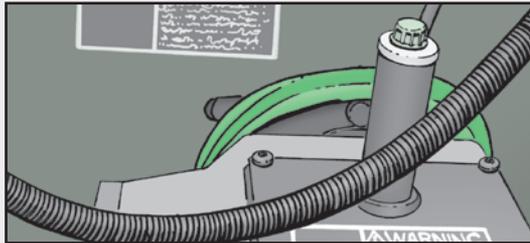
OH!!! I FORGOT TO WARN YOU TO BE CAREFUL AROUND MY BATTERY!

- Be careful around the battery terminals. They're exposed, so if you accidentally touch them with something metallic, you'll get a bad shock.

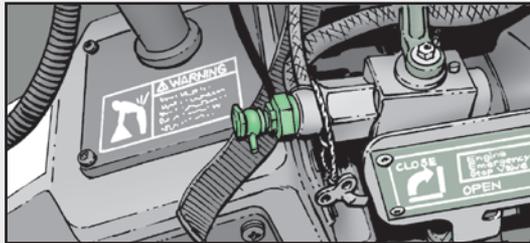
- Don't forget the M26 has spare fuses for the pump, starter switch, and the relays. If a fuse goes out in the field, just pop in a new one. Replace the spare when you return from the field.



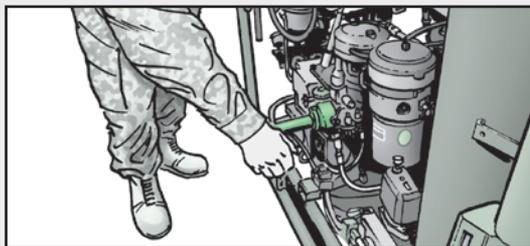
- If the burner won't start, make sure the clutch for the water pump is turning. If the clutch belt is broken or loose, the pump won't work.



- If you suspect fuel problems, check the bleed valve for the fuel shutoff valve. If fuel comes out of the bleed valve, the fuel system is OK.



- Give the hand crank at least two feet of clearance. It can kick back and give you quite a smack if you're too close. Crank with a steady motion to prevent kickbacks.



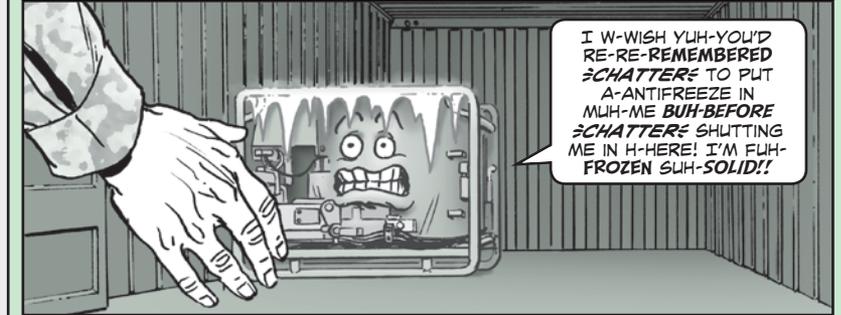
- Be careful around the exhaust. In just 4 minutes of operation it can get very hot.
- If the main pump clutch light won't come on, push the 2S1 button. That keeps the M26 from building up too much pressure.

Most M26s sit for long periods in a CONEX. That's why it's critical to carefully prepare your M26 for storage. Otherwise it can be ruined by corrosion. First, make sure all fuel is drained. After you've completely drained the fuel system, pull out the burner fuel line, drain it and then empty the fuel line's tube. Fuel can hide in the tube.

Drain fuel line tube before storage

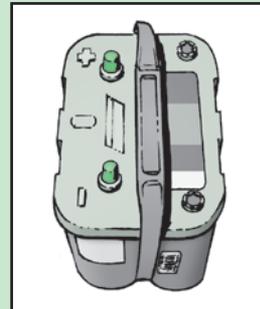


For winter storage, run calcium inhibitor through the water lines and then fill the system with antifreeze. The calcium inhibitor keeps the lines clear and the antifreeze stops the system from freezing.



I W-WISH YUH-YOU'D RE-RE-REMEMBERED SCHATTERE TO PUT A-ANTIFREEZE IN MUH-ME BUH-BEFORE SCHATTERE SHUTTING ME IN H-HERE! I'M FUH-FROZEN SUH-SOLID!

Remove the batteries and coat their terminals and terminal connectors with GAA to prevent corrosion during storage.



DARNED GOOD DECONNING TIPS! THANKS FOR SHARING!

SGT Anderson Jaremillo  
SGT Rick Dieter  
SPC Preston Daniel  
63rd Chemical Co  
Ft Campbell, KY



PS END

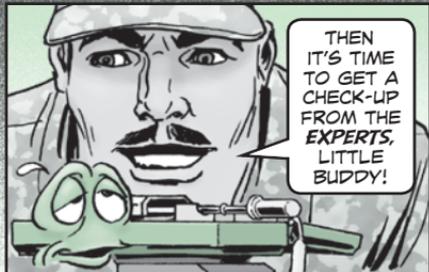


# Leave Wet Bulb Kit Repair to TMDE!

≡GROAN≡



MY THERMOMETER'S ACTING UP AGAIN!



THEN IT'S TIME TO GET A CHECK-UP FROM THE EXPERTS, LITTLE BUDDY!



LATER, AT THE EXPERTS...

CALIBRATION KEEPS INSTRUMENTS ACCURATE. FOR WET BULB KITS, PROPER CALIBRATION BOOSTS SOLDIER SAFETY, TOO.

Dear Editor,

The article at the top of Page 52 in PS 751 (Jun 15) stated that the end user can replace the thermometer in their wet bulb kit. The problem is that replacing the thermometer triggers a calibration action, which won't get done if the item is repaired at the unit level.

TB 43-180, *Calibration and Repair Requirements for the Maintenance of Army Materiel* (May 15), currently lists four different wet bulb kits. They all require "T" level calibration and repair.

Bottom line: Units should take these kits to their local TMDE support activity for regular calibration, and turn them in to TMDE for repair or replacement if they fail.

Gary Davenport  
Chief, Requirements,  
Training and Evaluation  
US Army TMDE Activity (USATA)  
Redstone Arsenal, AL

*Editor's note: Thanks for the clarification, Sir. Units, you've got the word—leave the calibration, repair and replacement of wet bulb kits to the experts.*



# AVOID KITCHEN NIGHTMARES

HMMM...



OUR FRYER'S ON THE FRITZ AGAIN. BUT A LITTLE SALT N' PEPPER SHOULD MAKE IT GO DOWN EASY ENOUGH.

GAAH!



THINK I'LL STICK WITH AN MRE, THANKS.

THERE'S AN OLD SAYING THAT GOES...

...PROPER PLANNING AND PREPARATION PREVENT POOR PERFORMANCE.

THAT'S ESPECIALLY TRUE FOR FOOD SERVICE EQUIPMENT.

KETTLES SHOULD HEAT UP AND BOIL ON DEMAND, FREEZERS SHOULD FREEZE AND MIXERS SHOULD MIX.

## HERE ARE SOME RECOMMENDED TIPS FOR PROPERLY CLEANING AND MAINTAINING FOOD SERVICE EQUIPMENT...

WHEN ARMY KITCHEN EQUIPMENT DOESN'T WORK RIGHT, IT USES MORE ENERGY AND REDUCES FOOD QUALITY.

IN WORST CASE SCENARIOS, SOLDIERS COULD GO HUNGRY!

THOUGH PREVENTIVE MAINTENANCE (PM) WON'T ALWAYS KEEP EQUIPMENT FROM BREAKING, IT CAN WARD OFF PREMATURE FAILURE, EXTEND LIFE AND KEEP EQUIPMENT RUNNING AT PEAK PERFORMANCE AND EFFICIENCY.

- Clean equipment daily to prevent dirt and grime buildup that wears it down. Buildup comes from food products and grease falling into crevasses.
- Make and keep a schedule for cleaning, calibrating ovens, checking refrigerator temperatures, descaling water intensive equipment such as dishwashers and kettles and doing maintenance and upkeep on any other food service equipment.
- Closely read and follow cleaning directions in manufacturers' operating manuals and on cleaning products to avoid damaging equipment.
- If you're not sure how to properly clean a piece of equipment, contact the manufacturer. Many manufacturers have manuals for even retired or discontinued models.
- When you replace food service equipment, make sure a service contract is part of the purchase. The contract should ensure the manufacturer or a local service company is contracted to perform regularly scheduled fine-tuning of equipment.
- When researching and choosing new food service equipment, look for models that are easy to clean or self-cleaning, like ovens. "Easy to clean" means parts that come apart and can be put back together easily.
- Pick the brains of the manufacturer's local or regional representatives. They usually don't charge to teach the basics, so ask them to show you the best cleaning methods for your specific equipment.
- Keep small food service equipment items, like blenders and produce cutters, in closets, cabinets or on shelves when not in use. Equipment that's out of the way won't get knocked over, dropped or spilled on.
- If possible, include your maintenance personnel in the purchasing process so they can get new equipment training, too. That way they'll know how to properly service equipment when the time comes.

# PM

CATCHES SMALL PROBLEMS AND KEEPS 'EM FROM TURNING INTO BIGGER (AND USUALLY MORE EXPENSIVE) ONES.

SAVES MONEY, REDUCES THE NUMBER OF SERVICE CALLS, CONSERVES UTILITIES, EXTENDS EQUIPMENT LIFE AND LIMITS INTERRUPTIONS IN OPERATIONS.

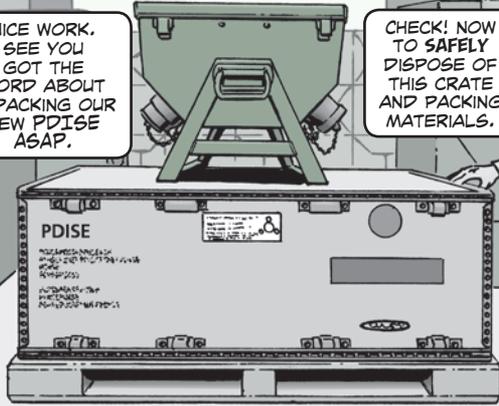
- Bad crates corrode PDISE, unpack them and inspect



# Lose the Crate, Keep PDISE Great



NICE WORK. SEE YOU GOT THE WORD ABOUT UNPACKING OUR NEW PDISE ASAP.



CHECK! NOW TO SAFELY DISPOSE OF THIS CRATE AND PACKING MATERIALS.

ALL MODELS OF THE POWER DISTRIBUTION ILLUMINATION SYSTEM, ELECTRICAL (PDISE), EXCEPT THE M46, ARE SHIPPED FROM THE MANUFACTURER IN SEALED WOODEN SHIPPING CRATES.

INSIDE ARE THE PDISE, ITS CABLES, ACCESSORIES AND TM.

RECENTLY, NEW PDISES STORED IN SHIPPING CRATES THAT WERE EXPOSED TO WEATHER SHOWED CORROSION ON THE CONNECTORS AND MOUNTING HARDWARE WHEN UNPACKED.

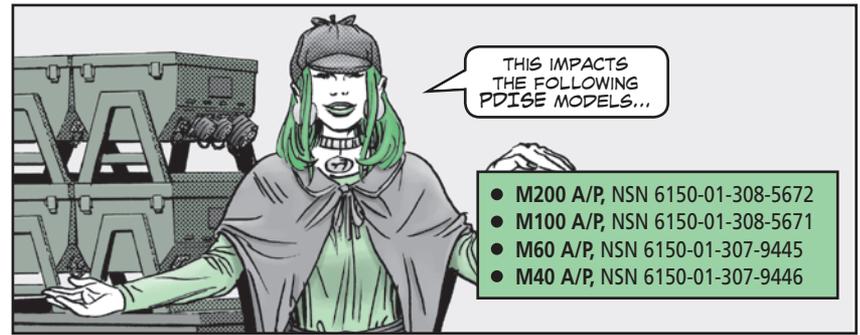
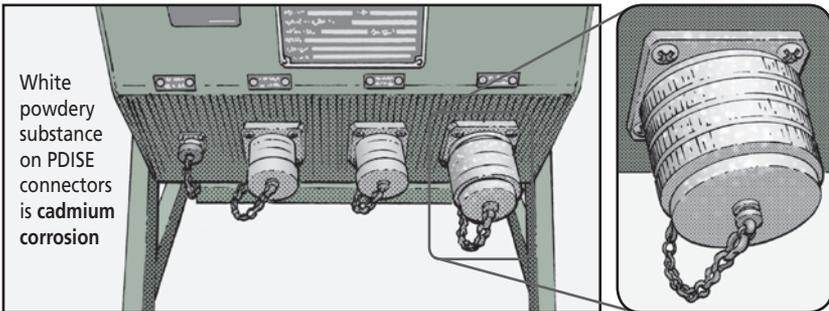


A LITTLE DETECTIVE WORK REVEALED THAT THE SHIPPING CRATES WERE MANUFACTURED USING FORMALDEHYDE.

FORMALDEHYDE SPEEDS UP CORROSION. IT CAUSES CADMIUM "BLOOM."

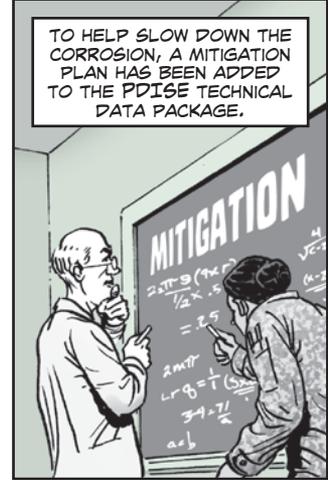
BLOOM OCCURS WHEN CADMIUM TRANSFORMS INTO CADMIUM OXIDE, A POWDER-LIKE RESIDUE THAT FORMS ON CADMIUM-PLATED COMPONENTS.

White powdery substance on PDISE connectors is cadmium corrosion



THIS IMPACTS THE FOLLOWING PDISE MODELS...

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



TO HELP SLOW DOWN THE CORROSION, A MITIGATION PLAN HAS BEEN ADDED TO THE PDISE TECHNICAL DATA PACKAGE.



BUT UNITS SHOULD STILL PROMPTLY UNPACK PDISE AND REMOVE ALL CONTENTS FROM THE SHIPPING CRATE.

THANKS, GUYS!



STORE THE UNPACKED PDISE INSIDE, OUT OF THE WEATHER.

SAFELY DISPOSE OF SHIPPING CRATES AND ANY PACKING MATERIALS, INCLUDING PLASTIC BAGS.

IF CADMIUM OXIDE IS FOUND, FOLLOW WP 0021 IN TM 9-6150-226-13 (APR 12) FOR CLEANING AND DISPOSAL PROCEDURES.



CADMIUM CAN BE HAZARDOUS TO YOUR HEALTH!

REVIEW THE CADMIUM SAFETY TIPS ON PAGES 45-47 IN PS 723:  
<https://www.logsa.army.mil/psmag/archives/PS2013/723/723-45-47.pdf>

QUESTIONS? CONTACT CECOM'S JOHN MANSFIELD AT (410) 670-5737, OR EMAIL: [john.k.mansfield2civ@mail.mil](mailto:john.k.mansfield2civ@mail.mil)



# MMIS Revamps User Roles



IF YOU USE THE MODIFICATION MANAGEMENT INFORMATION SYSTEM (MMIS) IN THE LOGISTICS INFORMATION WAREHOUSE (LIW), CHANCES ARE YOU'VE NOTICED SEVERAL CHANGES OVER THE LAST FEW YEARS.

THE IMPROVEMENTS CONTINUE. MMIS HAS BEEN UPDATED TO MAKE IT MORE USER-FRIENDLY, EFFICIENT AND RESPONSIVE.

ALL EXISTING MMIS CAPABILITIES ARE STILL AVAILABLE. IF YOU ALREADY HAVE AN APPROVED MMIS ROLE IN LIW, THE TRANSITION WILL BE SEAMLESS. THERE'S NO NEED TO SUBMIT A NEW USER REQUEST.

HOWEVER, AS PART OF THE LATEST UPDATE, MMIS ROLES WERE REVAMPED AND ARE MORE DESCRIPTIVE AND COMPREHENSIVE.

**4** THERE ARE NOW FOUR ROLES AVAILABLE TO CUSTOMERS:

- 1 MMIS BASIC,
- 2 MMIS REPORTER (REPLACED MMIS SUPERVISOR),
- 3 MMIS COMMODITY MANAGER (REPLACED MMIS LCMC),
- 4 MMIS DEPOT.

**1) THE MMIS BASIC ROLE** IS INCLUDED IN LIW BASIC PERMISSIONS. THIS READ-ONLY ROLE LETS THE USER VIEW COMPLIANCE/ REPORTING STATUS, AS WELL AS PUBLISHED MESSAGES.

**2) THE MMIS REPORTER ROLE** ALLOWS THE USER TO ENTER CONFIRMATION AND COMPLETION INFORMATION FOR MODIFICATION AND SAFETY MESSAGES, IN ADDITION TO THE PERMISSIONS GRANTED TO THE BASIC ROLE.

**3) THE MMIS COMMODITY MANAGER ROLE** ALLOWS THE USER TO ENTER MATERIEL CHANGE NUMBER (MCN) INFORMATION AND MONITOR THE MESSAGE LIBRARY, AND INCLUDES THE PERMISSIONS FROM MMIS BASIC AND MMIS REPORTER ROLES. THIS ROLE IS RESTRICTED TO COMMODITY MANAGERS.

**4) THE MMIS DEPOT ROLE** ALLOWS THE USER TO PERFORM MASS UPDATES OF EQUIPMENT, RECEIVING MODIFICATIONS AT THE DEPOT LEVEL IN ADDITION TO THE PERMISSIONS INCLUDED IN MMIS BASIC AND MMIS REPORTER. THIS ROLE IS RESTRICTED TO SELECT PERSONNEL AT DEPOT LEVEL.

SUBMIT REQUESTS FOR ANY OF THE ABOVE ROLES BY GOING TO:  
<https://liw.logsa.army.mil/>

LOGIN WITH YOUR CAC IF YOU ALREADY HAVE AN LIW ACCOUNT.

## LOGSA

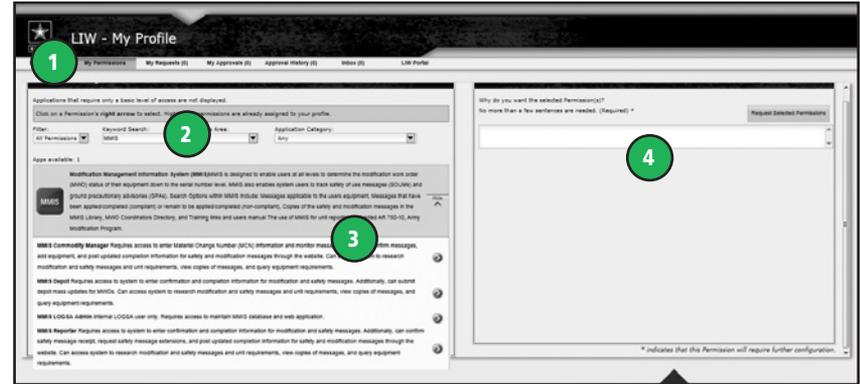
You have been logged out, click below to log back in...

Login with CAC

New User? Click on [New User Registration](#) to get started.

**NOTE: IF YOU'RE NEW TO LIW, YOU WILL NEED TO CLICK NEW USER REGISTRATION FIRST AND GO THROUGH INITIAL REGISTRATION BEFORE YOU CAN COMPLETE THESE STEPS.**

IN THE LIW PORTAL, CLICK ON YOUR UNDERLINED NAME IN THE UPPER RIGHT CORNER OF THE MAIN PORTAL SCREEN. THEN ON THE NEXT SCREEN, CHOOSE THE "MY PERMISSIONS" TAB.



**1** On "My Permissions" tab in LIW...

**2** ...type "MMIS" in keyword search...

**3** ...pick role needed...

**4** ...and type justification in box on right screen

TO REPORT MODIFICATION WORK ORDER COMPLETION OR RECEIPT OF SAFETY MESSAGES, SELECT THE MMIS REPORTER ROLE.

FOR MMIS QUESTIONS OR HELP, EMAIL...

[usarmy.redstone.logsa.mbx.mmis@mail.mil](mailto:usarmy.redstone.logsa.mbx.mmis@mail.mil)

# Get TACOM Equipment Training Materials

CLOE, WE NEED TO TOW AN M1117 ASV BACK HERE TO THE MOTOR POOL, BUT WE'RE A LITTLE RUSTY ON THE STEPS.

NO PROBLEM! UTAP'S WEBSITE INCLUDES INSTRUCTIONAL VIDEOS.

THERE'S ONE HERE THAT WILL WALK YOU THROUGH TOWING THAT ASV WITH A HEMTT WRECKER, STEP-BY-STEP.



Looking for training materials on TACOM-managed equipment? The Unit Training Assistance Program (UTAP) offers materials on a wide variety of equipment.

If you've got a CAC, you've already got a passport to UTAP's website at the Library of TACOM Training and Information Site (LOTTIS).

LOTTIS is available 24 hours a day, 7 days a week. It offers validated OPNET, FLMNET, sustainment and supplemental system training materials, including:

- Instructor guides
- Student guides
- Handouts
- Lesson plans
- Training videos
- Computer-based interactive training videos
- Links to other training sites

ALL THE TRAINING MATERIALS IN LOTTIS ARE APPROVED BY PROGRAM MANAGERS OR SYSTEM ACQUISITION MANAGERS. SO YOU KNOW THE INFO'S GOOD TO GO!



**Note:** These materials aren't meant to replace institutional training or new equipment training offered by program managers. Also, they don't qualify anyone for additional skill identifiers (ASI). Instead, the training materials in LOTTIS should only be used to supplement official training.

To access LOTTIS, grab your CAC and go to: <https://utap.army.mil>

For questions or help, contact UTAP's customer assistance team at DSN (312) 786-4276, (586) 282-4276, or email: [usarmy.detroit.mbx.ilsc-utap@mail.mil](mailto:usarmy.detroit.mbx.ilsc-utap@mail.mil)

# SURFIN' APD

CATCH THIS BIG WAVE OF TIPS FROM ONE OF OUR READERS!



Dear Editor,

Do your readers know that they can access the Army Publication Directorate's (APD) website from their smart phones? All they need to do is open up a browser application and follow this simple step: Type [www.apd.army.mil](http://www.apd.army.mil) in the search field and select "Go."

I recommend the "Tools" tab at the top APD menu so they can search the latest TMs and/or changes to TMs by using the DA PAM 25-30 search feature.

Another useful tab is "Publications," where they can search and read a variety of Army pubs.

Under the "Technical and Equipment" submenu, they'll be forwarded to the Logistics Support Activity's Logistics Information Warehouse (LIW).

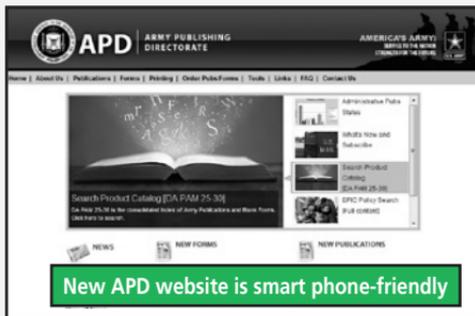
Depending on what they're looking for, they might run into the Common Access Card prompt, but for quick pub references, basic APD access works fine.

Also, they can save pubs from APD on their smart phone in "iBooks" or a similar app. Voila! Army pubs right at their fingertips.

This is especially useful for Soldiers who must follow certain regulations, but who don't have Internet connectivity in their offices (like CBRN rooms).

David Whitmire  
Technical Trainer  
JBLM, WA

*Editor's note: We're all about making the job easier. Thanks for the smart surfing tips, David.*



# New DA Form 12 Required



YOU'LL NEED TO COMPLETE AND SUBMIT A DA FORM 12, REQUEST FOR ESTABLISHMENT OF A PUBLICATIONS ACCOUNT (MAR 15), WHEN OPENING A PUBS ACCOUNT OR MAKING CHANGES TO AN EXISTING ONE.

**THE NEW VERSION OF THE FORM REQUIRES DIGITAL SIGNATURES.**

**PRIOR VERSIONS ARE OBSOLETE AND NO LONGER ACCEPTED.**

**REQUEST FOR ESTABLISHMENT OF A PUBLICATIONS ACCOUNT**  
For use of this form, see DA PAM 25-40, the proponent agency is OASDA.

1. ACCOUNT NUMBER      2. DATE      3. TYPE OF SUBMISSION  
 INITIAL    CHANGE    CLOSE

4. FROM (include nine-digit ZIP Code)      5. THRU (include nine-digit ZIP Code)      6. TO

**SECTION I - GENERAL**

7a. REQUEST AN ACCOUNT BE ESTABLISHED FOR THE FOLLOWING SERVICE:  
 PUBLICATIONS    BLANK FORMS    TEST MATERIAL

7b. JUSTIFICATION FOR BLANK FORMS (Use a separate sheet of paper if more space is needed.)

8. UNIT DESCRIPTION DATA (FAILURE TO COMPLETE THIS BLOCK WILL RESULT IN YOUR REQUEST BEING RETURNED)

8a. Component (Contractors must complete block in order of):  
 Active Army    Army Reserve    National Guard    Air Force  
 Marine Corps    Navy    DOD Activity    Contractor    Other

9. TOC Number or TOA Number/Army Unit      \* Contract and Government Entity (CAGE) Code (Contractor)  
 1. Unit Identification Code (UIC) (Army Users)      1. Contract Number (if applicable)

2. Military Assistance Program Address Code (PAM Users)      2. DOD Activity Address Code (Non-Army Users) or Navy UIC

10. PUBLICATIONS OFFICER FOR THIS ORGANIZATION WILL BE:  
 a. Typed Name, Grade and Title      b. Signature      c. Telephone Number (DGM and Commercial)

**SECTION II - ACCOUNT CLASSIFICATION LEVEL**

REQUEST THE FOLLOWING CLASSIFICATION LEVEL FOR THIS ACCOUNT:  
 UNCLASSIFIED    CONFIDENTIAL    SECRET

THIS ORGANIZATION HAS ADEQUATE EQUIPMENT AND PROPERLY CLEARED PERSONNEL TO RECEIVE AND SAFEGUARD MATERIAL ACCORDING TO THE CLASSIFICATION REQUESTED FOR THIS ACCOUNT. IF CLASSIFIED SERVICE IS APPROVED THE SECURITY OFFICER WILL BE:  
 a. Typed Name, Grade and Title      b. Signature      c. Telephone Number (DGM and Commercial)

**SECTION III - CHANGE OF ADDRESS**

11a. OLD ADDRESS (include 9-digit ZIP Code)      b. NEW ADDRESS (include 9-digit ZIP Code)

Effective Date: \_\_\_\_\_

**SECTION IV - AUTHENTICATING OFFICIALS**

1. Typed Name, Grade and Title of Commander      a. Signature      c. Telephone Number (DGM and Commercial)

2. Typed Name, Grade and Title of POC/PSM      b. Signature      c. Telephone Number (DGM and Commercial)

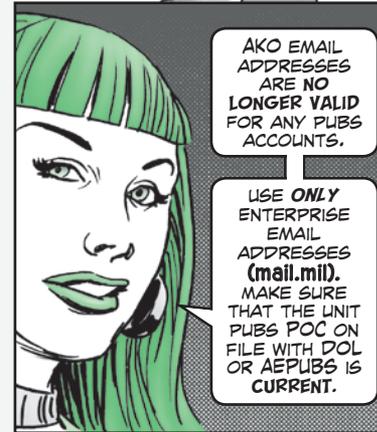
DA FORM 12, MAR 2014      PREVIOUS EDITIONS ARE OBSOLETE.      APR 02 2008

THIS CHANGE ALSO APPLIES TO PUB ORDERS AND SUBSCRIPTIONS FOR THE ARMY IN EUROPE PUBLISHING & LIBRARY SYSTEM (AEPUBS), WHICH COVERS UNITS THAT ARE STATIONED IN EUROPE AND THE MIDDLE EAST OR SUPPORTED BY THE ARMY IN EUROPE DURING DEPLOYMENT, AS WELL AS THE DIRECTORATE OF LOGISTICS (DOL), WHICH COVERS ALL OTHER CONUS/OCONUS UNITS.

**AN OFFICIAL DA FORM 12 IS NEEDED WHENEVER YOU CHANGE PUBS ACCOUNT INFO.**

JUST CHANGING INFO ON THE DOL'S POINT AND CLICK WEBSITE OR ON THE AEPUBS WEBSITE WILL **NOT** UPDATE YOUR PUBS ACCOUNT.

IF YOUR UNIT'S ADDRESS HAS CHANGED, FOR EXAMPLE, YOU'LL NEED TO MARK THE 3B "CHANGE" BOX ON DA FORM 12 AND FILL OUT SECTION III.



**Publication Accounts in Europe or the Middle East**

FOLLOW THE INSTRUCTIONS AT:  
<https://aepubs.army.mil/ae/public/accounts-new.aspx>

EMAIL THE COMPLETED DA FORM 12 TO AEPUBS AT:  
[usarmy.sembach.incom-europe.mbx.aepubs@mail.mil](mailto:usarmy.sembach.incom-europe.mbx.aepubs@mail.mil)

FOR HELP, EMAIL AEPUBS CUSTOMER SERVICE AT THE ADDRESS ABOVE.

**All Other Publication Accounts**

VISIT DOL'S POINT AND CLICK WEBSITE (CAC REQUIRED) AT:  
<https://dol.hqda.pentagon.mil/ptclick/index.aspx>

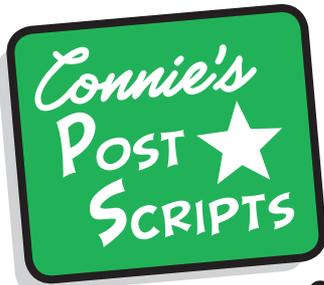
TO START OR EDIT A PUBS ACCOUNT, DOWNLOAD THE NEW DA FORM 12:  
<https://ptclick.hqda.pentagon.mil/DA%20Form%202012.pdf>

EMAIL THE COMPLETED FORM TO DOL:  
[usarmy.stlouis.106-sig-bde.mbx.dolwmdcustsrv@mail.mil](mailto:usarmy.stlouis.106-sig-bde.mbx.dolwmdcustsrv@mail.mil)

IF YOU NEED HELP, CONTACT DOL CUSTOMER SERVICE AT DSN 693-9606, (314) 592-0910 OR EMAIL THEM AT THE ADDRESS ABOVE.



FOR DETAILED INSTRUCTIONS, CHECK OUT DA PAM 25-40, ARMY PUBLISHING PROGRAM PROCEDURES (JUN 15) AT:  
[http://www.apd.army.mil/pdf/files/p25\\_40.pdf](http://www.apd.army.mil/pdf/files/p25_40.pdf)



### MaxxPro Dash ESC Instructions

Instructions for operation of the MaxxPro Dash's electronic stability control (ESC) were left out of TM 9-2355-441-10. Download a copy of the instructions at:

[https://tulsa.tacom.army.mil/Maintenance/download.cfm?filename=mam/tacom\\_wm/MaxxProESC.pdf](https://tulsa.tacom.army.mil/Maintenance/download.cfm?filename=mam/tacom_wm/MaxxProESC.pdf)

Or request a copy from Half-Mast:

[usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@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>

### M1A1 Phone Handset NSN

Get the phone handset for your M1A1 tank with NSN 5965-01-549-6390. NSN 5965-00-043-3463, which is Item 1.1 in WP 0499 of TM 9-2350-264-10-3 (Sep 11 w/Ch 3, Jan 15), is a terminal item.

### A4 HEMTT Radiator Cap NSN

Get a new radiator cap for your A4 HEMTT with NSN 2930-01-570-8498. The cap was mistakenly left out of TM 9-2320-326-14&P in IETM EM 0288 (Oct 08), so make a note until the IETM is revised.

### Backhoe Loader A/C V-belt

Get a new air-conditioner V-belt for your backhoe loader (BHL) with NSN 3030-01-641-4944 (PN 87393292). This replaces PN 87429954, which is shown as Item 9 in Fig 160 of TM 5-2420-231-24P (Jun 13).

### 621G Scraper EMS Alarm

Get the 621G scraper's EMS fault alarm with NSN 6350-01-423-9687. NSN 6350-01-426-9687, which is listed as Item 31 in Fig 162 of TM 5-3805-296-24P (Jun 13), is the wrong NSN.

### SEND US YOUR PS TOAST

In June 2016, *PS Magazine* celebrates its 65th year. Like most magazines, we work months ahead, so we're already seeking "happy anniversary" stories. Operators, mechanics, supervisors and commanders, tell us if *PS* ever saved your bacon or just plain made your day. Got a favorite article or character? Did our reader service answer a burning question? We'll feature some reader toasts in a special edition. Put "*PS* Toast" in the subject line and email:

[usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)

### BLACK HAWK'S DACU STOCK SUSPENDED

All serviceable stock for the UH/HH-60M Black Hawk's data acquisition concentrator unit (DACU), NSN 6610-01-557-9608, is suspended until further notice. The NSN has two part numbers, 70600-03811-101 and 280930. You can find all the details to identify bad DACUs in aviation safety action message (ASAM) H-60-15-ASAM-05. A solution is in the works to fix the problem. Got questions? Contact the item manager, Heri Rodriguez, DSN 746-5269, (256) 876-5269 or email:

[heriberto.rodriguez2.civ@mail.mil](mailto:heriberto.rodriguez2.civ@mail.mil)

### OCP Transition Pocket Guide

Grab the SMA-approved guide that covers the Army's new Operational Camouflage Pattern (OCP). The PDF has full-color pictures, making it a handy reference. To get it, you'll need a milSuite account and S1NET membership. Follow the instructions to join at <https://www.milsuite.mil> next go to <https://www.milsuite.mil/s1net> and pick the "Join S1NET" widget on the upper left side of the page. Approval is automatic. Then get the guide at:

<https://www.milsuite.mil/book/docs/DOC-212321>

### FMTV INTERCONNECTING BOX REVISITED

Page 14 of PS 753 (Aug 15) provided an email address for requesting a free FMTV interconnecting box. Unfortunately, a period was left out of that address. If your FMTV's serial number is 100,001 or above, you can get the free interconnecting box, minus shipping costs, by sending an email to:

[christopher.grasso@dyn-intl.com](mailto:christopher.grasso@dyn-intl.com)

### 120M Grader Wiper Motor

Get the right-side (curb-side) wiper motor and assembly for your 120M road grader with NSN 2540-01-455-4834. The motor is missing from Fig 123 in TM 5-3805-293-24P (Mar 11) and is not interchangeable with the left-side wiper motor.

### Green CSS-VSATs Need Reset, Upgrade

Units, all remaining green Combat Service Support Very Small Aperture Terminals (CSS-VSATs), NSN 5895-01-526-8838 (LIN J97857), need to go to Reset and also need to be upgraded. ALARACT 123/2015 has specific instructions. You'll find ALARACTs on AKO. Folders are filed by year. Grab your CAC and go to: <https://www.us.army.mil/suite/page/550282>

### Attention: LIW Users in Theater

To get Logistics Information Warehouse (LIW) technical assistance in theater from the Logistics Support Activity (LOGSA), email:

[usarmy.redstone.logsa.mbx.service-desk@mail.mil](mailto:usarmy.redstone.logsa.mbx.service-desk@mail.mil)

For theater training support, email:

[usarmy.redstone.logsa.mbx.training-support-to-theater@mail.mil](mailto:usarmy.redstone.logsa.mbx.training-support-to-theater@mail.mil)

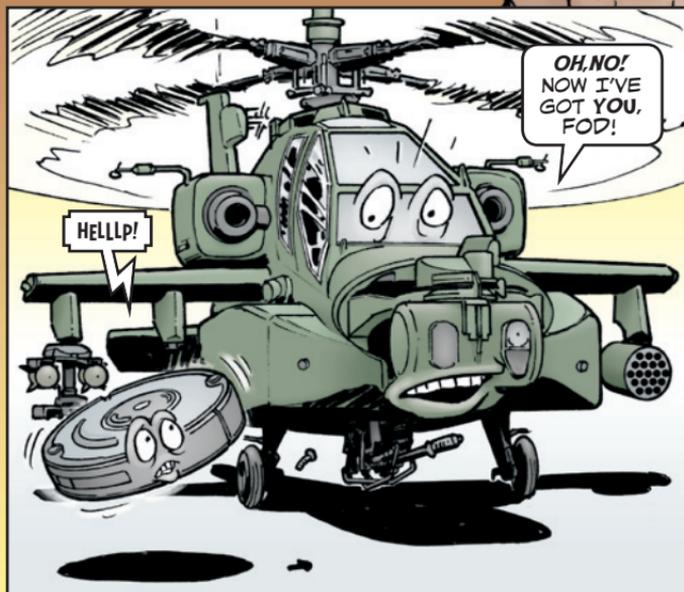
**Note:** The former support email address no longer works. Any email sent there will *not* be forwarded.

[\(usarmy.redstone.logsa.mbx.arfor-gen-support@mail.mil\)](mailto:(usarmy.redstone.logsa.mbx.arfor-gen-support@mail.mil))

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

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?

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