



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 779 OCTOBER 2017



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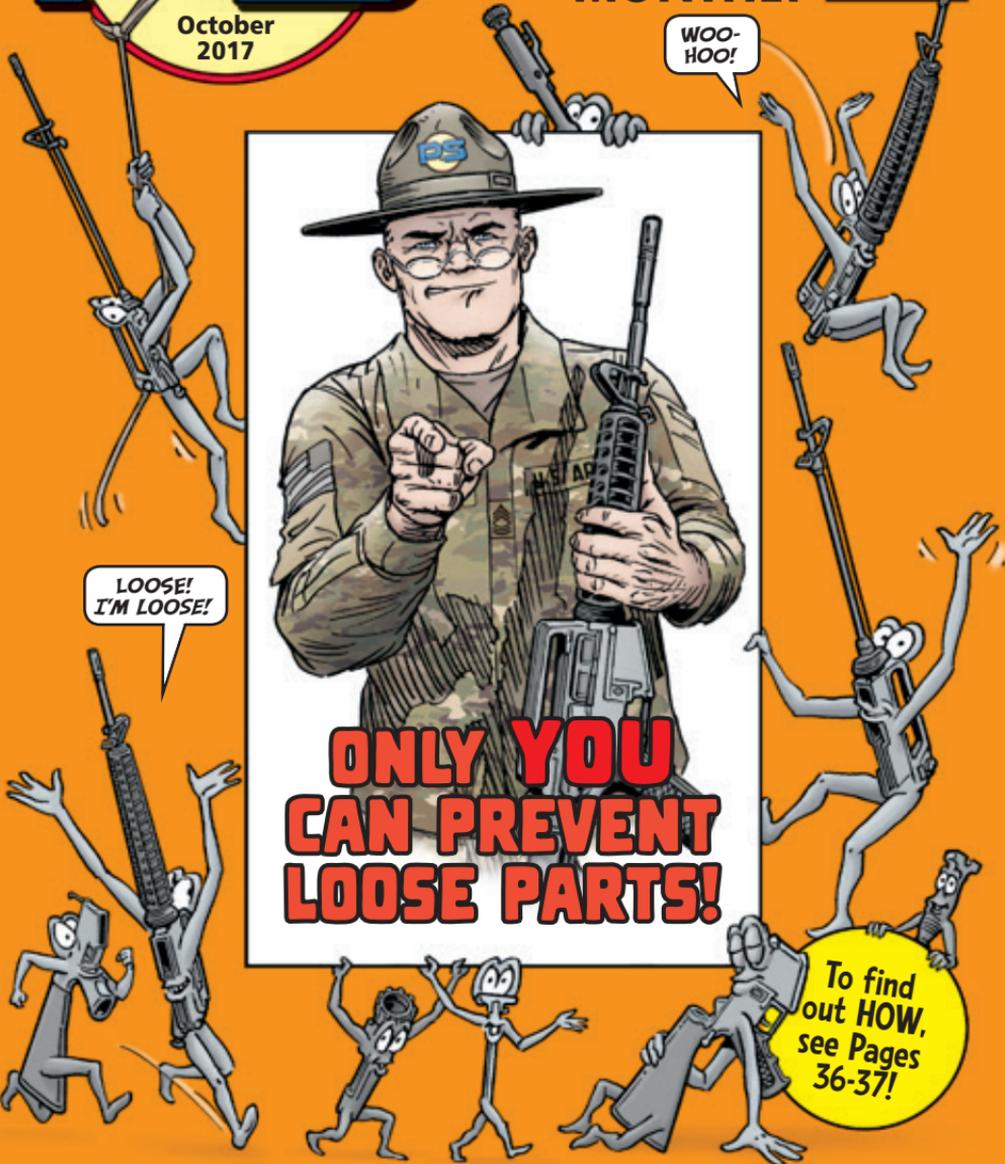
Approved for
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WOO-
HOO!

LOOSE!
I'M LOOSE!

**ONLY YOU
CAN PREVENT
LOOSE PARTS!**

To find
out HOW,
see Pages
36-37!



Help Your Fellow Soldiers



MORE THAN ONE SOLDIER HAS HAD THE EXPERIENCE OF CRACKING OPEN THE LATEST VERSION OF A TM AND NOTICING THAT THE NSN FOR A CERTAIN PART IS **WRONG. AGAIN!**

JUST LIKE IT WAS IN THE LAST THREE TM RELEASES.

YOU GRAB AN INK PEN, LINE OUT THE WRONG NSN AND JOT DOWN THE CORRECT NUMBER.

THE DAY IS SAVED AND ALL IS RIGHT WITH THE WORLD. BUT...

...THAT'S NOT ENOUGH!

IF SOMEONE ORDERS A PART WITH THE **WRONG NSN**, THEY'LL GET SOMETHING THEY **CAN'T** USE. IF SOMEONE USES A PROCEDURE THAT'S **INCORRECT**, THEY MIGHT **DAMAGE** THEIR EQUIPMENT OR **GET HURT**.

EITHER SCENARIO COSTS TIME AND MONEY.

SO YOU SHOULD DO **MORE** THAN CORRECT THE MISTAKE IN YOUR TM.

YOU SHOULD SUBMIT A DA FORM 2028.



WHEN YOU FIND A TM MISTAKE, IT EXISTS IN **EVERY** COPY OF THAT TM FOR THAT PIECE OF EQUIPMENT. YOU'VE FIXED **YOUR** TM COPY, BUT SOLDIERS ALL OVER THE WORLD **STILL** HAVE **INCORRECT INFORMATION**.

SUBMITTING A DA FORM 2028 DOESN'T JUST SAVE YOU TROUBLE; IT HELPS **OTHER** TROOPS, TOO.

SO IF YOU CATCH A TM ERROR, CORRECT IT AND THEN IMMEDIATELY FILL OUT AND SUBMIT A DA FORM 2028.

YOU'LL FIND INFO ON **WHERE AND HOW TO SUBMIT THE FORM** ON PAGES 58-59 OF THIS ISSUE:

<https://www.logsa.army.mil/psmag/archives/PS2017/779/779-58-59.pdf>

PS COMBAT VEHICLES

- Power Off Surge Threat
- Don't Skip the Idle
- Don't Blow the Tow!
- Prevent Shackle Hardware Damage
- Don't Repair Inlet Screen!
- Bad Transmission? Not So Fast!
- Battery PM Keeps You Charged to Fight!



POWER OFF SURGE THREAT



Dear Editor,

The Stryker's driver's vision enhancer (DVE) comes in pretty handy, but it doesn't work very well if it's damaged by careless start-up and shut-down procedures.

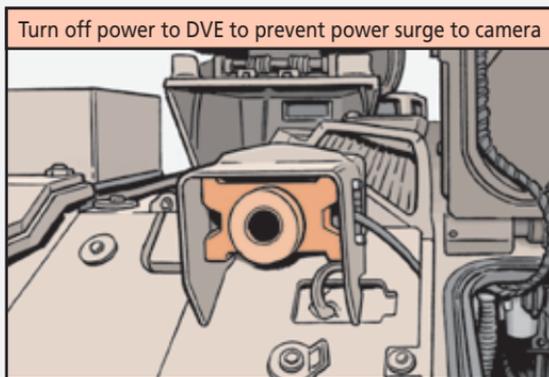
Sometimes drivers get in a hurry at the end of a mission and forget to turn off the power to the DVE before they shut down the engine and power off the vehicle.

That leaves the DVE camera, NSN 5855-01-588-3763, and the DVE screen, NSN 5980-01-525-1688, vulnerable to power surges. And replacing those two items isn't cheap.

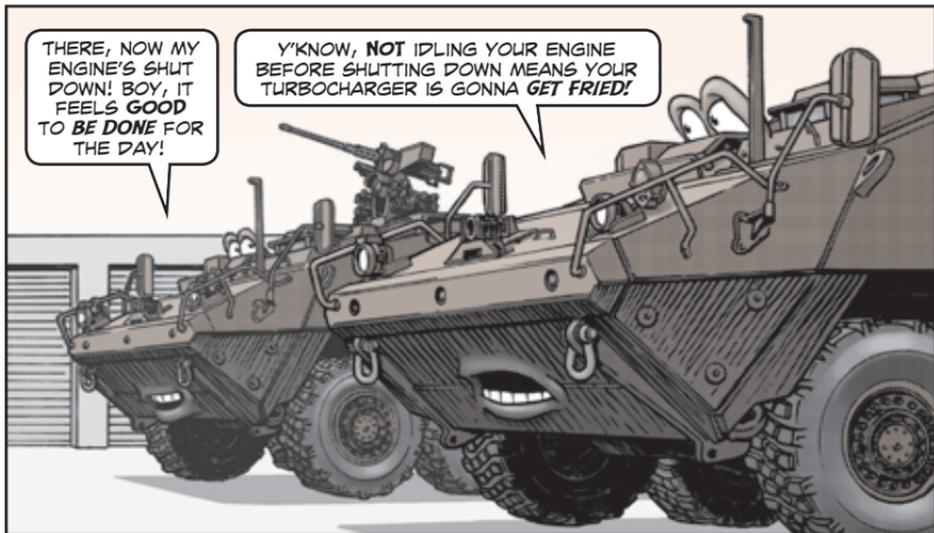
Always turn off power to the DVE before you shut down the engine and power off the vehicle. You'll also want to double-check that the DVE is shut down before applying power to the vehicle and starting the engine.

CW2 Jamie Brown
Ft Bliss, TX

Editor's note: *Drivers, follow these tips to stop the surge.*



Don't Skip the Idle



THERE, NOW MY ENGINE'S SHUT DOWN! BOY, IT FEELS **GOOD** TO **BE DONE** FOR THE DAY!

Y'KNOW, **NOT** IDLING YOUR ENGINE BEFORE SHUTTING DOWN MEANS YOUR TURBOCHARGER IS GONNA **GET FRIED!**

DRIVERS, IT'S EASY TO GET IN A HURRY, **ESPECIALLY** WHEN YOU'RE MOVING OUT ON A MISSION.

BUT BEING IN A HURRY IS **NO EXCUSE** FOR **NOT** STARTING UP YOUR STRYKER THE RIGHT WAY.



GRAVITY DRAINS OIL OUT OF THE TURBOCHARGER WHEN THE STRYKER'S BEEN SITTING FOR A WHILE. SO MAKE SURE YOU IDLE THE VEHICLE AT 650-700 RPM FOR 30 SECONDS OR SO BEFORE HEADING OUT. **AND DON'T REV THE ENGINE WHILE YOU'RE WAITING!**

IDLING LETS ENOUGH OIL **CIRCULATE** TO THE TURBOCHARGER'S BEARINGS TO **PREVENT** ANY DAMAGE.

IF YOU SKIP THE IDLING, CHANCES ARE YOUR UNIT IS SOON GONNA BE SHELLING OUT SOME **BIG BUCKS** FOR A NEW TURBOCHARGER.

AND YOU NEED TO **BE PATIENT** WHEN THE MISSION'S **DONE**, TOO!



THE TURBOCHARGER CONTINUES TO SPIN FOR A SHORT TIME AFTER SHUTDOWN. BUT THE OIL STOPS CIRCULATING AS SOON AS YOU SHUT OFF THE ENGINE.

THAT MEANS YOU NEED TO **COOL DOWN** THE TURBOCHARGER **BEFORE** SHUTTING DOWN THE ENGINE.

RUN THE ENGINE AT LOW IDLE FOR AT LEAST THREE MINUTES BEFORE SHUTDOWN.

THE CIRCULATING OIL **COOLS** THE TURBOCHARGER AND **LUBES** THE BEARINGS SO THERE'S **NO OVERHEATING** AFTER THE ENGINE IS SHUT DOWN.

Stryker...

DON'T BLOW THE TOW!

YOU NEED A
LIFT, PAL?

NO, THANKS,
I NEED TO BE
FLAT-TOWED!



Dear Editor,

I see too many Strykers damaged because crews don't know the right way to tow a disabled vehicle. The best way is to flat-tow a disabled Stryker with another Stryker using a tow bar.



Best way to tow disabled Stryker is with another Stryker and a tow bar

Towing the right way prevents costly damage to the transfer, the turbocharger and tires. Follow the towing procedures found in the -10 TM and you'll be all right.

And remember that if a Stryker is so damaged it can't be flat-towed, mechanics **shouldn't** use a HEMTT wrecker to tow with the Stryker's front end suspended.

Not only will towing damage the rear suspension and hubs on the Stryker, but it can also break the HEMTT's lift cylinders. Instead, call for an M916 tractor truck with an M870A1 semitrailer.

If Stryker is too damaged to flat tow, use trailer



CW3 Brian Robinson
Ft Bliss, TX

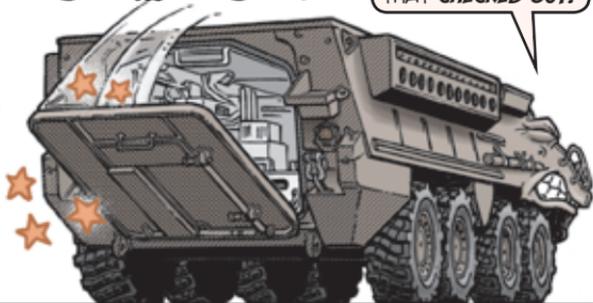
Editor's note: Thanks for hooking us up with some good Stryker towing tips!

Stryker...

Prevent Shackle Hardware Damage

CRUNCH!

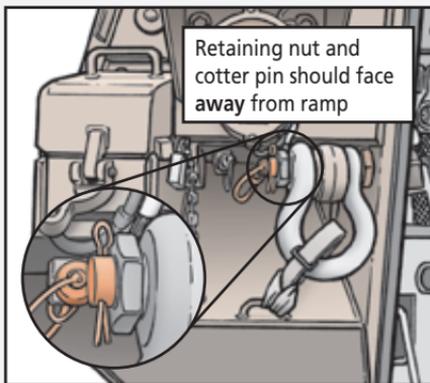
YOWCH! I'M GONNA HAVE T'GET THAT CHECKED OUT!



Drivers, be sure to take a minute to check the recovery lug shackles on the back of your Stryker.

If the retaining nut and cotter pin are installed on the wrong side of the shackle, they can get damaged when the ramp is raised or lowered.

Prevent damage by making sure the retaining nut and cotter pin are installed on the **outside** of the shackle, facing **away** from the ramp. Then check them each time you do before-operation PMCS.



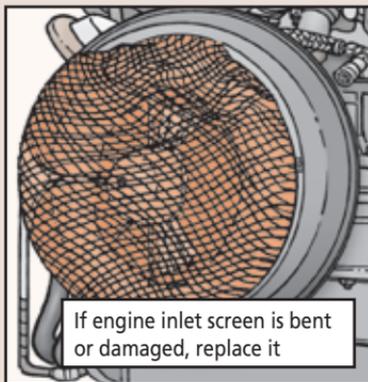
M1-Series Tanks...

DON'T REPAIR INLET SCREEN!

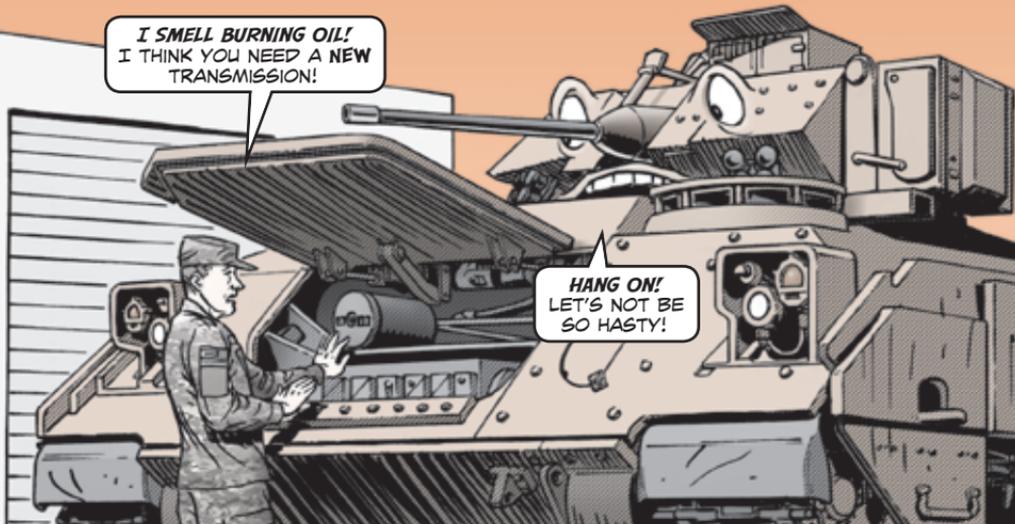
Mechanics, repairing the engine inlet screen, NSN 2510-01-607-6386, on M1-series tanks is no longer authorized.

By trying to save your unit \$4,000 by repairing the screen, you could damage the AGT 1500 engine and cost your unit over \$500,000!

So don't attempt a repair if the inlet screen is bent or damaged. Replace it instead.



BAD TRANSMISSION? NOT SO FAST!



**I SMELL BURNING OIL!
I THINK YOU NEED A NEW
TRANSMISSION!**

**HANG ON!
LET'S NOT BE
SO HASTY!**

SOME UNITS ARE TURNING IN BRADLEY AND MLRS HMPT-800 TRANSMISSIONS, NSN 2520-01-626-5061, THAT HAVE BEEN DIAGNOSED AS NEEDING REPLACEMENT WHEN THE TRANSMISSIONS ARE ACTUALLY FINE.

REPLACING A "BAD" TRANSMISSION WHEN THE PROBLEM IS SOMETHING ELSE IS A **BIG WASTE OF TIME, EFFORT AND MONEY!**



IF A TRANSMISSION EMITS A BURNT OIL SMELL, HAS A FAULTY TRANSMISSION CONTROL MODULE (TCM) OR OTHERWISE ISN'T PERFORMING LIKE IT SHOULD, THE PROBLEM **COULD BE FIXABLE.**

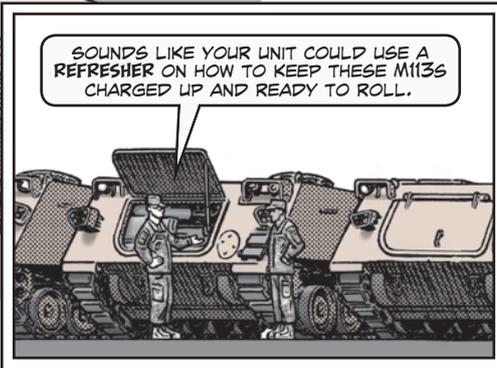
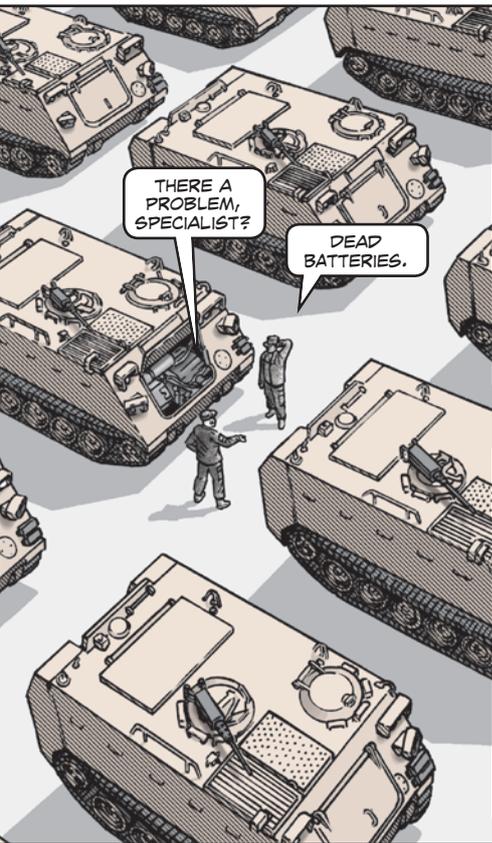
CREWS SHOULD DO A **THOROUGH PMCS** BY THE BOOK, INCLUDING LOOKING FOR TRANSMISSION OIL AND COOLANT SYSTEM **LEAKS**. THE PROBLEM MIGHT BE A RELATIVELY SIMPLE FIX INSTEAD OF A COSTLY TRANSMISSION REPLACEMENT.

BUT IF A BAD TRANSMISSION IS SUSPECTED, LET A FIELD SERVICE REPRESENTATIVE (FSR) CHECK IT OUT AND DECIDE WHETHER IT CAN BE REPAIRED BY FIELD-LEVEL MAINTENANCE, OR IF A REPLACEMENT IS NECESSARY.

FOR MORE INFORMATION AND A LIST OF REGIONAL FSRs, CHECK OUT TACOM MAINTENANCE INFORMATION MESSAGE 17-017 AT:

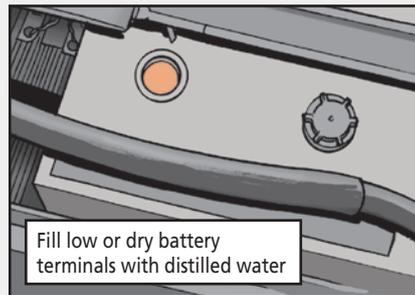
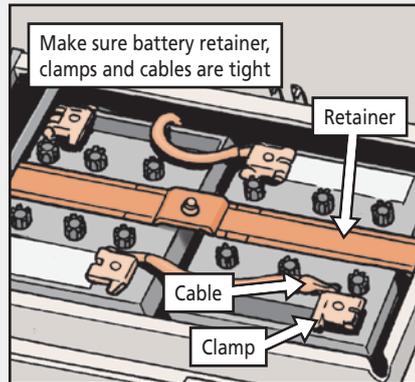
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M117-017.html>

BATTERY PM KEEPS YOU CHARGED TO FIGHT!



CREWMEN, CHECK OUT THESE PMCS TIPS SO YOUR VEHICLE'S BATTERIES DON'T FIZZLE OUT BEFORE YOUR MISSION BEGINS.

1. Use both hands to check the battery retainers and clamp. If the batteries move or seem loose, let your mechanic know.
2. Same thing with the battery connections. If you can move the clamp on the battery post with your thumb and first two fingers, it needs to be tightened.
3. Check to see if the cables are connected tightly to the clamp. If not, report 'em.
4. For wet cell batteries, the electrolyte should cover the plates and reach the bottom edge of the vent plugs. If any are low or completely dry, fill them with distilled water. You'll get six 1-gallon bottles of distilled water when you order NSN 6810-00-682-6867.
5. Take a rag and clean the battery, making sure to wipe off the battery case and surrounding metal parts. While you're at it, look for missing or damaged rubber boots on the terminal covers. Tell your mechanic and he'll replace 'em with NSN 2530-01-089-4992.
6. Give each terminal a light coat of silicone compound to prevent corrosion. Get a 3-oz tube with NSN 8040-01-331-7133 or a 1-pt can with NSN 8040-01-331-7134.



GET THE COMPLETE SCOOP ON KEEPING YOUR M113'S BATTERIES IN TOP SHAPE BY CHECKING OUT WP 0085 OF TM 9-2350-261-10 (ALIG 05) AND WP 0104 OF TM 9-2350-277-10 (MAR 12, W/CH 1, DEC 13).



FOR EVEN MORE BATTERY INFO, CHECK OUT

TM
9-6140-200-13
(May 11),

Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries.

THANKS, HALF-MAST. OUR BATTERIES SURE NEEDED THAT BOOST OF PM HOW-TO!

JUST REMEMBER, A LITTLE PM GOES A LONG WAY TOWARD KEEPING YOUR VEHICLES AND EQUIPMENT COMBAT READY!

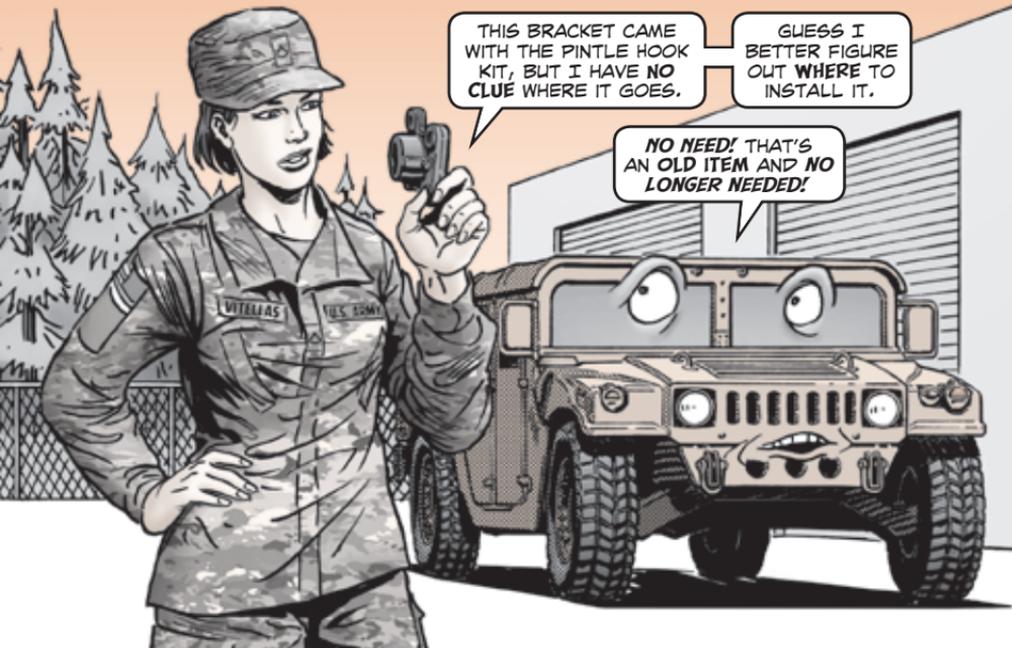




THERE'S **GOOD** ADVICE IN THIS SECTION. YOU OWE IT TO YOUR VEHICLES **AND** YOURSELF TO CHECK IT OUT!

- Abandon the Bracket!
- Replace Hydraulic Manifold Solenoids
- New Cap Protects Hydraulic Fluid!
- Right Assembly Makes a Difference

ABANDON THE BRACKET!



Dear Editor,

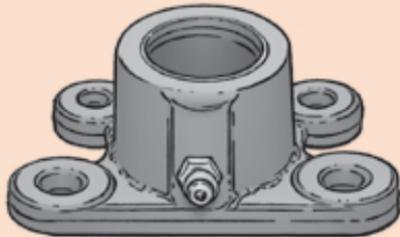
When ordering the pintle hook kit, NSN 2540-01-189-2193, for our HMMWVs, we've noticed that it often includes a pintle mounting bracket, NSN 5340-00-408-2432.

That bracket was designed to strengthen weaker bumpers like those on base model M998-series vehicles. But when MWO 9-2320-280-20-7 was issued, those bumpers were reinforced with a slightly smaller bracket, NSN 5340-01-506-7986.

We thought it would be a good idea to let mechanics know so they won't try to install the -2432 bracket from the kit. It's just big enough to prevent proper installation of the castle nut.

1SG Garth Creekmore
SSG James Evans
OHARNG

Pintle mounting bracket
no longer needed



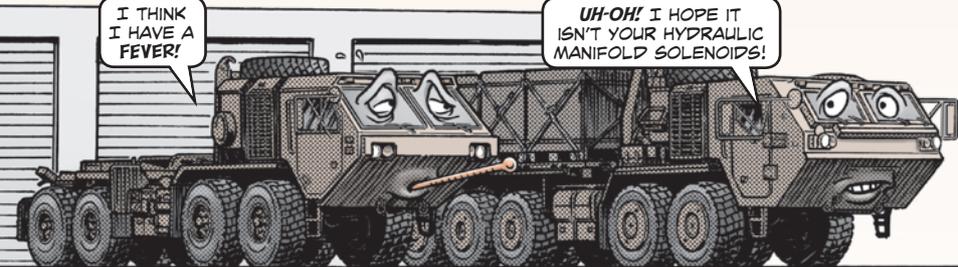
Editor's note: *An excellent point, Sergeants! Mechanics, if you receive a kit that includes the bracket, leave it in the box.*

HEMTT A4,
PLS A1...

Replace Hydraulic Manifold Solenoids

I THINK I HAVE A FEVER!

UH-OH! I HOPE IT ISN'T YOUR HYDRAULIC MANIFOLD SOLENOIDS!



WAS YOUR HEMTT A4 OR PLS A1 MANUFACTURED BEFORE 2016? THEN YOU NEED TO **REPLACE** THE SOLENOIDS ON THE HYDRAULIC DISTRIBUTION MANIFOLD **RIGHT NOW**.

SOME OF THOSE SOLENOIDS MAY **OVERHEAT AND CATCH FIRE!**

Replace HEMTT A4's four solenoids...

SV2 Solenoid

SV1 Solenoid

SV3 Solenoid

SV4 Solenoid

SV4 Solenoid (not visible)

SV5 Solenoid

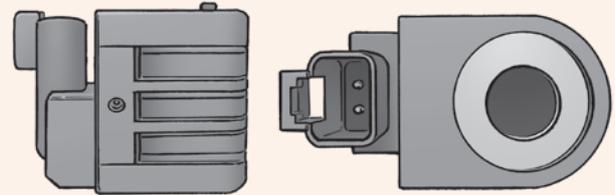
SV1 Solenoid

SV2 Solenoid

SV3 Solenoid

...and PLS A1's five solenoids...

...with new replacement solenoid, PN 38400082



THE **GOOD NEWS** IS THAT NEWLY REDESIGNED SOLENOIDS ARE **FREE ISSUE** TO UNITS.

FOR REPLACEMENT SOLENOIDS, SEND A SOLENOID REQUEST FORM TO:
usarmy.detroit.peo-cs-css.mbx.pm-ts-htv-ils@mail.mil

DOWNLOAD THE FORM AT:

https://tulsa.tacom.army.mil/Safety/download.cfm?filename=soum/tacom_wn/RequestForm.pdf

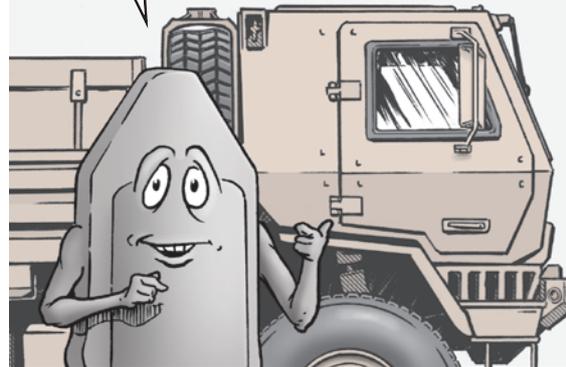
YOU'LL FIND THE HEMTT A4 SOLENOIDS LISTED AS ITEM 10 IN FIG 423 OF TM 9-2320-326-13&P ON IETM EM 0288 (DEC 15). THE PLS A1 SOLENOIDS ARE SHOWN AS ITEM 3 IN FIG 768 OF TM 9-2320-319-13&P ON IETM EM 0298 (MAR 10).

FOR MORE INFORMATION, CHECK OUT TACOM SAFETY-OF-USE MESSAGE 17-004:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU17-004.html>

A1P2 FMTVs...

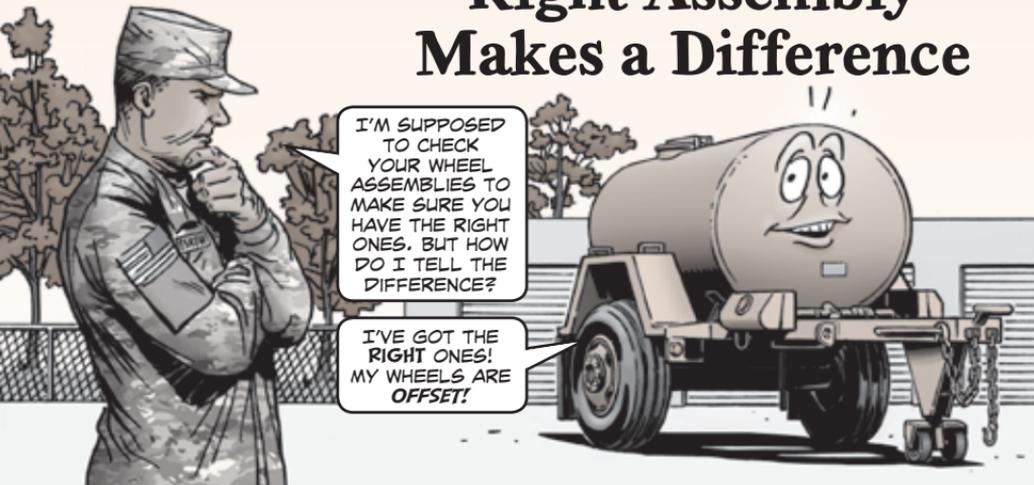
NEW CAP PROTECTS HYDRAULIC FLUID!

YOU NEED ME TO KEEP WATER OUT OF YOUR EHPU'S HYDRAULIC TANK!



A1P2 FMTV trucks were fielded without the protective (breather) cap on the electric hydraulic power unit (EHPU). As a result, the EHPU fluid gets contaminated with water. That leads to failing or stalled cab lift hydraulic components. So order a new breather cap with NSN 5340-01-646-6963. That keeps water out of the EHPU's fluid.

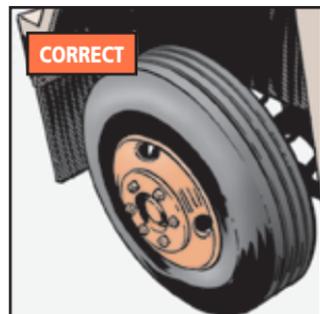
Right Assembly Makes a Difference



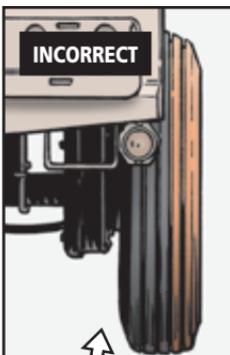
Dear Editor,

I've noticed quite a few units that have the *wrong* tire and wheel assembly installed on their M149A2 water trailers.

The **correct** wheel assembly for the M149A2 is NSN 2530-01-611-7619. It has an offset rim, so the 10R22.5 tire doesn't protrude past the fender well.



M149A2 assembly is offset and doesn't protrude past wheel well...



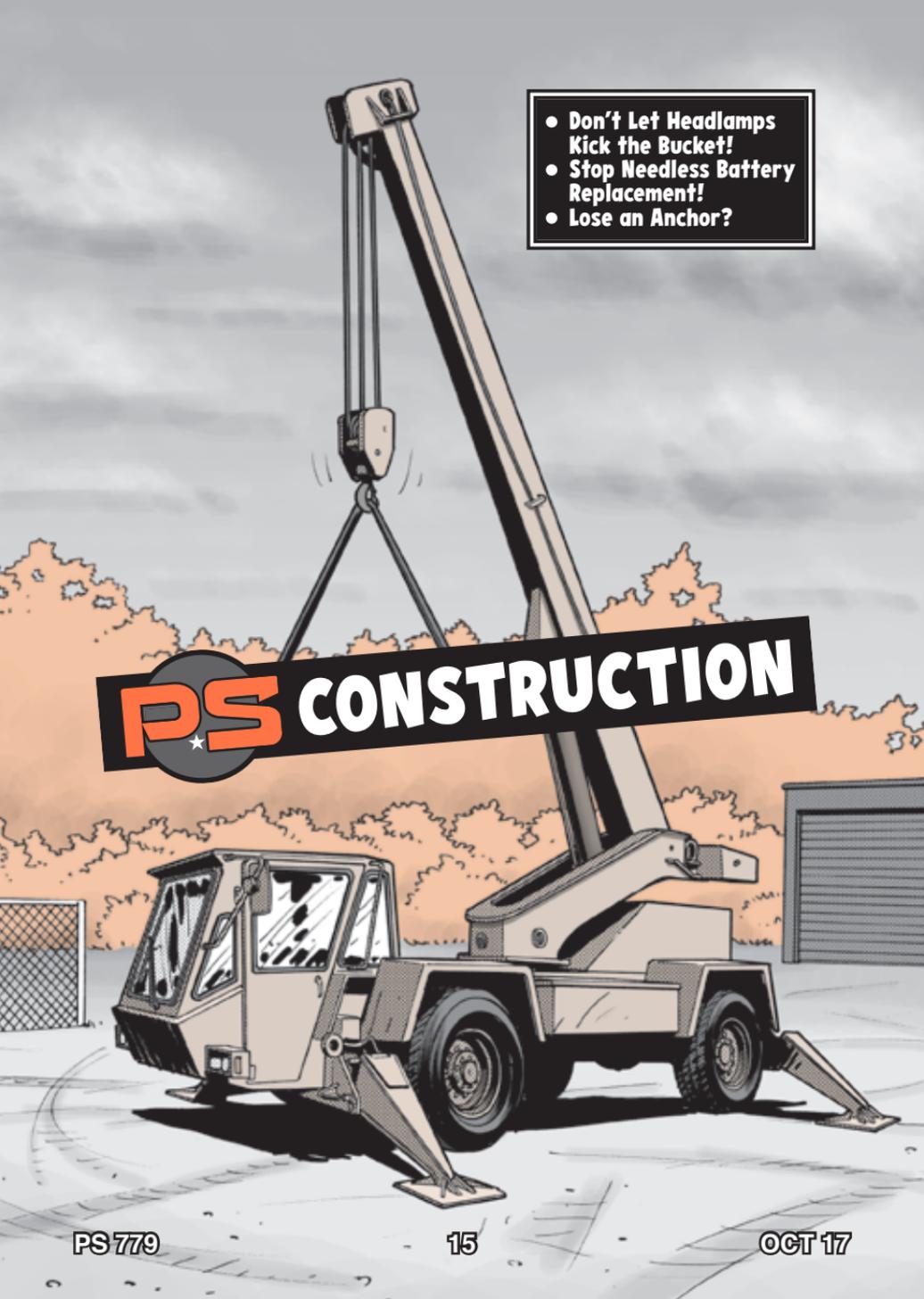
...like M149/M149A1 tire and wheel assembly

But some M149A2 trailers are **incorrectly** equipped with NSN 2530-01-528-9461. While it has the same tire as the other assembly, the rim isn't offset. So when installed on the M149A2, the tire sticks out past the fender well. That makes the trailer wider than it should be and can be dangerous.

1SG Garth Creekmore
OHARNG

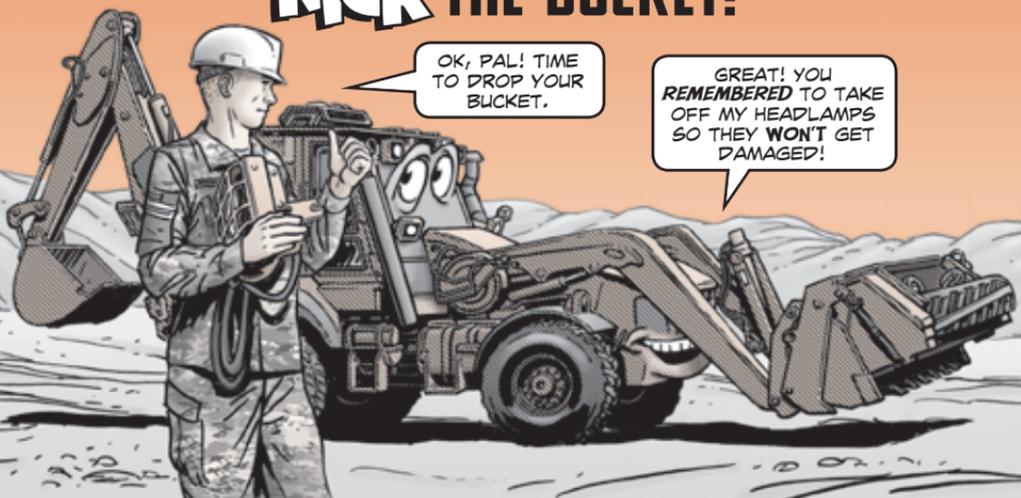
Editor's note: Operators, check your trailers now. If the wrong assembly is installed, notify your mechanic. And check out TACOM GPA 17-015 for more details on tire and wheel assemblies for small trailers:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA17-015.html>

- 
- Don't Let Headlamps Kick the Bucket!
 - Stop Needless Battery Replacement!
 - Lose an Anchor?

PS CONSTRUCTION

DON'T LET HEADLAMPS KICK THE BUCKET!

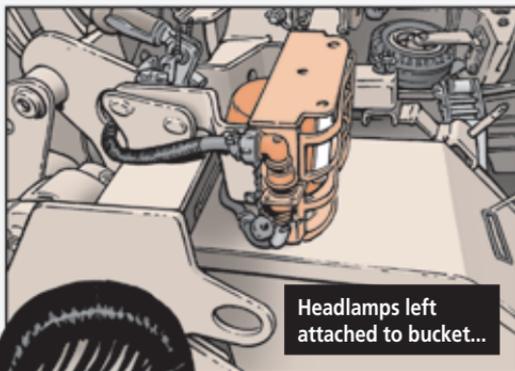


OK, PAL! TIME TO DROP YOUR BUCKET.

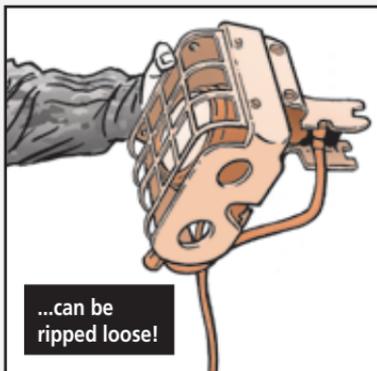
GREAT! YOU REMEMBERED TO TAKE OFF MY HEADLAMPS SO THEY WON'T GET DAMAGED!

Operators, remember to detach the front bucket headlamps whenever you're unloading the HMEE-1's bucket and BII boxes.

If you don't, the headlamps, NSN 6220-01-549-6135, and their electrical cables will get ripped loose from the bucket. At \$130, those headlamps aren't cheap to replace, either!



Headlamps left attached to bucket...



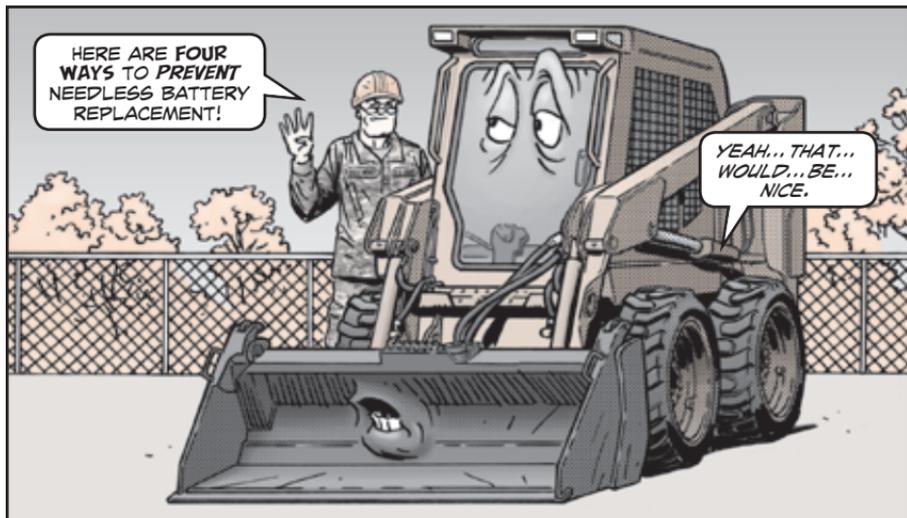
...can be ripped loose!



AND **DON'T** MAKE THE MISTAKE OF TOSSING THE LAMPS IN THE BUCKET **AFTER** THEY'RE DETACHED. THAT'S A GOOD WAY TO LOSE OR DAMAGE THEM.

INSTEAD, **REATTACH** THE LAMPS TO THEIR **OFF-ROAD POSITION** ON THE CAB A-POSTS UNTIL YOU'RE READY TO REINSTALL THEM.

STOP NEEDLESS BATTERY REPLACEMENT!



HERE ARE FOUR WAYS TO PREVENT NEEDLESS BATTERY REPLACEMENT!

YEAH... THAT... WOULD... BE... NICE.

OPERATORS, IT'S NO SECRET THAT M400W COMPACT-SKID LOADERS HAVE AN ONGOING PROBLEM WITH BATTERY DRAIN.

MOST OF THESE VEHICLES USE THE YELLOW-TOP OPTIMA BATTERIES.

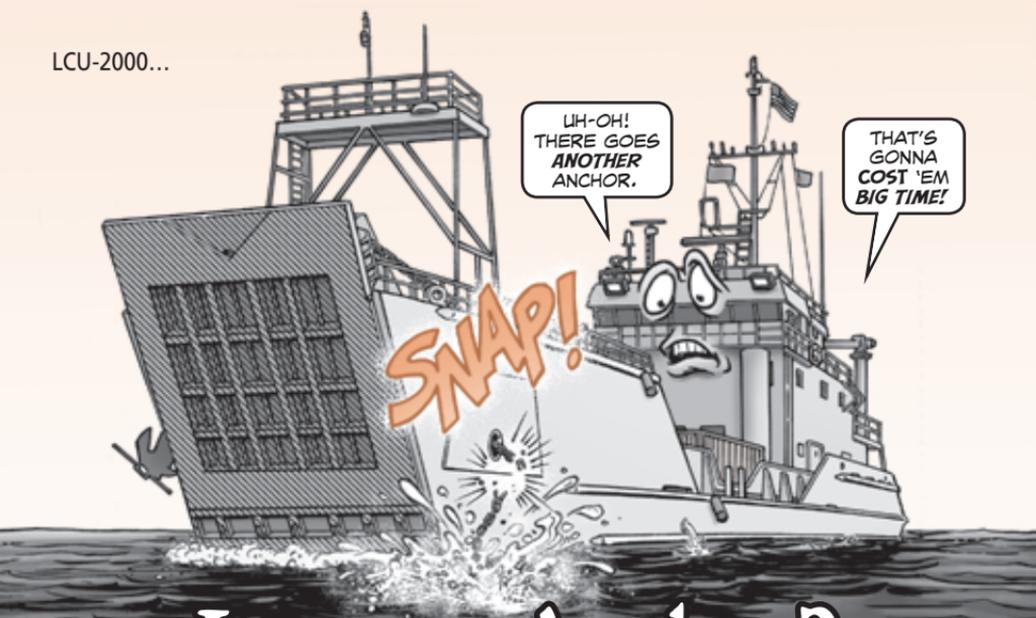
EVEN THOUGH THEY'RE HIGH QUALITY BATTERIES, THEY **CAN'T STAND** THE CONSTANT DRAIN BY THE LOADER'S ELECTRICAL SYSTEM. THE CONSTANT DISCHARGE LEADS TO **SULFATED PLATES**.

OVER TIME, THE OPTIMA BATTERY CAN NO LONGER BE CHARGED AND HAS TO BE **REPLACED**. THE END RESULT IS WAY TOO MANY **DEAD BATTERIES** IN THESE SKID LOADERS!

AND THE CYCLE CONTINUES.

HERE ARE FOUR WAYS TO STOP NEEDLESS BATTERY REPLACEMENT:

- Start the skid loader weekly and run it for an hour.
- Every other week, plug a charger into the vehicle's NATO receptacle and fully charge the battery set. The ProHD, NSN 6130-01-500-3401, is an approved charger that comes with the SATS.
- For long-term storage, make sure you disconnect the skid steer loader's batteries.
- For skid loaders stored outdoors in the motor pool, use a solar charging system, like the Solar Pulse Monitor System, NSN 6130-01-558-5371. It simply plugs into the NATO receptacle and no modifications are needed.



Lose an Anchor?

Army mariners, losing an anchor on the landing craft utility (LCU) is a big, expensive deal! At \$3,100 an anchor, that's a lotta bucks to leave on the ocean floor!

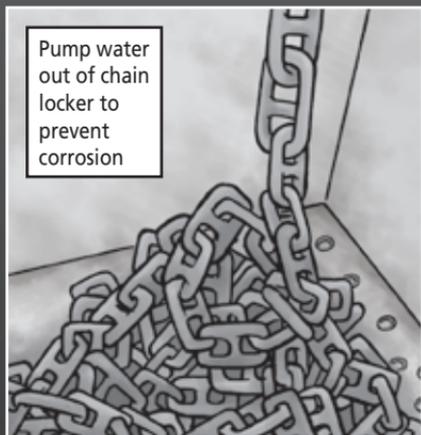
Missing anchors are the result of neglected anchor chain components that corrode from constant exposure to salt water. The salt's not going away any time soon, so it's up to you to wash down the chains regularly.

Make sure they're clean of any mud, silt and debris after you've raised anchor and stored the chains in their locker. Also, you'll want to pump out any standing water and contaminants in the chain locker. Letting the chain stew in a locker full of water is an open invitation to corrosion!

This same info will be added to Item 126 of the PMCS charts in TM 55-1905-223-10 (Jan 89, w/Ch 12, Jul 09).

And don't forget to inspect the anchor chain components for wear and damage. See Item 22 in the PMCS chart and Para 4-10 in TM 55-1905-223-24-15 for more information. Another great reference for anchor chain component care is TC 4-15.51, *Marine Crewman's Handbook*. Download a copy at the APD website:

<http://armypubs.army.mil/ProductMaps/PubForm/ActiveSearchFull.aspx>





- When Dinosaur Engines Fly No More!
- Turn in Engine Parts for Repair
- New BAT Takes Simulated Flight
- What To Do With Tools and Test Equipment



T700-GE-700 Aircraft Engines...

YOU GUYS HAVE FLOWN WITH T700 ENGINES FOR A LO-O-ONG TIME!

40 YEARS! BUT NOW THE T700 IS BECOMING EXTINCT!

TIME TO TURN IN ALL YOUR ENGINE PARTS THAT ARE NO LONGER NEEDED!

OUT WITH THE OLD AND IN WITH THE NEW!

WHEN DINOSAUR ENGINES FLY NO MORE!

EVERYTHING THAT HAS A BEGINNING HAS AN EVENTUAL END.

THE T700-GE-700 ENGINE LINE IS SWIFTLY APPROACHING THAT POINT AFTER 40 YEARS OF HARD WORK.

ALL NATIONAL GUARD AIRCRAFT FLYING T700S HAVE RETIRED THE LAST FEW AIRCRAFT WITH -700 ENGINES. ACTIVE DUTY UH-60AS WITH -700 ENGINES ARE EITHER RETIRED OR UPGRADED EXCEPT FOR 35 UH- AND EH-60AS.

THOSE REMAINING AT FT RUCKER WILL BE RETIRED AND REPLACED WITH THE MORE CAPABLE UH-60LS AND UH-60MS OPERATING -701D ENGINES WITH COMMON CONTROLS.

WHAT DOES THIS MEAN TO YOU?

H-60 UNITS NEED TO CHECK THEIR HANGAR FOR EXCESS ENGINES, AS WELL AS -700 ENGINE AND AIRFRAME COMPONENTS. IF YOU FIND ANY, TURN THEM IN AND REPLACE THEM WITH THE SIMILAR H-60L OR H-60M ITEMS YOU REALLY NEED TO STOCK.

THE FOLLOWING ARE LISTS OF -700 ENGINE AND AIRFRAME PARTS NO LONGER NEEDED IF YOU AREN'T OPERATING -700 ENGINES ON H-60AS:

T700-GE-700 Excess Airframe Items

Item	NSN	PN
SDC	6630-01-342-0470	70450-01043-126
CDU	2520-01-342-0497	70450-01043-126
Engine inlet anti-ice valve	4810-01-116-7091	70306-10012-107
Bleed-air shutoff valve	4810-01-108-7364	70306-02102-103
L/H engine to airframe harness	5995-01-101-9852	70552-10101-101
R/H engine to airframe harness	5995-01-102-6086	70552-10101-101

T700-GE-700 Excess Engine Components

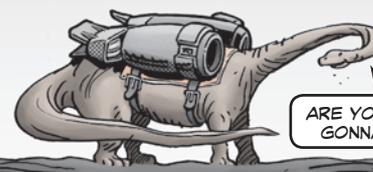
Item	NSN	PN
Engine T700-GE-700 assembly	2840-01-070-1003	6035T00G01
Cold section module	2840-01-094-5547	6035T02G01
Combustion liner	2840-01-344-5923	6064T55G01
Inlet particle separator duct	2840-01-121-5295	6043T40G01
GG rotor	2840-01-342-9017 2840-01-295-8125	6055T20G05 6055T20G03
Air compressor seal	2840-01-128-4405	6064T98G01
Lubricating oil pump	2840-01-126-4129	5034T11P04
STG1 turbine nozzle	2840-01-193-3349	5043T24G14
Power turbine module	2840-01-245-6002	6064T98G01
Fuel injector assembly	2915-01-247-7136	4045T30G05
Pressurizing manifold	2915-01-171-7785	3046T18G01
Primer nozzle	2915-01-093-5369	4046T78P05
Pressurizing and overspeed unit	2915-01-171-7761	4076T64G01
HMUs	2915-01-326-4224	5074T79G02
	2915-01-326-4223	5074T79G03
	2915-01-326-4225	5074T79G05
	2915-01-325-8315	5074T79G07
	2915-01-319-3953	4046T52G19
	2915-01-332-2838	4046T52G23
2615-01-492-4556	4046T52G39	
Alternator stator	2925-01-340-5504	6038T46P02
Engine history recorder	2995-01-120-8714	4046T26G03
ECUs	2995-01-128-1736	4046T29G06
	2995-01-155-6595	4046T29G07
	2995-01-161-1455	4046T29G09
	2995-01-160-3913	4046T29G10
	2995-01-181-3971	4046T29G11
	2995-01-245-9830	4046T29G12
2995-01-259-0338	4046T29G13	

NATIONAL GUARD UNITS SHOULD CONTACT THEIR TAGMG FOR ASSISTANCE WITH EXCESS PROPERTY. THERE MAY BE OPPORTUNITIES TO BUNDLE THE ITEMS AND HARVEST ANOTHER -701D SET FROM A BEST OR RECAP AIRCRAFT.

ALL ACTIVE DUTY UNITS CAN TURN THEIR ITEMS BACK IN TO THE SUPPLY SYSTEM OR CONTACT THE T700 ENGINE FOLKS FOR DETAILS.



GOT QUESTIONS? CONTACT MICHAEL WEIST, AT (256) 313-1335, OR BY EMAIL: michael.e.weist2.ctr@mail.mil

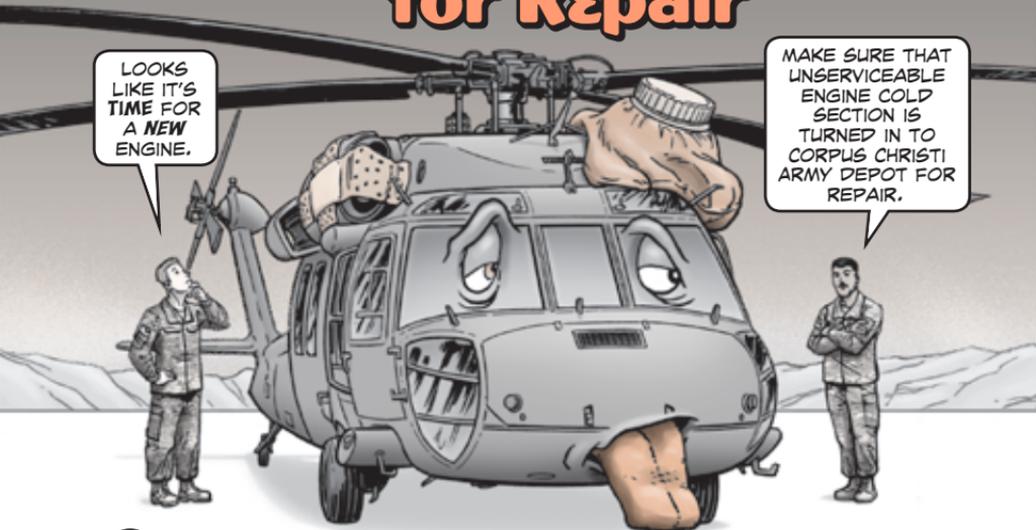


ARE YOU SURE THESE ARE GONNA HELP ME FLY?



AH, YOU'RE ALREADY EXTINCT! WHADAYA GOT T'LOSE?

Turn in Engine Parts for Repair



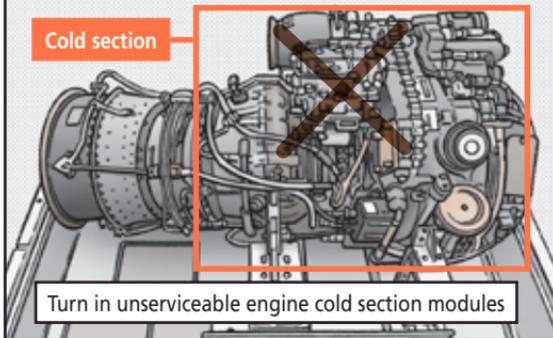
M ECHANICS, CHECK YOUR AREA FOR:

UNSERVICEABLE COLD SECTION MODULES.
NSN 2840-01-284-4013 (PN 6071T25G01)

AND

OUTPUT DRIVE SHAFT ASSEMBLIES,
NSNs 2840-01-482-1870, 2840-01-630-1878 AND 2840-01-629-7392.

Cold section



Turn in unserviceable engine cold section modules

IF YOU FIND ANY **UNSERVICEABLE COMPONENTS**, TURN THEM IN TO CORPUS CHRISTI ARMY DEPOT FOR REPAIR ASAP.

THAT ENSURES THE SUPPLY CHAIN IS STOCKED AND HELPS OTHERS GET THE SERVICEABLE PARTS THEY NEED **WHEN** THEY NEED THEM.

EXCESS SERVICEABLE T701C/D GAS TURBINE SHAFTS ARE NEEDED, TOO. TURN THEM IN TO B52. HERE ARE THE SHAFTS NEEDED:

- NSN 2840-01-482-1870 (PN 3065T21G01)
- NSN 2840-01-630-1878 (PN 3065T21G04)
- NSN 2840-01-629-7392 (PN 3065T21G05)

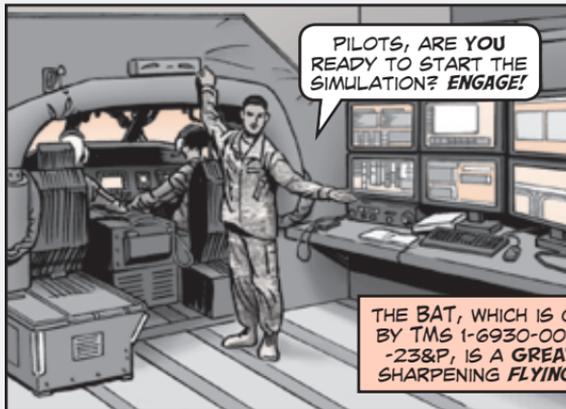
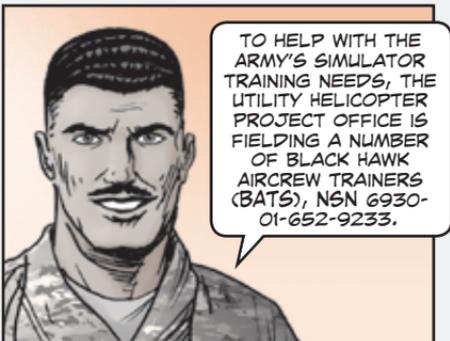
MARK THE UNSERVICEABLE ASSETS FOR THE B17 ACCOUNT AND SHIP THEM TO:

WOMU USA DEP Corpus Christi
540 First ST, SE Bldg 1846
Corpus Christi, TX, 78419-5255

New BAT Takes Simulated Flight



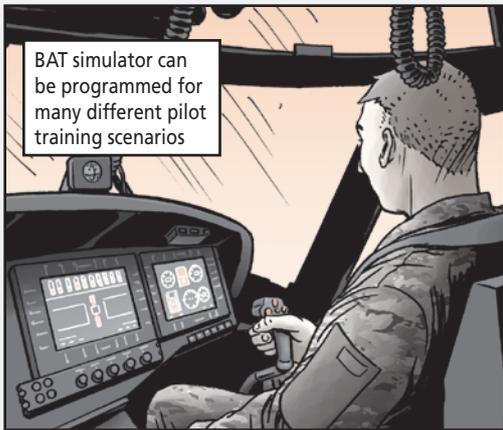
UH-60M PILOTS, STAYING **UPDATED** ON HELICOPTER SIMULATOR FLIGHT TRAINING IS A **KEY** TO **SUCCESSFUL** OPERATION OF M-MODEL BLACK HAWK HELICOPTERS.



EVERYTHING YOU NEED TO KNOW ABOUT THE BAT IS IN YOUR TMS...

...AND DON'T FORGET TO REGISTER FOR THE BAT PORTAL!





BAT simulator can be programmed for many different pilot training scenarios

SCENARIOS INCLUDE EMERGENCY EVASIVE MANEUVERS THAT MIGHT BE CATASTROPHIC AND DEADLY IF ATTEMPTED AS PART OF REGULAR AIRCRAFT TRAINING.



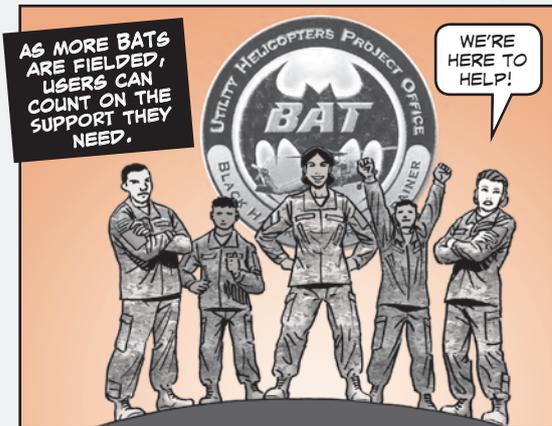
AFTER ALL, PILOTS CAN WALK AWAY FROM A SIMULATOR CRASH.



THE BAT IS A SIGNIFICANT MONEY-SAVER.

IT REDUCES A UNIT'S FUEL AND TRAINING COSTS.

ACTUAL "BLADE TIME" TRAINING COSTS MORE THAN \$3,400 PER FLIGHT HOUR.

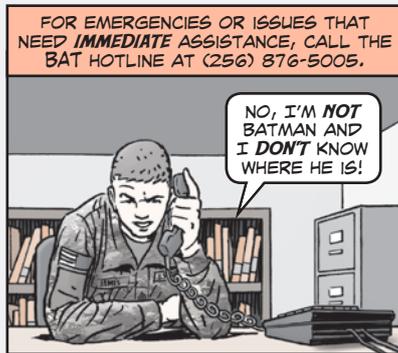


AS MORE BATS ARE FIELDIED, USERS CAN COUNT ON THE SUPPORT THEY NEED.

WE'RE HERE TO HELP!



Did you know a BAT team hotline and a web-based BAT portal are available for problem-solving?



FOR EMERGENCIES OR ISSUES THAT NEED IMMEDIATE ASSISTANCE, CALL THE BAT HOTLINE AT (256) 876-5005.

NO, I'M NOT BATMAN AND I DON'T KNOW WHERE HE IS!



TO ACCESS THE BAT PORTAL, YOU'LL NEED TO CREATE AN ACCOUNT AT: <http://batsimulator.com>

Black Hawk Aircrew Trainer

Getting BAT Access

Administrator to grant your requests and approval. You will be sent an email to confirm your account. You will need to create a BAT account. As a Black Hawk pilot you will need to be a member of the group that will create your account. Please contact your administrator for more information.

Black Hawk Aircrew Trainer

Login Form

FIRST, CREATE A LOGIN NAME.

THEN CLICK ON **CREATE AN ACCOUNT** UNDER THE LOGIN BUTTON. **NO CAC CARD** IS REQUIRED, BUT ACCESS IS **ONLY** GRANTED TO KNOWN AND CERTIFIED MEMBERS OF THE BAT COMMUNITY.

FOR NEW MAINTAINERS AND OPERATORS, YOUR COMPANY, AGENCY OR UNIT MUST SUBMIT A ROSTER OF NAMES AND EMAIL ADDRESSES TO THE BAT TEAM.



GOVERNMENT ORGANIZATIONS SHOULD SUBMIT A REQUEST TO THE BAT TEAM FOR VETTING.

ONCE IDENTIFIED AS A NEW PORTAL USER, THE BAT TEAM WILL SEND AN E-MAIL MESSAGE WITH YOUR ACCOUNT INSTRUCTIONS.

INITIAL TRAINING ON THE BAT TAKES THREE DAYS.

BAT TRAINEES AWAITING FORMAL TRAINING CAN STILL ACCESS THE PORTAL'S DOCUMENTATION TAB TO DOWNLOAD:

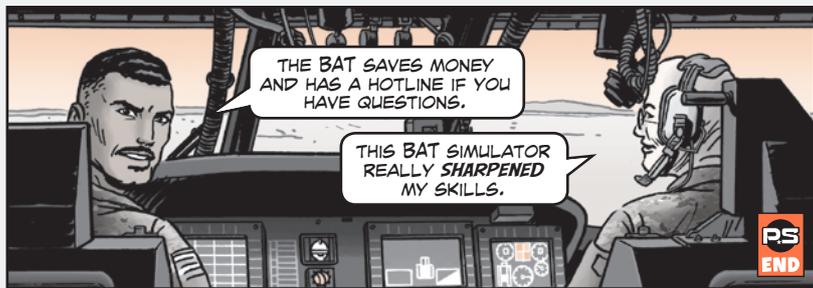
- TMs
- course material
- technical bulletins
- training videos
- training schedules
- commercial manuals

AS NEW INFORMATION IS ADDED TO THE PORTAL, USERS WILL RECEIVE A MASS E-MAIL OUTLINING WHAT'S AVAILABLE.

THE SITE'S SUPPORT TAB ALLOWS YOU TO POST OBSERVATIONS OR QUESTIONS. YOU CAN ALSO SUBMIT TROUBLE TICKETS. THE TICKET IS FORWARDED TO AN ENGINEER OR TECHNICIAN FOR RESOLUTION.

FINAL SOLUTIONS ARE POSTED TO THE BAT PORTAL SO ALL USERS CAN STAY UP-TO-DATE ON CURRENT ISSUES.

CURRENT PLANS ARE TO FIELD BATS TO FTS HOOD AND CARSON, AS WELL AS THE PAARNG (FT INDIANTOWN GAP), OKARNG (TULSA) AND IAARNG (CAMP DODGE).



THE BAT SAVES MONEY AND HAS A HOTLINE IF YOU HAVE QUESTIONS.

THIS BAT SIMULATOR REALLY SHARPENED MY SKILLS.



WHAT TO DO WITH TOOLS AND TEST EQUIPMENT



WHEN THOSE OLD ENGINES ARE *REPLACED* BY THE T700-GE-T701C OR T700-GE-T701D ENGINE, YOU'LL NEED TO TURN IN SOME OF THE TOOLS AND TEST EQUIPMENT YOU'VE BEEN USING.



MECHANICS, THOSE T700-GE-T700 AND T700-GE-T701 ENGINES WILL EVENTUALLY NO LONGER BE USED IN THE BLACK HAWK AND APACHE FLEET. AS THEY'RE SWITCHED OUT FOR T700-GE-T701C OR T700-GE-T701D ENGINES, CERTAIN TOOLS AND TEST EQUIPMENT MAY NOT BE NEEDED ANYMORE.

IF YOU HAVE THESE ITEMS IN YOUR ENGINE SHOP AND THEY'RE NO LONGER USED, **TURN THEM IN** TO THE SUPPLY SYSTEM!

THE CHART LISTS T700-GE-T700 AND T700-GE-T701 ENGINE TOOLS AND TEST EQUIPMENT THAT WILL BE EVENTUALLY *PHASED OUT*.

Item	Engine Model	NSN	PN
Aircraft maintenance fixture	T700-GE-700 & 701	4920-01-317-7895	21C7731G01
Blade guide	T700GE-700 & T700	5120-01-136-9670	21C7419G01
Set gage lead edge	T700-GE-700	4920-01-234-2179	21C77784P01
Borescope	T700-GE-700	N/A	201003079-10
Cable adapter	T700-GE-700	4920-01-170-0940	201003079-20
Metal light carrier	T700-GE-700	4920-01-170-2917	201003079-21
Lamp	T700-GE-700	6240-01-170-2916	201003079-22
Light supply	T700-GE-700	4920-01-170-1230	201003079-23
Fuse	T700-GE-700	N/A	201003079-38
Aircraft engine test set	T700-GE-701	4920-01-319-3960	21C7085G02

A Race for PM

Sebring International Raceway

THE WORLD-FAMOUS 12 HOUR ENDURANCE TEST IS IN ITS FINAL LAPS.



STEVE MACHINE, DRIVING THE #20 CAR, A PORSCHE 917, IS IN SIXTH PLACE.





ONE LAP TO GO AND A COMFORTABLE LEAD!



CAN'T GET TOO COMFORTABLE, THO'!



YOU'RE LOOKING GOOD OUT THERE, MACHINE.



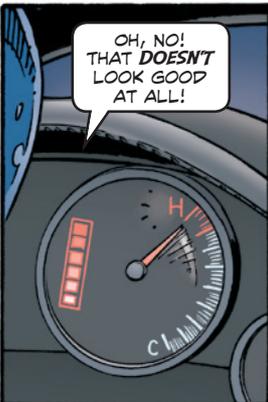
KEEP IT UP FOR LESS THAN A LAP AND YOU'VE WON SEBRING!



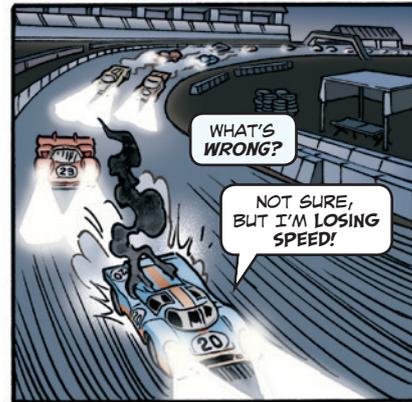
THIS CAR IS RUNNING REALLY SMOOTH. YOU AND THE CREW DID A GREAT JOB GETTING HER READY FOR THIS RACE!



GO, MACHINE, GO!



OH, NO! THAT DOESN'T LOOK GOOD AT ALL!



WHAT'S WRONG?

NOT SURE, BUT I'M LOSING SPEED!



SKRRREEECH!!



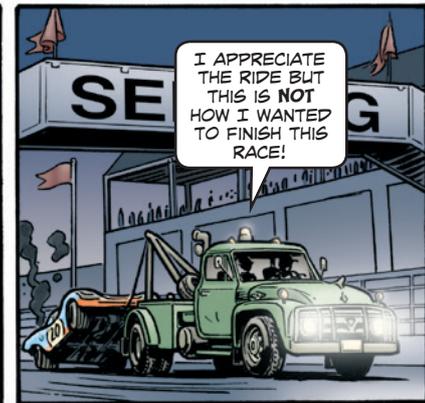
I CAN'T BELIEVE IT. WE HAD THIS RACE WON!



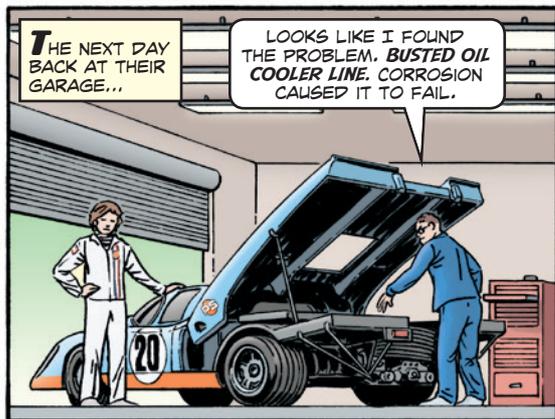
I'M SORRY, MACHINE. JUST SIT TIGHT. THE TOW TRUCK WILL BE THERE SOON.



THAT SHOULD HAVE BEEN ME.



I APPRECIATE THE RIDE BUT THIS IS NOT HOW I WANTED TO FINISH THIS RACE!

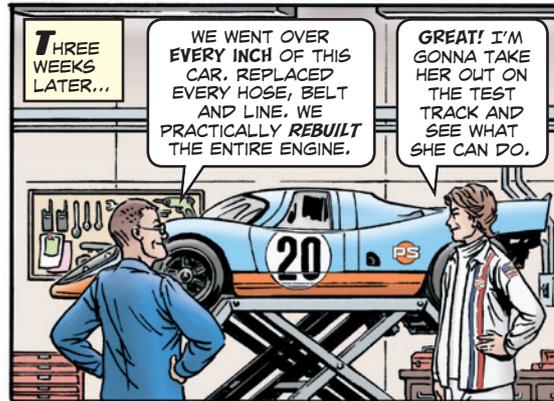


THE NEXT DAY BACK AT THEIR GARAGE...

LOOKS LIKE I FOUND THE PROBLEM. **BUSTED OIL COOLER LINE.** CORROSION CAUSED IT TO FAIL.



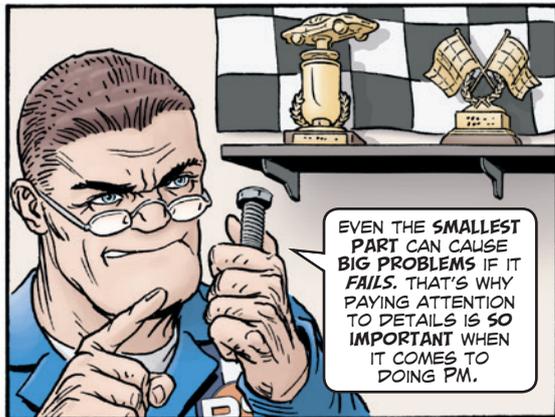
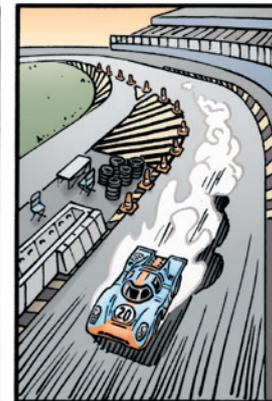
A LITTLE THING LIKE THAT CAUSED THE ENGINE TO BLOW AND COST US THE RACE?



THREE WEEKS LATER...

WE WENT OVER EVERY INCH OF THIS CAR. REPLACED EVERY HOSE, BELT AND LINE. WE PRACTICALLY **REBUILT** THE ENTIRE ENGINE.

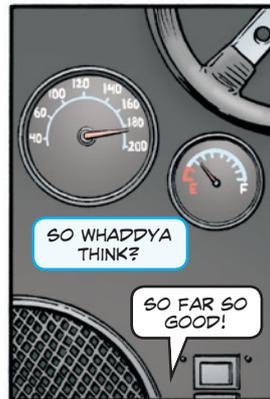
GREAT! I'M GONNA TAKE HER OUT ON THE TEST TRACK AND SEE WHAT SHE CAN DO.



EVEN THE **SMALLEST** PART CAN CAUSE **BIG** PROBLEMS IF IT **FAILS**. THAT'S WHY PAYING ATTENTION TO DETAILS IS SO IMPORTANT WHEN IT COMES TO DOING PM.



WELL, NO SENSE WORRYING ABOUT IT NOW. I GUESS WE LEARNED A LESSON.



SO WHADDYA THINK?

SO FAR SO GOOD!



UH-OH. I THINK WE GOT A **PROBLEM**. THIS THING IS STARTING TO **SH-SHAKE!**



SIGHS ALL RIGHT. BRING HER BACK TO THE GARAGE SO WE CAN FIND OUT WHAT'S WRONG.



THAT'S RIGHT— A LESSON LEARNED THE **HARD** WAY!

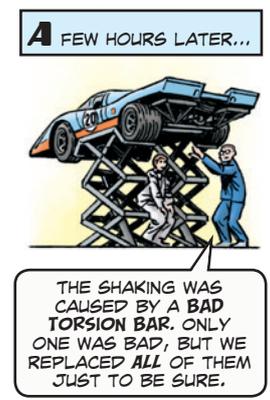
IT'S GONNA TAKE A LOT OF **HARD** WORK TO GET READY FOR LEMANS NEXT MONTH.



THAT'S THE **BIGGEST** RACE OF THE YEAR. WE CAN'T AFFORD **ANY** MECHANICAL BREAKDOWNS.



WE HAVE A LOT OF PM AHEAD OF US.



A FEW HOURS LATER...

THE SHAKING WAS CAUSED BY A **BAD** TORSION BAR. ONLY ONE WAS BAD, BUT WE REPLACED **ALL** OF THEM JUST TO BE SURE.

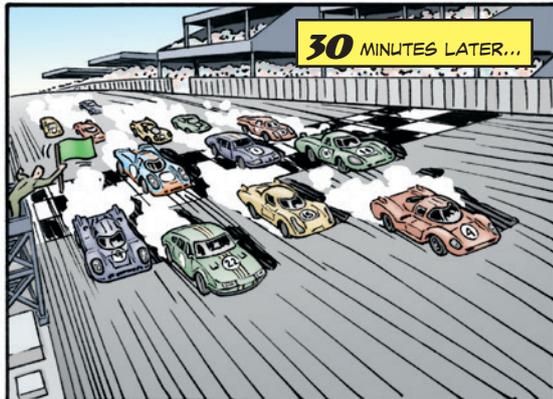


Y' THINK SHE'S READY FOR LEMANS NOW?

I **THINK** SO, BUT GET BACK OUT ON THE TEST TRACK ONE MORE TIME.

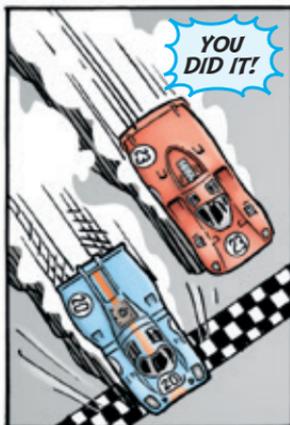


I'VE DONE 10 LAPS AND EVERYTHING FEELS NORMAL. I'M READY FOR A REAL RACE NOW!



HOURS LATER...
MACHINE HAS WORKED HIS WAY INTO THE TOP 5 WITH JUST 90 MINUTES LEFT IN THE RACE!





PS SMALL ARMS

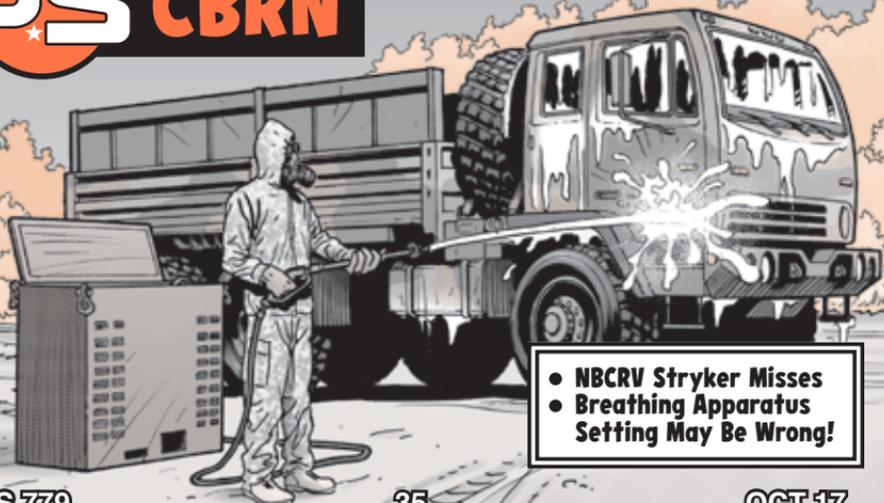
- Catch Loose Parts
- Our Guide to BFAs
- Don't Get Stuck by Stuck Rounds!
- M855A1 Ammo Requires Different Gaging
- Loose Sling Insert Fix



**ALSO
FEATURING
MISSILES**

- Get the Most Out of MITAS!

PS CBRN



- NBCRV Stryker Misses
- Breathing Apparatus Setting May Be Wrong!

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

I'M LOOSE!
I'M LOOSE!
WOOO!

UH-OH. LOOKS
LIKE WE'VE GOT
A LOOSE PARTS
PROBLEM AGAIN.



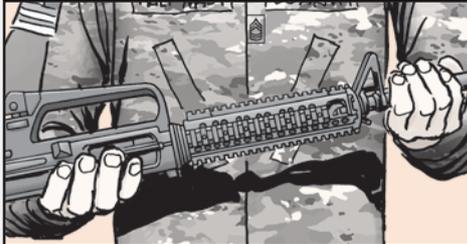
CATCH LOOSE PARTS

Dear Editor,

The explosive kick of fired rounds is eventually going to loosen parts on your M16-series rifle and M4/M4A1 carbine. It's important to find and fix loose parts before they stop your weapon in its tracks.

The most important check is the barrel. After so many fired rounds, the barrel starts to back out. A loose barrel affects accuracy and headspace and could even blow up!

Don't hold the lower receiver when you feel the barrel for looseness. There will normally be movement between the upper and lower receivers. Separate the receivers and hold the bottom of the upper receiver while twisting the barrel. Grip the barrel around the front sight assembly for better leverage. If you feel any movement, report it.



Hold bottom of upper receiver with one hand and barrel around front sight with the other, then twist barrel to see if it's loose

Feel the pistol grip for looseness. If it gets too loose, the selector switch spring can bend. The switch could switch itself or it could be difficult to turn. If the grip is loose at all, report it.



Feel pistol grip
for looseness

Also check the rear sling swivel. If the swivel screw comes out, you can't use the sling. Just tighten the screw if it's backing out.

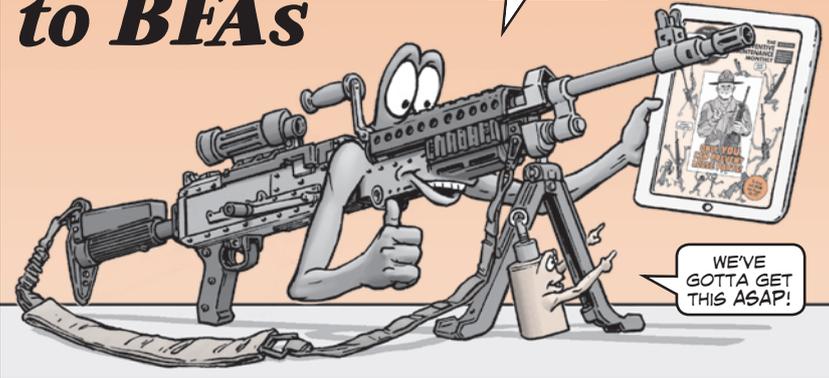
SPC Benjamin Credeur
Camp Beauregard, LA



Small Arms...

Our Guide to BFAs

FINALLY, A
BFA GUIDE!



Dear Editor,

In our role as TACOM LARS, we run into some confusion about which blank firing attachments (BFA) to use on the various small arms. Using the wrong BFA can hurt weapon performance and even damage the weapon.

Unfortunately, some small arms TMs still haven't caught up with new BFAs.

To clear up confusion, we developed a comprehensive list of what BFAs go with which weapons, including those used with the various versions of the M240 and those for the M240 and M249 standard and short barrels.

Every armorer should get a copy.

James Garner
JBLM, WA
Gary Crippen
Ft Riley, KS

Editor's note: We agree. If you would like a copy of James and Gary's BFA guide, email us at:
usarmy.redstone.logsa.mbx.psmag@mail.mil

M240B
Machine
Gun...

I GOTTA KICK
YOUR CHARGING
HANDLE TO GET
THAT STUCK
ROUND OUT.

NO YOU
DON'T!

ONE GOOD
KICK PUTS
ME IN THE
JUNKYARD.



DON'T GET *STUCK* BY STUCK ROUNDS!

Dear Editor,

We've run into a few cases where gunners tried to unstick a stuck round in a M240B machine gun by kicking the charging handle. That's an **extremely** bad step to take. Kicking the handle loosens the rivets on the charging rails on the side of the receiver. The M240B is finished.

Don't hit the carrying handle to get the barrel off, either. That can break off the handle, which means having to get a new barrel.

Stuck rounds are usually caused by corroded rounds or a dirty chamber. So the best ways to prevent stuck rounds are to first examine all rounds for corrosion and dirt. If any rounds are corroded, don't use them. If they're dirty, clean them.

Then thoroughly clean the chamber with your cleaning rod and CLP. If you're firing lots of rounds, stop and clean the chamber again.

But if you do get a stuck round, carefully follow the procedure in the TM:

1. Charge the gun and put the safety on safe (S).
2. Push the cocking handle to the forward locked position.
3. Wait until the barrel is cool and remove the barrel.

4. Push your cleaning rod through the muzzle and gently tap out the round.

Stuck cartridge case

Cleaning rod



Scott Taylor
Small Arms Repair
Ft Benning, GA

**Editor's
note:**

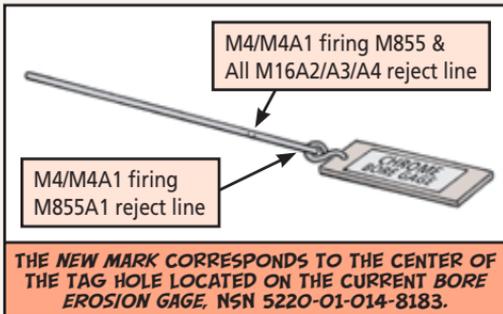
Gunners should stick with your suggestions on stuck rounds, Scott. Thanks.

M4/M4A1
Carbine...

M855A1 Ammo Requires **DIFFERENT** Gaging

M4/M4A1 CARBINES WILL FAIL THE BARREL EROSION GAGE TEST AFTER FIRING JUST A FEW THOUSAND M855A1 ROUNDS. THAT'S BECAUSE THE CURRENT MARK ON THE BARREL EROSION GAGE IS SPECIFIC TO M855 AND M193 AMMO.

BUT THE MARK IS **NOT** ACCURATE FOR M855A1 ROUNDS. SO FOR M4s THAT FIRE ALL OR MOSTLY M855A1 ROUNDS, THE GAGING PROCEDURE IS **CHANGED**. THE REJECT MARK IS MOVED 2.3 INCHES FROM THE CURRENT REJECT MARK.



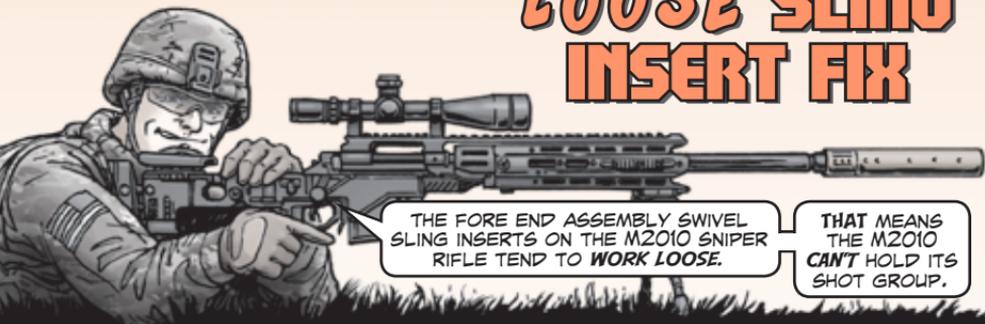
EVENTUALLY, A GAGE WILL BE AVAILABLE FOR CHECKING M4 BARRELS THAT FIRE PRIMARILY M855A1 AMMO.

M16 RIFLES WILL CONTINUE TO BE GAGED THE SAME REGARDLESS OF THE AMMO THEY FIRE.

FOR MORE INFO, SEE TACOM LCMC MAINTENANCE INFORMATION MESSAGE 17-018:
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M117-018.html>

M2010 Sniper Rifle...

LOOSE SLING INSERT FIX

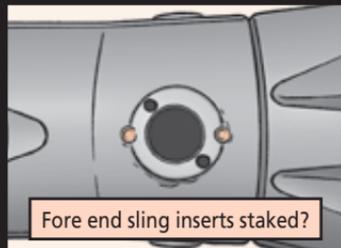


Operators need to check for loose inserts. First see if the fore end sling inserts are staked. You should see a small indent. No stake? Tell your repairman.

Grasp the fore end and buttstock and twist. If the fore end assembly twists at all, it needs to be replaced.

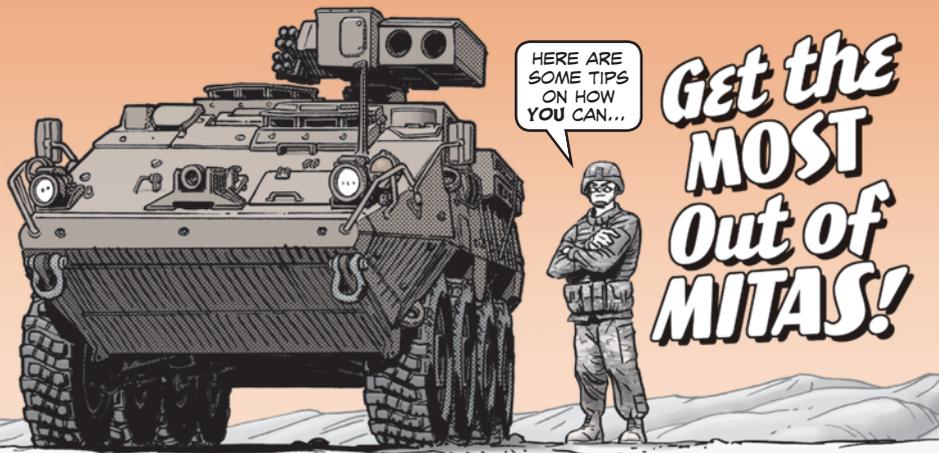
For replacement instructions, send the weapon's serial number to the sniper team equipment specialists:

michael.b.price.civ@mail.mil or
eugene.v.meade2.civ@mail.mil



For more information, see TACOM LCMC maintenance action message MA17-021 at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA17-021.html>



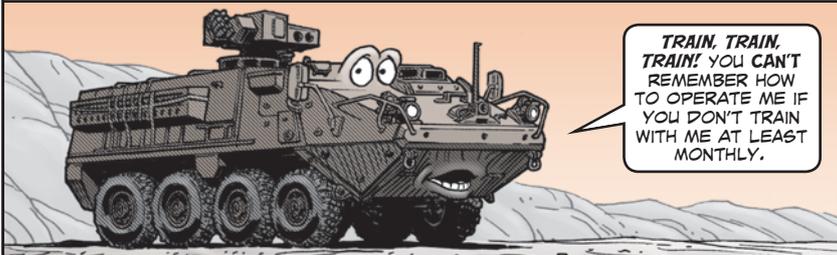
Dear Editor,

While supporting the modified improved target acquisition system (MITAS), I've picked up a few tips to help units get the most out of MITAS:

Train, train, train. The only formal training available for MITAS is at Ft Benning's Stryker Master Gunner Course. Units should send qualified and experienced NCOs to the course and then those trained gunners should help train others in their units.

The training needs to happen every month so it stays fresh in operators' minds. Gunners and crews should first master actual MITAS turret operations (raise, stow, scan, load and unload) then practice MITAS sight picture adjustments, target passive ranging and using aided target tracker. Then they can practice target engagement and gunnery skills with the anti-tank guided missile (ATGM) basic skill trainer (BST) and the Stryker TOW simulator (STS).

Without monthly training, operators forget simple things like first unlocking the turret. Then the turret motor burns out.



Don't muscle up on the missile locking handle. Especially during crew drills, Soldiers try to force the handle to lock. Bad move! If the handle won't lock in place easily, the missile is probably misaligned. Reposition the missile and try again. Forcing the handle can break the tension adjustment, the arming control unit or the handle itself.

Hammerhead drifting? Suspect the elevation motor lock worm. If the hammerhead drifts up on its own, try this quick check. With the power off, pull down on the launcher. If it moves down, the elevation motor lock worm needs to be replaced. This has been a frequent problem for us.

CW3 Michael Denny
Ft Bliss, TX

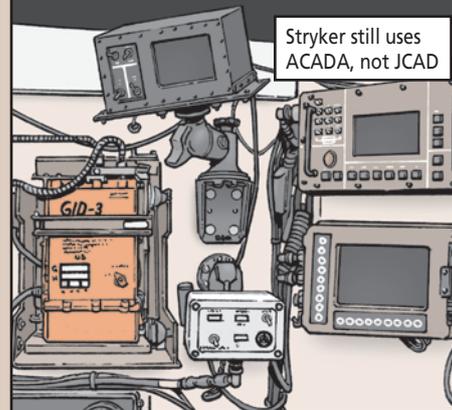


NBCRV Stryker Misses

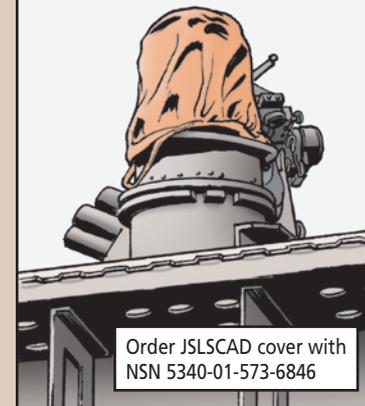


THE PM STRYKER BRIGADE COMBAT TEAM HAS POINTED OUT THERE WERE A COUPLE OF MISSES ON PAGES 36-37 IN PS 773 (APR 17):

- The M1135 NBCRV Stryker still uses the ACADA, not the newer JCAD. So before you hit the road, make sure the ACADA, AN/VDR-2 and AN/UDR-13 are securely clamped in place. Otherwise, a rough bump can send them flying. That damages them and you if you're in the wrong place.



- The joint service lightweight standoff chemical agent detector (JLSCAD) has a real cover, not a piece of foam as pictured. Order the canvas cover with NSN 5340-01-573-6846. And use it. It protects the expensive lens.



Breathing Apparatus Setting May Be **WRONG!**



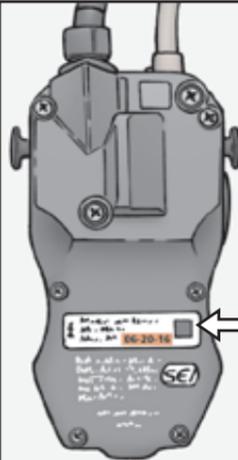
SOME SELF-CONTAINED BREATHING APPARATUS (SCBA) HARNESSES THAT ARE PART OF THE M159 AND M164 CBRN DISMOUNTED RECONNAISSANCE SETS, KITS AND OUTFITS (DR SKO) MAY HAVE THE **WRONG SETTING FOR THE LOW-AIR ALARM THRESHOLD.**

THE WARNING LIGHT ON THE SCBA MASK'S HEADS-UP DISPLAY SHOULD BE TRIGGERED WHEN THERE IS **LESS THAN 33 PERCENT** BREATHABLE AIR REMAINING IN THE SCBA AIR CYLINDER.



Alarm should sound when needle reaches 33 percent

BUT SOME SCBAs ARE SET FOR 25 PERCENT.



TO DETERMINE IF YOU HAVE AN SCBA WITH THE **WRONG SETTING**, CHECK THE LABEL ON THE GAUGE OR PASS CONSOLE. IT WILL SHOW THE MANUFACTURING DATE AS MONTH-DAY-YEAR.

IF THE DATE IS **PRIOR TO JULY 20, 2016**, GET THE SCBA'S FIRMWARE **UPDATED.**

SCOTT SAFETY, INC. WILL DO THIS FOR FREE.

TO SCHEDULE THE UPDATE, CONTACT SCOTT SAFETY AT (800) 247-7257 AND CHOOSE THE TECHNICAL SUPPORT OPTION. OR EMAIL: ScottTechsupport@tycoint.com

IN THE MEANTIME, THE SCBA IS STILL SAFE TO USE.

JUST REMEMBER TO MONITOR THE AIR PRESSURE GAGE AND TO FIND CLEAR AIR WHEN THE SCBA REGULATOR'S VIBRATION ALERT GOES OFF. THAT ENSURES YOU HAVE ENOUGH AIR TO SAFELY LEAVE THE HOT ZONE AND COMPLETE YOUR MISSION.

FOR CBRN DR SKO QUESTIONS IN GENERAL, CONTACT **SCOTT LUBAG** AT (410) 417-3523 OR EMAIL: scott.c.lubag.civ@mail.mil

- Replacement Available For JV5 Display
- Keep Quick in Quick Erection Mast
- No Cables, No Go! Protect Them!

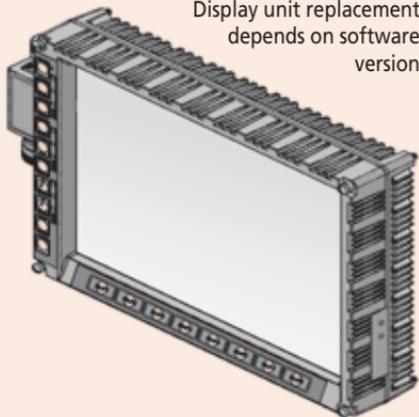
Replacement Available For JV5 Display

HEY, THIS
DISPLAY UNIT
IS DEAD. WE'D
BETTER ORDER
A NEW ONE.

YEAH, BUT
THE NSN IS A
TERMINAL ITEM!

OPERATORS, THE JV5 DISPLAY, NSNs 7025-01-526-5612 AND 7025-01-598-1454, USED WITH YOUR FORCE XXI BATTLE COMMAND BRIGADE-AND-BELOW (FBCB2) OR JOINT BATTLE COMMAND-PLATFORM (JBC-P) IS NO LONGER REPAIRABLE. AND THE -5612 NSN IS A TERMINAL ITEM.

Display unit replacement depends on software version



SO WHAT DO YOU DO FOR A REPLACEMENT?

THE FIRST THING TO CHECK IS THE SOFTWARE VERSION.

IF YOU'RE USING VERSION 6.5 SOFTWARE, THE REPLACEMENT DISPLAY IS STILL NSN 7025-01-598-1454.

FOR OTHER SOFTWARE VERSIONS, ORDER THE MOBILE FAMILY OF COMPUTER SYSTEMS (MFOCS) 12-IN DISPLAY UNIT, NSN 7025-01-622-8848.

THIS DISPLAY UNIT IS COMPATIBLE WITH JV5 SYSTEMS.

THE JV5 DISPLAY IS USED WITH THE FOLLOWING DIGITAL COMPUTER SETS:

- AN/UJK-128(V)1, NSN 7010-01-475-5277
- AN/UJK-128(V)3, NSN 7010-01-513-8459
- AN/UJK-128A(V)3, NSN 7010-01-597-1569
- AN/UJK-128B(V)3, NSN 7010-01-618-5798

THE MFOCS DISPLAY UNIT IS PART OF THE AN/UJK-128D(V)3 DIGITAL COMPUTER SET, NSN 7010-01-626-9244.

QUESTIONS? CONTACT LARRY HALL, DSN 648-6437, (443) 395-6437, OR EMAIL: larry.l.hall10.civ@mail.mil

KEEP QUICK IN QUICK ERECTION MAST



Dear Editor,

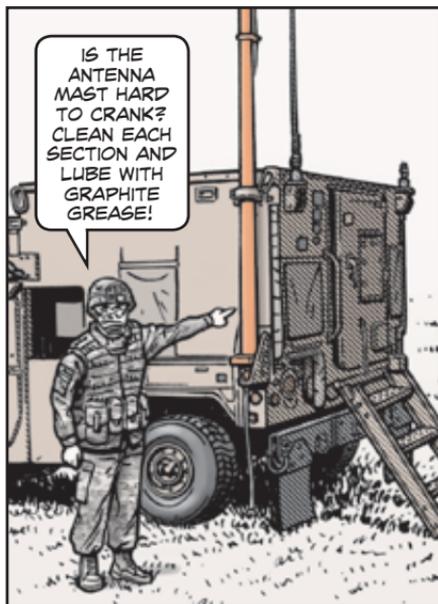
The Command Post Platform comes equipped with an AB-1386/U quick erection antenna mast (QEAM) that you manually crank up and down.

Unfortunately, over time the mast sections get harder and harder to move as they get dirty and their lube quits lubricating.

We put the quick back in quick erection by cleaning and lubing the mast. Raise one section, clean off all dirt and old lube, then relube, raise the next section and repeat. It takes 15 minutes to do all four sections. Graphite grease works best.

When the mast again becomes difficult to crank, clean and lube again.

SFC Nelson Garcia
SPC Carlos Hernandez
SPC Tyrone Lymos
Ft Carson, CO



Editor's note: A quick fix for the quick erection mast! Thanks, guys.

**NO CABLES,
NO GO!
PROTECT
THEM!**

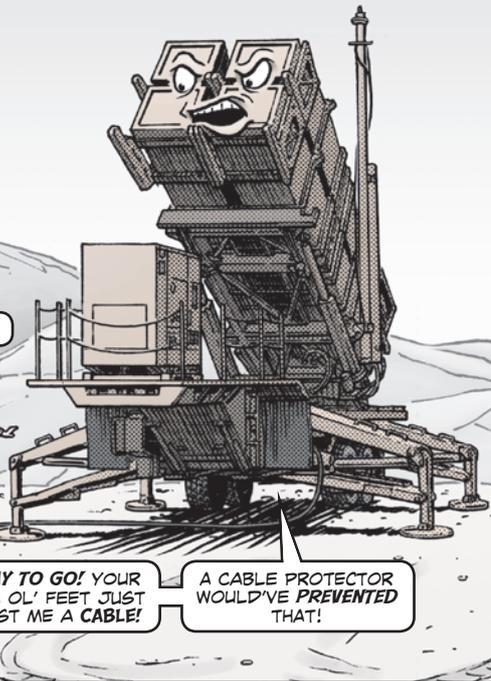


OOPS!



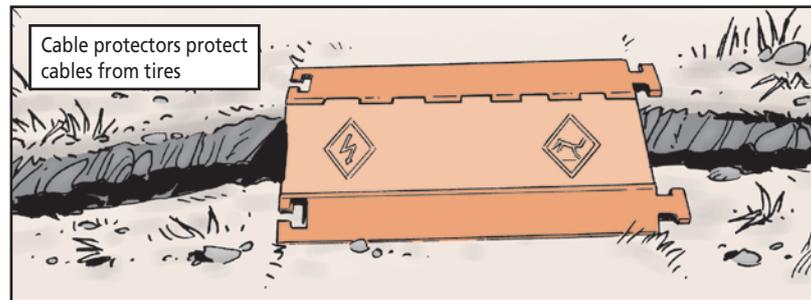
**WAY TO GO! YOUR
BIG OL' FEET JUST
COST ME A CABLE!**

**A CABLE PROTECTOR
WOULD'VE PREVENTED
THAT!**



In high traffic areas, cable protectors that shield cables from vehicles are a good investment. Hundreds of protectors are available in the supply system. Just type in "cable protectors" in FED LOG for a complete list.

Cable protectors protect cables from tires



Here are a few to get you started:

Length x Width (in inches)	NSN 5975-	Material
10 x 2.5	01-117-0591	Aluminum
20 x 2.187	00-782-1757	Aluminum
23.5 x 4.14	01-197-8278	Aluminum
36 x 1.5	01-253-6583	Plastic
36 x 20	01-469-0892	Plastic
47.75 x 2	01-075-7825	Aluminum
60 x 1.281	00-233-6234	Steel
60 x 2	01-470-3560	Plastic
60 x 2.188	00-247-5062	Steel
60 x 16	01-559-0051	Plastic
96 x 2.188	00-280-3983	Steel

It's also important to leave **slack** in cables when hooking them up. That makes it less likely a cable will be ripped out of its connector if someone does trip over it.

Dear Editor,

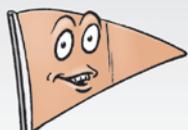
When units set up in the field, there are cables everywhere: power cables, antenna cables, commo cables—the list goes on.

The cables are critical. Just one damaged cable could shut down operations and many cost big bucks to replace. That's why it's vital units do everything possible to protect cables.

Some cables are so fragile that one step can damage them. Those cables should be buried in a shallow trench.

Cables left on top of the ground should at least be marked with flags during the day and with glowsticks at night to prevent Soldiers tripping over them and trucks driving over them.

USE ME TO PROTECT CABLES DURING THE DAY...

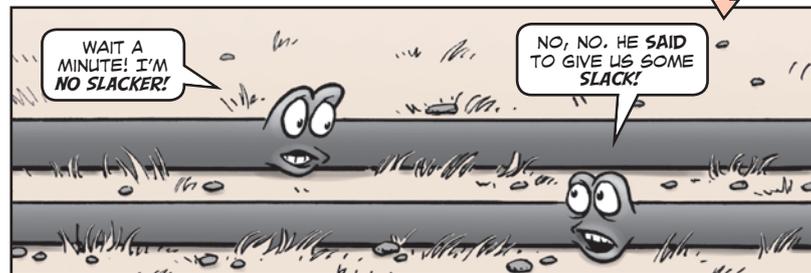


...AND ME AT NIGHT!



WAIT A MINUTE! I'M NO SLACKER!

NO, NO. HE SAID TO GIVE US SOME SLACK!



CPT David Anderson
Ft Carson, CO

Editor's note: Cable protection is a must and worth every minute of effort. Thanks for the suggestions, Captain.

PS SOLDIER SUPPORT

- Cleaning Head to Toe



Clothing...

Cleaning Head to Toe

I'VE GOT ALL THIS
STUFF TO TURN IN!
WHERE DO I GO?

**HOLD ON, SOLDIER!
BEFORE YOU CAN
TURN IN CLOTHING
AND GEAR...**



**...IT HAS TO BE
CLEAN AND IN
GOOD SHAPE.**



SO FROM HEAD TO
TOE, HERE'S EVERYTHING
YOU NEED TO KNOW
ABOUT **CLEANING AND
CARING FOR YOUR
CLOTHING AND GEAR!**



Boots

YOUR HOT WEATHER AND TEMPERATE WEATHER ARMY COMBAT BOOTS ARE **ALREADY** WATER-RESISTANT.

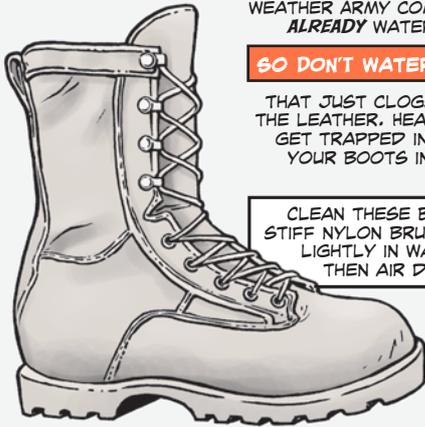
SO DON'T WATERPROOF THEM.

THAT JUST CLOGS THE PORES IN THE LEATHER. HEAT AND MOISTURE GET TRAPPED INSIDE, TURNING YOUR BOOTS INTO A SAUNA.

CLEAN THESE BOOTS WITH A STIFF NYLON BRUSH. RINSE THEM LIGHTLY IN WARM WATER, THEN AIR DRY THEM.

DON'T EXPOSE THE BOOTS TO EXCESSIVE HEAT LIKE HAIR DRYERS, STOVES OR HEATING VENTS TO DRY.

AND NO ALCOHOL OR OIL-BASED CLEANERS! THEY CAN DAMAGE BOOTS.



THE **SAME** THING GOES FOR POLISHING AND SPIT-SHINING.

DON'T DO IT!

THAT ALSO CLOGS PORES. THESE ARE NO-SHINE BOOTS DESIGNED TO BREATHE. BOOTS THAT BREATHE MEAN YOUR FEET STAY DRIER AND COOLER.

Hydration Systems



IF YOU DON'T **REGULARLY** CLEAN YOUR HYDRATION SYSTEM, IT CAN BECOME STIFF AND UNCOMFORTABLE TO WEAR AND, EVEN WORSE, MAKE THE WATER TASTE **TERRIBLE!**

→ HAND WASH THE CARRIER IN COLD WATER WITH A MILD DETERGENT. **DON'T** USE CHLORINE BLEACH, CLEANING FLUIDS OR SOLVENTS. ←

IF POSSIBLE, REMOVE THE BLADDER FROM THE CARRIER. FILL IT WITH WARM WATER AND ADD TWO TEASPOONS OF BAKING SODA TO A FULL BLADDER OF WATER. WITH A SOFT BRUSH, SCRUB THE BLADDER (ESPECIALLY THE INSIDE), THE DRINKING TUBE AND THE BITE VALVE. LET IT SOAK FOR 30 MINUTES, THEN RINSE.

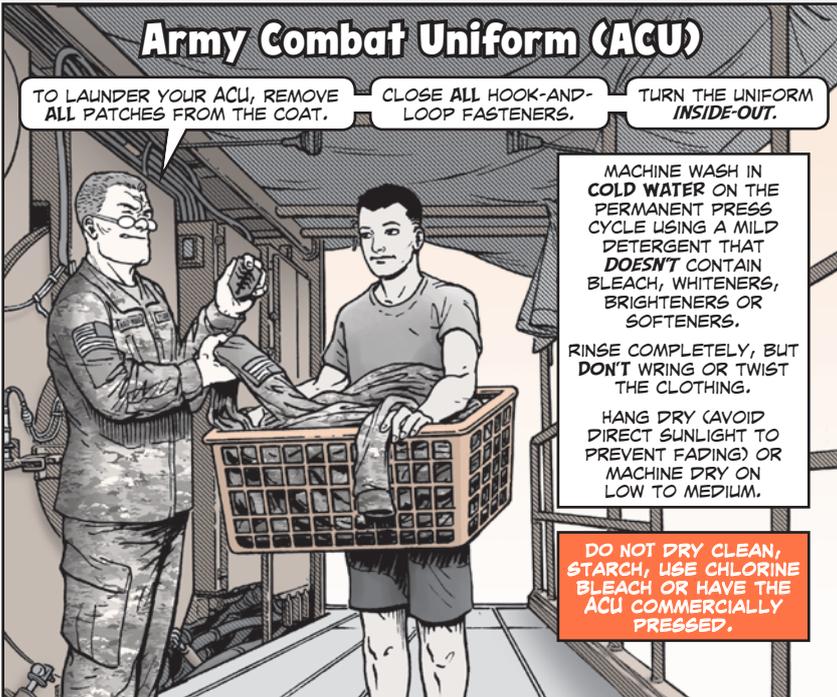


Army Combat Uniform (ACU)

TO LAUNDRY YOUR ACU, REMOVE ALL PATCHES FROM THE COAT.

CLOSE ALL HOOK-AND-LOOP FASTENERS.

TURN THE UNIFORM **INSIDE-OUT**.



MACHINE WASH IN **COLD WATER** ON THE PERMANENT PRESS CYCLE USING A MILD DETERGENT THAT **DOESN'T** CONTAIN BLEACH, WHITENERS, BRIGHTENERS OR SOFTENERS.

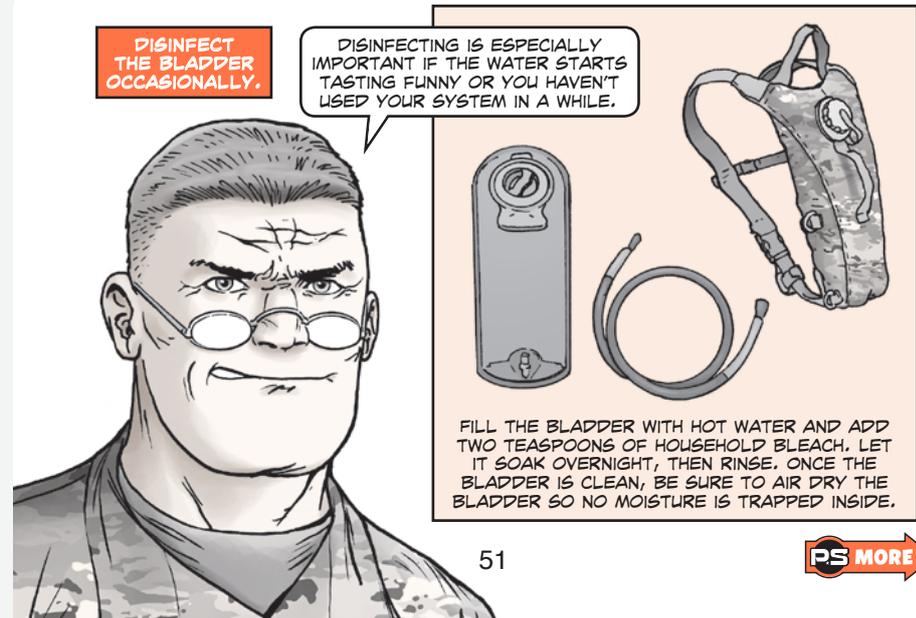
RINSE COMPLETELY, BUT **DON'T** WRING OR TWIST THE CLOTHING.

HANG DRY (AVOID DIRECT SUNLIGHT TO PREVENT FADING) OR MACHINE DRY ON LOW TO MEDIUM.

DO NOT DRY CLEAN, STARCH, USE CHLORINE BLEACH OR HAVE THE ACU **COMMERCIALY** PRESSED.

DISINFECT THE BLADDER OCCASIONALLY.

DISINFECTING IS ESPECIALLY IMPORTANT IF THE WATER STARTS TASTING FUNNY OR YOU HAVEN'T USED YOUR SYSTEM IN A WHILE.



FILL THE BLADDER WITH HOT WATER AND ADD TWO TEASPOONS OF HOUSEHOLD BLEACH. LET IT SOAK OVERNIGHT, THEN RINSE. ONCE THE BLADDER IS CLEAN, BE SURE TO AIR DRY THE BLADDER SO NO MOISTURE IS TRAPPED INSIDE.

Interceptor Body Armor (IBA)

FIRST CHECK OUT THE CONDITION OF THE IBA FOLLOWING THE INSTRUCTIONS IN TM 10-8470-208-10. THEN DISASSEMBLE AND CLEAN THE IBA LIKE IT SAYS IN THE -10.

INSPECT THE OUTER TACTICAL VEST'S CLOTH CARRIERS FOR:

- cuts, rips, tears, holes or burns
- loose stitching
- broken or missing buckles, snaps or hook-and-loop fasteners



CHECK THE SOFT BALLISTIC PANELS FOR THE SAME THING, BUT ALSO LOOK FOR BUNCHING OR LUMPS THAT CAN'T BE FLATTENED.



SMALL ARMS PROTECTIVE INSERTS SHOULD BE INSPECTED BEFORE EACH USE TO ENSURE THERE ARE NO SURFACE CRACKS THAT COULD HURT THEIR PERFORMANCE.

IF YOU SPOT ANY PROBLEMS, ASK FOR A NEW IBA. DAMAGED PANELS AND INSERTS CAN'T PROTECT AS WELL.

TO CLEAN THE IBA, USE A CLOTH OR SOFT BRUSH TO SWEEP AWAY LOOSE DIRT FROM THE CARRIERS AND THE HOOK-AND-LOOP FASTENERS.



Use a soft brush to clean IBA

REMOVE THE BALLISTIC PANELS AND INSERTS BEFORE WASHING.

WET THE CARRIERS WITH COLD OR LUKEWARM WATER AND HAND WASH THEM WITH MILD DETERGENT AND A SOFT BRUSH. RINSE THOROUGHLY IN CLEAN, LUKEWARM WATER.

HANG THE CLOTH CARRIERS TO DRY (AVOID DIRECT SUNLIGHT TO PREVENT FADING). NEVER MACHINE DRY THEM OR HANG THEM NEAR A HEATER OR OPEN FLAME.

TO CLEAN THE SOFT BALLISTIC PANELS AND INSERTS, USE A MOISTENED CLOTH OR SOFT BRUSH TO SWEEP AWAY LOOSE DIRT.

DON'T DUNK THE PANELS AND INSERTS IN WATER. WATER CAN DAMAGE THE LAYERS OF FIBERS INSIDE. THEY DEGRADE AND CAN'T PROTECT.

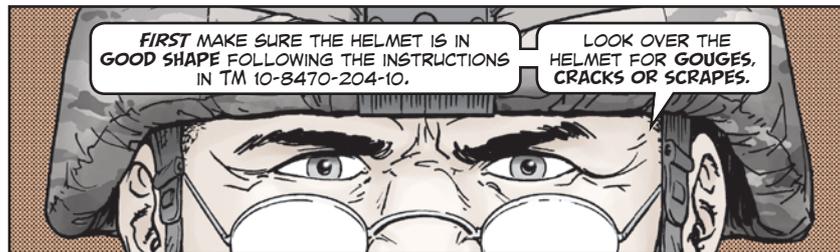


DON'T BLEACH, IRON, TAPE, MACHINE WASH OR DRY BALLISTIC PANELS. IF THE PANELS AND INSERTS GET WET, LET THEM AIR DRY FLAT. NEVER DRY THEM NEAR A HEATER OR OPEN FLAME.

Advanced Combat Helmet (ACH)

FIRST MAKE SURE THE HELMET IS IN GOOD SHAPE FOLLOWING THE INSTRUCTIONS IN TM 10-8470-204-10.

LOOK OVER THE HELMET FOR GOUGES, CRACKS OR SCRAPES.

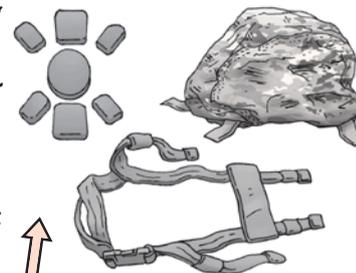


IS THE CHIN STRAP HARDWARE WORN, CRACKED, LOOSE OR MISSING?

TO CLEAN YOUR ACH, ALL YOU NEED IS A CLOTH OR A SOFT BRISTLE BRUSH AND MILD LAUNDRY DETERGENT. REMOVE THE CHIN STRAP WEBBING AND TAKE OUT THE SUSPENSION PADS FROM THE HELMET SHELL. TAKE OFF THE HELMET COVER.

INSPECT THE CHIN STRAP WEBBING FOR CUTS, TEARS OR RIPPED STITCHING. LOOK FOR DAMAGED PADS.

MACHINE WASH THE CHIN STRAP, PADS AND HELMET COVER ON THE GENTLE CYCLE WITH COLD WATER AND DETERGENT. OR YOU CAN SCRUB THEM BY HAND. FREQUENT WASHING HELPS PREVENT ODOR.



RINSE THEM THOROUGHLY WITH CLEAN WATER AND LET THEM AIR DRY, BUT NOT IN DIRECT SUNLIGHT. **DON'T MACHINE DRY.** THAT CAN SHRINK THE FABRIC OR DAMAGE THE PADS.

IF THE OUTER FABRIC IS TORN AND THE INNER FOAM EXPOSED, REPLACE THE PAD.

WASH THE SHELL THE SAME WAY.

Machine or hand wash chin strap, cover and pads

REPAIR PARTS FOR THE ACH ARE FOUND IN TM 10-8470-204-10.

RINSE IT WITH CLEAN WATER AND LET IT AIR DRY (NOT IN DIRECT SUNLIGHT). USE A TOOTHBRUSH TO CLEAN DIRT AND DEBRIS FROM THE HOOK DISKS ON THE INSIDE OF THE SHELL. KEEPING THE HOOKS AND LOOPS CLEAN HELPS THE PADS STICK.

Need More Info?

TM 10-8400-201-23&P, GENERAL REPAIR PROCEDURES FOR CLOTHING,

HAS INFO ON ACUS, CAPS AND HATS, COLD WEATHER CLOTHING, WET WEATHER PARKAS AND TROUSERS AND MUCH MORE.

TM 10-8400-203-23&P, GENERAL REPAIR PROCEDURES FOR INDIVIDUAL EQUIPMENT,

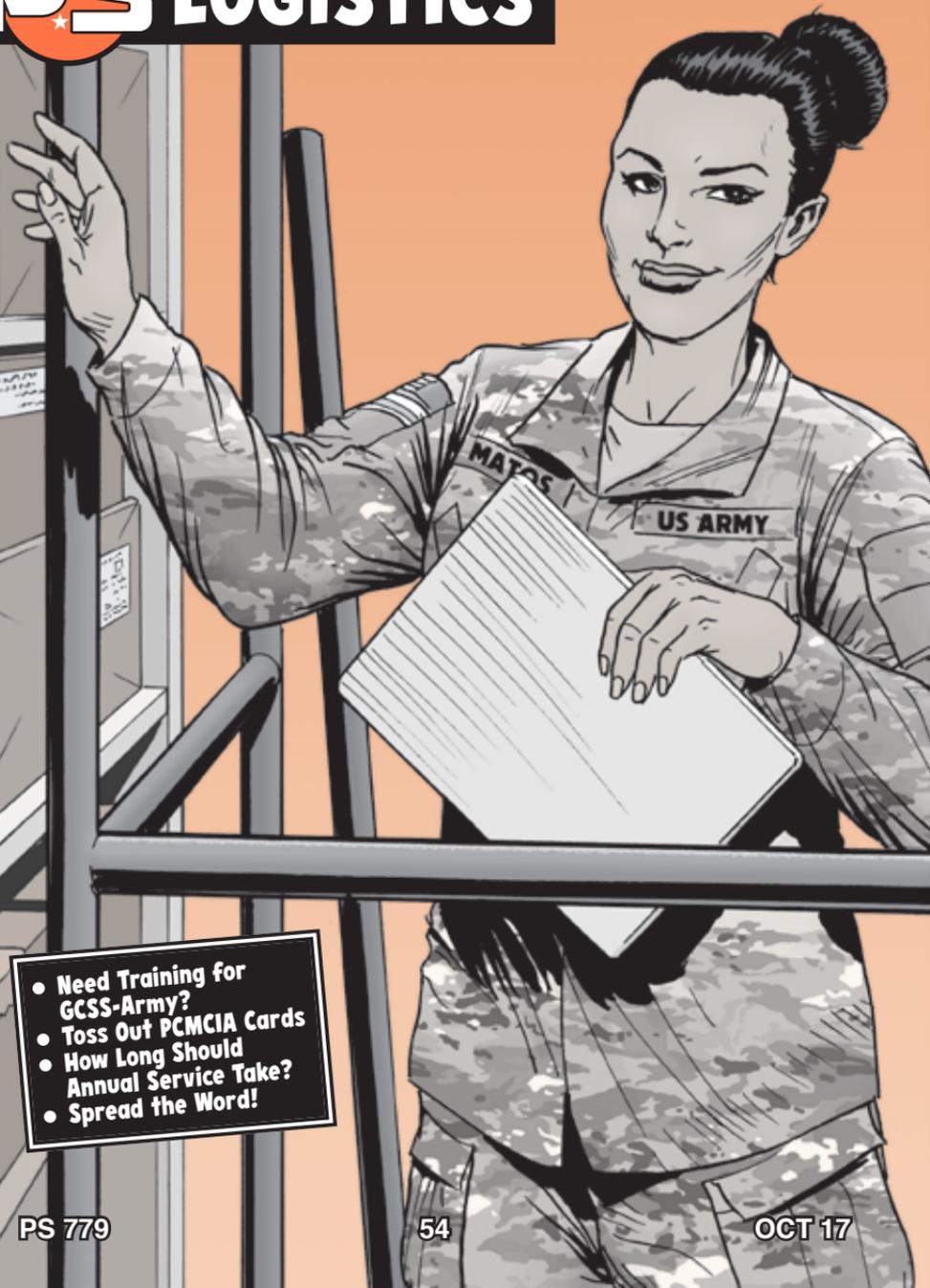
COVERS EVERYTHING FROM SLEEPING BAGS, DUFFEL BAGS, RUCKS AND FRAMES, SKI EQUIPMENT AND MOUNTAINEERING GEAR.

TM 10-8400-205-23&P, GENERAL REPAIR PROCEDURES FOR PROTECTIVE EQUIPMENT,

COVERS HELMETS AND BODY ARMOR.

THE TMS CITED IN THIS ARTICLE ARE AVAILABLE ONLINE AT:
<https://iww.logsa.army.mil/etm/app/#/etm/home>





- Need Training for GCSS-Army?
- Toss Out PCMCIA Cards
- How Long Should Annual Service Take?
- Spread the Word!



Global Combat Support System-Army (GCSS-Army) is complex, takes time to learn and doesn't lend itself to shortcuts. But with proper training and effort, you can make your unit's GCSS-Army rollout successful.

The first task to complete is familiarization training on the GCSS-Army website:

<http://gcss.army.mil/training/>



The next step is web-based Training for Record. Register at this web address:

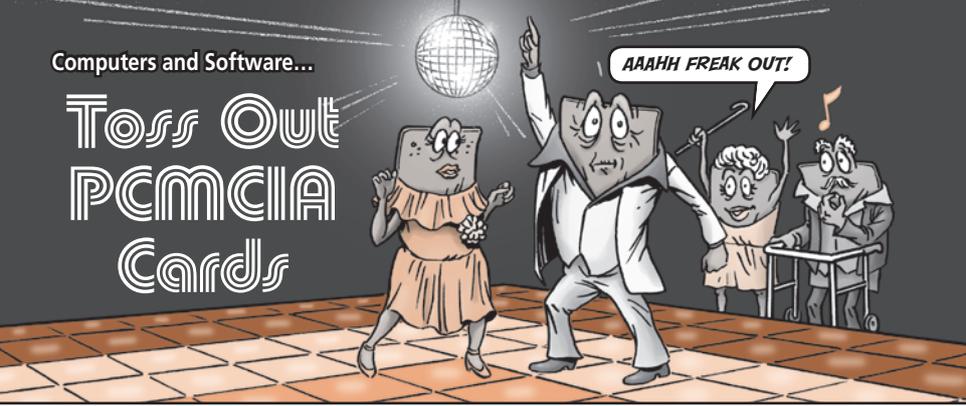
<http://gcss.army.mil/GTRAC/>

The GCSS-Army Training and Certification (GTRAC) system is mandatory. You must complete it and earn the appropriate certificates before moving on to New Equipment Training (NET).

Need more information on GCSS-Army training? Watch the short, informative video, *Learning GCSS-Army the Right Way*:

<https://www.milsuite.mil/video/watch/newvideo/14461>

Toss Out PCMCIA Cards

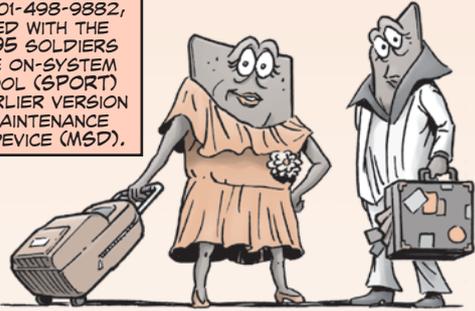


AAAAH FREAK OUT!

STILL HAVE DM224 PCMCIA CARDS AROUND? GET RID OF THEM!



DM224 PCMCIA CARDS, NSN 7025-01-498-9882, WERE USED WITH THE AN/PSM-95 SOLDIERS PORTABLE ON-SYSTEM REPAIR TOOL (SPORT) AND AN EARLIER VERSION OF THE MAINTENANCE SUPPORT DEVICE (MSD).



AS THE NEWER MSDS ROLLED OUT, UNITS TURNED IN THEIR SPORTS AND OLDER MSDS.

THE PCMCIA CARDS SHOULD HAVE BEEN TURNED IN TOO, BUT UNITS HAD THEM LISTED UNDER A SEPARATE NSN.



THAT MEANS THERE ARE **STILL** UNITS WITH PCMCIA CARDS ON THEIR TEST MEASUREMENT DIAGNOSTIC EQUIPMENT (TMDE) CALIBRATION MAINTENANCE ACCOUNTS. THOSE CARDS ARE STILL CALIBRATED EVERY YEAR - A WASTE OF TIME AND MONEY. THE CARDS ARE NOW LISTED AS **TERMINAL** ITEMS. PROCUREMENT ISN'T AUTHORIZED AND CALIBRATION IS NO LONGER NECESSARY.



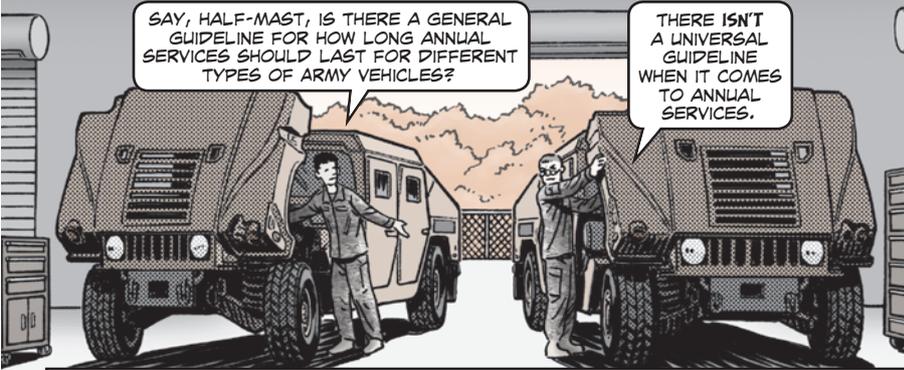
IF YOU HAVE ANY OF THESE **OBsolete** CARDS IN YOUR SHOP, GET RID OF THEM.

THEY'RE LISTED AS EXPENDABLE, NON-RECOVERABLE ITEMS WITH NO DEMILITARIZATION NEEDED, SO NOTHING SPECIAL IS REQUIRED. YOU CAN JUST TOSS 'EM OUT.



LOOKS LIKE THE PARTY IS OVER FOR US! SIGHHH...

HOW LONG SHOULD ANNUAL SERVICES TAKE?



SAY, HALF-MAST, IS THERE A GENERAL GUIDELINE FOR HOW LONG ANNUAL SERVICES SHOULD LAST FOR DIFFERENT TYPES OF ARMY VEHICLES?

THERE ISN'T A UNIVERSAL GUIDELINE WHEN IT COMES TO ANNUAL SERVICES.



YOU'LL HAVE TO USE THE MAINTENANCE ALLOCATION CHART (MAC) FOUND IN EACH INDIVIDUAL TM TO DETERMINE HOW LONG IT TAKES TO PERFORM ANNUAL SERVICE FOR THAT PARTICULAR PIECE OF EQUIPMENT.

SPREAD THE WORD!

I CAN'T BELIEVE THEY GOT THE NGN FOR THIS BOLT WRONG AGAIN IN THE TM.

UGH. SCRATCH THAT OUT AND WRITE DOWN THE RIGHT ONE.



WHAT DO YOU NORMALLY DO WHEN YOU FIND A MISTAKE IN YOUR TM?



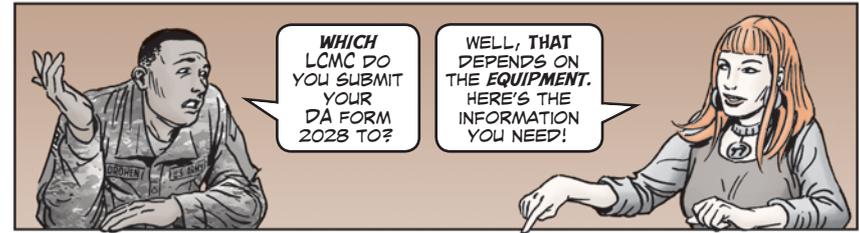
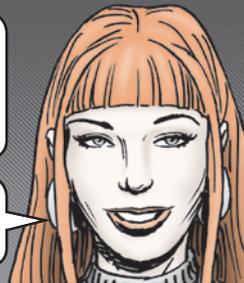
DO YOU HUFF, MUTTER SOMETHING UNDER YOUR BREATH, GRAB A PEN AND FIX THE ERROR?



THEN YOU'RE LIKE HUNDREDS OF OTHER OPERATORS AND MECHANICS WHO'VE RUN INTO THE SAME PROBLEM.

WHEN YOU CATCH A MISTAKE IN A TM OR FIGURE OUT A BETTER WAY TO COMPLETE A MAINTENANCE TASK, YOU SHOULD SUBMIT THAT CHANGE TO THE PROPER LIFE CYCLE MANAGEMENT COMMAND (LCMC) ON A DA FORM 2028.

YOU COULD SAVE YOURSELF AND YOUR FELLOW SOLDIERS THE TIME AND THE TROUBLE OF CORRECTING FUTURE TM RELEASES.



WHICH LCMC DO YOU SUBMIT YOUR DA FORM 2028 TO?

WELL, THAT DEPENDS ON THE EQUIPMENT. HERE'S THE INFORMATION YOU NEED!

TACOM LCMC

Online: <https://tulsa.tacom.army.mil/da2028/da2028.cfm>
Email: usarmy.detroit.tacom.mbx.ilsc-techpubs@mail.mil
Fax: DSN 786-1856 or (586) 282-1856
Letter: ATTN: AMSTA-LCL-IMP/Tech Pubs MS #727
6501 E. 11 Mile Road,
Warren, MI 48397-5000

Note: Send TACOM your DA Form 2028 if your corrections or suggestions include TACOM supported vehicles, armaments, CBRN and Soldier support equipment.

AMCOM LCMC

Online: <https://amcom2028.redstone.army.mil/Default.aspx>
Email: 2028@redstone.army.mil
Fax: (256) 842-6546
Letter: Commander
US Army Aviation and Missile Command
ATTN: AMSAM-MSS-LP
Redstone Arsenal, AL 35898-5000

Note: The AMCOM 2028 website requires you to use your Common Access Card (CAC). You'll need to register the first time you log on.

CECOM LCMC

Online: <https://cecom.aep.army.mil/cecom/LRC/WebPages/DAForm2028.aspx>
Email: usarmy.APG.cecom.mbx.amsel-lc-leo-pubs-chg@mail.mil
Fax: DSN 848-5521 or (443) 861-5521
Letter: Commander, US Army CECOM LCMC
6001 Combat Drive
Attn: AMSEL-LCL-ECM
Aberdeen Proving Ground, MD 21005-1846

Choose email certificate

Note: When you submit a DA form 2028 to CECOM online, you'll get a control number so you can check the status of your submission.



IF YOU FIND AN ERROR IN YOUR TM OR COME UP WITH A BETTER PROCEDURE THAN THE TM PROVIDES, DON'T KEEP IT TO YOURSELF. SPREAD THE WORD!



Connie's POST SCRIPTS



HTARS Fuel and Oil Servicing Nozzle

Order the HEMTT tanker aviation refueling system's (HTARS) fuel and oil servicing nozzle with NSN 4930-01-544-2307. It replaces open port nozzle, PN 64014, NSN 4930-01-516-0839 (PN 64014), which is shown as Item 1 in Fig C-1 of TM 10-4930-247-13&P (Feb 94, w/ ch6, Nov 98).

New Bradley Busk III Battery

THE HAWKER AGM BATTERY, NSN 6140-01-662-7350, IS APPROVED FOR USE ON A2 ODS, A3 AND SA BRADLEYS WITH THE BUSK III MODIFICATION.

THE HAWKER BATTERY IS INTERCHANGEABLE WITH THE SAME BANK OF BATTERIES, WITH EXIDE'S AGM SINGLE-POST BATTERY, NSN 6140-01-582-5710. BUT **DON'T** MIX EXIDES WITH HAWKERS IN THE SAME BATTERY BOX. MIXING BATTERIES CAN CAUSE VOLTAGE REVERSAL.

THE EXIDE BATTERY WILL NO LONGER BE ISSUED TO SUPPORT THE BRADLEY FOV AS OF JANUARY 2018.



EPLRS Packaging Caution

Ready to turn in excess enhanced position locating reporting system (EPLRS) equipment? Make sure all of those items—especially receiver-transmitters, control-readout units and power adapter units—are properly packaged to prevent damage during shipping. Check out the packaging codes in FED LOG and MIL-STD-2073 for more info on packaging requirements. Questions? Contact RDECOM's David Yanosik at DSN 648-6232, (443) 395-6232, or email:

david.w.yanosik.civ@mail.mil

LS-671/VRC SINGARS Loudspeakers Needed for Turn-in

Tobyhanna Army Depot needs all your unserviceable LS-671/VRC SINGARS radio loudspeakers, NSN 5965-01-222-1420, turned in ASAP. Send them now to:

DODAAC: W25G1W
W1A8 DLA DIST-TOBYANNA
11 Hap Arnold Bldg
Bldg 11

Tobyhanna, PA 18466-5059

Questions? Contact Cathy Siegel, DSN 648-6295, (443) 395-6295 or email:

cathy.l.siegel2.civ@mail.mil

SCPL Update

Pages 11-14 of PS 768 (Nov 16) had an article on the new single common powertrain lubricant (SCPL) that caused some confusion in the field. Unfortunately, that information was published prior to coordination with TACOM. Therefore, it's important that all units continue to comply with their vehicle and equipment TMs for the type of oil to use. Also follow the SCPL guidance in TACOM Maintenance Information message 17-028:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI17-028.html>

M1078A1 LMTV 100-amp Alternator Pulley

Get the 100-amp alternator pulley for your M1078A1 LMTV with NSN 3020-01-506-0051. NSN 3120-01-524-8408, which is shown as Item 10 in Fig 508 of TM 9-2320-391-13&P, brings the alternator bushing.

M1078A1P2 LMTV Rear Cab Mount Cylinder

Get the M1078A1P2 LMTV's rear cab mount cylinder with NSN 3040-01-647-0564. It replaces NSN 3040-01-566-8628, which is shown as Item 39 in Fig 40 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15). That NSN is a terminal item.

BATTERY BOX COATING COMPOUND

Get a gallon of bituminous coating compound for your battery box with NSN 8030-00-290-5141. First use a wire brush to scrape off rust and old paint. After cleanup, protect the bare metal inside the box with a coat of the compound.

FMTV LTAS CAB DOOR SHOCK ABSORBER

Get a new shock absorber for the cab door on your FMTV LTAS with NSN 5340-01-627-6602. This replaces PN 12505335-001, which is shown as Item 34 in Fig 1041 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15).

BHL Fuel/Water Separator Filter NSN

Order a new fuel/water separator filter for your backhoe loader (BHL) with NSN 2910-01-546-3178. NSN 2910-01-546-3198, which is shown as Item 3 in the mandatory replacement parts list on WP 0088-9 of TM 5-2420-231-23-2 (Jul 13) and as Item 4 in Fig 35 of TM 5-2420-231-24P (Jun 13) is a typo and brings the wrong part.

M1070A1 HET Alternator NSN

Get a new alternator for your M1070A1 heavy equipment transporter (HET) with NSN 6115-01-655-9056. It replaces NSN 6115-01-555-6342, which is shown as Item 1 in Fig 54 of TM 9-2320-427-13&P (Jan 11).

M777A2s Still Use MSD-V2

Crewmen, the only maintenance computer authorized for the M777A2 howitzer is maintenance support device-version 2 (MSD-V2) with Windows XP.

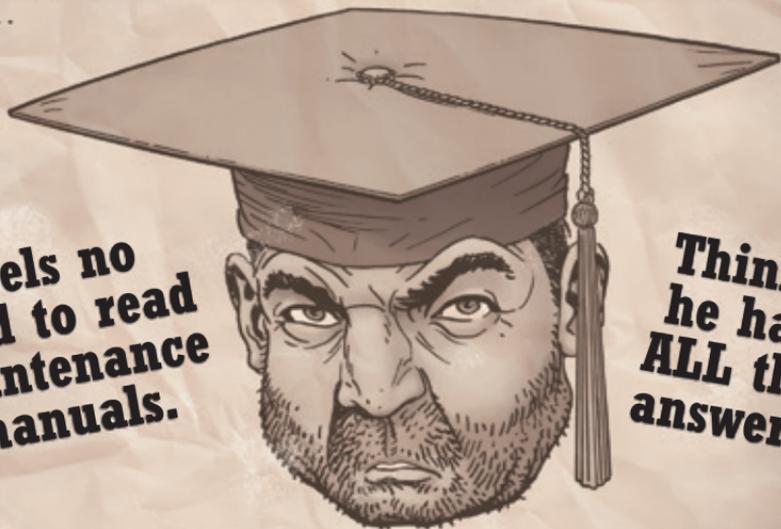
The M777A2 is not yet compatible with the MSD-V3 with Windows 7. So for now, continue to use the MSD-V2, NSNs 6625-01-536-1764, 6625-01-562-9904, 6625-01-573-3587 and 6625-01-493-8968 with Windows XP.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

WANTED

“Know-it-all” MURPHY

Feels no
need to read
maintenance
manuals.



Thinks
he has
ALL the
answers.

REWARD

**BETTER MAINTENANCE
AND SAFER EQUIPMENT!**

MURPHY'S LAW #17: *Anything is possible if you don't know what you're talking about.*