



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 768 NOVEMBER 2016



COMBAT VEHICLES

M1-Series Tank Air Induction System PM

2

3-9



TACTICAL VEHICLES

Single Common Powertrain Lube (SCPL)
Introduced
FMTV Headlight Dimming Revisited

10

11-14

14



**CONSTRUCTION
EQUIPMENT**

D7R II Tractor Hydraulic Oil Hot Check
Grease Fitting Protective Caps
120M Road Grader Blade Cutting Edge Check

15

16-17

17

18



AVIATION

New Hydraulic RSUs Now Available
Apache Tail Rotor Blade Requisitions
AH-64D/E, New Ball Bearing Unit NSNs
Air Warrior Equipment for Reset Turn-in
UH-60, Unserviceable IBF-Configured APU Turn-in

19

20-22

22

23

24-26

26



COMMUNICATIONS 35

Battery Care ABCs 36-37
15-kW TQG, Diode Replacement Help 38-39
AN/PVS-14 NVD Retainer Ring Spanner Wrench 39



SOLDIER SUPPORT 40

GET 35-kW Generator PM Pointers 40-41



MISSILES 42

Javelin, CLU Purging 43
ITAS PMCS Tips 44-47
FIREIT Portal for Missile Firing Reports 48-49



SMALL ARMS 49

M16-Series Rifle, M4/M4A1 Carbine, Sling Choices 49
M2 Machine Gun Tool for Lever Problems 50-51
M2/M2A1, MK 19 Machine Guns, Keep
M3 Tripod Until Receiving M205 52
M197 Mount MWO 52



**LOGISTICS
MANAGEMENT 53**

GCSS-Army Training Resources 54-55
Digital Job Book Makes Tracking Training Easy 55-56
NTC, Class IX DODAAC for ARNG, USAR 57-59
PS Magazine Online Connections 59

The PM Force Awakens

27-34

Connie's Post Scripts

60-61

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THE PM FORCE AWAKENS

Episode CLVII

THE SEARCH FOR THE PM MASTER

A Jebbi has narrowly escaped a brutal confrontation with the Sith. Her bright saber, corroded and damaged, failed her at the worst possible time.

Her spaceship, the Millenium Pigeon, fast approaches Kalliope I in the Draço Constellation. There she plans to beseech Grand Master McCanick — her only hope for repairing her bright saber... and, consequently, defeating the Empire.



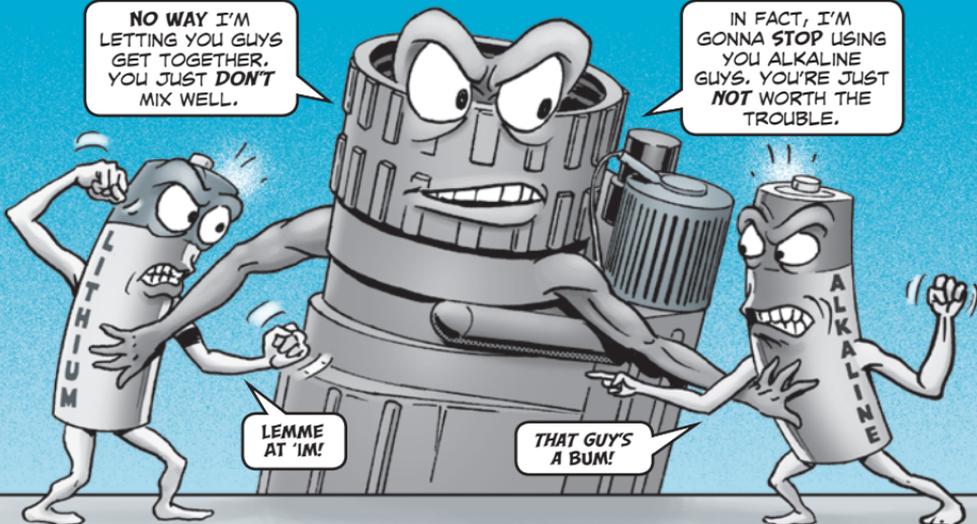
AH, ANOTHER
PILGRIM
APPROACHES.

See Pages 27-34

JUST ANY BATTERY WON'T DO!

NO WAY I'M LETTING YOU GUYS GET TOGETHER. YOU JUST DON'T MIX WELL.

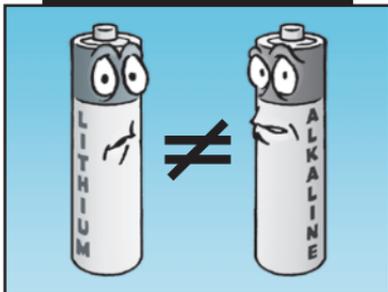
IN FACT, I'M GONNA STOP USING YOU ALKALINE GUYS. YOU'RE JUST **NOT** WORTH THE TROUBLE.



LEMME AT 'EM!

THAT GUY'S A BUM!

THINKING A BATTERY IS A BATTERY IS **BAD BUSINESS** BOTH FOR YOU AND YOUR EQUIPMENT.



IT'S A GOOD IDEA TO KEEP BATTERIES IN THEIR **ORIGINAL PACKAGING**, TOO. THAT NOT ONLY HELPS PREVENT MIXUPS, BUT OFFERS **PROTECTION** FROM CRUSHING, PUNCTURING AND SHORTING.

BUT THE BEST BET IS TO GO **TOTALLY LITHIUM**.



FIRST OF ALL, LITHIUM AND ALKALINE BATTERIES CREATE AN **EXPLOSIVE COMBINATION**.

IF YOU USE LITHIUM AND ALKALINE BATTERIES TOGETHER, THEY CAN LITERALLY EXPLODE, **INJURING YOU AND RUINING YOUR EQUIPMENT**.



THEN THERE WILL BE **NO MIXUPS**. AND LITHIUM OFFERS THESE **ADVANTAGES** OVER ALKALINE:

- 30 percent lighter, which means a lighter load for Soldiers
- much longer lasting
- performs better in extreme temperatures
- longer shelf life

ALWAYS CAREFULLY SEGREGATE LITHIUM AND ALKALINE BATTERIES SO THERE ARE NO ACCIDENTAL MIXUPS.

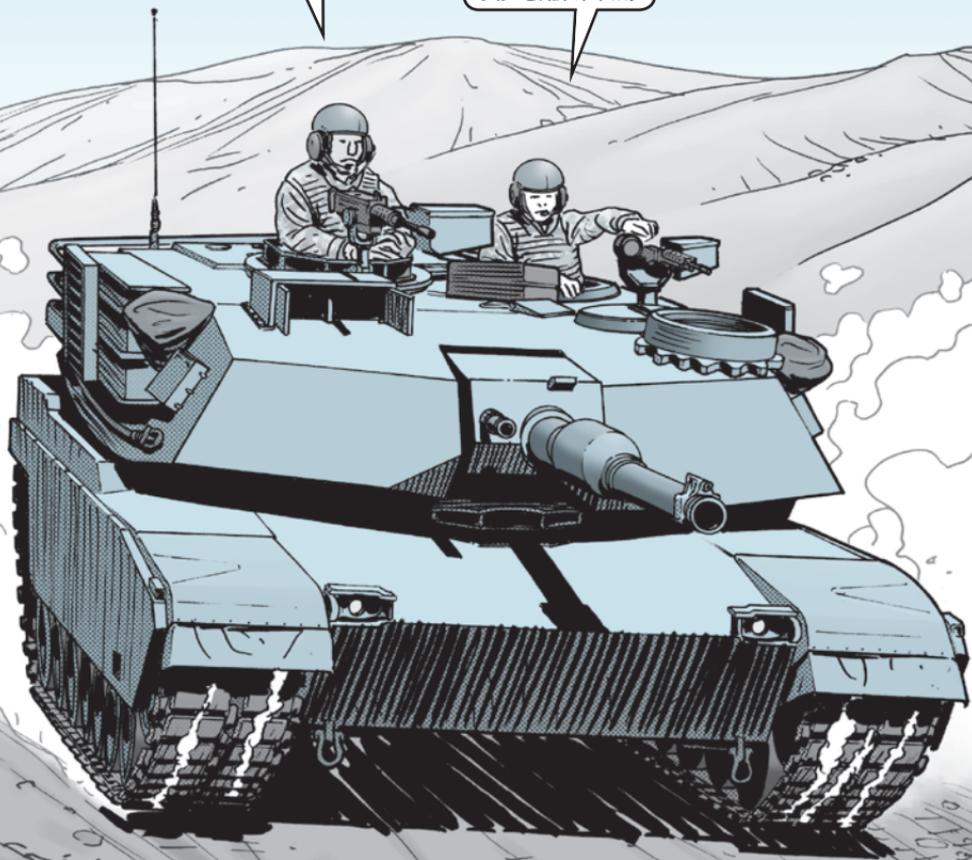
YOU CAN'T BEAT THAT!

PS COMBAT VEHICLES

- Air Induction System PM Keeps You in the Fight!

SURE IS
DUSTY OUT
HERE!

DON'T WORRY,
OUR ENGINE'S
SAFE CAUSE WE
DID GREAT PM!



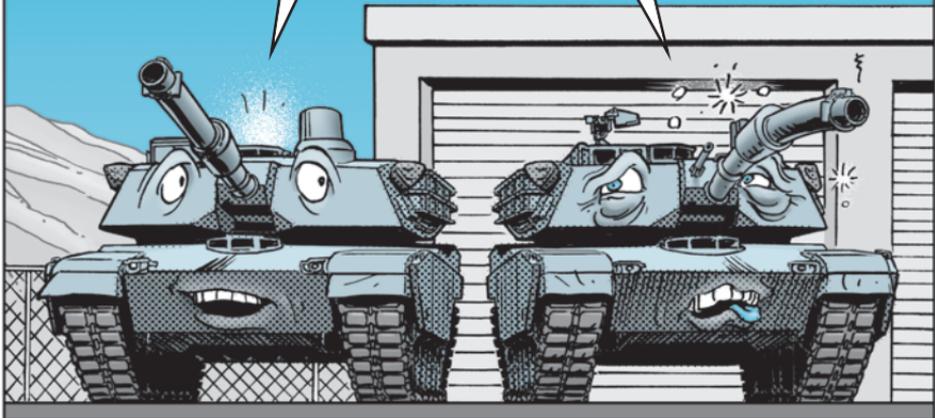
Air Induction System PM Keeps You IN THE FIGHT!



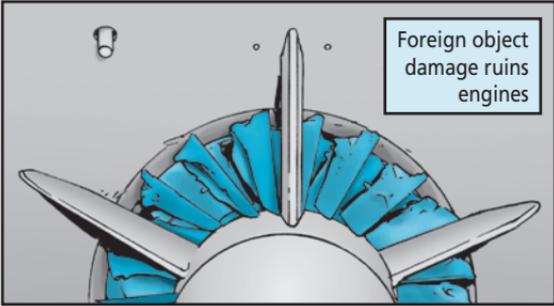
CREWMEN, **YOU** ARE THE **FIRST AND LAST** LINE OF DEFENSE WHEN IT COMES TO PROTECTING YOUR M1-SERIES TANK'S AGT-1500 ENGINE.

WHAT'S THE MATTER WITH YOU? YOU LOOK **TERRIBLE!**

LACK OF AIR INDUCTION SYSTEM PM. THAT'S WHAT'S WRONG!



WAY TOO MANY ENGINES ARE FALLING VICTIM TO EASILY PREVENTABLE DAMAGE FROM FOREIGN OBJECTS AND WATER INGESTION!



Foreign object damage ruins engines

IT COSTS **\$559,375** TO REPLACE AN ENGINE.

BUT THERE'S SOMETHING EVEN WORSE THAN THAT...



A RUINED ENGINE PUTS YOUR TANK OUT OF ACTION AND HURTS YOUR UNIT'S COMBAT READINESS.

WHAT HAPPENED TO HIM?

DEAD ENGINE. AND IT COULDA BEEN PREVENTED!

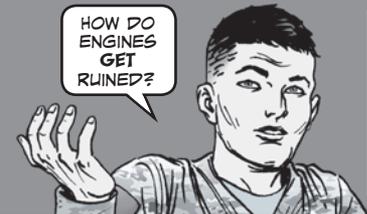


HOW DO ENGINES GET RUINED?

A LOT OF TIMES IT'S A FAILURE TO KEEP YOUR TANK'S SEALS AND AIR FILTERS IN GOOD CONDITION.

THEY SCREEN OUT DIRT AND SAND SO ONLY CLEAN AIR MAKES IT TO THE ENGINE. THEY ALSO PROTECT COMPRESSOR BLADES FROM BEING TORN, CRACKED, BROKEN OR DENTED BY LARGER DEBRIS.

THAT'S WHY IT'S SO IMPORTANT TO PRACTICE GOOD PM.



Pulse Jet System (PJS)

YOUR TANK'S PULSE JET SYSTEM (PJS) IS CRITICAL IN PROTECTING THE ENGINE FROM DAMAGE.

IF THE PJS ISN'T OPERATIONAL, YOUR TANK IS NMC!



REMEMBER THAT EVERY TIME YOU REMOVE THE V-PACKS, THE SEALS MIGHT NOT SEAL PROPERLY AND DIRT AND OTHER DEBRIS CAN GET INSIDE THE ENGINE.

SINCE A PROPERLY WORKING PJS KEEPS THE V-PACKS CLEAN, THERE'S NO NEED TO REMOVE THE V-PACKS UNTIL SEMIANNUAL SERVICES. DURING SERVICES, THEY'LL BE REMOVED, BLOWN OUT AND WEIGHED.

IF THEY'RE WITHIN THE WEIGHT LIMITS LISTED IN THE TM THEY'LL BE REINSTALLED. IF NOT, THEY'LL BE REPLACED.

MECHANICS. A LITTLE EXTRA TIME WHEN DOING SEMIANNUAL SERVICES ON THE PJS WILL KEEP THOSE V-PACK AIR FILTERS DOING THEIR JOB.

LOOK CLOSELY FOR MEASURABLE TEARS, BREAKS OR HOLES IN THE FILTER ELEMENT'S FIBERS.



THEN LOOK FOR ANY DAMAGE TO THE ELEMENT'S BEAD THAT WOULD PREVENT A SNUG FIT BETWEEN THE ELEMENT AND THE AIR BOX SEAL.



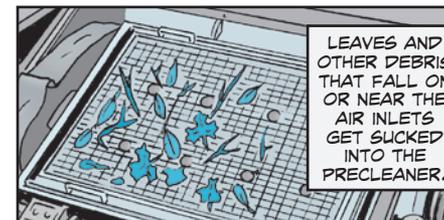
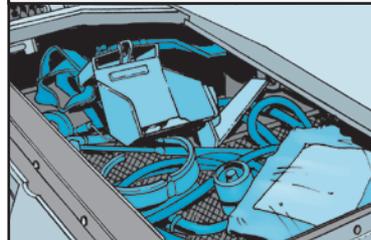
USE A BLACK MARKER TO LABEL THE FILTERS L, C, AND R (LEFT, CENTER AND RIGHT). THAT'S SO YOU CAN PUT THE V-PACKS BACK INTO THE SAME SLOTS AFTER YOU CLEAN THEM.



IF THE V-PACKS ARE PUT BACK IN A DIFFERENT SEQUENCE, THEY WON'T LINE UP WITH THE ORIGINAL COMPRESSION POINTS ON THE AIR PLENUM BOX SEAL. THAT LEAVES GAPS IN THE SEAL AND ALLOWS DIRT TO GET TO THE ENGINE.

Precleaner

STORING BII AND OTHER ITEMS IN THE AREA UNDER THE AIR INLETS BETWEEN THE AIR INLETS AND THE PRECLEANER IS A BAD IDEA BECAUSE THAT RESTRICTS THE AMOUNT OF AIR ENTERING THE ENGINE AND CAN CAUSE THE ENGINE TO OVERHEAT AND LOSE POWER.



LEAVES AND OTHER DEBRIS THAT FALL ON OR NEAR THE AIR INLETS GET SUCKED INTO THE PRECLEANER.

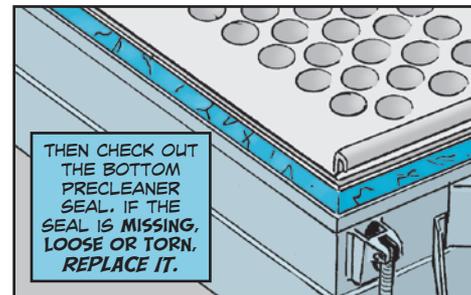
ENOUGH LEAVES WILL RESTRICT AIRFLOW AND LOWER POWER OUTPUT.

IF THE AIR CLEANER CLOGGED FILTER LIGHT COMES ON IN THE M1A1 TANK, OR IF YOU SEE A CAUTION OR WARNING IN THE M1A2'S IMPROVED COMMANDER'S DISPLAY UNIT (ICDU), 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.



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.

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.



Pre-cleaner (continued)

HERE'S HOW TO PUT THE SEAL ON THE RIGHT WAY...

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 pre-cleaner.



3. Apply a very light coat of adhesive to the bottom of the new seal and press it into the groove with your finger. 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 pre-cleaner back in place. Put a dab of adhesive on a piece of paper. When it's dry, the seal should be, too.

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 PRE-CLEANER 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



Scavenging Fan and Duct Assembly

HOW WELL THE AIR SCAVENGE SYSTEM WORKS IS DIRECTLY DEPENDENT ON THE SEALS AROUND THE PRE-CLEANER ASSEMBLY, THE PLENUM BOX AND THE HOSE CONNECTING THE PRE-CLEANER TO THE SCAVENGER FAN.

IF THESE SEALS ARE LOOSE, WORN, OR MISSING, THE SYSTEM WILL NOT OPERATE PROPERLY.

ALSO, A WORKING PRE-CLEANER 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.

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 PRE-CLEANER WON'T GET REMOVED. AFTER THAT, THE V-PACKS GET CLOGGED FASTER THAN NORMAL AND PRETTY SOON...

...YOUR TANK IS OUT OF BUSINESS.

CHECK THE SCAVENGER FAN SHAFT IF YOU'RE GETTING COMPLAINTS ABOUT V-PACKS CLOGGING TOO QUICKLY. IF IT'S BROKEN, HAVE YOUR MECHANIC REPLACE IT PRONTO.

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.

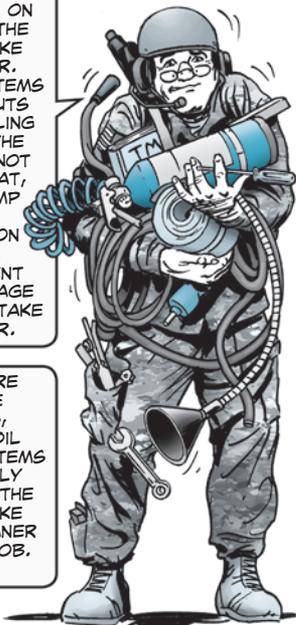
NOPE. NO SKIRT SEAL! LET'S HANG OUT HERE, BOYS!

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 GRILLES AND CAN LET IN THE MOST DIRT.

NSNG 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 (APR 16) FOR THE M1A2.

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

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



Plenum Seal

BE SURE TO CAREFULLY CHECK THE PLENUM SEAL.

BECAUSE IT SEALS THE ENGINE TO THE PLENUM BOX, THE PLENUM SEAL IS CRITICAL TO KEEPING OUT DIRT AND OTHER DEBRIS.

TO CHECK THE PLENUM SEAL:

PULL THE ENGINE ACCESS PLATE ON THE BACK DECK AND THE BELLY PLATE UNDER THE TANK.

REMOVING THE BELLY PLATE IS HOW YOU INSPECT THE BOTTOM OF THE SEAL, WHICH IS OFTEN OVERLOOKED.

IF THE ENGINE IS PULLED AND REINSTALLED, BE SURE TO PULL THE BELLY PLATE TO INSPECT THE SEAL AND **DON'T FORGET** TO REINSTALL THE BELLY PLATE AFTER INSPECTING THE PLENUM SEAL.

IF YOU FORGET THAT, YOU OPEN THE DOOR TO **DUST, DIRT AND DEBRIS!**

High-Pressure Cleaning

HEY, ~~SSPLUTE~~ BUB! KEEP ~~SSPLUTTER~~ IT **BELOW** MY ~~SSPLUTE~~ 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!**



THAT'S WHY IT'S **VERY IAMPORANT** 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 YOUR TANK NOT ONLY COMES OUT OF THE WASH RACK CLEAN, BUT ALSO BATTLE-READY.

TOO MUCH OF A GOOD THING CAN BE **HARMFUL!**



IF HIGH-PRESSURE WATER, AIR OR STEAM IS FORCED INTO THE AIR INTAKE SYSTEM, YOU'RE LOOKING AT CLOGGED V-PACKS OR EVEN WORSE...

... A **SEVERELY DAMAGED** ENGINE THAT CAN SHUT YOUR TANK DOWN FAST!

Ground Hopping

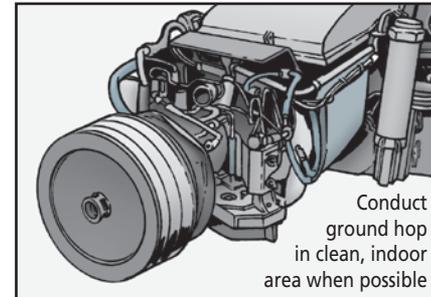
TAKE CARE THAT THE ENGINE GROUND HOP FILTER AND PLENUM COVERS ARE PROPERLY INSTALLED WHEN DOING A GROUND HOP.

DO NOT RUN THE ENGINE WHEN DUST IS BLOWING.

MECHANICS, REMOVING A TANK'S ENGINE FOR A GROUND HOP IS A **BIG JOB**. **DON'T** MAKE IT EVEN BIGGER BY ALLOWING THE ENGINE TO GET CONTAMINATED BY DIRT AND OTHER DEBRIS.

DUST DRAWN INTO THE ENGINE WILL **DAMAGE** IT. IF POSSIBLE, GROUND HOP THE POWER PACK INSIDE A BUILDING WITH CLEAN, DUST-FREE FLOORS.

IF A GROUND HOP MUST BE DONE OUTSIDE, BE SURE TO WET DOWN THE GROUND AROUND THE ENGINE TO REDUCE DUST.



Conduct ground hop in clean, indoor area when possible



FOR HELP, CONTACT A TIGER FIELD SERVICE ENGINEER (FSE). THEY'RE LOCATED AT FORTS HOOD, BLISS, RILEY, CARSON, STEWART, AND BENNING AS WELL AS THE NATIONAL TRAINING CENTER. YOU CAN ALSO FIND THEM AT FACILITIES IN GERMANY AND KOREA.

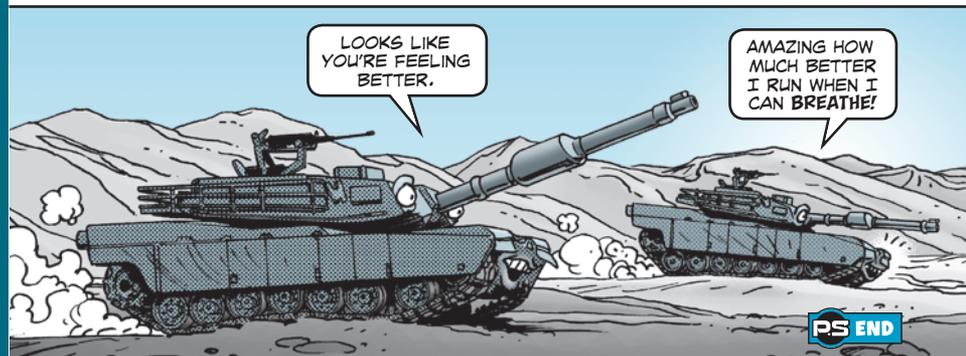
THE FSE'S CAN ASSIST IN **TROUBLESHOOTING** AND **PROVIDE TRAINING**. THEY CAN ALSO PERFORM SOME SUSTAINMENT-LEVEL TASKS.

FOR MORE INFORMATION ON FSE'S, CONTACT TACOM'S TERRANCE BRAILSFORD AT DSN 786-0604 OR BY EMAIL AT:

terrance.d.brailsford.civ@mail.mil

LOOKS LIKE YOU'RE FEELING BETTER.

AMAZING HOW MUCH BETTER I RUN WHEN I CAN BREATHE!



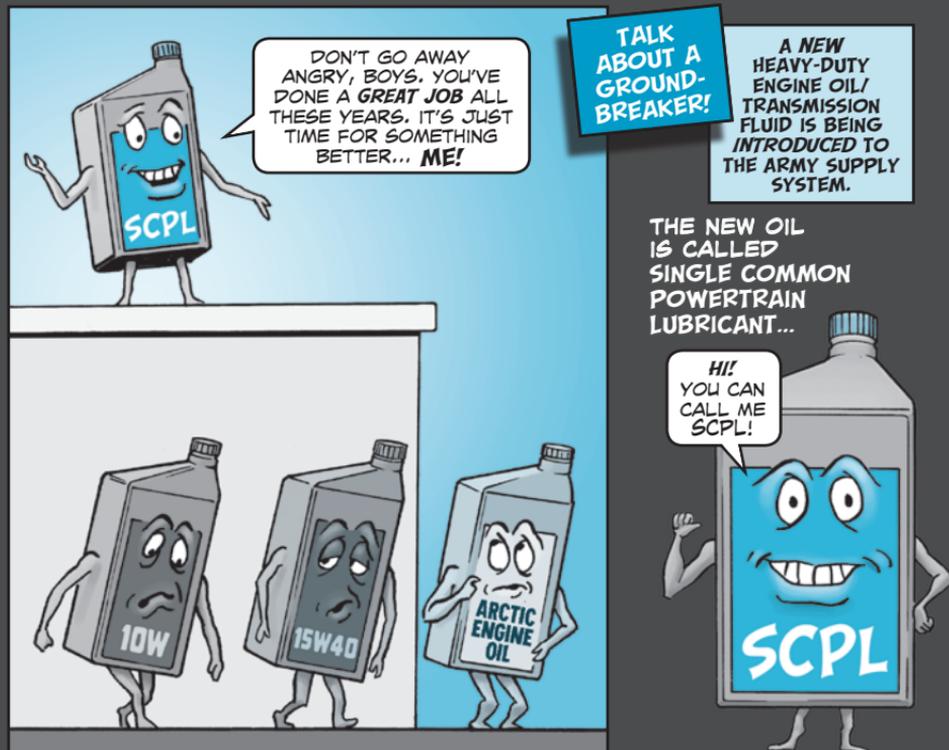
PS END

PS TACTICAL VEHICLES

- Introducing:
New Common Oil
- Another
Cause for Dim
Headlights



Introducing: New Common Oil



SCPL is...

...A FULL SYNTHETIC, ALL-SEASON (ARCTIC-DESERT), MULTI-FUNCTION HEAVY-DUTY ENGINE AND TRANSMISSION OIL

THAT'S DESIGNED TO REDUCE FUEL CONSUMPTION BY TWO PERCENT OR MORE WHILE DOUBLING OIL CHANGE INTERVALS.

...DESIGNED TO REPLACE MANY OF THE OILS CURRENTLY USED IN ARMY VEHICLE ENGINES, POWER-SHIFT AND AUTOMATIC TRANSMISSIONS, AND HYDRAULIC SYSTEMS WHERE ENGINE OILS ARE ALREADY BEING USED.

...FORMULATED USING STATE-OF-THE-ART ADDITIVES AND SYNTHETIC-BASED OIL TO PROTECT AGAINST WEAR AND DEPOSITS WHILE RESISTING BREAKDOWN EVEN DURING EXTREME CONDITIONS!

IT'S PART OF THE **NEWLY REVISED MIL-PRF-2104K** AND WILL REPLACE 10W, 30 AND ARCTIC ENGINE OIL (MIL-PRF-46167).

SCPL CAN ALSO REPLACE 15W40 MULTI-WEIGHT OIL IN MANY APPLICATIONS.

IN A NUTSHELL, HERE'S WHAT IS CHANGING:

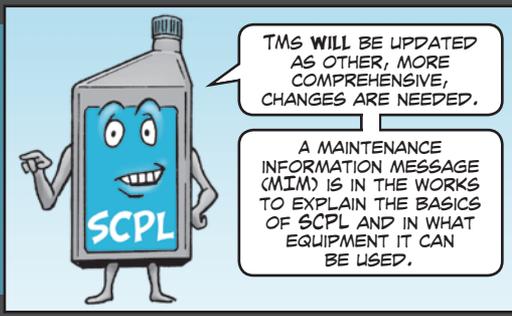
- 10W and 30 grade oils are being removed from MIL-PRF-2104K.
- Replacement of arctic engine oil, OEA-30 (MIL-PRF-46167).
- At least doubling the oil change interval for vehicles using SCPL



NOW...WHILE YOU'RE BITING YOUR FINGERNAILS IN ANTICIPATION, HERE ARE A FEW Q&AS TO CONSIDER...

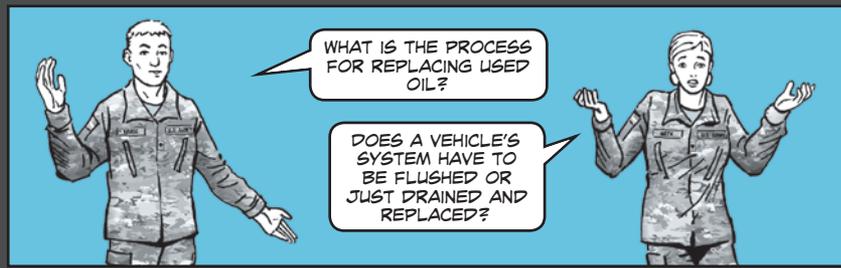


HOW WILL THE NEW OIL BE INCORPORATED INTO THE TMS?



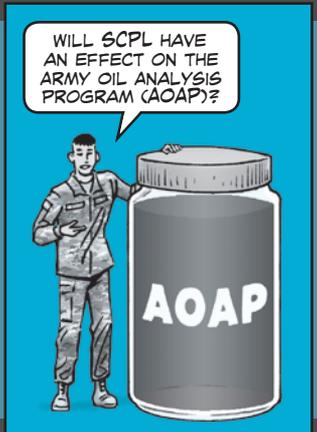
TMS WILL BE UPDATED AS OTHER, MORE COMPREHENSIVE, CHANGES ARE NEEDED.

A MAINTENANCE INFORMATION MESSAGE (MIM) IS IN THE BASICS OF SCPL AND IN WHAT EQUIPMENT IT CAN BE USED.

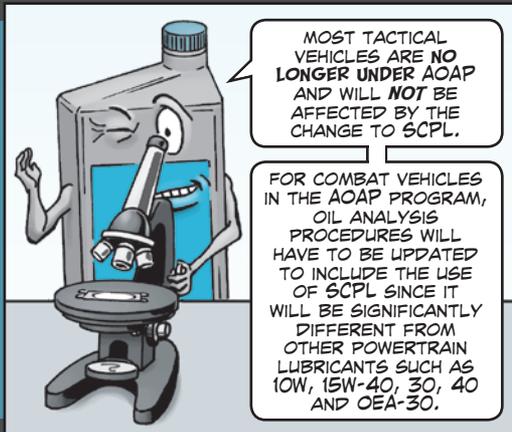


WHAT IS THE PROCESS FOR REPLACING USED OIL?

DOES A VEHICLE'S SYSTEM HAVE TO BE FLUSHED OR JUST DRAINED AND REPLACED?

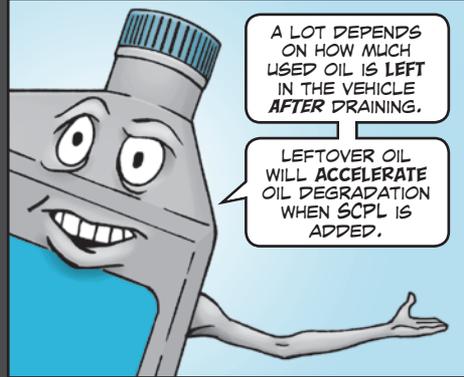


WILL SCPL HAVE AN EFFECT ON THE ARMY OIL ANALYSIS PROGRAM (AOAP)?



MOST TACTICAL VEHICLES ARE NO LONGER UNDER AOAP AND WILL NOT BE AFFECTED BY THE CHANGE TO SCPL.

FOR COMBAT VEHICLES IN THE AOAP PROGRAM, OIL ANALYSIS PROCEDURES WILL HAVE TO BE UPDATED TO INCLUDE THE USE OF SCPL SINCE IT WILL BE SIGNIFICANTLY DIFFERENT FROM OTHER POWERTRAIN LUBRICANTS SUCH AS 10W, 15W-40, 30, 40 AND OEA-30.



A LOT DEPENDS ON HOW MUCH USED OIL IS LEFT IN THE VEHICLE AFTER DRAINING.

LEFTOVER OIL WILL ACCELERATE OIL DEGRADATION WHEN SCPL IS ADDED.

MOST ENGINES DON'T RETAIN A LARGE AMOUNT OF LEFTOVER OIL, MEANING THERE'S NO SPECIAL CHANGE INTERVALS. HOWEVER, VEHICLE TRANSMISSIONS OFTEN RETAIN A LARGE AMOUNT OF OIL AFTER DRAINING.

THAT MEANS IT'S IMPORTANT TO USE A FLUSHING PROCEDURE TO MAKE SURE ALL OF THE OLD OIL IS OUT OF THE TRANSMISSION BEFORE IT'S REFILLED WITH SCPL.

AS AN ALTERNATIVE, YOU CAN REFILL THE VEHICLE'S TRANSMISSION WITH SCPL, BUT CONTINUE THE STANDARD OIL CHANGE SCHEDULE FOR ONE INTERVAL.



WHAT ARE THE NSNs FOR SCPL?

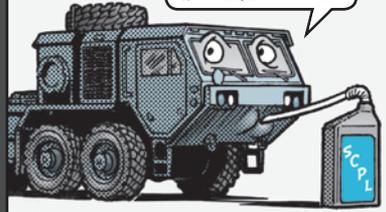
SCPL COMES IN THE FOLLOWING SIZES...

Qty	NSN 9150-
1-qt	01-648-5541
5-gal	01-648-5549
55-gal drum	01-648-5553

WHEN IT'S TIME TO CHANGE THE OIL, JUST REFILL WITH SCPL AND START USING THE SCPL OIL CHANGE INTERVAL.

FOR EXAMPLE, SUPPOSE YOU'RE SWITCHING FROM STANDARD 10W OIL TO SCPL IN THE TRANSMISSION OF A HEMTT.

SLUURRRP! HEY! THIS STUFF IS PRETTY GOOD!



THAT'S TYPICALLY DOUBLE THE CURRENT CHANGE INTERVAL FOR STANDARD OIL.

FIRST, DRAIN THE OLD 10W AND REPLACE IT WITH SCPL.

THEN, AFTER THE HEMTT COMPLETES TWO YEARS OR 12,000 MILES (THE NORMAL CHANGE INTERVAL), DRAIN THE OIL AND REFILL WITH SCPL.

AT THAT TIME, YOU WOULD SWITCH TO A FOUR YEAR OR 24,000 MILE OIL CHANGE INTERVAL.

Important Reminders

OPERATORS AND MECHANICS, HERE ARE SOME VERY IMPORTANT THINGS TO REMEMBER ABOUT WHAT SCPL IS... AND WHAT IT'S **NOT!**



- SCPL is **not** for use in M1-series tank engines. SCPL is only recommended for M1-series tank transmissions, and then only in arctic conditions. This recommendation is no different than the current use of OEA-30 (arctic) engine oil (MIL-PRF-46167).
- SCPL is **not** recommended for Detroit Diesel high output 2-cycle diesel engines when ambient temperatures exceed 90°F. That includes, for example, the M113-series FOV and M109A6 Paladin self-propelled howitzer.
- SCPL is **not** for applications that require fire resistant hydraulic fluid (FRH).
- SCPL is **not** a substitute for the CAT 10W grade oil required for the M88-series recovery vehicle transmissions.
- SCPL is **not** a substitute for the Dexron automatic transmission fluid required for the HMMWV except in arctic conditions. This is no different than current recommendations for OEA-30.



QUESTIONS? CONTACT THE POL HELPDESK AT:
usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil

FMTVs...

ANOTHER CAUSE FOR DIM HEADLIGHTS



Dear Editor,

On Page 7 of PS 763 (Jun 16) there was an article about grounding problems causing dim headlights. While a grounding issue could certainly be the culprit, it's also possible that 24V headlights were installed instead of the 12V versions.

If the headlights are incandescent and all of them are dim, I'd suggest checking that the correct 12V headlights were installed first. If they're good, then you can get out the utility knife and scraper to work on the ground.

Paul Halasz
88th RSC

Editor's note: Good point, Paul. This shouldn't be a problem with the new LED headlights, NSN 6220-01-616-1079. They're multi-voltage headlights.

- Hydraulic Oil Too High, Too Low or Just Right?
- Caps Keep Grease Clean!
- Give Blade the PM Edge

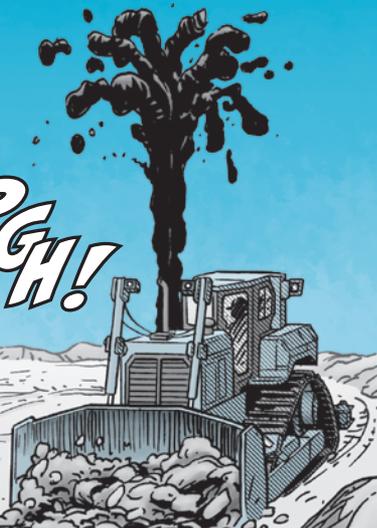


HYDRAULIC OIL TOO HIGH, TOO LOW OR JUST RIGHT?

ARRGH!

WHAT WAS THAT?!

SIMMONS. HE JUST CAN'T SEEM TO REMEMBER **NOT** TO OPEN HIS DOZER'S HYDRAULIC RESERVOIR WHEN IT'S HOT.



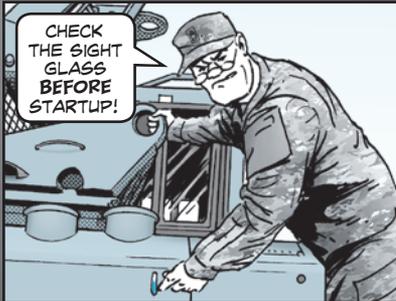
OPERATORS, WEAR A **SMILE** WHEN YOU'RE FOLLOWING **BEFORE** OPERATIONS PMCS CHECK 19 IN WP 0012-13 OF TM 5-2410-241-10.



WELL, ACTUALLY, THE **SMILE ISN'T** MANDATORY, BUT CHECKING THE D7R DOZER'S HYDRAULIC OIL LEVEL **SURE IS!**



EYEBALL THE LEVEL IN THE HYDRAULIC OIL TANK USING THE SIGHT GAUGE **BEFORE** STARTUP.



CHECK THE SIGHT GLASS **BEFORE** STARTUP!

A **COLD** CHECK GIVES YOU THE MOST **ACCURATE** READING. THAT'S BECAUSE OIL EXPANDS SLIGHTLY AS IT HEATS UP, SHOWING A HIGHER LEVEL ON THE GAUGE.

YOU'LL **ALSO** WANT TO MAKE SURE THE DOZER'S CYLINDER BLADE IS IN THE **RETRACTED AND PARKED** POSITION BEFORE CHECKING THE HYDRAULIC OIL LEVEL.

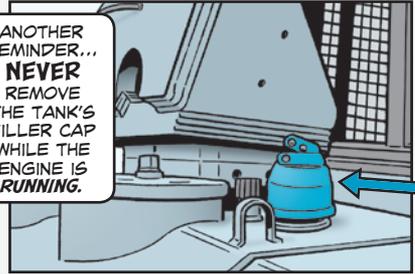
IF THE BLADE CYLINDERS ARE EXTENDED, ALL THE HYDRAULIC OIL **ISN'T** IN THE RESERVOIR TO BE MEASURED. THAT MEANS YOU'LL GET A LOW READING.

IF YOU OVERFILL THE TANK BECAUSE OF A LOW READING, **PRESSURE BUILDS UP**, BLOWING SEALS!

SO WHEN YOU'RE READY TO CHECK THE OIL LEVEL, **DO IT BEFORE STARTUP** AND MAKE SURE THE DOZER IS IN THE **PARKED** POSITION WITH CYLINDERS RETRACTED.



ANOTHER REMINDER... **NEVER** REMOVE THE TANK'S FILLER CAP WHILE THE ENGINE IS **RUNNING**.



A HOT TANK IS UNDER PRESSURE AND WILL SPEW **HOT** HYDRAULIC FLUID IF THE CAP IS REMOVED.

REMOVE THE CAP ONLY WHEN IT'S COOL ENOUGH TO TOUCH WITH YOUR **BARE** HANDS.

TANK TOO FULL?

REMOVE THE EXCESS WITH AN AOAP VAMPIRE PUMP, NSN 4930-01-119-4030.

Construction Equipment...

CAPS KEEP GREASE CLEAN!

Dear Half-Mast, Units in our engineering battalion just received new excavators, loaders and scrapers. They all have small protective caps that fit over the vehicle's grease fittings.

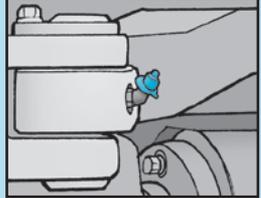
These caps do a great job of keeping the fittings clean and unclogged during operations at the worksite. It's easier to take the cap off when it's time to lube than it is to replace the fittings because they won't take grease. Can we get more of these caps for other equipment?

SFC M.S.F.

PROTECTIVE CAPS ARE PUT ON THE EQUIPMENT BY THE MANUFACTURER, SERGEANT.

THEY'RE ALSO PLACED ON OLDER EQUIPMENT DURING REBUILD TO PROTECT THEM AGAINST PAINT AND DIRT.

Protective caps keep dirt out of grease fittings

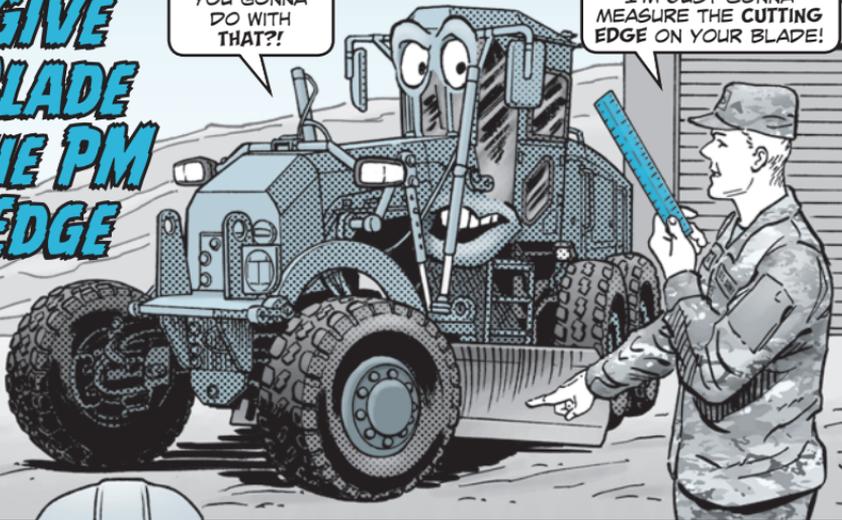


ORDER THESE CAPS WITH NSN 4730-00-289-8143. KEEP PLENTY OF THEM ON HAND AND USE 'EM DURING PMCS.

GIVE BLADE THE PM EDGE

WHAT'RE YOU GONNA DO WITH THAT?!

DON'T WORRY, PAL. I'M JUST GONNA MEASURE THE CUTTING EDGE ON YOUR BLADE!



OPERATORS, GIVE YOUR 120M ROAD GRADER THE EDGE IT NEEDS TO MOVE DIRT AND SAND.

THAT MEANS A LITTLE PREVENTIVE MAINTENANCE FOR THE BLADE!

THE BLADE'S CUTTING EDGE PROTECTS THE MOLDBOARD. IF IT WEARS DOWN TOO FAR, THE MOLDBOARD IS DAMAGED AND HAS TO BE REPLACED OR SENT OFF FOR REPAIR.

SO MAKE SURE THE CUTTING EDGE IS DOING ITS JOB.

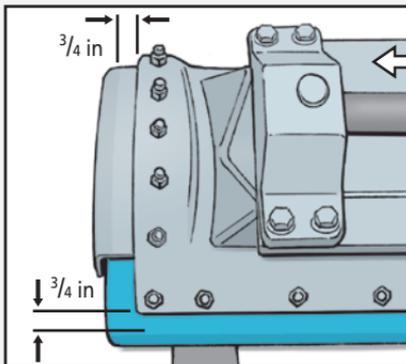
RAISE THE BLADE ABOUT 6 INCHES OFF THE GROUND AND PLACE WOODEN BLOCKS UNDER IT. NOW LOWER THE BLADE AND TAKE A GOOD, CLOSE LOOK.

IF THE CUTTING EDGE IS WORN TO LESS THAN $\frac{3}{4}$ INCH—

ABOUT THE WIDTH OF A PENNY



-REPORT IT!



Report cutting edge worn to less than $\frac{3}{4}$ inch

YOUR MECHANIC CAN REVERSE THE EDGE OR REPLACE IT IF IT HAS ALREADY BEEN REVERSED.

- New Hydraulic RSUs Have Arrived!
- How to Order Apache Tail Rotor Blades
- Order New Ball Bearing Units!
- Turn In Air Warrior Equipment for Reset
- Return Unserviceable IBF-Configured APUs



All Aircraft...

New Hydraulic RSUs Have Arrived!

OK! LET'S GET YOU THE SERVICE YOU NEED.

HOLD UP, JONES, DON'T USE THAT OLD RSU. I HAVE THE NEW RSU RIGHT HERE!

HOURS LATER...

WHAT DO WE DO WITH THIS OLD RSU?

I GUESS WE CAN JUST HOLD ON TO IT FOR NOW.

HERE'S THE SCOOP, SOLDIERS! THE OLD RSUs CAN NO LONGER BE USED. THEY WERE CONSIDERED UNSERVICEABLE AFTER 30 SEPTEMBER 2016. THE UNSERVICEABLE ONES SHOULD BE **TURNED IN** WITH A DD FORM 1577-2.



MECHANICS! ON PAGE 24 OF PS 753 (AUG 15)...

...WE TOLD YOU THAT A NEW HYDRAULIC RESERVOIR SERVICE UNIT (RSU) WAS COMING.

IT'S A REPLACEMENT FOR THE OLD RSU, NSN 4940-01-504-5279, THAT HAS BEEN AROUND FOR YEARS.

WELL, THOSE NEW HYDRAULIC RSUs, NSN 4920-01-546-5962, ARE **NOW HERE!**

New Hydraulic RSU Coming Soon



Mechanics, the Troair hydraulic reservoir service unit (RSU), NSN 4940-01-504-5279, has been around for quite a few years. But it's now on to say out and will be replaced by the new Troair RSU, NSN 4920-01-546-5962. The HR RSU can be used by the Hydraulic International, Inc. (HII) RSU, NSN 4920-01-546-5962. The HR RSU can be used by flight controls, brakes, struts, and AGPs.

Only serviceable Troair RSUs can be used. Those RSUs were initially issued without maintenance and servicing instructions, so you'll need to download those instructions at: <https://amped.redstone.army.mil>. Log in with your CAC and click the **Adding** button. Click on **Specialized Units by Aircraft**. Under the **Choose System Type** step down, select **AGSE**. Find **AGSE-14-AMAM-03**. All the way to the right, click on **Addendum 3**.

Use this addendum to inspect the RSU and determine its serviceability. Tag unserviceable RSUs with a DD Form 1577-2 and turn them in for disposal through unit supply.

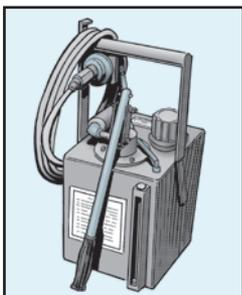
1. Serviceable Troair RSUs cannot be used on aircraft flight control systems.
2. Serviceable Troair RSUs can be used to service aircraft brakes, struts and aviation ground power units (AGPUs).
3. All Troair RSUs are considered unserviceable after 30 Sep 15.

If your Troair RSU is unserviceable, or becomes unserviceable before the new HII RSU arrives, PM AGSE will provide a free replacement, but only if units authorized the Troair RSU. Set Aviation Unit Maintenance: Set No. 2, Airmobile (A92), LIN W60206, NSN 4920-01-551-7472; and the Aviation Intermediate Maintenance Tool Crib, LIN S37240, NSN 4920-01-600-7362. (2M) 877-2087, or email: msa@h14.cdr@gmail.com

FIELDING IS ABOUT 97 PERCENT COMPLETE!

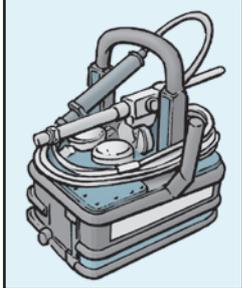
THE NEW RSU WILL BE A PART OF THE TOOL SET AVIATION UNIT MAINTENANCE (AVUM): SET NO. 2 AIRMOBILE (A92), LIN W60206, NSN 4920-01-551-7472; AND THE AVIATION INTERMEDIATE MAINTENANCE (AVIM) TOOL CRIB, LIN S37240, NSN 4920-01-600-7362.

IT CAN SERVICE AIRCRAFT AND AGPU HYDRAULIC SYSTEMS.



Replace **old** RSU, NSN 4940-01-504-5279...

...with **new** RSU, NSN 4920-01-546-5962



IF YOU STILL HAVE OLD RSUs AROUND THE SHOP, YOU NEED TO TURN THEM IN. TO DO THAT, YOU NEED TO DOWNLOAD TWO AVIATION MAINTENANCE ACTION MESSAGES (AMAMS):

AGSE-14-AMAM-03:
https://asmprd.redstone.army.mil/FileHandler.aspx?file=UFI_ddee43ae-e2e6-446d-a028-1a099f58edab
H-64-14-AMAM-09:
https://asmprd.redstone.army.mil/FileHandler.aspx?file=UFI_430f0dac-b90d-4e78-a280-a257506f79dc



BOTH MESSAGES SAY ANY OLD RSUs WITH PN 06-5022-6500-A7 CAN NO LONGER BE USED. TAG THESE AND ANY UNSERVICEABLE RSUs WITH A DD FORM 1577-2 AND TURN THEM IN FOR DISPOSAL THROUGH UNIT SUPPLY.

REPLACEMENT RSUs ARE **ONLY** SENT TO UNITS THAT ARE AUTHORIZED TO HAVE THE AVUM TOOL SET AND THE AVIM TOOL CRIB.

QUESTIONS?

IF YOU HAVE QUESTIONS FOR THE AGSE TEAM, CHECK OUT THE JTDI WEBSITE. IT'S USED TO COMMUNICATE TECHNICAL MANUAL INFORMATION, PRODUCT UPDATES, AND ADDRESS ISSUES AND CONCERNS FROM THE FIELD. ACCESSING REQUIRES A COMMON ACCESS CARD. GO TO:
<https://upw.jtdi.mil>

YOU CAN ALSO GET HELP BY ACCESSING PM AGSE'S **HELP TICKET**, LOCATED ON THE AGSE PORTION OF THE JTDI WEBSITE. THE HELP TICKET ALLOWS USERS TO SUBMIT AN EQUIPMENT-SPECIFIC PROBLEM OR QUESTION **DIRECTLY** TO A SUBJECT MATTER **EXPERT**. YOU'LL GET AN EMAIL FROM THE JTDI ADMINISTRATOR UPDATING THE PROGRESS OF YOUR QUERY.

QUESTIONS ABOUT AGSE ON THE JTDI WEBSITE? CONTACT MARK LITTLE AT DSN 645-9768; (256) 955-9768 OR BY EMAIL:

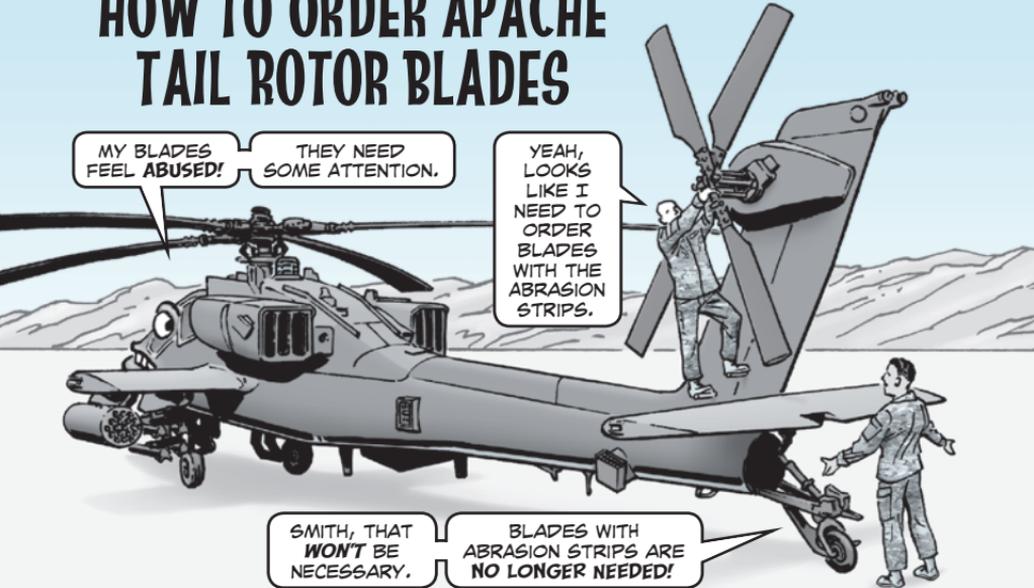
mark.e.little.civ@mail.mil

FOR SPECIFIC QUESTIONS ON THE RSU, CONTACT AMY TWILLEY AT DSN 897-2050; (256) 313-2050 OR BY EMAIL:

amy.t.willey.civ@mail.mil



HOW TO ORDER APACHE TAIL ROTOR BLADES



When putting in a supply request for Apache tail rotor blades, make sure you order NSN 1615-01-312-2387 (PN 7-311422050-7). That brings a blade without the nickel abrasion strip.

Do not order NSN 1615-01-599-4521 (PN 7-311422050-7S). That blade comes with the nickel abrasion strip and is at zero balance. It's no longer being stocked, stored or issued. The headshed has decided the abrasion strip is no longer needed.

Got questions? Contact Brian King, DSN 645-0481, (256) 955-0481 or by email:

brian.b.king.civ@mail.mil

**ORDER
NEW
BALL
BEARING
UNITS!**



ORDER THE NEW
FWD AND AFT BALL
BEARING UNITS
SHOWN IN THE
LONGBOW IETM.

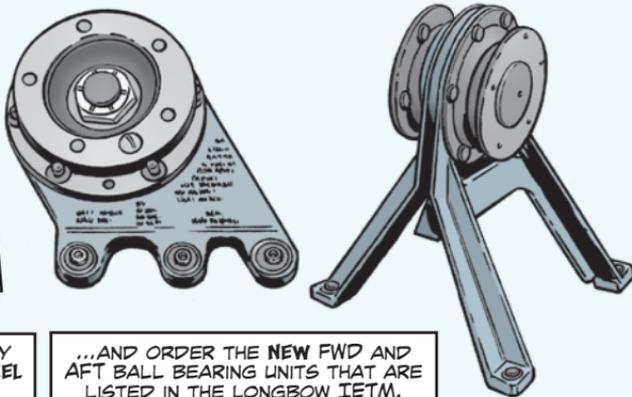
MECHANICS!

THE FWD AND AFT
BALL BEARING
UNITS, NSN 3130-01-
537-7237 AND NSN
3130-01-537-5778
RESPECTIVELY,
ARE NO LONGER
AVAILABLE.

**DO
NOT
ORDER
THEM!**

IF YOU HAVE ALREADY
ORDERED THEM, CANCEL
THE REQUISITIONS...

...AND ORDER THE **NEW** FWD AND
AFT BALL BEARING UNITS THAT ARE
LISTED IN THE LONGBOW IETM.



THE FWD BALL BEARING UNIT COMES WITH NSN 3130-01-333-8491.
NSN 3130-01-333-8490 GETS THE AFT BALL BEARING UNIT.

Turn In Air Warrior Equipment for Reset

THAT WAS A TOUGH MISSION, BUT WE GOT IT **DONE!**

YEAH! NOW IT'S TIME FOR SOME WELL-DESERVED R&R... **BACK HOME!**

DON'T HEAD FOR THE HILLS JUST YET! **ALL YOUR CAMOUFLAGE GEAR MUST BE TURNED IN FOR RESET BEFORE YOU TAKE OFF!**

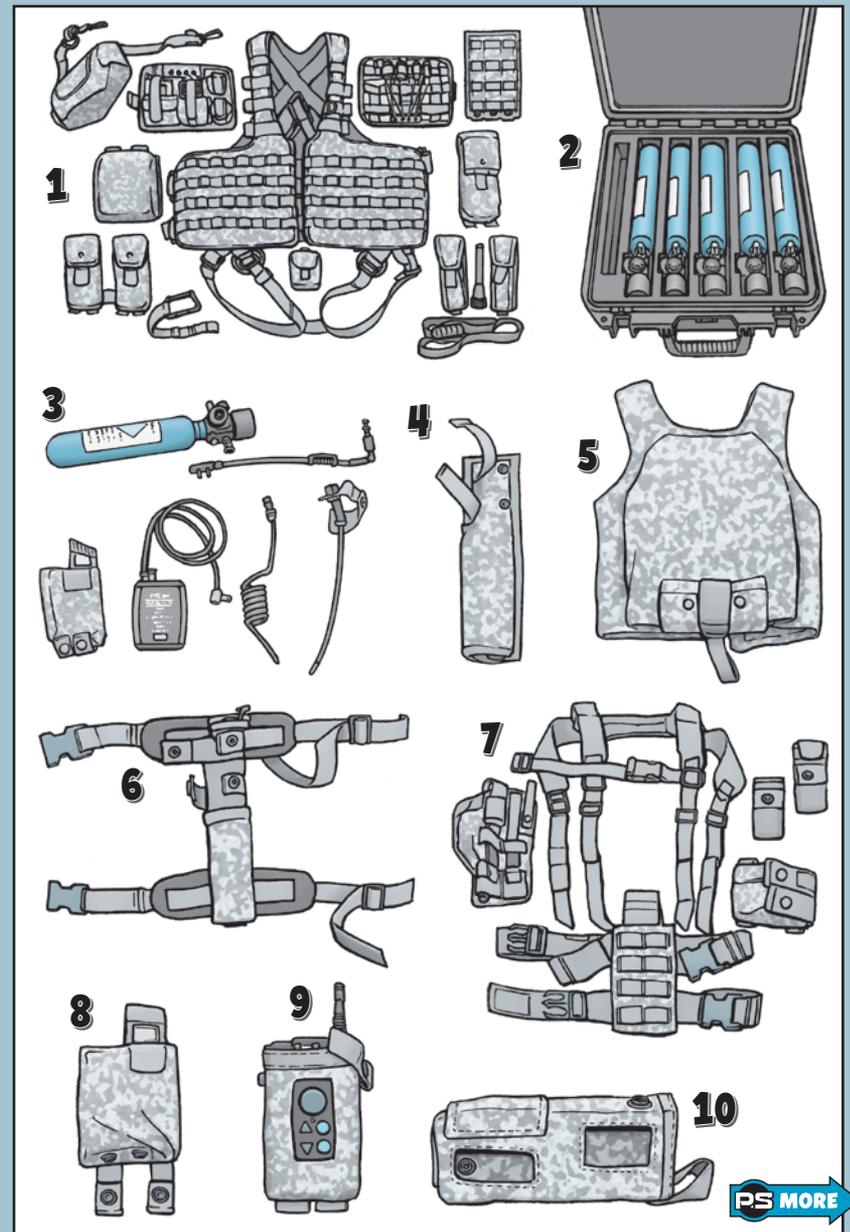
UNITS, IF YOU ARE RETURNING FROM THEATER, PM AIR WARRIOR NEEDS YOU TO TURN IN **ALL** THE OEF CAMOUFLAGE PATTERN OCP MULTI-CAM EQUIPMENT FOR RESET.

THE DETAILS ARE IN ALARACT MESSAGE 180/2011.

ALL THE ITEMS SHOULD BE SEPARATED BY TYPE, BOXED AND RETURNED TO THE AIR WARRIOR HEADSHED. THE EQUIPMENT WILL BE CLEANED, REPAIRED, REPACKAGED AND REISSUED TO FOLLOW-ON UNITS WHO ARE PREPARING FOR FUTURE DEPLOYMENTS.

HERE'S A PICTURE AND LIST OF THE EQUIPMENT THAT AIR WARRIOR NEEDS TURNED IN WITHIN 90 DAYS AFTER RETURNING FROM OEF:

#	Item	NSN	LIN
1	Primary survival gear carrier (PSGC) w/ pockets (pack pockets in clear plastic bag)	8415-01-F00-9959	DA1560
2	Portable helicopter oxygen delivery system (PHODS) mission kit	1660-01-576-3641	BB800K
3	PHODS individual bottle w/associated equipment	1660-01-580-8466	BB6000
4	PHODS pocket	8415-01-F00-9991	DA1560
5	AW flexible body armor, XS	8470-01-F01-0035	DA7053
	AW flexible body armor, S	8470-01-F01-0034	N/A
	AW flexible body armor, M	8470-01-F01-0032	N/A
	AW flexible body armor, L	8470-01-F01-0033	N/A
	AW flexible body armor, XL	8470-01-F01-0031	N/A
6	ASEK knife sheath w/2ea leg straps, PN-AMTC 51082 (Knife is unit property. Do not turn in.)	1095-01-H00-0070	ZA9500
7	Universal holster w/all magazine carriers and straps	1095-01-H00-0069	ZA9568
8	Oxygen pulse controller pocket	8415-01-F00-9992	DA1560
9	Mobile equipment pocket	8415-01-F00-9996	DA1650
10	Mobile equipment pocket w/wireless encryption device	8415-01-F00-9997	DA1650



IF YOU CANNOT ACCOUNT FOR ALL THE PIECES AND PARTS OF THE EQUIPMENT, YOUR UNIT NEEDS TO COMPLETE A DD FORM 200, FINANCIAL LIABILITY INVESTIGATION OF PROPERTY LOSS (FLIPL) TO COVER THE MISSING ITEMS. TO GET THE RETURN PROCESS STARTED, CONTACT CARLOS MORRIS AT (256) 808-5082 OR BY EMAIL:

carlos.morris2.ctr@mail.mil

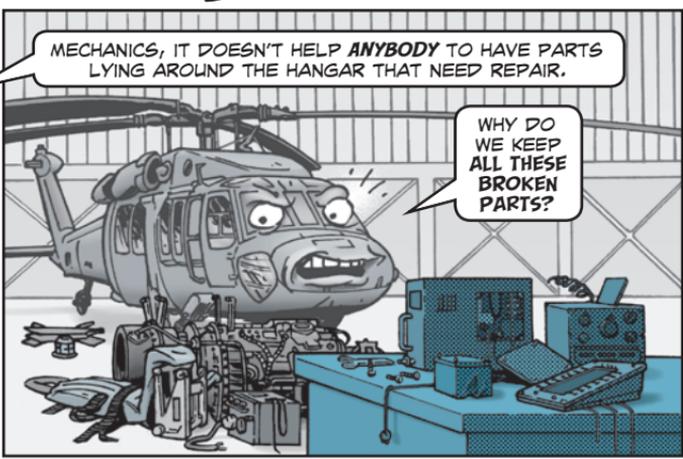
NOTE THAT ALL PORTABLE HELICOPTER OXYGEN DELIVERY SYSTEM (PHODS) MISSION KITS AND ASSOCIATED EQUIPMENT **MUST** RETURN WITH THE UNIT.

DO NOT LEAVE ANY KITS IN THEATER BECAUSE THEY REQUIRE A SAFETY INSPECTION.



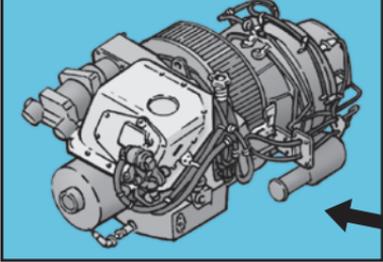
UH-60 Series...

Return Unserviceable IBF-Configured APUs



IF YOU HAVE ANY UNSERVICEABLE APUS, NSN 2835-01-603-8684, (PN 4508597), WITH THE INLET BARRIER FILTER (IBF) INSTALLED, TURN THEM IN AS A COMPLETE SET.

SOME APUS HAVE BEEN TURNED IN **WITHOUT** THE IBFS ATTACHED. BUT IT'S IMPORTANT THAT THE IBF AND APU **STAY TOGETHER** DURING TURN-IN.



THE UNSERVICEABLE APUS ARE CRITICALLY NEEDED TO REPLENISH THE REPAIR PROGRAM.

Got this asset in your shop? Turn it in, if unserviceable!

THE PM FORCE AWAKENS

*A really long time ago in a universe
that's kinda, but not too terribly far away...*





ONE WHO SEEKS FURTHER TRAINING IN THE WAYS OF THE JEBBI.

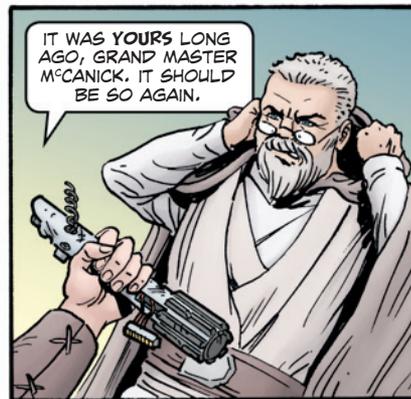


THE DARK SIDE OF THE PM FORCE IS **FLOURISHING** YET AGAIN.

I COME SEEKING YOUR HELP AND GUIDANCE.

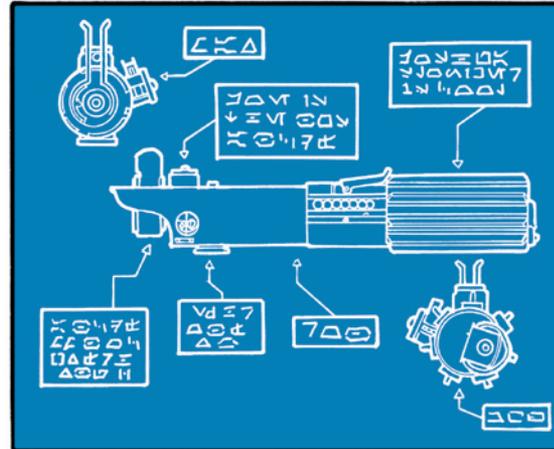
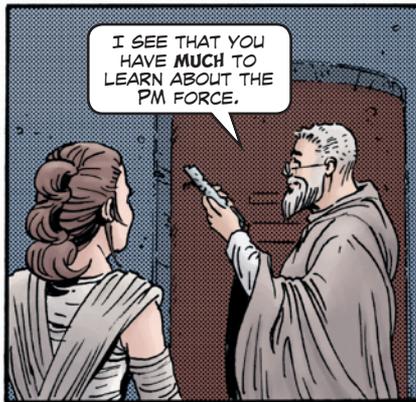


I ASK THAT YOU TAKE **THIS**.



IT WAS YOURS LONG AGO, GRAND MASTER M'CANICK. IT SHOULD BE SO AGAIN.





THESE ARE THE COMPONENTS THAT MAKE UP THE **BRIGHT SABER**.



EACH PART IS **IMPORTANT** TO THE WHOLE. IF **ANY** BREAKS DOWN, SO DOES THE ENTIRE **BRIGHT SABER**.



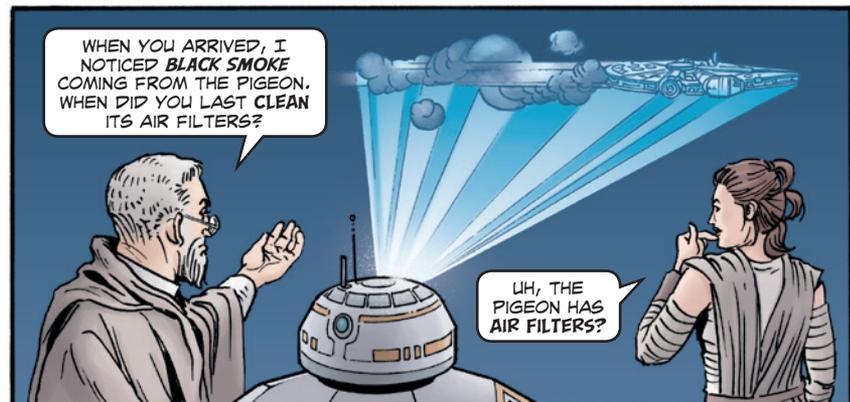
MANY A YOUNG JEBBI GRAB THEIR BRIGHT SABERS AND HEAD OFF TO BATTLE WITH NARY A THOUGHT ABOUT **PM...**



...**PREVENTIVE MAINTENANCE**.

OFFICIAL BRIGHT SABER OPERATOR'S MANUAL

VERY FEW OF THEM GROW TO BE **OLD** JEBBIS.

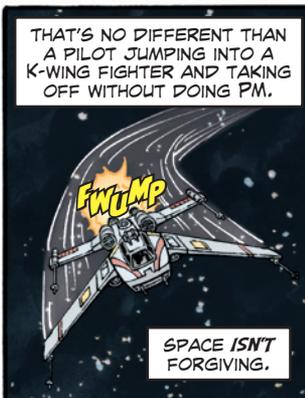


WHEN YOU ARRIVED, I NOTICED **BLACK SMOKE** COMING FROM THE **PIGEON**. WHEN DID YOU LAST **CLEAN** ITS AIR FILTERS?

UH, THE **PIGEON** HAS AIR FILTERS?



SWULP! THAT SOUNDS A LOT LIKE ME!



THAT'S NO DIFFERENT THAN A PILOT JUMPING INTO A **K-WING** FIGHTER AND TAKING OFF WITHOUT DOING **PM**.

SPACE ISN'T FORGIVING.



WHY DID MY ENGINE **KONK** OUT!?



OF COURSE IT DOES!



I ALSO NOTICED THE **JAKE BRAKE** THRUSTERS KEPT **BACKFIRING** BEFORE YOU LANDED.

THE TRUTH IS YOU DID **NO** **PM** BEFORE **BLASTING** OFF THROUGH THE GALAXY; DID YOU?

NO, GRAND MASTER.



ONLY WHEN **PM** IS PERFORMED BY THE **BOOK** DOES A **JEBBI** BECOME ONE WITH THE **PM** FORCE.

I THINK I UNDERSTAND, **GRAND MASTER**.



DO YOU? **PM** IS IMPORTANT ON ALL YOUR EQUIPMENT, **ESPECIALLY** THE **MILLENNIUM** **PIGEON**.



MY SHIP? WHAT DOES THAT HAVE TO DO WITH THE **PM** FORCE?

UH-OH! HERE IT COMES...



BEFORE YOU CAN BECOME A **TRUE** **JEBBI**...



FZIPP

...YOU MUST BECOME **ONE** WITH THE **PM** FORCE.



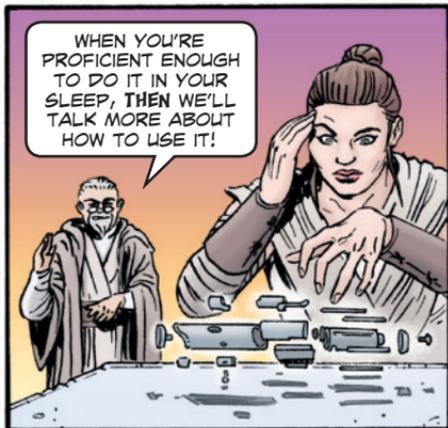
YOU CAME TO ME CLAIMING THE DARK SIDE OF THE PM FORCE IS THRIVING ONCE AGAIN.

WELL, NOW YOU KNOW THAT THE DARK SIDE OF PM IS **POOR MAINTENANCE**. AND TRUE JEBBIS FIGHT AGAINST IT WITH THEIR LAST BREATH.

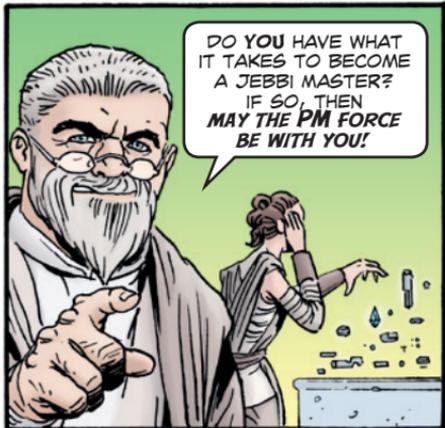


YOUR **TRUE TRAINING STARTS NOW.**

YOU WILL LEARN EACH PART OF THIS BRIGHT SABER AND HOW TO MAINTAIN EVERY COMPONENT.



WHEN YOU'RE PROFICIENT ENOUGH TO DO IT IN YOUR SLEEP, THEN WE'LL TALK MORE ABOUT HOW TO USE IT!

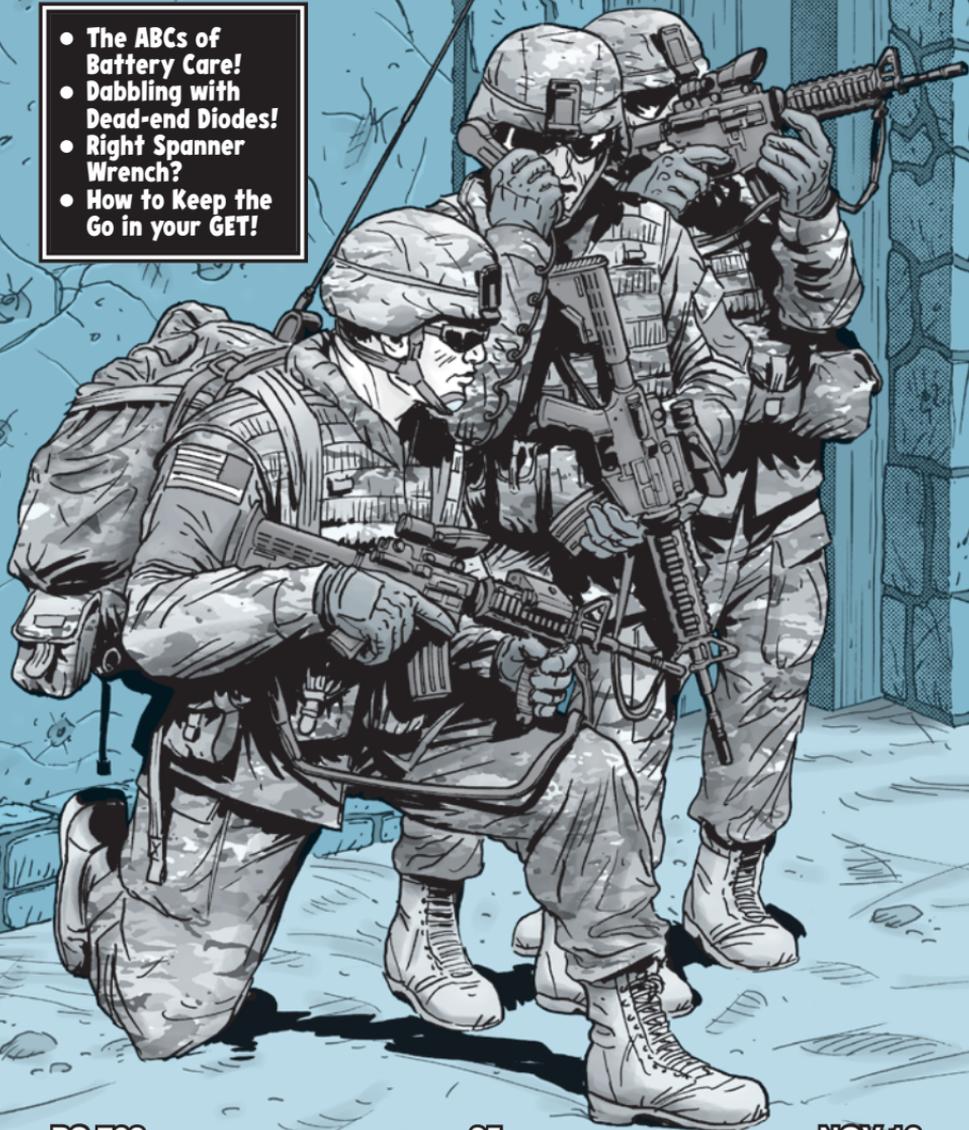


DO YOU HAVE WHAT IT TAKES TO BECOME A JEBBI MASTER? IF SO, THEN **MAY THE PM FORCE BE WITH YOU!**



COMMUNICATIONS & SOLDIER SUPPORT

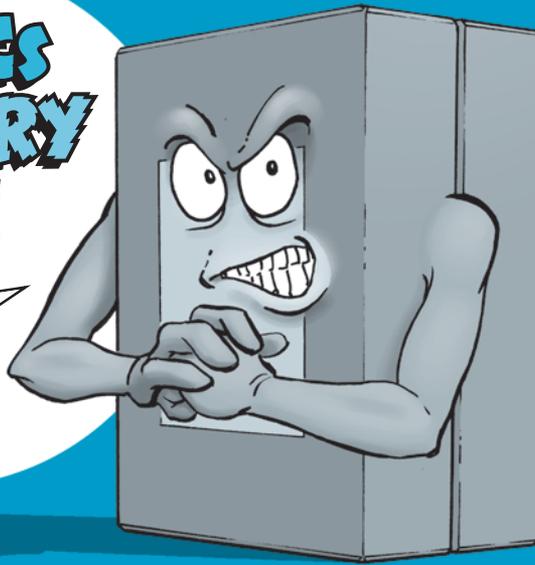
- The ABCs of Battery Care!
- Dabbling with Dead-end Diodes!
- Right Spanner Wrench?
- How to Keep the Go in your GET!



THE ABCS OF BATTERY CARE!

FOLLOW THESE RULES...

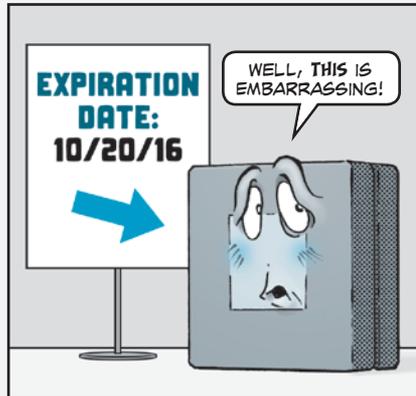
...AND I WON'T GIVE YOU ANY TROUBLE!



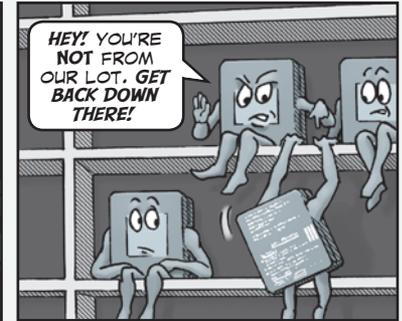
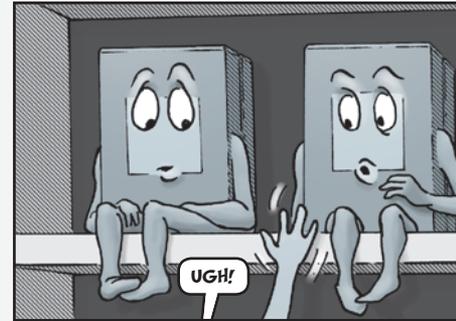
Batteries don't last forever. Even if they've been sitting on a shelf unused, they may not work if their expiration date has come and gone. To say the least, battery failure could hurt you and your mission.

These rules will help units prevent battery failure:

- Before using any batteries, check their expiration dates. If they've expired, don't use them. No use taking a chance. Use fresh batteries.
- When storing batteries, make it easy to check their expiration dates. Mark the date in large numbers on the packaging.

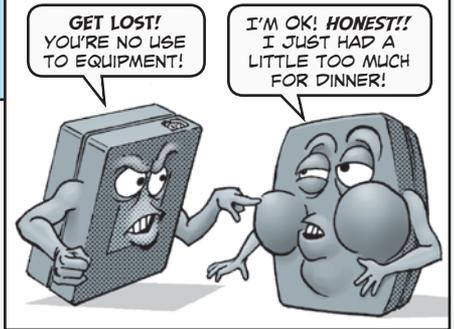


- Keep batteries from the same lot together and use up batteries from one lot before starting on another lot. That way you don't mix batteries with different expiration dates.



- If you can't figure out a battery's expiration date, check out the CECOM battery information web site: <http://battery.army.mil>
It's also a good idea to check the site every few weeks for any battery safety alerts.

- Of course, always check batteries for damage, swelling, leakage, cracks and corrosion. If you have any doubts, don't use them.



- When you need to dispose of batteries, follow the procedures in TB 43-0134, *Battery Disposition and Disposal*. It's on the ETM site: <https://www.logsa.army.mil/etms>
- Get a copy of SB 11-6. It covers storage, safety, transportation and disposition of batteries. It's also on the ETM site.



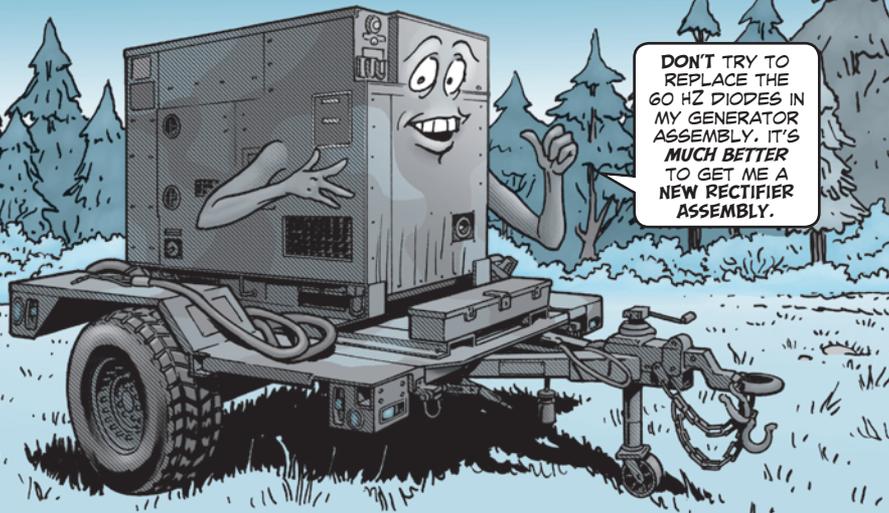
Questions? Email: usarmy.apg.cecom.mbx.lrc-pc-pscoe-support@mail.mil

EVERY UNIT SHOULD KEEP A COPY OF THESE RULES!

EVERY TIME PS GOES TO THE FIELD, WE HEAR ONE OTHER GOOD BATTERY RULE: NEVER LEAVE BATTERIES STORED IN EQUIPMENT. THE BATTERIES LEAK, DAMAGING AND EVEN RUINING EQUIPMENT!

THIS COSTS YOUR UNIT BIG BUCKS THAT COULD HAVE BEEN AVOIDED WITH A FEW MINUTES OF WORK.

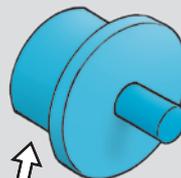
DABBLING WITH DEAD-END DIODES!



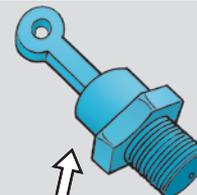
DON'T TRY TO REPLACE THE 60 HZ DIODES IN MY GENERATOR ASSEMBLY. IT'S **MUCH BETTER** TO GET ME A **NEW RECTIFIER ASSEMBLY**.

THE 60 HZ DIODES ARE **PRESS-IN DEVICES**, WHILE THE 400 HZ DIODES ARE **STUD TYPES**.

TO MAKE THEM WORK, THE 400 HZ DIODES HAVE TO BE **CLAMPED** INTO PLACE. **THAT** REQUIRES A LOT OF **EXPERTISE** ON THE PART OF THE REPAIRER, SO IT SHOULD ONLY BE DONE IN AN **EMERGENCY**.



60 Hz press-in diodes can **no longer** be ordered



400 Hz stud-type diodes should only be substituted by experienced repairers

SINCE THE 60 HZ DIODES ARE **NO LONGER AVAILABLE**, YOU'LL NEED TO ORDER THE NEXT HIGHER ASSEMBLY. THAT'S THE RECTIFIER ASSEMBLY, NSN 5961-01-248-1712, WHICH IS SHOWN AS ITEM 25 IN FIG 25.

MAKE A NOTE THAT THE **SMR CODES** FOR THE TWO 60 HZ DIODES WILL BE **CHANGED** TO **XAZZZ** AT THE NEXT TM UPDATE.

Dear Half-Mast,

We need to replace the diodes on our 15-kW tactical quiet generator's 60 Hz generator assembly. But NSNs 5961-00-478-7687 and 5961-01-013-0682, which are listed as Items 31 and 32 of Fig 25 in TM 9-6115-643-24P, are both terminal items.

We've heard through the grapevine that it's OK to use the 400 Hz generator assembly diodes, NSNs 5961-01-067-9493 and 5961-00-154-7046, instead. Those diodes are listed as Items 34 and 35 of Fig 26 in the same TM. Is that true? If not, how do we get replacements for the terminal diodes?

SSG R.D.T.

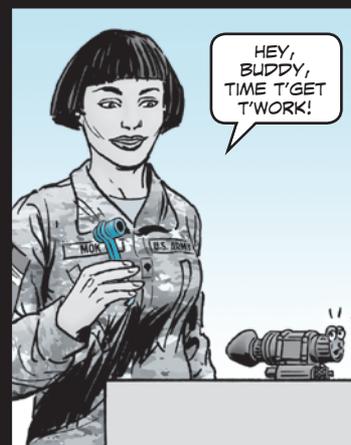


UNFORTUNATELY, SERGEANT, THERE ISN'T A STRAIGHT YES OR NO ANSWER.

WHILE IT *IS* POSSIBLE TO USE THE 400 HZ DIODES IN PLACE OF THE 60 HZ ONES, IT'S **NOT RECOMMENDED** BECAUSE OF THEIR **PHYSICAL MOUNTING DIFFERENCES**.

AN/PVS-14 Night Vision Device...

RIGHT SPANNER WRENCH?



HEY, BUDDY, TIME T'GET T'WORK!



HOLD ON! THAT'S WAY TOO **SMALL** TO REMOVE MY TUBE RETAINER RING!

Dear Half-Mast,

The AN/PVS-14 night vision device's spanner wrench, NSN 5120-00-345-1381, is too small to remove the tube retainer ring. What wrench should we order?

SFC J.R.

Dear Sergeant,

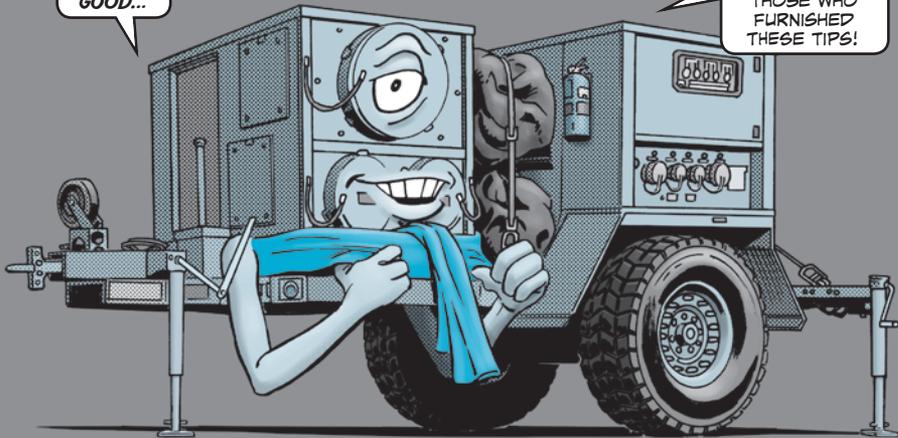
You need two wrenches to do the job: NSN 5120-01-170-5088 and NSN 5120-00-345-1411.

Half-Mast

How to Keep the Go In Your GET!

SAY, I DO FEEL RAWTHER GOOD...

ALLOW ME TO EXTEND MY CONSIDERABLE GRATITUDE TO THOSE WHO FURNISHED THESE TIPS!

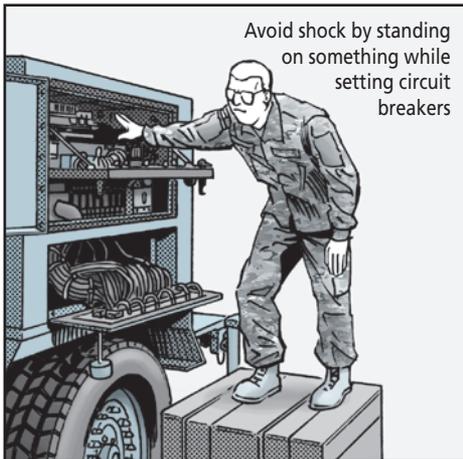


Dear Editor,

We help maintain the generator, environmental control trailers (GET). We have a few suggestions that will help units with their GET 35-kW generators, NSNs 8340-01-533-1697 and 8340-01-566-2649.

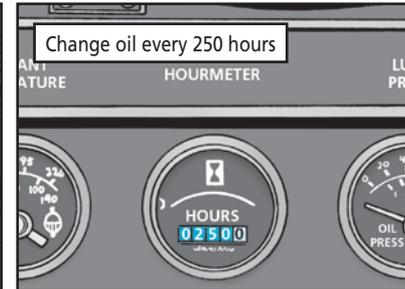
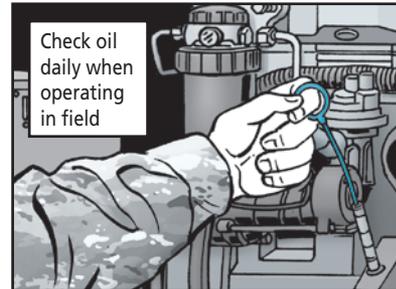
Stand on something when you set the generator circuit breakers. If you reach for the breakers while standing on the ground, your arm can catch the back of the panel and you get a good shock. Standing on a box or stool keeps your arm away from shocking electronics.

Remember you must first turn on the main circuit breaker before you start flicking switches. Soldiers forget this and think something major is wrong with the generator. Fortunately, the starting and stopping procedures are listed on a placard on the inside of the control panel door. Just follow that and you'll be good.

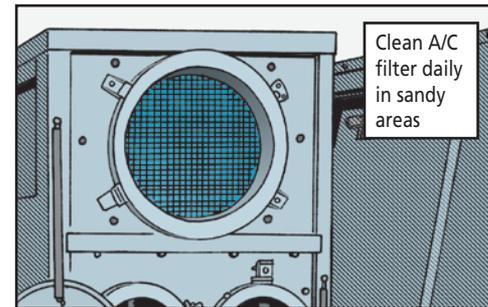


Take a powerful portable light to the field for working on the generator and other equipment. It's very difficult to see for troubleshooting when you're out in the boonocks.

Check the generator's oil daily and change it every 250 hours. The generator often runs 24/7 in the field, which means it often needs more oil. The generator has an HOURS meter. Write the date and hours on the oil filter when you change the oil. That makes it easy to track when the oil needs to be changed again.



In sandy areas especially, clean the air conditioner condenser filter daily when you're in the field. It only takes minutes, but it can make things so much easier for your GET. When you clean the condensing coil, make sure the unit is off. Use low-pressure water to clean. High pressure can fold down the fins on the coil, which blocks air flow. Then the A/C has trouble cooling.



Clean the generator air filter at least every 125 hours and replace it and the generator fuel filter every 500 hours.

SGT Frederick Barnes
SStG James Rodgers
632th Mtn Co

EXCELLENT GET TIPS, SERGEANTS!
DON'T FORGET THERE'S A GET WEBSITE THAT PROVIDES HELP AND INFORMATION:
<http://www.hdtglobal.com>
YOU CAN ALSO CALL (800) 977-3647.

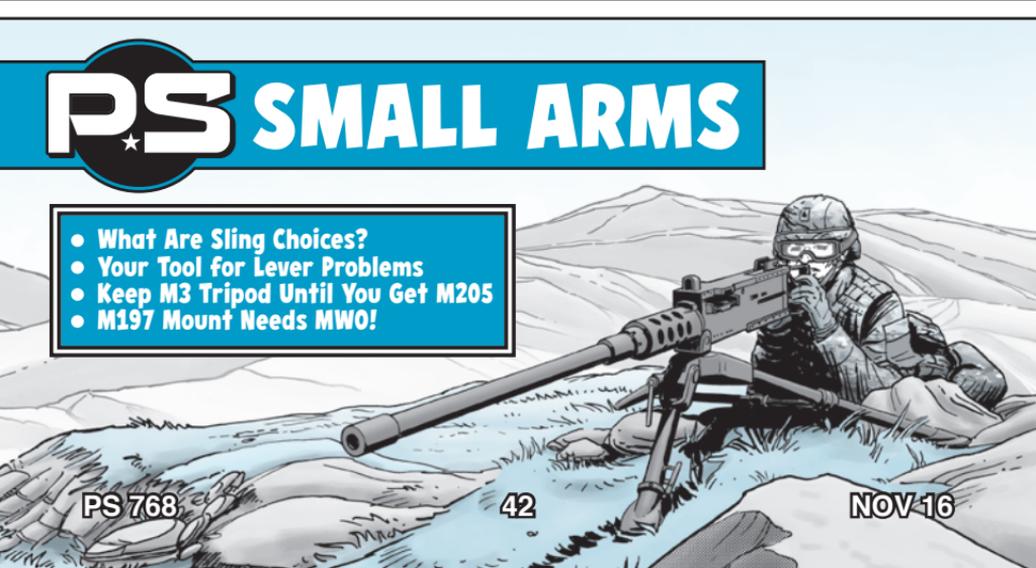
IF YOU'RE MISSING THE GET OPERATORS MANUAL, CALL (800) 977-3647. HAVE YOUR VEHICLE IDENTIFICATION NUMBER AVAILABLE.

PS MISSILES



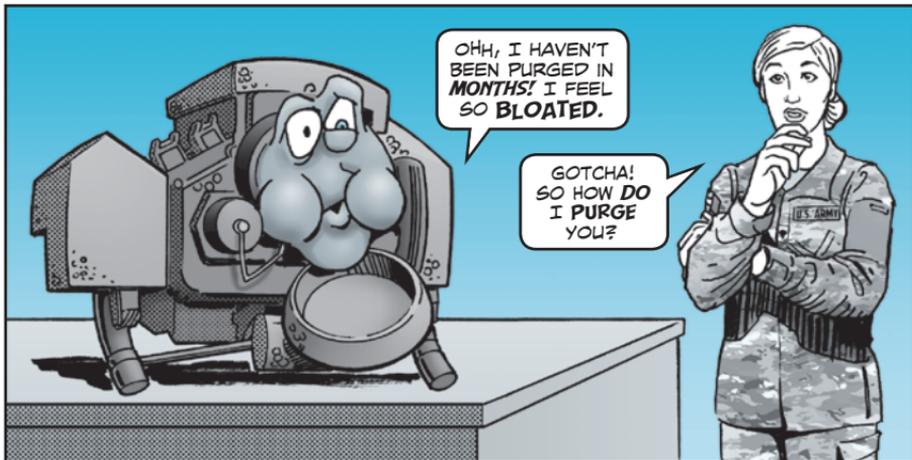
- When to Purge Javelin
- The ITAS Word
- Missiles Fired? FIREIT!

PS SMALL ARMS



- What Are Sling Choices?
- Your Tool for Lever Problems
- Keep M3 Tripod Until You Get M205
- M197 Mount Needs MWO!

WHEN TO PURGE JAVELIN



Dear Editor,

While supporting the Javelin missile system, we see a lot of confusion about when and how to purge the command launch unit (CLU). It would be a big help if *PS* would put out the word on proper purging.

Units also need to be reminded that before they do PMCS on a Javelin that's been sitting for a long time, they need first to let it run for 24 hours.

CW2 Michael Gulsby
123rd BSB



AMCOM RECOMMENDS CLU PURGING EVERY TIME THE INTERNAL SEAL IS COMPROMISED.

WHEN THE CLU IS PURGED, ALSO REPLACE THE DESSICATOR.

THE PROCEDURE IS IN WP 0014 00 OF TM 9-1425-688-23&P UNDER "DESSICATOR REMOVAL AND INSTALLATION/CLU PURGING."

ONLY THE M98A1 CLU NEEDS TO BE RUN FOR 24 HOURS—THE M98A2 DOESN'T.

RUN THE M98A1 IN THE DAY MODE, NOT THE NVS/NIGHT POSITION. IF YOU PUT IT IN NVS, THE SYSTEM WILL COOL DOWN AND THE CATHODE RAY TUBE (CRT) WILL POWER UP, WHICH COULD DAMAGE THE CRT.

ALSO DON'T RUN THE IBIT OR MBIT TESTS UNTIL AFTER THE 24-HOUR RUN. THIS LETS THE HEATER/GETTER ELEMENT IN THE CRT RESTORE THE VACUUM IN THE TUBE, WHICH PREVENTS ARCING.

THE **NEXT** EDITION OF THE TM WILL REQUIRE A COMPREHENSIVE 360-DAY SERVICE OF THE JAVELIN BY SUPPORT. **DON'T WAIT FOR THE TM TO COME OUT BEFORE TRACKING THIS REQUIREMENT. START DOING THE YEARLY SERVICES NOW.**

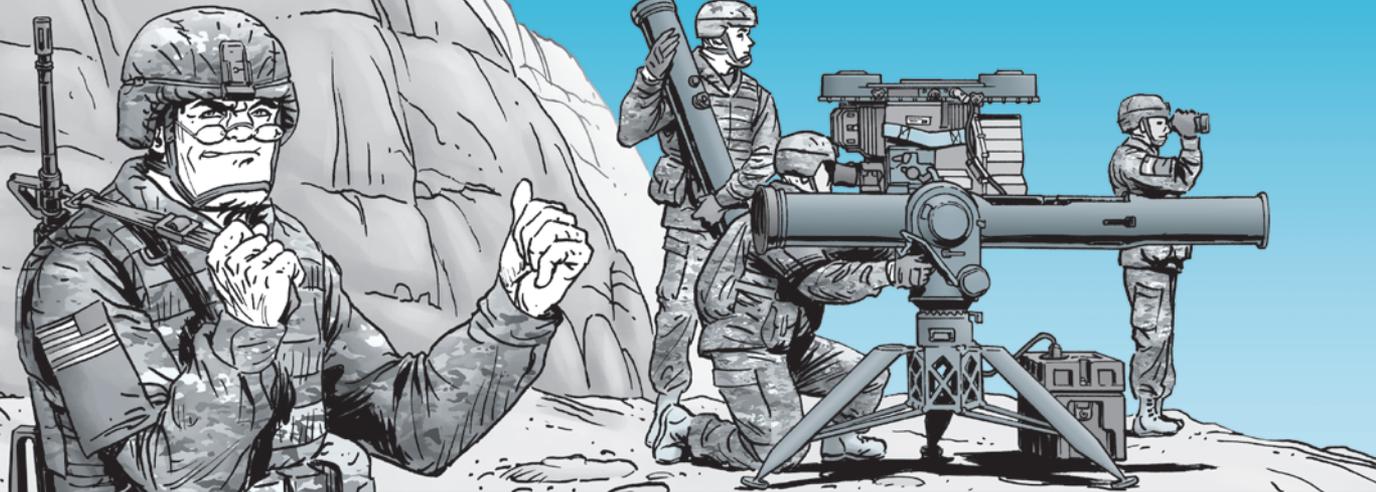
THIS IS THE MINIMUM REQUIREMENT. YOUR JAVELINS WILL PERFORM EVEN BETTER IF THEY GET CHECKUPS MORE OFTEN THAN ONCE A YEAR.

REMEMBER THE FIRST RULE OF JAVELINS: THE LONGER THEY SIT, THE MORE PROBLEMS YOU'LL HAVE. UNITS THAT RUN THEIR JAVELINS MONTHLY WILL RUN INTO FAR FEWER PROBLEMS WHEN THEY ACTUALLY NEED TO FIRE THEM.

The ITAS Word

LISTEN UP TO THESE ITAS TIPS.

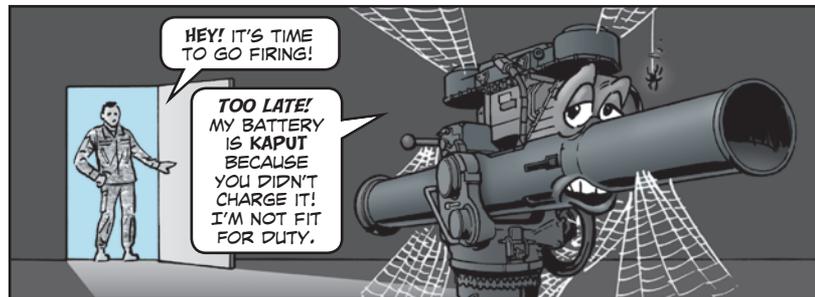
THESE SOLDIERS ARE THE EXPERTS ON ITAS!



Dear Editor,

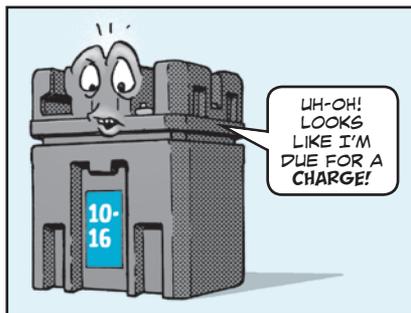
We help keep the improved target acquisition systems (ITAS) firing. From our experience, we offer these tips:

PMCS, PMCS, PMCS! PMCS PROCEDURES in TM 9-1425-923-10 now calls for monthly PMCS as well as before, during and after operations. So don't let ITAS sit for months without attention. Do the PMCS monthly like you're supposed to.

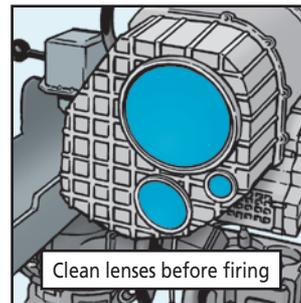


Charge, charge, charge. If the lithium battery boxes (LBB) sit for months without being charged, they develop imbalanced battery cells. That makes it harder and harder to charge the batteries and eventually they *can't* be charged and have to be replaced.

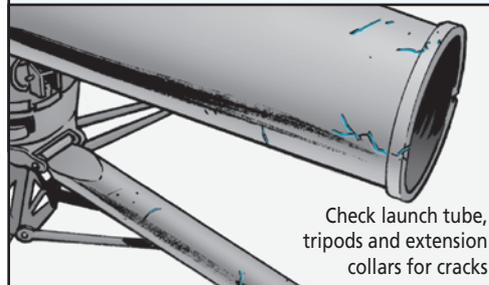
The easiest way to keep track is to put a sticker on each LBB showing when it's due its next charging. Then just hook up the LBB to the lithium AC charger and let it go until the green indicator lights up.



Inspect and clean the lenses. If the lenses are dirty or damaged, you're not going to get a clear view of the target. If you can't see it, you can't shoot it. See PMCS PROCEDURES for how to clean the lenses (and all ITAS components) using the materials listed in EXPENDABLE AND DURABLE ITEMS.

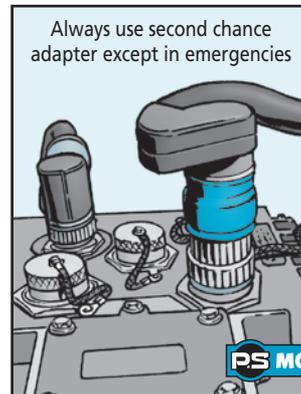


Check the launch tubes, tripods, and HMMWV extension collars for cracks and other damage during PMCS. They are often overlooked. If you find any damage, report it. The ITAS is declined if these components are damaged.

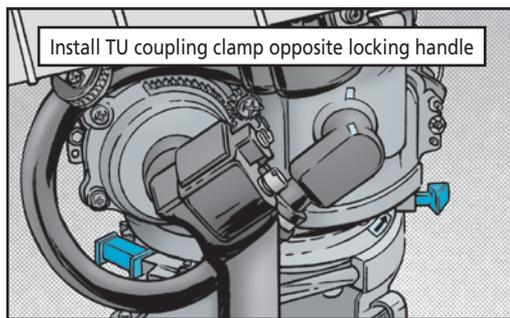


Check launch tube, tripods and extension collars for cracks

Always use the second chance adapter (also called the pin save adapter) unless you have a bent connector pin in a combat situation. To make sure the adapter's used, repairmen should heat shrink it in place.

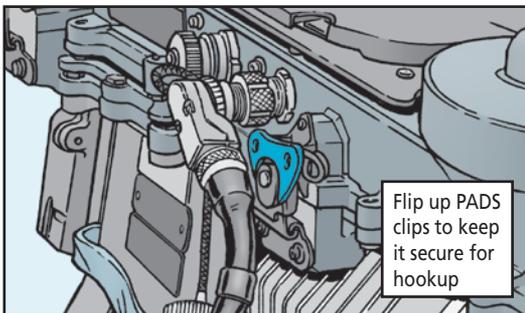


Install the traversing unit's (TU) coupling clamp so it's opposite the TU locking handle and make sure the locking spring is over the handle. That way when the operator unlocks the TU to slew, he doesn't accidentally unlock the clamp, which allows the TU to take a tumble. After locking in the TU, try to turn it to make sure it's secure.



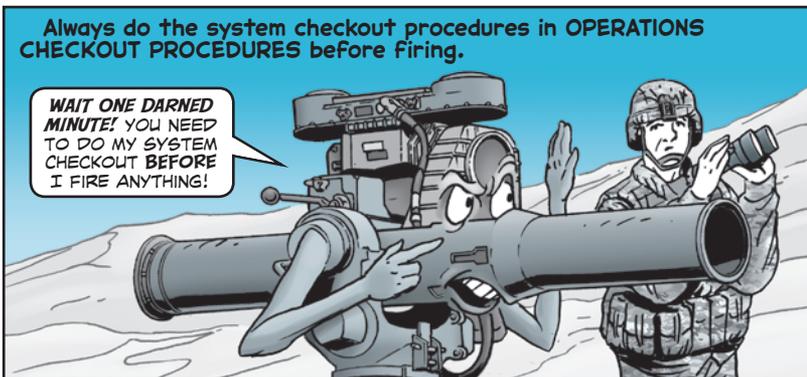
Before connecting ITAS connectors, check the pins. They should all be there and not bent. When cables aren't plugged in, put on connector covers to protect the pins.

After positioning the position attitude determination system (PADS), flip up all the PADS butterfly clips. That keeps PADS in place and makes it easier to connect its cable. Don't force the cable connector. It's easy to damage its pins. If you have trouble, reposition the connector and try again. Still no luck? Tell your repairman.



Inspect the target acquisition system (TAS) and fire control system (FCS) housing and cooling fins. If you find cracked or bent fins, tell your repairman. Damaged fins could prevent the FAS FLIR NVS from cooling down within the 15 minute requirement, hurt the TAS alignment or let air and moisture in the TAS/FCS.

Always do the system checkout procedures in OPERATIONS CHECKOUT PROCEDURES before firing.



Here's an outline of the procedures:

- | | |
|----------------------------|--|
| A. Set up tripod and M1167 | D. Sight Picture |
| B. Power up | 1. Direct view Optics (day sight) |
| C. Do these BIT checks: | 2. Night vision sight |
| 1. LBB BIT | a. Power save (manual NVS) |
| 2. PBIT | b. Max power (image enhancement) |
| 3. IBIT | E. Passive ranging (armor ranging) |
| 4. Boresight | F. Active ranging |
| 5. Grips | G. Aided target tracker |
| 6. FTL BIT | H. Training modes with missile simulator round (MSR) |
| 7. Training BIT | I. Far target location |
| | J. Network lethality-ITAS integration with FBCB2/JCR/JBC-P |

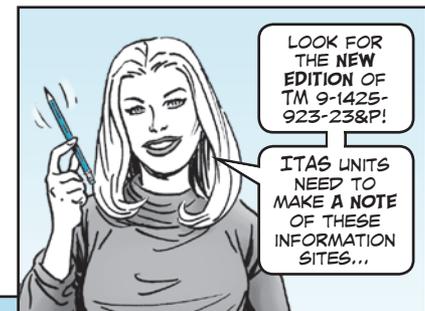
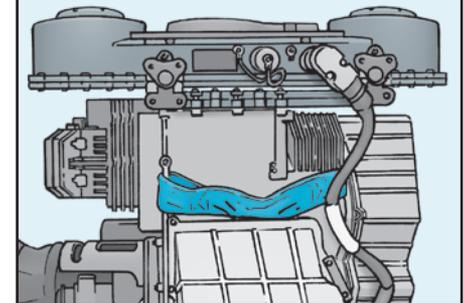
When training with MILES, carefully follow the installation and setup procedures in OUM 07-6920-906-10, M41 Improved Target Acquisition System Tactical Engagement Simulation System Field Training System. IF MILES is installed wrong, the ITAS can be damaged.

Part of the MILES installation requires removal of the TAS carrying strap. Be careful not to strip the TAS screws or housing when you remove it. Put the strap and screws someplace safe so they don't get lost.

94A and 948D maintainers, carefully follow the torque requirements in TM 9-1425-923-23. If the TAS housing or ITAS circuit cards are torqued wrong, they can be damaged by hard knocks during operations.

CW2 Desiree Browning
SGT James Breeze
SGT Neal Tomkins
PFC Dakota Brown
426 BSB Missile Shop

Training with MILES? Remove TAS carrying strap before you go to the field so it doesn't disappear



- ITAS system operator support: <https://www.milsuite.mil/book/groups/ccws-tow-itas-support>
- TOW missile: <https://www.milsuite.mil/book/groups/ccws-tow-missiles>
- ITAS training device: <https://www.milsuite.mil/book/groups/ccws-tow-training-devices>
- ITAS maintenance support for missile shop officers, technicians, and BLST team: <https://www.milsuite.mil/book/groups/itas-maintenance-support-group>

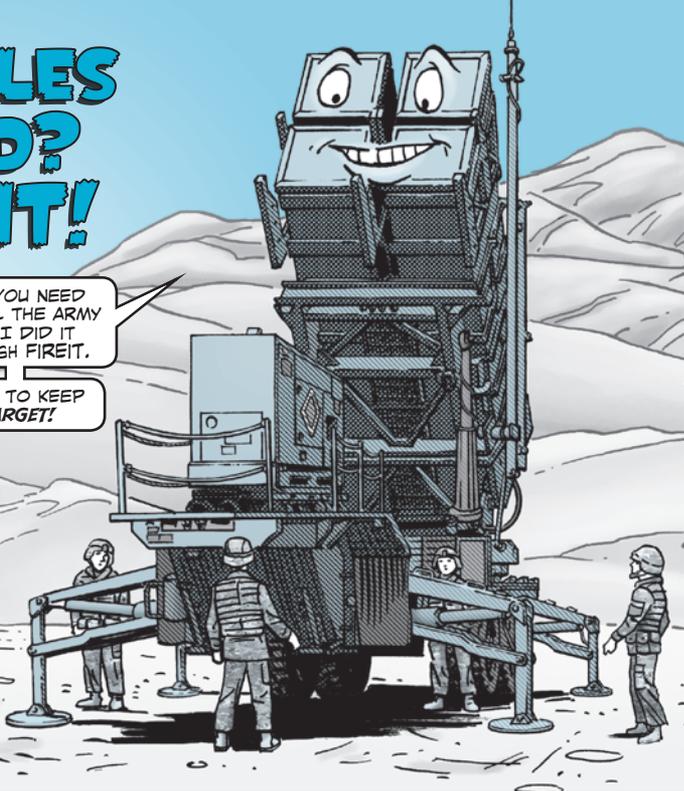


MISSILES FIRED? FIREIT!

THAT WAS A GREAT FIRING!

NOW YOU NEED TO TELL THE ARMY HOW I DID IT THROUGH FIREIT.

THAT'LL HELP ME TO KEEP HITTING THE TARGET!



The Army has the most reliable missile systems in the world. One reason for that excellence is that the missile system managers are constantly analyzing firing information from the field for performance and safety issues.

That's why it's critical field commanders file a field report after each firing. In fact, commanders are required to do so by AR 700-19, *US Army Munitions Reporting System*.

The good news is that commanders no longer have to mail in a written report. Now the reports can be filed through the Firing Information Reports at Electronic Internet Tracking (FIREIT): <https://fireit.army.mil>

FIREIT PORTAL

The site, which requires a CAC card, walks you through the registering process. It covers:

- Hellfire
- Longbow
- TOW
- Javelin

- Stinger
- Patriot
- ATACMS
- MLRS

- Advance Precision Kill Weapon System (APKWS)

FIREIT asks a lot of questions about each missile firing because the information will help the Army ensure missiles hit the target when they really need to. If you can't fill in all the blanks, submit what you can. FIREIT identifies the minimum fields required.

FIREIT reports should be made as soon as possible after a firing. During a firing exercise, firing information can be saved for consolidation, but it should be reported within five days after the exercise.

If there is a misfire, hangfire or dud, you must submit both a firing report on FIREIT and a malfunction report. AR 75-1, *Malfunctions Involving Ammunition and Explosives*, tells how to report a malfunction.

Note: The Army doesn't use the reports to score your unit or compare units' performances. Questions? Call (256) 876-9566 or email:

army.redstone.rdecom-amrdec.list.fireit@mail.mil

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

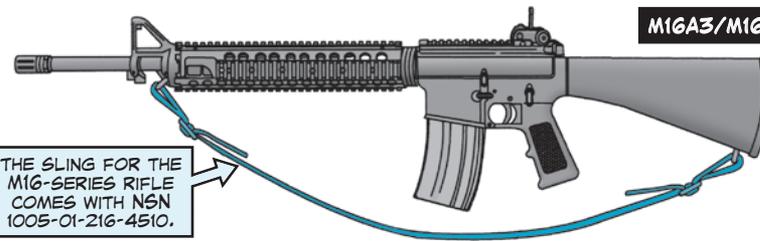
What Are Sling Choices?

Dear Half-Mast,
What are the sling choices for the M16 rifle and M4/M4A1 carbine? When the rifles are stored in the rack, the slings bunch up. We were trying to find a detachable sling.

Mr. B.T.

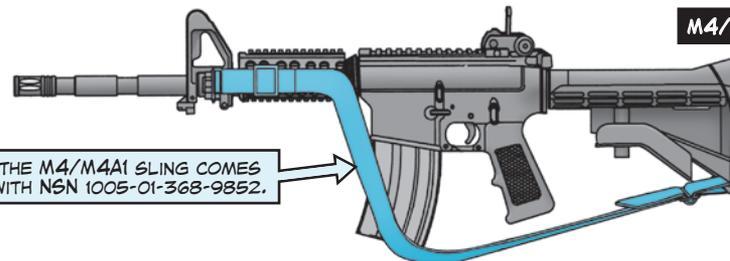


YOU'VE COME TO THE RIGHT PLACE, SIR. WE HAVE THE ANSWERS TO YOUR QUESTIONS.



M16A3/M16A4

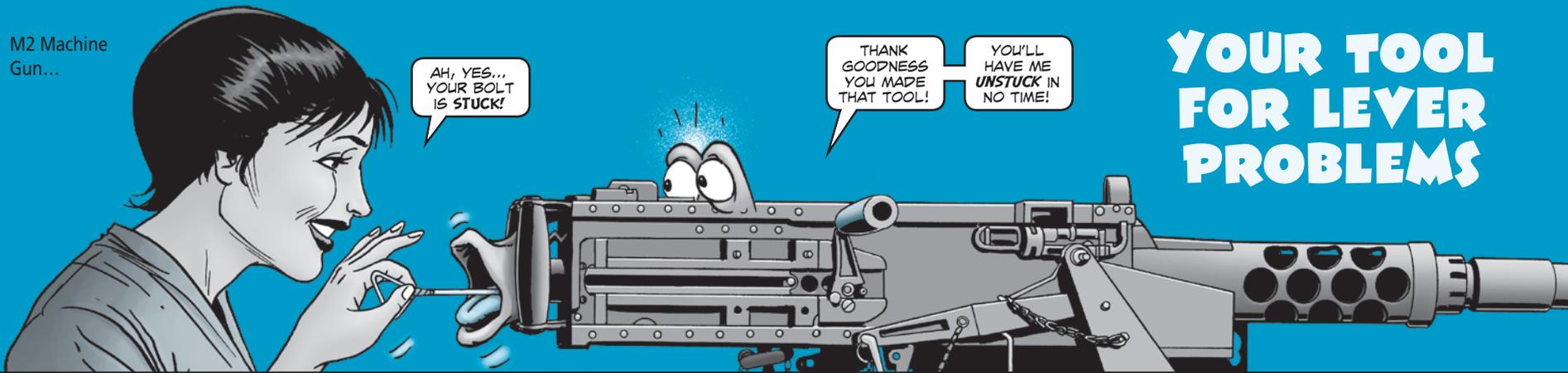
THE SLING FOR THE M16-SERIES RIFLE COMES WITH NSN 1005-01-216-4510.



M4/M4A1

THE M4/M4A1 SLING COMES WITH NSN 1005-01-368-9852.

THERE IS ALSO A TACTICAL QUICK-RELEASE SLING AVAILABLE FOR BOTH THE M16 AND M4 THAT COMES WITH NSN 1005-01-562-9457.



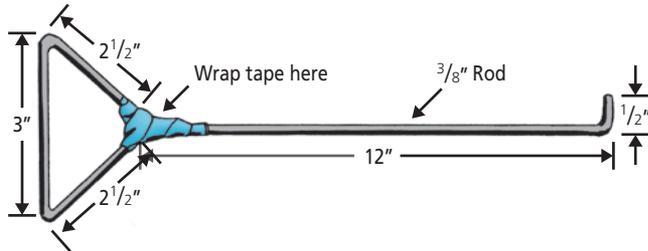
YOUR TOOL FOR LEVER PROBLEMS

If your unit fires M2 machine guns, armorers, count on dealing with an M2 machine gun whose bolt is stuck in the receiver with the cocking lever up. Just a moment of inattention and a Soldier in your unit will slide the bolt in the receiver with the cocking lever to the rear. Then it's stuck.

The Tool

But you can unstuck that stuck bolt with this tool. Here's how to make it:

Order a 2-ft length of $\frac{3}{8}$ -in brass rod, NSN 9525-00-249-7441. Cut it down to 20 $\frac{1}{2}$ inches. Bend it like this.

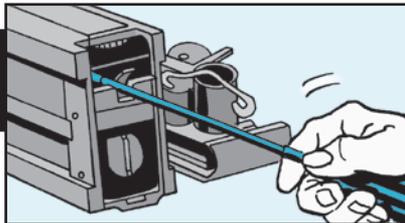


To strengthen the handle and protect your hand, wrap tape several times around where the triangle joins.

To use the tool, remove the backplate, driving rod spring and bolt pin.

Hook the tool over the cocking lever, halfway up the lever. If you get it higher, the lever will jam.

Press down hard on the lever as you pull back with several hard yanks of the tool. The bolt should come unstuck.



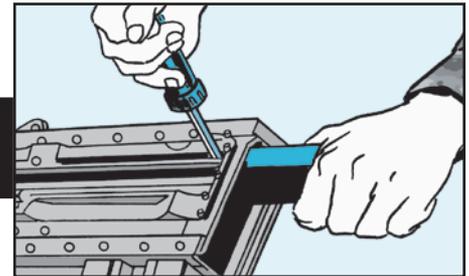
THANK GOODNESS YOU MADE THAT TOOL!

YOU'LL HAVE ME UNSTUCK IN NO TIME!

No Tool?

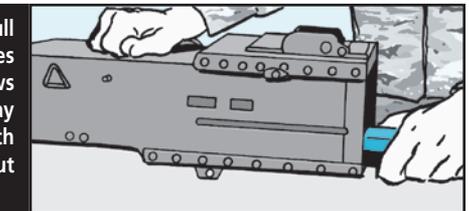
Of course, in the field you may not have the tool handy. In that case, a pointed object (not the tip of a bullet) sometimes does the trick:

After you remove the backplate, driving rod spring, and bolt pin, retract the bolt as far as you can.

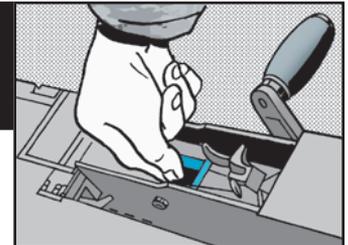


Press in on the buffer detent spring as you slide out the buffer assembly about two inches.

Slide the bolt forward as you pull the buffer to the rear. The bolt forces the accelerator down and allows the buffer to be removed. You may need to slide the bolt back and forth several times before you can pull out the buffer.



Push down on the front of the barrel extension. Slide the bolt out of the receiver. If the bolt hangs up, pull the extension forward and up until the bolt slides out.



Save yourself all this trouble by training your M2 gunners never to slide the bolt in the receiver with the cocking lever to the rear. The cocking lever should be **forward**.

Keep M3 Tripod Until You Get M205

IN PS 760
(MAR 16) WE
TOLD YOU THE
GOOD NEWS
THAT THE M205
TRIPOD IS
REPLACING THE
M3 TRIPOD.

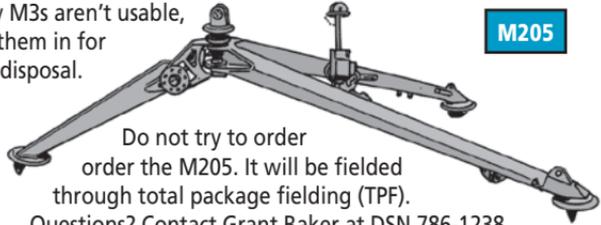


It's good news because the M205 is 32 percent lighter than the M3 and also includes an integral traverse and elevating mechanism.

But some units are jumping the gun and turning in their M3s before they get the M205. Not a good idea! They could be without tripods for a long time until they do get the M205. So keep using your M3s until you get the M205.

But once you get the M205, it's important you turn in your M3s within 30 days. The Army will continue to use M3s for 3-4 years, so they need your M3s for other units.

If any M3s aren't usable, turn them in for local disposal.



Do not try to order the M205. It will be fielded through total package fielding (TPF). Questions? Contact Grant Baker at DSN 786-1238, (586) 282-1238, or email: grant.t.baker.civ@mail.mil

M197 Mount Needs MWO!



Y'GOT
THAT RIGHT,
HALF-MAST!

MWO 9-1005-245-23-1 WILL MAKE IT POSSIBLE TO TRAVEL LOCK THE M197 MACHINE GUN MOUNT ON VEHICLES WITH OGPK/GPK ARMOR...

...PLUS IT WILL INCORPORATE THE LIGHT AND MEDIUM MACHINE GUN (LMG/MMG) MOUNTS INTO THE M197 SYSTEM.

THE MWO ALSO PROVIDES AN UPGRADED MOUNT THAT SUPPORTS AN AMMO CAN HOLDER AND AMMO BRACKET FOR THE M240 AND M249 MACHINE GUNS.

DOWNLOAD THE MWO AT THE ETM SITE:
<https://www.logsa.army.mil/etms>

QUESTIONS? CONTACT GRANT BAKER AT (586) 282-1238 OR EMAIL: grant.t.baker.civ@mail.mil

- GCSS-Army Training the Right Way!
- Digital Job Book Tracks Training
- Use Right DODAAC for Class IX at NTC
- PS Mag Live!



GCSS-Army Training the *Right* Way!

GOT
GCSS-
ARMY?

IF SO, YOU PROBABLY **ALREADY** KNOW THERE'S A **LEARNING CURVE** FOR THE LATEST LOGISTICS INFORMATION SYSTEM.

SO IT'S **SMART** TO FOCUS ON TRAINING **EARLY** AND CONTINUE TRAINING AS NEEDED.

HERE'S A SUGGESTED TRAINING SCHEDULE, AS RECOMMENDED IN THE VIDEO **LEARNING GCSS-ARMY THE RIGHT WAY**:



When	What	Where
D-240	Familiarization training	https://www.gcass.army.mil/training
D-150	Training for record: GCSS-Army Training and Certification (GTRAC) Web-Based Training (WBT)	https://www.gcass.army.mil/Training/GTRAC.aspx
Before New Equipment Training (NET)	Refresh knowledge (GTRAC WBT/NET)	https://www.gcass.army.mil/Training/GTRAC.aspx
Before conversion	Wave 2 NET	https://www.gcass.army.mil/Training/GTRAC.aspx

After logging into GTRAC, select either **Web-Based Training** or **Wave 2 New Equipment Training**



USING YOUR CAC, YOU CAN WATCH OR DOWNLOAD THE ENTIRE **LEARNING GCSS-ARMY THE RIGHT WAY** VIDEO AT:
<https://www.milsuite.mil/video/watch/newvideo/9293>

More Resources

BE SURE TO CHECK OUT THE **GCSS-ARMY END USER MANUAL (EUM)** PLUS. YOU'LL NEED YOUR CAC. IT INCLUDES LESSONS, SUPPORT MATERIALS, TRAINING BULLETINS AND SIMULATIONS:

https://www.gcass.army.mil/GCSS-ARMY/Garmy_jump.HTM

YOU'LL ALSO FIND GCSS-ARMY FIELDING DOCUMENTS AND CHECKLISTS AT:

<https://gcass.army.mil/Library/>

ARMY RESERVE AND NATIONAL GUARD MEMBERS CAN ALSO ACCESS TRAINING THROUGH GUARDU AT:

<https://guardu.ng.mil/>

milSuite Forums

GCSS-ARMY LEAD USERS:

<https://www.milsuite.mil/book/groups/gcass-army-lead-users>

GCSS-ARMY IN THE ARNG:

<https://www.milsuite.mil/book/groups/gcass-army-in-the-arng>

GCSS-ARMY IN THE USAR:

<https://www.milsuite.mil/book/groups/gcass-army-in-the-usar>

**CAC
REQUIRED**

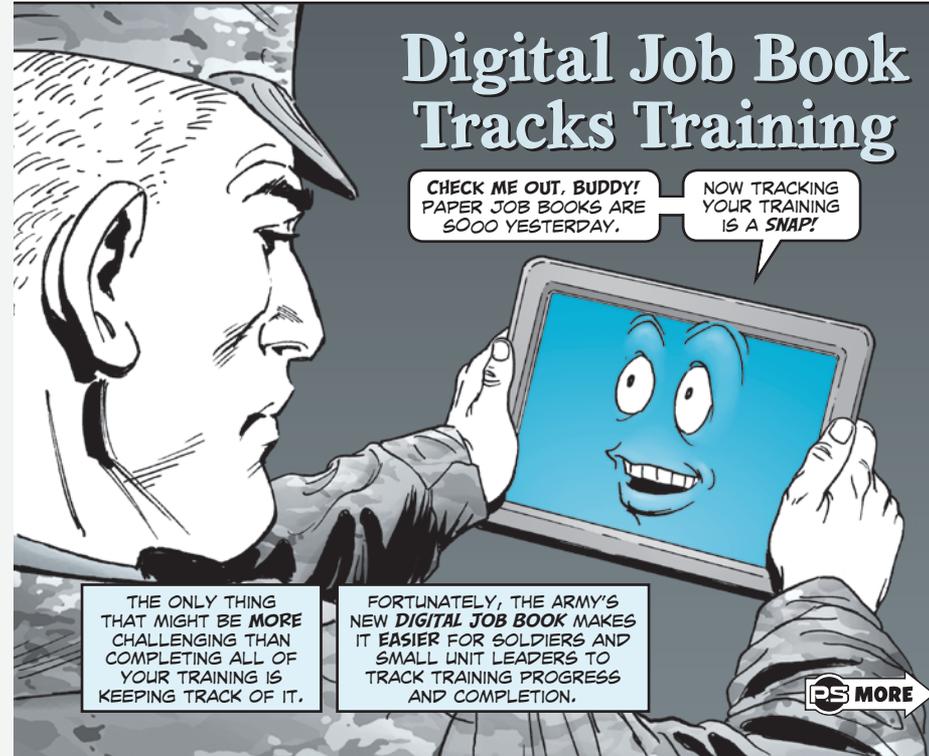
Need Help?

TO SUBMIT GCSS-ARMY HELP DESK TICKETS OR GET SYSTEM SUPPORT, VISIT: <https://s4if.lee.army.mil/>

Digital Job Book Tracks Training

CHECK ME OUT, BUDDY!
PAPER JOB BOOKS ARE
SOOO YESTERDAY.

NOW TRACKING
YOUR TRAINING
IS A **SNAP!**



THE ONLY THING THAT MIGHT BE **MORE** CHALLENGING THAN COMPLETING ALL OF YOUR TRAINING IS KEEPING TRACK OF IT.

FORTUNATELY, THE ARMY'S NEW **DIGITAL JOB BOOK** MAKES IT **EASIER** FOR SOLDIERS AND SMALL UNIT LEADERS TO TRACK TRAINING PROGRESS AND COMPLETION.

PS MORE

THE **DIGITAL JOB BOOK RECORDS:**

- physical training
- weapons qualification
- mandatory training
- scheduled classes
- unit training schedules.

IT PULLS DATA FROM THE DIGITAL TRAINING MANAGEMENT SYSTEM (DTMS), REPLACING THE **OLD-SCHOOL PAPER JOB BOOKS** ONCE CARRIED AROUND IN UNIFORM POCKETS.



WHAT'S **WRONG** WITH OLD SCHOOL?!

PAPER CAN GET **DAMAGED OR LOST**, BUT DIGITAL INFO IS **BACKED UP**. SO IT CAN EASILY FOLLOW YOU THROUGH YOUR CAREER AND PCS MOVES.

OH...OK.

ACTIVE DUTY, RESERVE AND NATIONAL GUARD SOLDIERS CAN ALL USE IT.

YOU CAN ACCESS THE DIGITAL JOB BOOK IN **TWO WAYS**.

THE FIRST IS THROUGH THE ARMY TRAINING NETWORK AT: <https://atn.army.mil>



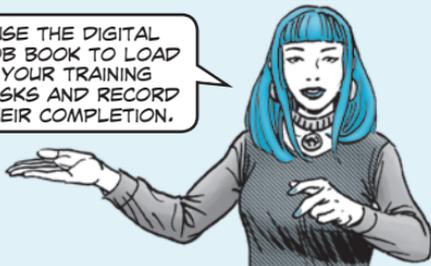
CHOOSE THE MYTRAINING TAB AT THE TOP OF THE PAGE. YOU'LL FIND THE DIGITAL JOB BOOK UNDER THE DTMS HEADING.

OR ACCESS THE DIGITAL JOB BOOK THROUGH ARMY KNOWLEDGE ONLINE. CLICK ON THE **"SELF SERVICE"** TAB AND THEN THE **"MY TRAINING"** TAB. YOU'LL FIND A LINK TO THE BOOK THERE.



Tasks Made Simpler

USE THE DIGITAL JOB BOOK TO LOAD YOUR TRAINING TASKS AND RECORD THEIR COMPLETION.



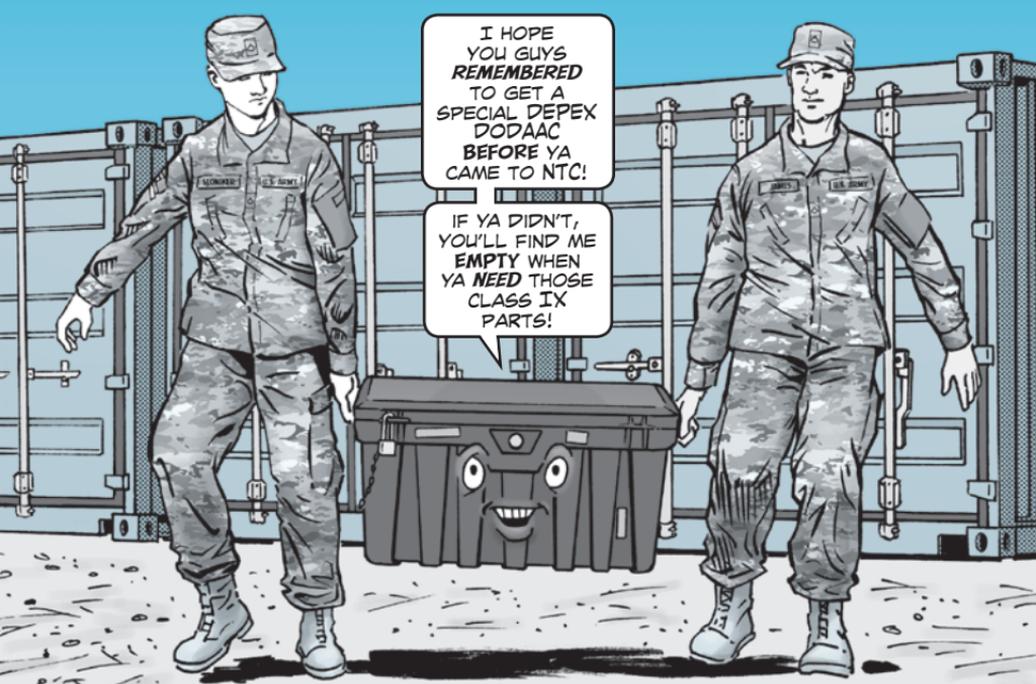
SMALL UNIT LEADERS, YOU CAN ALSO CHECK YOUR SOLDIERS' TRAINING STATUS ON THE DIGITAL LEADER READINESS TOOL DASHBOARD.

ACCESS THE TOOL VIA THE ATN MYTRAINING TAB AND DTMS PORTLET. YOU CAN GET A REPORT ABOUT YOUR SOLDIERS BY NAME. THE REPORT TELLS YOU WHO HAS MET STANDARDS AND WHO STILL NEEDS TO COMPLETE TRAINING.

FOR QUESTIONS ABOUT THE DIGITAL JOB BOOK OR THE DIGITAL LEADER READINESS TOOL, CALL (913) 684-2700, (877) 241-0347, OR EMAIL: usarmy.leavenworth.cac.mbx.dtmsd@mail.mil



Use Right DODAAC for Class IX at NTC



I HOPE
YOU GUYS
REMEMBERED
TO GET A
SPECIAL DEPEX
DODAAC
BEFORE YA
CAME TO NTC!

IF YA DIDN'T,
YOU'LL FIND ME
EMPTY WHEN
YA **NEED** THOSE
CLASS IX
PARTS!

IT'S
TRUE!

ANY US ARMY RESERVE (USAR) OR ARMY NATIONAL GUARD (ARNG) UNITS THAT GO TO THE NATIONAL TRAINING CENTER (NTC) FOR A ROTATION **MUST** APPLY IN **ADVANCE** FOR A **SPECIAL** DEPLOYMENT (DEPEX) DODAAC...

...**THAT** ALLOWS
THEM TO ORDER
CLASS IX PARTS
WHILE AT NTC.

USAR OR ARNG UNITS CAN STILL USE THEIR HOME STATION DODAAC AT NTC FOR CLASS II, III AND IV PARTS.

HOWEVER, TOO MANY UNITS AREN'T FOLLOWING THE PROCEDURES TO GET AN NTC DEPEX DODAAC FOR CLASS IX PARTS BEFORE THEIR ROTATION.

Here are important facts to remember.

The DEPEX DODAAC:

- must only be used for Class IX (ground) parts.
- is only issued one per company (to include GCSS-Army).

WARNING!

A UNIT'S HOME STATION DODAAC FOR CLASS IX AIR WILL BE RESCINDED IF A DEPEX DODAAC IS NOT REQUESTED PRIOR TO ROTATION. A NEW ROUTING IDENTIFIER CODE (RIC) MUST BE USED.

The homestation DODAAC...

- again is only used for Class II, III and IV parts.
- must be provided by the USARC property book officer (PBO) to the NTC DODAAC coordinator, NLT 140 days before the unit's rotation.

NOTE: FOR ROTATIONAL USAR UNITS, THE COMBAT SUSTAINMENT SUPPORT BATTALION (CSSSB) CLASS IX DODAAC RICs WILL ALWAYS BE SET TO "WDK1".

Steps for USAR/ARNG Units Going to NTC

1. 140 days from arrival (D-140), the unit's designated representative should contact the NTC DODAAC coordinator to get the NTC DEPEX DODAAC Request Form (GCSS-Army form). Contact Ms. Suphrina Castaneda, at (760) 380-6067, or email: suphrina.y.castaneda.civ@mail.mil The coordinator will fill out the NTC info on the form, sign and send it back to the USAR/ARNG unit's rep. The unit rep should forward the form to their PBO.
2. 130 days from the unit's arrival (D-130), the unit's PBO/Theater Sustainment Command (TSC) PBO should give NTC's DODAAC to the Logistics Support Activity (LOGSA) and Combined Arms Support Command (CASCOM). Use <https://s4if.lee.army.mil/> to submit for review and get a "help desk ticket" authorization number.
3. At 120 days (D-120), the unit PBO must submit the LOGSA-approved DEPEX DODAAC forms to the Resource Management Officer- G8 for funding. **Note:** The TSC or Expeditionary Sustainment Command (ESC) S4 and PBO must all cross-check all signatures. The form **will not** be processed without all signatures. ARNG units **must also** get NGB G4/G8 approval in the final process.
4. At 110 days (D-110), the DEPEX DODAAC process should be complete. USAR TSC-level G8s will make sure that DODAACs are funded and loaded in funds control, NLT 10 days prior to the NTC Pre-Deployment Site Survey (PDSS). The United States Property and Fiscal Officer G8 will do the same for ARNG units.

Important Reminder

ANY USAR/ARNG UNIT WITH UNAPPROVED/UNFUNDED DODAACS WILL NOT BE ABLE TO ESTABLISH CLASS IX ACCOUNTS AND DRAW EQUIPMENT AT NTC.

ALL SIGNATURE BLOCKS MUST BE SIGNED ON ALL FORMS.

TO DOWNLOAD SPECIFIC INSTRUCTIONS, INCLUDING A SAMPLE DODAAC ADD REQUEST FORM FOR GCSS-ARMY, VISIT: <http://www.irwin.army.mil/>

HOVER YOUR MOUSE OVER THE COMMAND GROUPS/UNITS DROPDOWN TAB, SELECT RESERVE COMPONENT AT THE BOTTOM, AND DOWNLOAD THE DOCUMENT CALLED "DEPEX DODAAC PROCESS FOR USAR UNITS."

QUESTIONS?

CONTACT SUPHRINA CASTENADA AT (760) 380-6067, EMAIL: suphrina.y.castaneda.civ@mail.mil

OR CW4 TIM VICKERS AT (760) 380-3336, EMAIL: tim.f.vickers.mil@mail.mil



PS Mag Live!



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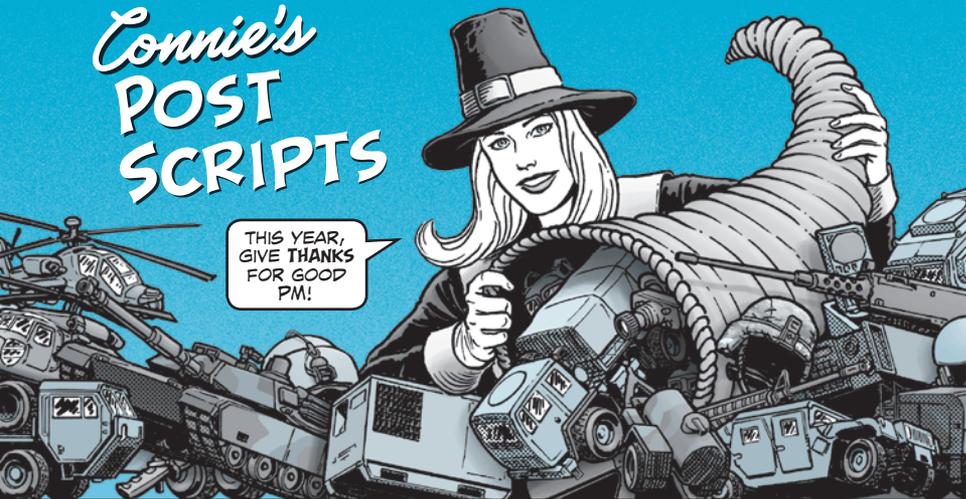
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Connie's POST SCRIPTS

THIS YEAR,
GIVE THANKS
FOR GOOD
PM!



KGV-72 Direct Exchange Requests

Have an unserviceable KGV-72 programmable in-line encryption device (PIED), NSN 5810-01-564-3364 (LIN E05008)? Then listen up! All unserviceable direct exchange (DX) requests are now being processed through the Information Systems Security Program (ISSP) website:

<https://issp.army.mil>

Users who need help inputting DX requests into ISSP can reach out to their local property book officer, COMSEC manager or get in touch with the ISSP team at DSN 879-1829/8381, (520) 538-1829/8381, or by email: usarmy.huachuca.cecom.mbx.lrc-csla-issp@mail.mil
Questions? Contact the KGV-72 item manager, Jamie Plakosh, at DSN 648-6245, (443) 395-6245, or email: jamie.plakosh.civ@mail.mil

GET RANGE SAFETY GUIDANCE

DA Pam 385-63, *Range Safety* (Apr 14), is your go-to guide for safety signage and flag requirements, plus info on danger zones for various weapons and ammunition. Type "PAM 385-63" in the Search block at:

<http://www.apd.army.mil/Search/ePubsSearch.ePubsSearchForm.aspx>

CHECK ARMY PUB STATUS

Want to know when a particular Army publication will be updated? Check out the status tracker from the Office of the Administrative Assistant to the Secretary of the Army. The guide is color-coded for quick reference. It lists many Army pubs under revision and their current status. Get it from the Army Publishing Directorate at:

<https://www.apd.army.mil/pdf/administrative-pubStatus.pdf>

120M Road Grader, 924H Wheel Loader Rear Composite Light

Save your unit some bucks by ordering a rear composite light for the 120M road grader and 924H wheel loader with NSN 6220-01-482-9850. This light costs \$75.97 and is a lot cheaper than the \$322 light, NSN 6220-01-562-8419, that's shown as Item 12 in Fig 95 of TM 5-3805-293-24P (Feb 16) and Item 2 in Fig 54 of TM 5-3805-298-24P (Mar 13).

M1089A1P2 FMTV Swivel Joint NSN

Get a complete hydraulic swivel joint for the crane on the M1089A1P2 FMTV's 5-ton wrecker with NSN 4730-99-729-8925. Use it in place of the complete swivel joint, NSN 4730-01-300-1598, currently indicated by the Item 1 arrow in Fig 1364 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15). That NSN brings the swivel mounting kit, which is made up of Items 2 through 16 in Fig 1364.

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f. Total distribution	22,580	15,131
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the Condition of Your Equipment?

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