



**THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

**ISSUE 781 DECEMBER 2017**



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TB 43-PS-781, *The Preventive Maintenance Monthly*, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the authority responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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**PS**

★  
December  
2017

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-781

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I'M HAPPY TO GET  
MY TROOPS HOME  
IN TIME FOR THE  
HOLIDAYS! I'VE HAD  
A GOOD YEAR THANKS  
TO THEIR PROPER PM.

AND CHECK OUT OUR  
LIST OF LOGISTICS  
EXCELLENCE AWARDS  
WINNERS ON PAGES  
55-57!



# Decisions, Decisions



## WHAT TO EAT

BREAKFAST  
DOUGHNUT  
CEREAL  
EGG & TOAST  
LUNCH  
HOT DOG  
BURGER  
PIZZA  
SNACKS  
CHIPS  
PRETZELS

## WHAT TO SAY

•HELLO  
•GOOD MORNING  
•HOW GOES IT?  
•WHAT DID YOU DO YESTERDAY?  
•WHERE ARE MY TOOLS?  
*DID YOU USE THEM AGAIN?  
DID YOU PUT THEM AWAY LIKE*

## WHAT TO DO

•GET UP  
•EXERCISE  
•READ  
•WATCH TV  
•GO TO STORE  
•FIX WINDOW  
•CLEAN KITCHEN  
•LAUNDRY  
•TAKE OUT TRASH  
•GO FISHING

EVERY DAY YOU MAKE DECISIONS. WHAT TO EAT. WHAT TO SAY. WHAT TO DO.

THAT "TO DO" LIST SHOULD INCLUDE PREVENTIVE MAINTENANCE ON YOUR EQUIPMENT.



SO HERE'S THE DECISION YOU HAVE TO MAKE TODAY: WILL YOU OR WON'T YOU DO PM?



YOU **KNOW** THE RIGHT CHOICE. AND YET, SOME OF YOU WILL PUT IT OFF UNTIL THE LAST MINUTE. OTHERS WILL RUSH AND DO A SLOPPY JOB. SOME MAY NOT DO IT AT ALL!

PREVENTING A PIECE OF EQUIPMENT FROM BREAKING IS ALWAYS EASIER THAN FIXING IT AFTER IT'S BROKEN. LIVES DEPEND ON EQUIPMENT WORKING AND WORKING WELL.



THE FACT IS THAT LIVES DEPEND ON PM- YOUR PM.

SO, **WHAT** DECISION WILL YOU MAKE? HOPEFULLY THE **RIGHT** ONE: DO PM AND DO IT WELL.



# PS COMBAT VEHICLES

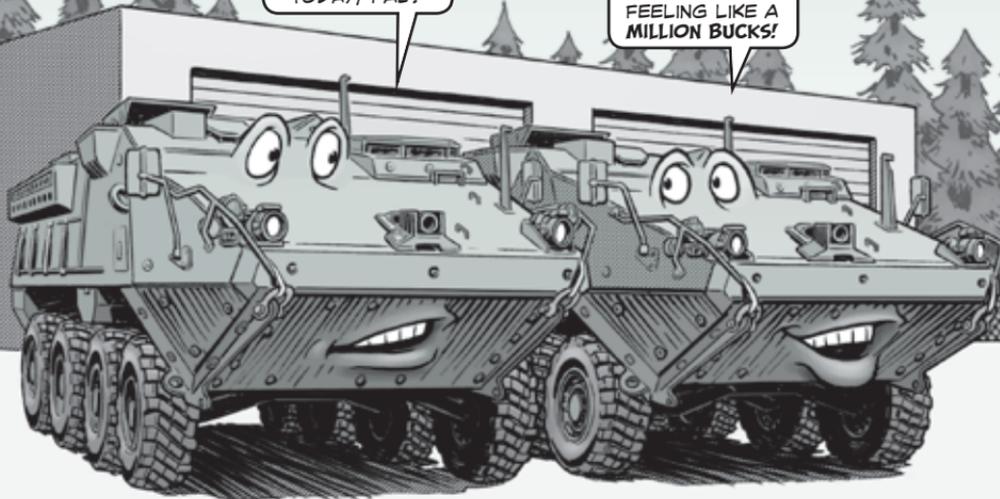


- PM Keeps Strykers Combat Ready!
- Cool Off with A/C PM
- Snuff Out Engine Compartment Fires
- Smack Down Turret Jams!

# PM KEEPS STRYKERS COMBAT READY!

HOW YA FEELIN' TODAY, PAL?

MY CREW JUST DID PM SO I'M FEELING LIKE A MILLION BUCKS!



CREWMEN, YOUR STRYKER IS UP TO JUST ABOUT ANY TASK. **BUT** YOU NEED TO TAKE CARE OF YOUR STRYKER SO IT TAKES CARE OF YOU WHEN IT COUNTS!

CHECK OUT THESE TIPS TO KEEP YOUR STRYKER COMBAT READY AT **ALL** TIMES...

## Low Battery Voltage Start-up

Don't crank your Stryker if the Hawker batteries fall below a 22V charge. This can seriously damage the batteries. Instead, charge the batteries anytime they fall below 22V. Allow the vehicle to run for at least 30 minutes or until the voltage gauge reads over 24V.



Low voltage causes battery drain during start up



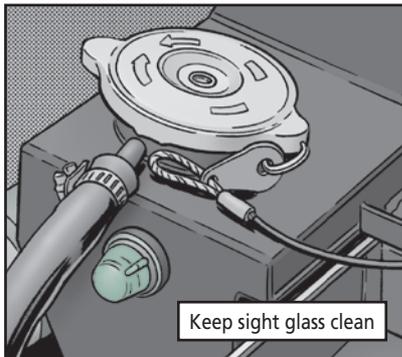
## Reservoir Sight Glass

The coolant reservoir sight glass can get dirty, making it hard to read. As needed, clean the sight glass with a wet rag.

While you're at it, check the coolant levels after every operation. Just make sure you let the engine cool before removing the cap to make the check. Otherwise, hot coolant can spray from the opening, causing severe burns.

Open the front service and engine cover hatches and eyeball the sight glass. The sight glass should be completely full. If it's not, remove the pressure cap on top of the surge tank and add coolant until the sight glass is full.

The right amount of coolant in the surge tank and overflow reservoir will help your Stryker keep its cool.

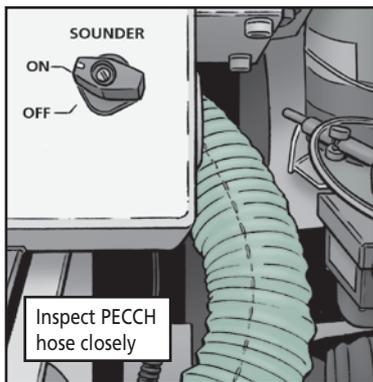


## PECCH Hose Inspection

Have your mechanics inspect the coolant supply hose, NSN 4720-01-459-8689, for the personnel and engine coolant circulating heater (PECCH).

Normal wear, excessive heat and acidic buildup in the coolant can cause the hose to rupture. If that happens, anyone sitting at the commander's station could be burned with hot coolant. Also, loss of coolant can cause the engine to overheat.

After the initial inspection, check the hose every six months for leaks or damage and replace it if necessary. At a minimum, replace the hose every 12 months.



## Engine Start-Up

GRAVITY DRAINS OIL OUT OF MY TURBOCHARGER WHEN I'VE BEEN SITTING FOR A WHILE.

SO MAKE SURE YOU IDLE ME FOR 30 SECONDS OR SO BEFORE MOVING OUT. AND DON'T REV MY ENGINE WHILE YOU'RE WAITING!

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



## Engine Shutdown

Let your Stryker's engine cool down after a mission before turning the engine off. The turbocharger continues to spin for a short time after shutdown.

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.



M1128 MGS Stryker...

## Cool Off With A/C PM

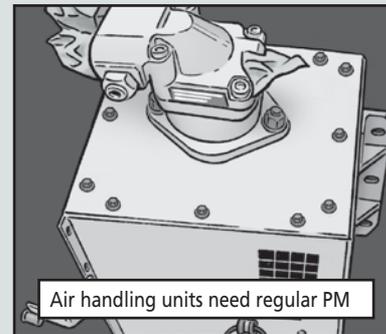


**C**rewmen, your M1128 MGS Stryker's air conditioning system protects you and your crewmates from heat injuries during operations.

But if you don't do proper preventive maintenance on the A/C unit, you might find yourself getting hot under the collar!

Leaks that result in a loss of refrigerant and bad hydraulic fan motor seals can put the air handling units (AHUs) inside the crew compartment out of action. And if that happens, your Stryker is NMC!

Check out TB 9-2355-321-13-1 (Jan 11) and TB 9-2355-321-13-2 (Jan 11) for info on how to keep your A/C unit running cool and your Stryker ready for action.

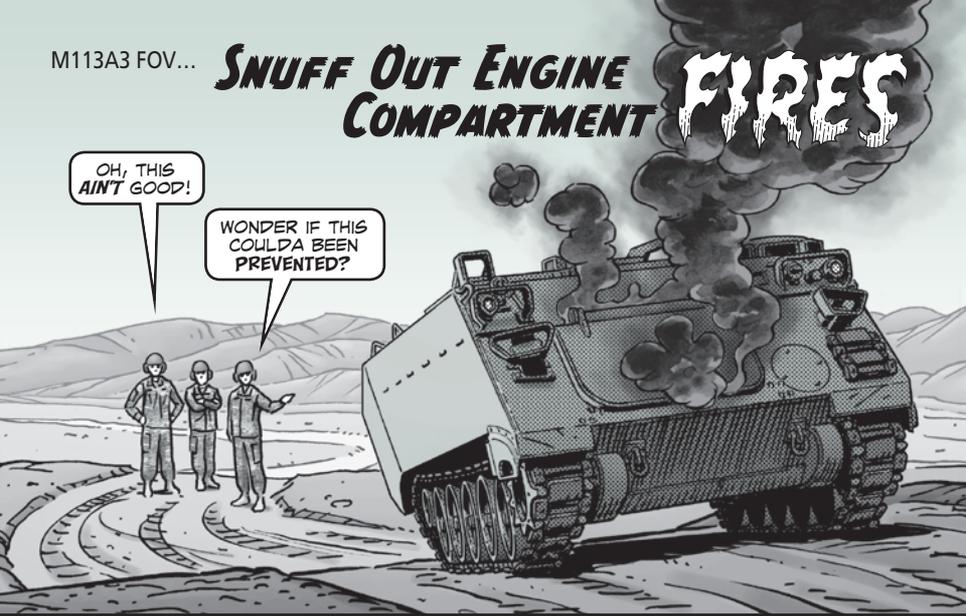


# SNUFF OUT ENGINE FIRES

## COMPARTMENT

OH, THIS AIN'T GOOD!

WONDER IF THIS COULDA BEEN PREVENTED?



### LISTEN UP, CREWMEN AND MECHANICS!

FIRES IN THE M113A3 ENGINE COMPARTMENT ARE HAPPENING WAY TOO OFTEN. AND MANY OF THEM ARE PREVENTABLE.

MOST OF THESE FIRES ARE POSSIBLY CAUSED BY FAN TOWER AND TURBO FAILURES, EXHAUST MANIFOLD LEAKS AND FLUID LEAKS IN THE HULL. PREVENTIVE MAINTENANCE WOULD HELP PREVENT MOST OF THOSE PROBLEMS!

HERE ARE THE MOST COMMON CAUSES OF ENGINE COMPARTMENT FIRES AND HOW YOU CAN PREVENT THEM:

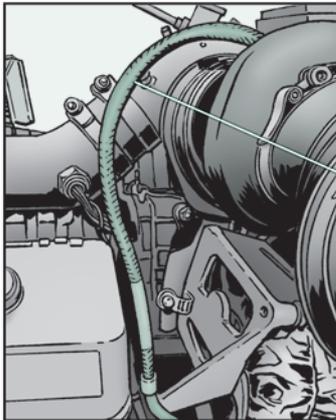
### Turbo Failures

TURBO FAILURES HAPPEN WHEN THE TURBO OIL LINE BECOMES BRITTLE AND WORN, CAUSING A LEAK.

THE LACK OF OIL TO THE TURBO ALLOWS IT TO RUN DRY, CREATING EXTREME FRICTION. THAT CAN CAUSE A FIRE IN A HURRY!

USING A FLASHLIGHT, LOOK CLOSELY UNDERNEATH THE INTAKE TUBE FOR ANY SIGN OF OIL NEAR THE TURBO.

PAY SPECIAL ATTENTION TO THE EXHAUST TUBE FOR UNUSUAL CHANGES IN EXHAUST COLOR OR SPARKS. EITHER CAN INDICATE TURBO FAILURE.



MAKE SURE THE INTAKE TUBE IS SERVICEABLE!

### Overheating/Fan Tower Failures

THE FIRST GIVEAWAY THAT YOUR CARRIER'S FAN TOWER IS FAILING IS AN OVERHEATING ENGINE.

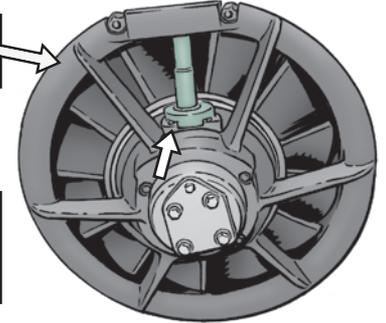
KEEP A CLOSE EYE ON THE ENGINE TEMPERATURE GAUGE. THE NORMAL OPERATING RANGE IS BETWEEN 190 AND 230 DEGREES.

IF THE TEMPERATURE GOES ABOVE 230 DEGREES, SHUT THE VEHICLE DOWN AND THEN FOLLOW THE TROUBLESHOOTING PROCEDURES IN TM 9-2350-277-10 (MAR 12, W/CH 1, DEC 13). IF NECESSARY, CALL A MECHANIC.

THE FAN TOWER USUALLY FAILS WHEN THE FAN TOWER GEAR BOX SEALS GO BAD AND THE GEAR OIL LEAKS OUT.

THE -10 TM SAYS TO INSPECT THE OIL LEVEL ONCE A MONTH. BUT IT'S A GOOD IDEA TO CHECK IT MORE OFTEN, ESPECIALLY IF YOU'RE OPERATING YOUR M113A3 EVERY DAY.

INVESTIGATE ANY GEAR BOX LEAKS RIGHT AWAY BECAUSE THE GEAR BOX ONLY HOLDS 18 OUNCES OF OIL. WITH SO LITTLE OIL, IT DOESN'T TAKE LONG TO RUN DRY, EVEN WITH JUST A SMALL LEAK!



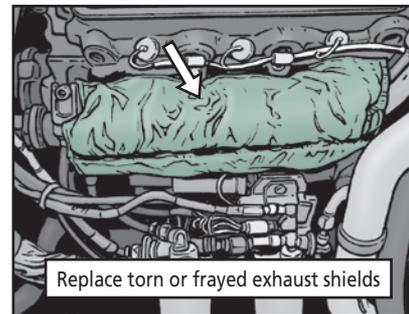
### MECHANICS!

IF THE RIGHT ANGLE DRIVE WITHIN THE VANE AXIAL COOLING FAN GOES BAD, DON'T REPAIR IT. INSTEAD, TURN IT IN AS UNSERVICEABLE AND GET A NEW ONE.

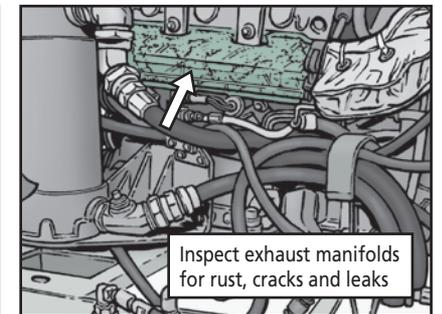
### Exhaust Leaks

EXHAUST MANIFOLDS CAN RUST OUT OVER TIME. THIS ALLOWS HOT EXHAUST GASES TO IGNITE OIL AND FUEL LINES, WIRING HARNESSSES OR FLUIDS IN THE HULL.

INSPECT THE EXHAUST SHIELDS DURING SEMI-ANNUAL SERVICES. CHECK FOR TORN OR FRAYED SHIELDS AND REPLACE THEM IF THEY HAVE BECOME SATURATED WITH FLUID. IF SHIELDS ARE REMOVED DURING THIS PROCESS, INSPECT THE MANIFOLDS FOR HOLES, CRACKS, OR ANY OBVIOUS LEAKS.



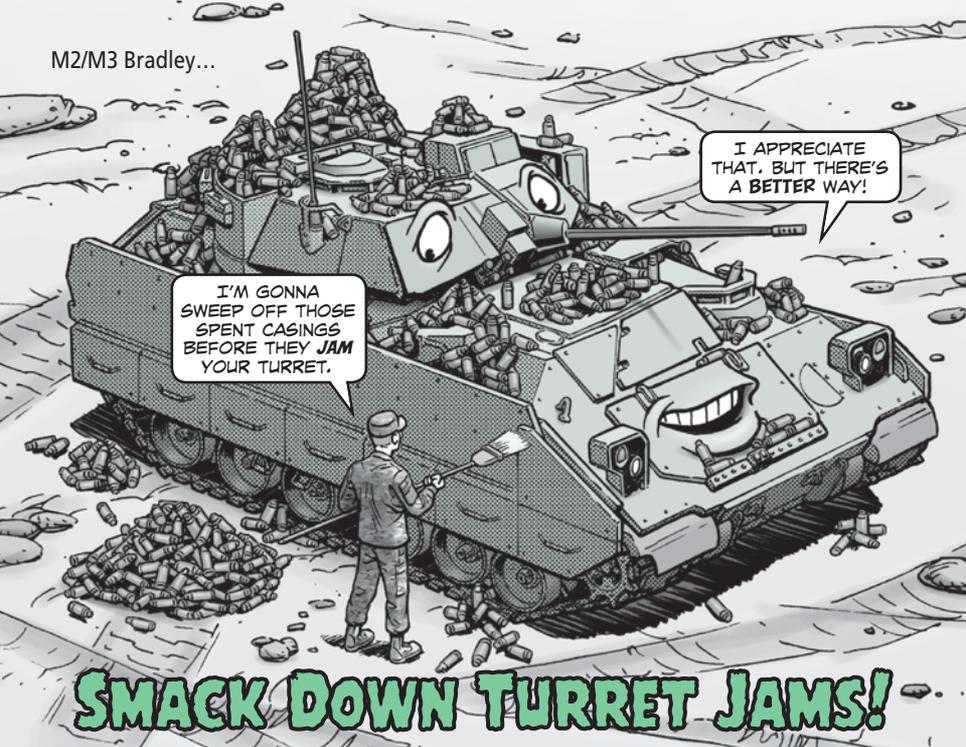
Replace torn or frayed exhaust shields



Inspect exhaust manifolds for rust, cracks and leaks

BE SURE TO PRACTICE CREW EMERGENCY DRILLS IN CASE A FIRE DOES BREAK OUT DURING OPERATIONS.

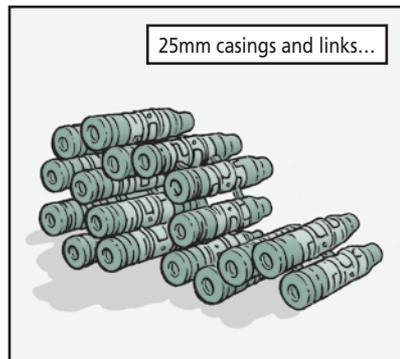




# SMACK DOWN TURRET JAMS!

Crewmen, your Bradley can lay down a lot of lead in a hurry! But that also means a lot of brass on the deck that can jam your vehicle's turret.

All those spent casings and links have to end up somewhere. A lot of times they pile up around the exhaust and air intake grilles. From there, it's a short trip to getting between the turret and the hull, as well as the turret ring armor.



IF SPENT ROUNDS JAM UP YOUR VEHICLE'S TURRET, CLEAR THEM AWAY LIKE THIS...



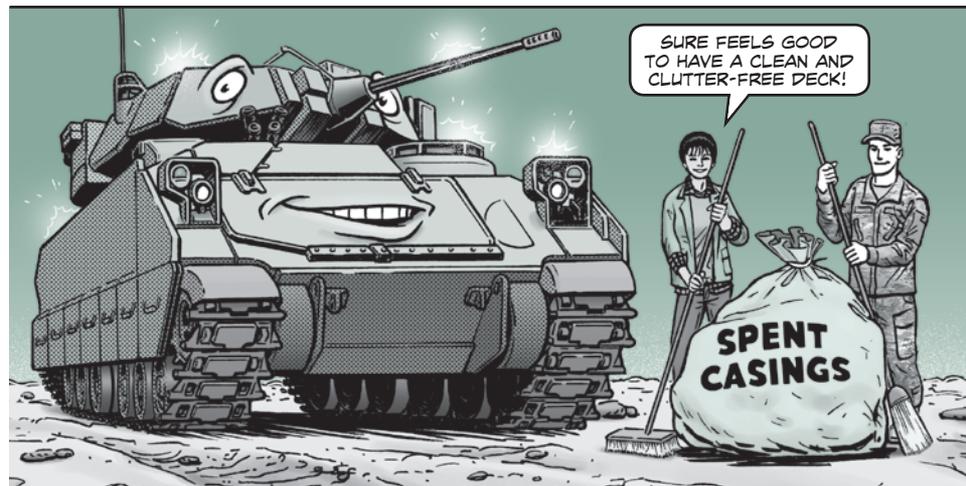
1. Make sure the M242 automatic gun, M240C machine gun and the TOW and grenade launchers are in SAFE mode. Check the -10 TM for the right procedures to do this.
2. Eyeball the system control box (SCB), biocular display (BD) and day viewer optics (DVO) on the target acquisition system (TAS) to make sure none of the ammo options are selected.
3. Switch the turret drive system power to OFF on the SCB and move the traverse drive assembly (TDA) and gun elevation drive (GED) to MANUAL. Do not attempt to clear a jammed turret in the POWER mode.
4. Move the M242 automatic gun to its maximum elevation. Using the TDA handwheel, slowly traverse the turret to identify the location of the binding. Then, if possible, rotate the TDA handwheel in the opposite direction from where the binding is felt.
5. Clear the spent casings and links. You can use a screw driver or pry bar to remove any stubborn casings and links.
6. After having crew members move a safe distance away from the turret, check to make sure the turret is no longer jammed by traversing the turret manually. Traverse the turret in POWER mode to ensure there's no binding.

Questions? Contact Terry Smart, PM Armor Fighting Vehicle Safety Manager, (586) 282-7849 or email:

[terry.d.smart2.civ@mail.mil](mailto:terry.d.smart2.civ@mail.mil)

Or contact Todd Davis, TACOM BFVS Equipment Specialist, (586) 282-3064 or email:

[todd.e.davis14.civ@mail.mil](mailto:todd.e.davis14.civ@mail.mil)



# PS TACTICAL VEHICLES



DON'T FORGET ABOUT PM OVER THE HOLIDAYS!

- **Mixing and Matching OK?**
- **Don't Forget GRS!**
- **PLS Team Email**
- **M915A5 Module NSNs**

# MIXING AND MATCHING OK?



**NSN 2530-01-500-4619 GETS THE WHEEL ASSEMBLY FOR NON-LTAS FMTV VEHICLES.**

THIS IS THE **ORIGINAL** WHEEL ASSEMBLY AND IS **NOT** FORWARD-COMPATIBLE TO THE LTAS. THERE'S STILL PLENTY OF STOCK IN THE SUPPLY SYSTEM, SO KEEP USING THIS ASSEMBLY UNTIL SUPPLIES ARE EXHAUSTED.

**NSN 2530-01-571-5857 GETS THE TIRE AND WHEEL ASSEMBLY DESIGNED TO SUPPORT THE WEIGHT OF FMTVA1P2 LTAS VEHICLES.**

THIS ASSEMBLY HAS A STRONGER WHEEL AND IS EASY TO IDENTIFY WITH ITS SMALLER MOUNTING HOLES. IT'S BACKWARDS-COMPATIBLE WITH **ALL** FMTV AO/A1/A1R/A1P2 VEHICLES AND WILL SUPPORT THE ENTIRE VEHICLE FLEET ONCE THE NON-LTAS WHEEL ASSEMBLY IS OUT OF STOCK.

THERE'S A **20-LB WEIGHT DIFFERENCE** BETWEEN THE NON-LTAS AND LTAS WHEEL ASSEMBLIES.

BUT THAT'S **NOT** ENOUGH TO CAUSE PROBLEMS WHEN MIXING THE ASSEMBLIES ON THE SAME VEHICLE.

**THERE'S ONE EXCEPTION. HOWEVER.**

**ALWAYS USE THE SAME ASSEMBLY** (EITHER NSN 2530-01-500-4619 OR NSN 2530-01-571-5857) ON THE FRONT AXLE.

**ONE MORE THING TO REMEMBER:** THE LTAS AND NON-LTAS ASSEMBLIES COME WITH BOTH GOODYEAR AND MICHELIN TIRES. **IT'S OK TO MIX THE TIRES ON THE SAME VEHICLE.**

JUST REMEMBER THAT IT'S GOOD MAINTENANCE PRACTICE TO USE THE **SAME BRAND TIRE** ON THE FRONT DRIVE AXLE TO AID IN STEERING.



# Don't Forget GRS!

IN OUR ARTICLE ON ARMY MOUNTS IN PS 773, WE FORGOT TO MENTION THE IMPORTANCE OF THE GUNNER RESTRAINT SYSTEM. CHIEF WINKIE REMINDED US!



Dear Editor,

Thanks for the article on Pages 27-35 of PS 773 (Apr 17) detailing all the mounts and mount kits for the various machine guns and vehicles.

But the article left out **one critical requirement**: Most vehicles with machine gun mounts are required to have a gunner restraint system (GRS). The GRS secures the gunner while riding over rough terrain or at high speed and prevents an ejection in the event of a rollover.

The GRS comes with NSN 4240-01-542-8160.

GRS protects  
gunner



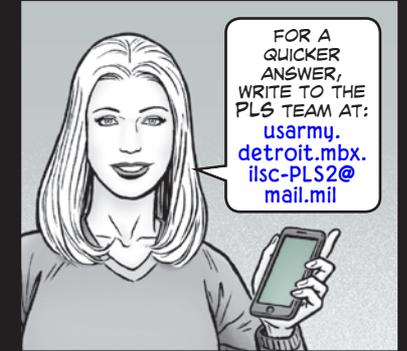
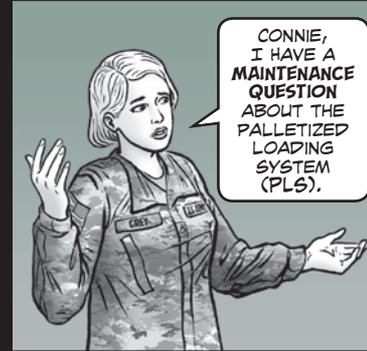
Here are the kits to mount the GRS:

Vehicle	NSN 2540-
M1114-up-armored HMMWV	01-542-7412
M1151A1 up-armored HMMWV	01-542-1130
Maxxpro Dash MSU w/OGPK, Maxxpro Dash MSU w/CROWS, Maxxpro ambulance M1266A1	01-597-6306
M-ATV w/OGPK M1240A1, M-ATV SOCOM M1245A1, M-ATV w/CROWS M1277	01-597-6306
FMTV low signature armored cab (LSAC)	01-569-6578
Panther (all models)	01-593-9739
RG-31 POR-MMPV Type II, RG-31A0 (MKI, MKIII), RG-31A (MKV), RG-31A2 (MKVE)	01-572-5699

CW3 Wade Winkie  
MOARNG

**Editor's note:** Good point, Chief. We want to keep gunners as safe as possible.

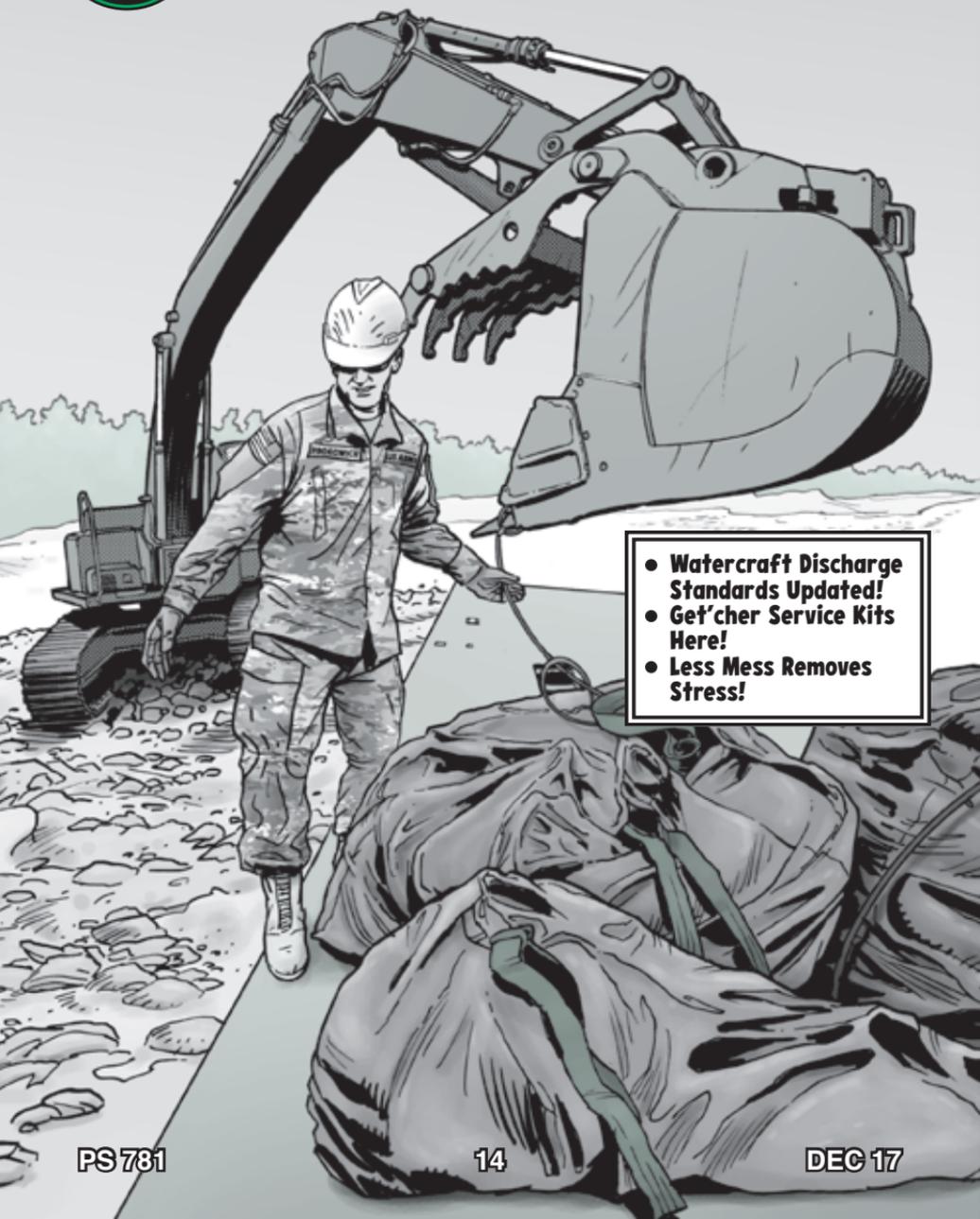
## PLS Team Email



## M915A5 Module NSNs

Keep this list of NSNs handy until the M915A5 tractor truck's TM 9-2320-426-13&P (in IETM EM 0308) is updated:

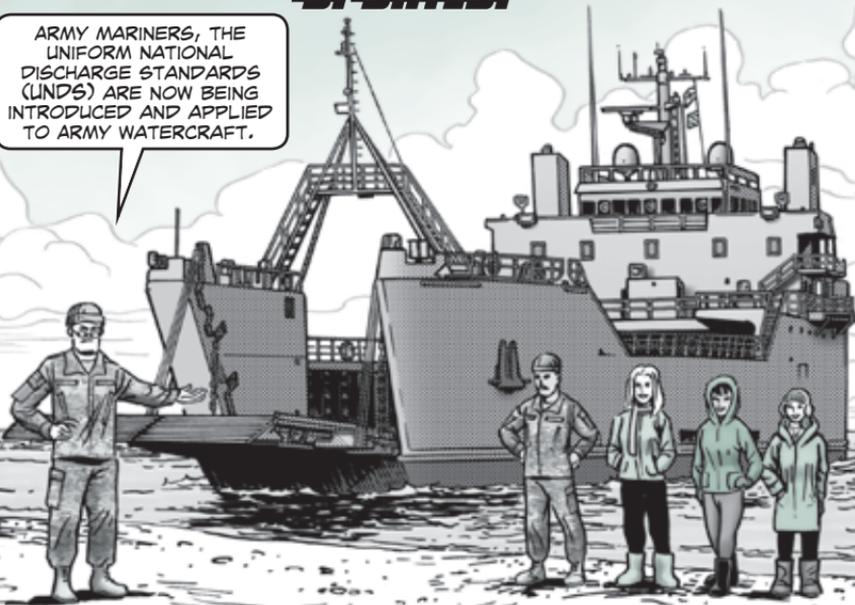
Item	TM Location	NSN
Engine control module	Item 1 in Fig 59	5998-01-610-7612
Transmission control module	Item 1 in Fig 93	2520-01-601-7380
ABS control module	Item 1 in Fig 95	2920-01-603-4389



- **Watercraft Discharge Standards Updated!**
- **Get'cher Service Kits Here!**
- **Less Mess Removes Stress!**

# WATERCRAFT DISCHARGE STANDARDS UPDATED!

ARMY MARINERS, THE UNIFORM NATIONAL DISCHARGE STANDARDS (UNDS) ARE NOW BEING INTRODUCED AND APPLIED TO ARMY WATERCRAFT.



THE STANDARDS WILL BE RELEASED IN **THREE SEPARATE BATCHES** WITH NEWLY DRAFTED DOD REGULATION M-4715.06 LANGUAGE COVERING **BATCH 1 DISCHARGES**:

- Aqueous film-forming foam (AFFF)
- Chain locker effluent
- Distillation & reverse osmosis brine
- Seawater cooling overboard discharge
- Seawater piping biofouling prevention
- Small boat engine wet exhaust

AR 56-9, WATERCRAFT, AND TB 55-1900-206-14, CONTROL AND ABATEMENT OF POLLUTION BY ARMY WATERCRAFT, WILL BE REVISED TO INCLUDE THE NEW STANDARDS.

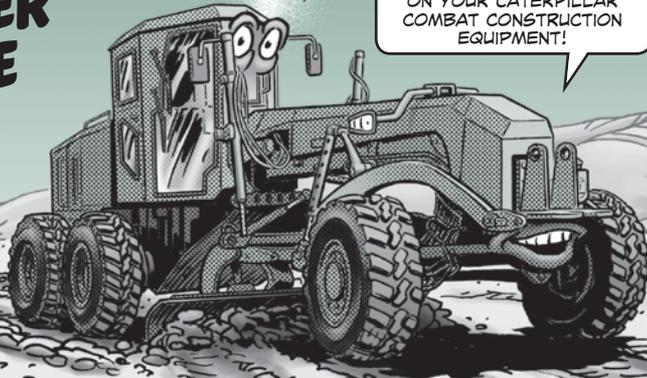
**UNDS BATCH 2 DISCHARGES** WILL COVER DECK RUNOFF, FIREMAIN DISCHARGE, HULL COATING LEACHATE, UNDERWATER SHIP HUSBANDRY, GRAYWATER AND SURFACE VESSEL BILGE-WATER/OIL WATER SEPARATOR EFFLUENT.

**BATCH 3 DISCHARGES** WILL INCLUDE **CLEAN BALLAST WATER**.

FOR MORE INFORMATION, VISIT EPA'S UNDS WEBSITE:  
[https://www.epa.gov/vessels-marinas-and-ports/  
uniform-national-discharge-standards-unds-phase-i-final-rule](https://www.epa.gov/vessels-marinas-and-ports/uniform-national-discharge-standards-unds-phase-i-final-rule)

YOU'LL ALSO FIND **MORE INFO** IN VOLUME 82, NO. 7, OF THE FEDERAL REGISTER:  
<https://www.gpo.gov/fdsys/pkg/FR-2017-01-11/pdf/2017-00153.pdf>

# GET'CHER SERVICE KITS HERE!



**M**ECHANICS, SERVICE KITS ARE NOW AVAILABLE FOR YOUR CAT CONSTRUCTION EQUIPMENT.

Vehicle	NSN
D6K Dozer	2450-01-659-6411
D7R II Dozer	4910-01-659-7085
120M Grader	2540-01-660-6080
621G Scraper	2540-01-660-6081
966H Loader	4910-01-660-8146
924H Loader	4910-01-660-8161



HERE'S THE LIST OF KITS TO USE FOR 500-HR SERVICES:

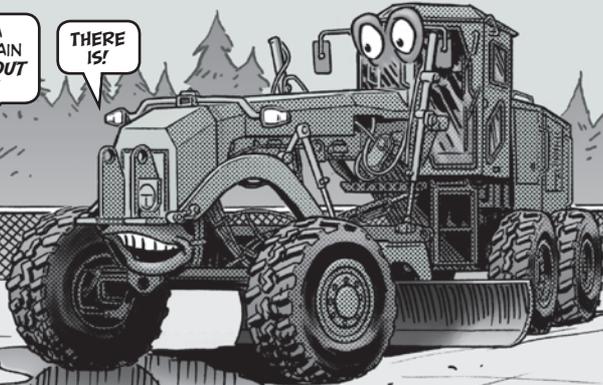
500-hr service kits now available

120M Road Grader...

## Less Mess Removes Stress!

THERE'S GOTTA BE A WAY TO DRAIN YOUR HUBS **WITHOUT** ALL THIS MESS!

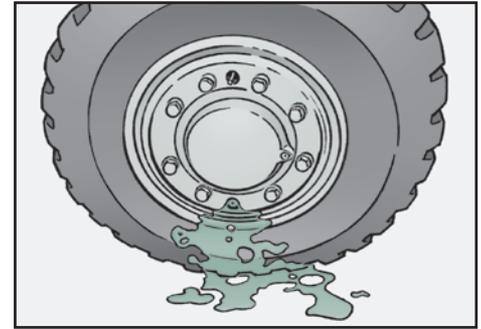
THERE IS!



Dear Editor,

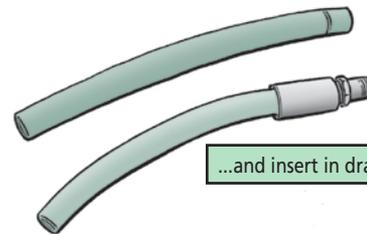
Here at Ft Leonard Wood, preventing oil spills is important. Not only does it protect the environment, but it saves a lot of man-hours in clean-up. One of the biggest problem areas is draining the hubs on the 120M road grader.

Draining drive hub can be a mess!

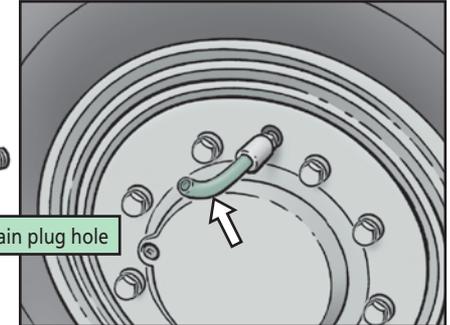


Here's an idea we came up with for preventing hub spills and managing time in our service shop. Use any type of rubber or plastic hose that will fit snugly inside the drive hub's threaded drain hole. You can also find the right pipe fitting to match the hole and fit the hose.

Use hose or pipe fitting with hose...



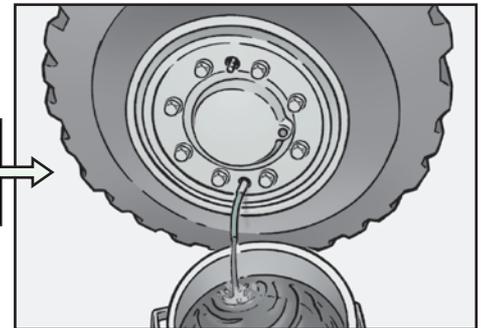
...and insert in drain plug hole



1. Turn the wheel assembly so that its drain plug is at the 12 o'clock position.
2. Remove the drain plug and insert the hose.
3. Place a drain pan on the floor and rotate the wheel so that the drain hole is at the 6 o'clock position.

Let the oil drain and that's all there is to it!

Tim Holt  
Ft Leonard Wood, MO



**Editor's note:** What a great way to save time and avoid oil spills. Thanks, Tim!



- Tired of Baggin' and Taggin' Parts?
- Parts Turn-in Needed by Depot
- Got Helicopter Safety Questions?
- Fly High with These Tips!

# TiRED OF BAGGIN' AND TAGGIN' PARTS?



EVEN AFTER BAGGIN' AND TAGGIN', HOW IS IT WE STILL MANAGE TO LOSE PARTS?

I DUNNO, BUT THERE'S GOTTA BE A *BETTER* WAY!

MECHANICS, WHENEVER PARTS ARE **REMOVED** FROM AN APACHE FOR MAINTENANCE OR AN AIRCRAFT IS **DISASSEMBLED** FOR SHIPMENT, THE STANDARD HAS ALWAYS BEEN TO **BAG AND TAG** EACH PART. THAT **SHOULD** MAKE FOR EASIER REINSTALLATION.

BUT WHILE BAGGING AND TAGGING ISN'T NEW, IT'S SELDOM FREE OF COMPLICATIONS. IT CAN BE A **TEDIOUS** EFFORT TO FIGURE OUT WHERE EVERYTHING GOES DURING REINSTALLATION, ESPECIALLY IF THE MAINTAINERS RESPONSIBLE **DON'T** DO EVERYTHING **JUST** RIGHT.

IT GETS EVEN WORSE WHEN PARTS ARE **REMOVED** BY **ONE** GROUP AND **REINSTALLED** BY **ANOTHER**.

PARTS GET LOST, MISPLACED OR PUT IN COFFEE CANS AND IT'S A REAL NIGHTMARE FIGURING OUT WHERE EVERYTHING GOES.

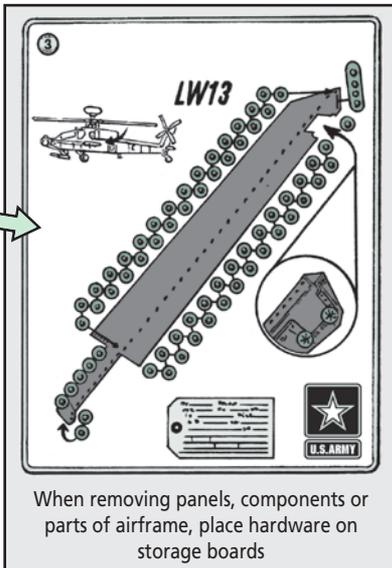
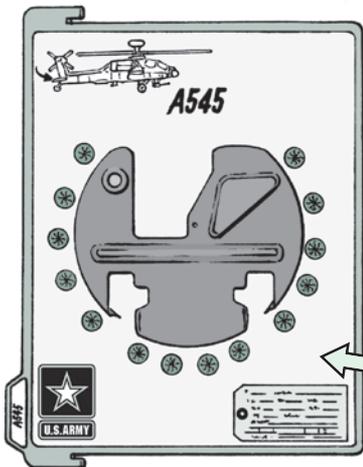
HOW CAN THIS COFFEE CAN BE EMPTY? THEY **TOLD** ME THE PARTS ARE **S'POSED** TO BE **IN** THERE!



**NOW THERE'S A BETTER OPTION!**

NEW HARDWARE STORAGE BOARD KITS WHICH HELP CONTROL FOD ARE AVAILABLE!

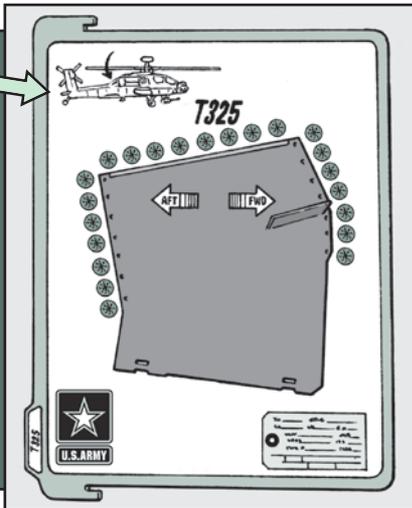
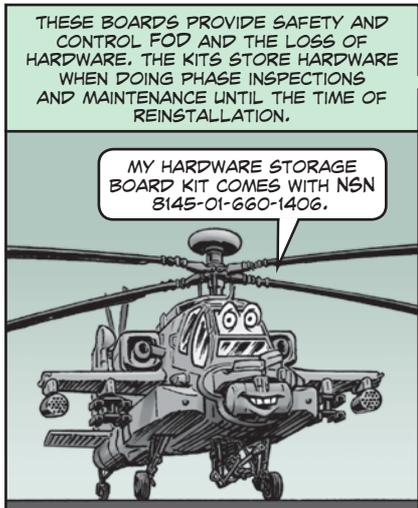
THE BOARDS ALLOW YOU TO PLACE AIRCRAFT PARTS AND HARDWARE ON COLOR-CODED BOARDS THAT INCLUDE PICTURES TO MATCH THE ACTUAL COMPONENTS ON THE HELICOPTER. BOARDS ARE AVAILABLE FOR EACH AIRCRAFT SECTION, SUCH AS THE DRIVE SHAFT.



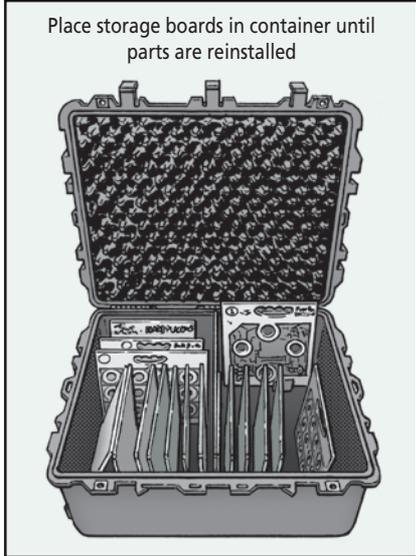
When removing panels, components or parts of airframe, place hardware on storage boards

THE HARDWARE STORAGE BOARD KITS ARE A GOOD ALTERNATIVE TO BAGGING AND TAGGING AND KEEP PARTS FROM GETTING LOST.

**IF ONE GROUP REMOVES PARTS, ANOTHER GROUP CAN REINSTALL THEM WITHOUT A HITCH.**



PURCHASING THE KITS IS THE UNIT'S RESPONSIBILITY, SO GET YOUR CO'S APPROVAL BEFORE ORDERING.



# PARTS TURN-IN NEEDED BY DEPOT

WE'VE GOT GOOD NEWS AND BAD NEWS. THE GOOD NEWS IS AS SOON AS YOUR PARTS COME IN, YOU'LL BE OFF THE NMC LIST.

THAT'S GREAT! WHAT'S THE BAD NEWS?

MECHANICS AREN'T ALWAYS AWARE THAT THEY HAVE PARTS THAT NEED TO BE TURNED IN FOR REPAIR!



MECHANICS, REPAIR PROGRAMS RELY ON YOU! FOR THE SUPPLY SYSTEM TO MEET DEMANDS FOR APACHE COMPONENTS, UNSERVICEABLE EQUIPMENT **MUST** BE TURNED IN FOR REPAIR, ASAP.

WITHOUT THOSE UNSERVICEABLE COMPONENTS, ON-HAND INVENTORY DISAPPEARS. THAT MEANS A LONGER WAIT FOR PARTS AND INCREASED AIRCRAFT DOWNTIME.

HERE'S A LIST OF COMPONENTS **BADLY NEEDED** FOR OVERHAUL. IF YOUR UNIT HAS **ANY** OF THESE COMPONENTS OR CONTAINERS THAT ARE UNNEEDED OR UNSERVICEABLE, **TURN THEM IN NOW.**

**ITEMS MARKED AS CRITICAL ARE ESPECIALLY NEEDED.**

UNLESS OTHERWISE INDICATED, RETURN UNSERVICEABLE ASSETS TO: Plant 7015/RIC B52 Corpus Christi Army Depot, TX 78419

TO FIND THE COMPONENT'S ITEM MANAGER, GO TO: <https://lrcweb1.apg.army.mil/i2log/search.cfm>

CLICK ON **ANALYST CODES** IN THE LEFT-HAND COLUMN AND ENTER THE ITEM MANAGER CODE IN THE **SEARCH** BLOCK.

IN THE ANAL CD COLUMN, HOVER YOUR CURSOR OVER THE CODE AND THE ITEM MANAGER'S NAME, PHONE NUMBER AND EMAIL WILL APPEAR.

FOR **QUESTIONS** ABOUT PARTS TURN-IN, CONTACT AMCOM'S ERIKA SOUTHWARD AT DSN 897-1429, (256) 313-1429 OR BY EMAIL:

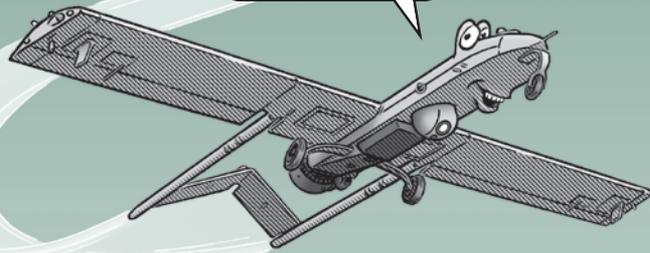
[erika.d.southward.civ@mail.mil](mailto:erika.d.southward.civ@mail.mil)

## Components Badly Needed for Overhaul

Item	NSN	Item Manager Code	Remarks
Main rotor head	1615-01-512-0889	BJA41	
Main transmission	1615-01-532-9390	BJA60	Critical (prime NSNs only)
Actuator support assembly	1615-01-527-3781	BJA46	Critical Plant 7001/RIC BR4, Red River Army Depot, TX 75501
MSPU	1270-01-544-6370	BJA61	Critical
Main rotor blades	1615-01-332-0702 & related NSNs	BJA40	Critical
Tail rotor gearbox	1615-01-507-5294	BJA62	Expedite (prime NSNs only)
Intermediate gearbox	1680-01-530-1625	BJA62	Expedite (prime NSNs only)
Trailing arm assembly	1620-01-147-4776	BJA67	Critical
Trailing arm assembly	1620-01-147-4777	BJA67	Critical
Connecting link	3040-01-154-7056	BJA67	Critical
Tail rotor coupling	1615-01-154-7077	BJA61	Critical
Tail rotor shaft assembly	1615-01-338-1326	BJA61	Critical
Shouldered shaft	3040-01-156-5372	BJA62	Critical
Base mast support	1615-01-155-6581	BJA44	
Clutch assembly	3010-01-364-2470	BJA63	Expedite
Hydraulic accumulator	1650-01-205-8155	BJA42	
Connecting link	3040-01-352-1531	BJA41	
Combo pak internal auxiliary fuel system (IAFS)	1560-01-519-4248	BJA66	Critical
Nitrogen inerting unit	1560-01-587-1028	BJA66	Expedite
Main landing gear shock strut	1620-01-465-9232	BJA64	Expedite
Pitch link	1615-01-257-5795	BJA46	Expedite
Lower rod ends	1615-01-257-5794	BJA46	Expedite
Upper rod ends	1615-01-257-5796	BJA46	Expedite
Lateral bell crank	1560-01-242-1495	BJA46	Expedite
Angle drive unit (LH)	3010-01-519-7677 3010-01-494-0683	BJA62	Critical

**Got Helicopter Safety Questions?**  
The Utility Helicopter Safety Office has a direct email for field units to submit inquiries on safety issues: [usarmy.redstone.peo-avn.mbx-avn-uh-po-safety@mail.mil](mailto:usarmy.redstone.peo-avn.mbx-avn-uh-po-safety@mail.mil)

I AM TRULY FLYING HIGH THANKS TO THESE SUGGESTIONS FROM FT CARSON!



# FLY HIGH

with **These Tips!**

Dear Editor,

Shadows will fly high and far if units remember these tips we've learned from experience at Ft Carson:

### Follow the Pre-Flight Checklist!

PS has said that over and over, but it can't be repeated too often. There are 78 checks on that list. It's not possible to remember them all, no matter how many times you've done them. If you miss just one, it could lead to a failed mission, a crash or a damaged launcher.



Remember, the checklist includes the air vehicle, launcher, tactical automatic landing system (TALS) and the ground control shelter. A complete inspection should take 45 minutes for the Shadow air vehicle and launcher and another 30 for the shelter. And then, of course, the instructor operator or standardization operator should double-check everything.

### Communicate

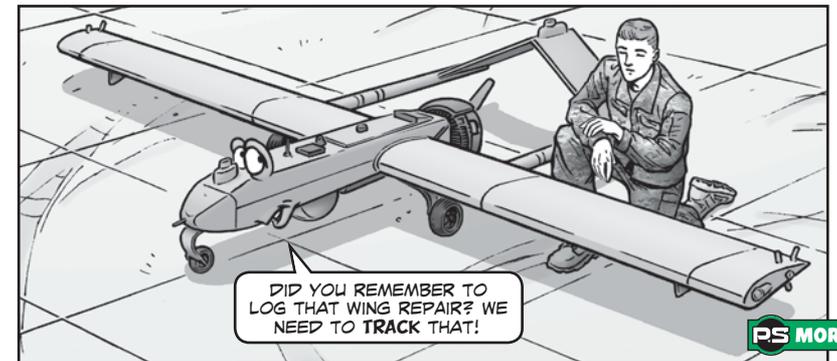
That's the only way to ensure everyone is on the same page. Everyone needs to attend the pre-flight briefings. This includes the mission coordinator, operator, payload operator, and crew chief. And the briefings should be thorough and detailed.

When shifts change, crew chiefs need to make sure the next maintenance team knows what's been done and what needs to be done.



### Log Everything

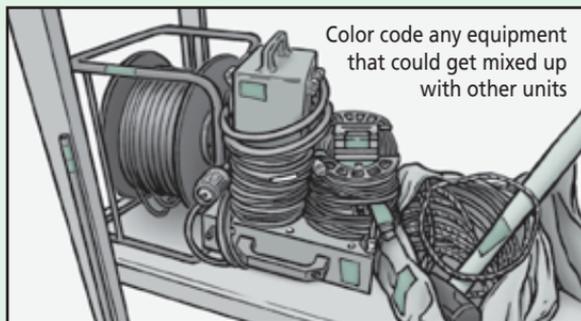
This includes flight entries, inspections, maintenance and repairs. We do it with an electronic logbook. That way it's easy to check what the status of each Shadow system is. The only way to do this is with the Unmanned Aircraft Systems-Initiative (UAS-I) electronic logbook system. UAS-I will be replaced soon by the Aircraft Notebook (ACN).



PS MORE

### Color Coding

This can save a big hassle if more than one unit shares a facility. Use a dab of paint or piece of tape to color code cable reels, radio racks and anything else that can get mixed up with another unit's Shadow equipment. Use one color for all of a unit's equipment.



Color code any equipment that could get mixed up with other units

### Be Careful Moving the Shadow

Lift the nose wheel off the ground to avoid damage to the nosegear servo. If you're moving through areas without much clearance, use wing walkers to prevent damage to the CRP antennas on the ends of the wings.

### Rough Landings



The propeller and tail hook often suffer damage when the Shadow comes in hard. See the special inspection in TM 1-1550-1689-23&P.

### Check the Oil!

Shadows use oil and will definitely need more. So top them off before every flight.



CW2 Jonathan Latta  
Ft Carson, CO

**Editor's note:** PS loves the voice of experience and so do our readers. Thanks, Chief.

# DON'T LET THE GOOD IDEA FAIRY



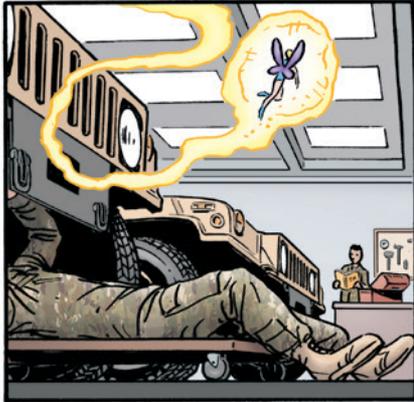
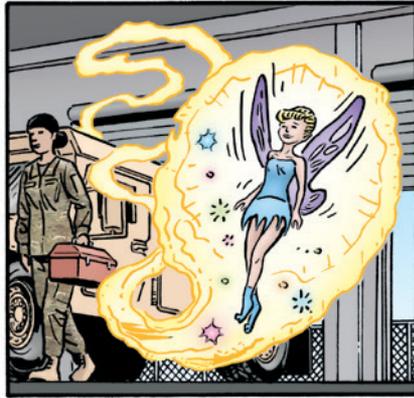
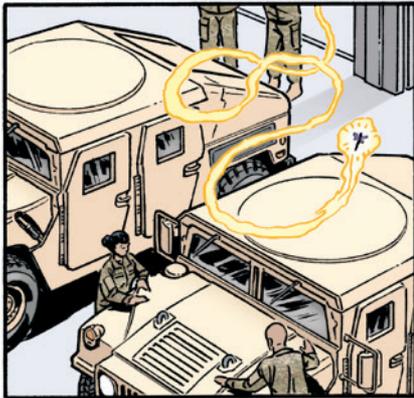
# LEAD YOU ASTRAY!

AT FIRST, IT MAY  
*SEEM* LIKE A  
GOOD IDEA...

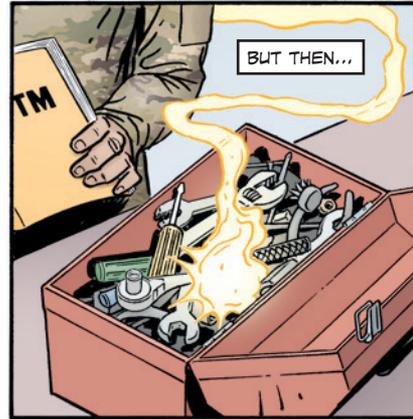
... BUT, EVENTUALLY,  
THE *AWFUL TRUTH*  
BECOMES CLEAR...



WHEN WE GET READY TO PERFORM PREVENTIVE MAINTENANCE, WE OFTEN START OFF WITH THE BEST INTENTIONS.



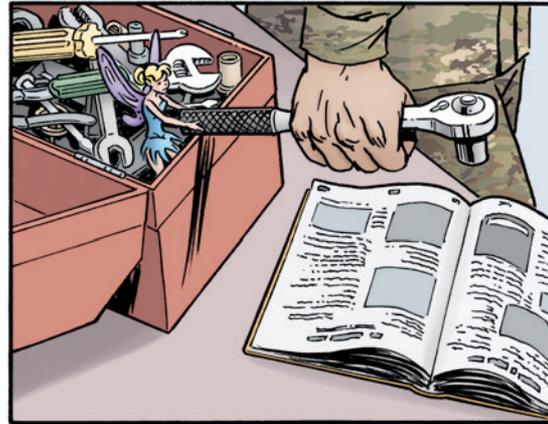
WITH OUR TOOLS AND TMS IN HAND WE'RE READY TO DO EVERYTHING BY THE BOOK, JUST LIKE WE'RE SUPPOSED TO.



BUT THEN...

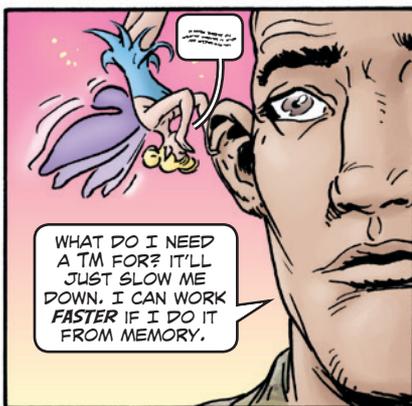
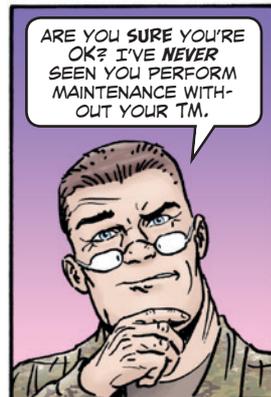


...SOMETHING STRANGE HAPPENS...



...AND ALL OF OUR GOOD INTENTIONS MAGICALLY DISAPPEAR...

...BECAUSE WE'VE FALLEN VICTIM TO THE GOOD IDEA FAIRY!





STEVENSON, YOU ARE DEFINITELY NOT YOURSELF TODAY...



...AND I THINK...



...I KNOW WHY...



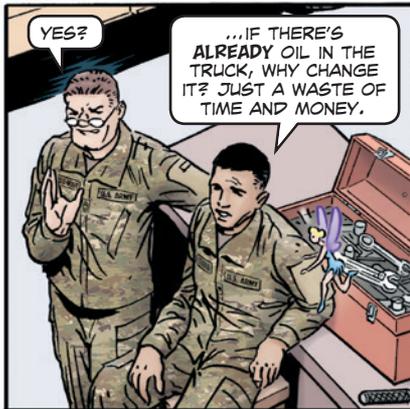
HA! GOTCHA!



I'VE NEVER BEEN BETTER, MASTER SERGEANT. THINGS ARE MUCH CLEARER NOW. MORE THAN EVER BEFORE!



Y'KNOW HOW THE TM TALKS ABOUT CHANGING THE OIL EVERY SUCH-AND-SUCH MILES. BUT...

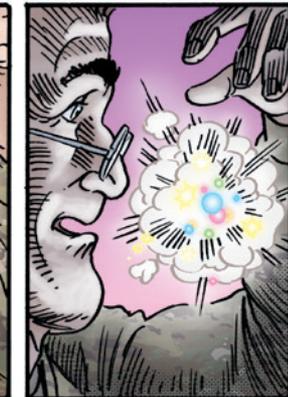


YES?

...IF THERE'S ALREADY OIL IN THE TRUCK, WHY CHANGE IT? JUST A WASTE OF TIME AND MONEY.



THAT'S AN... INTERESTING TAKE ON THINGS, STEVENSON. PLEASE, CONTINUE.



WHAT? WHERE AM I? MASTER SERGEANT HALF-MAST? I JUST HAD THE WEIRDEST DREAM!

I WAS TELLING YOU HORRIBLE THINGS ABOUT PREVENTIVE MAINTENANCE... THINGS NO GOOD MECHANIC WOULD EVER DO.

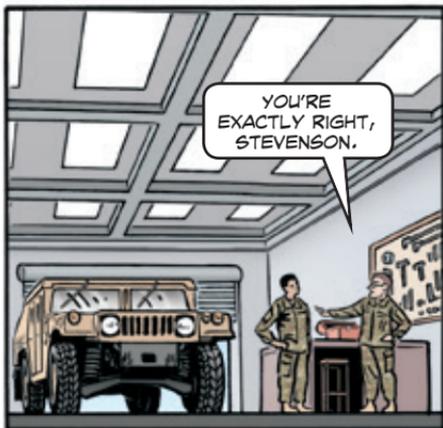


DON'T WORRY STEVENSON. YOU HAD A RUN IN WITH A GOOD IDEA FAIRY. IT WARPED YOUR THINKING, MADE YOU IGNORE YOUR TM AND COMPELLED YOU TO TAKE SHORTCUTS. IT'S GONE, SO YOU'RE FINE NOW.

**GOOD IDEA FAIRY?** THE ONLY THINGS **THOSE** IDEAS WERE GOOD FOR WERE BREAKING OUR TRUCKS OR GETTING SOMEBODY HURT.



YOU'RE EXACTLY RIGHT, STEVENSON.



LEAVING OUT STEPS DURING PM MIGHT **SOUND** LIKE A GOOD IDEA AND IT **MIGHT** EVEN SAVE YOU A LITTLE TIME.

BUT BELIEVE ME, IT'S **NOT** WORTH IT. YOU'LL LOSE THE MINUTES THAT YOU SAVED TO EQUIPMENT DOWNTIME AND **DAMAGE**.

PM SHORTCUTS ARE **NEVER** A GOOD IDEA. **ALWAYS** USE YOUR TM AND ALWAYS FOLLOW ALL OF THE STEPS.



# PS **SMALL ARMS**



- Even More Machine Gun Mount Help
- Get Weapons Gaged... and Keep Paperwork!
- New Cover Something to Crow About!

# PS **CBRN**

- JSLIST Overboot Changes
- JSLIST for Training!



**ALSO  
FEATURING  
TOOLS**  
• New Lifting  
Straps Available  
for SATS!

Even More

# MACHINE GUN MOUNT HELP

GOT MOUNT PROBLEMS? THEN LISTEN UP TO THIS GREAT MOUNT ADVICE FROM ANDREW GUILLIAMS!

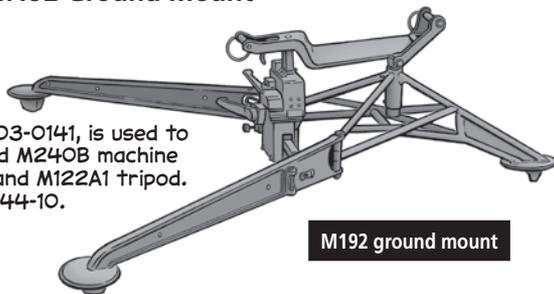


Dear Editor,

Thanks so much for all the information on machine gun mounts in PS 773 (Apr 17). I think it might help even more if PS shared this mount info we've developed at Ft Sill.

## M192 Ground Mount

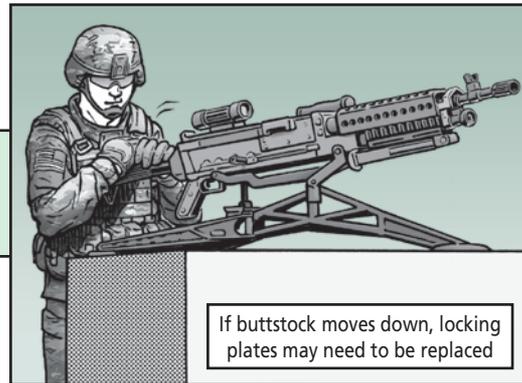
The M192, NSN 1005-01-503-0141, is used to ground mount the M249 and M240B machine guns. It replaced the M122 and M122A1 tripod. It's covered by TM 9-1005-344-10.



M192 ground mount

Some M192s don't hold the weapon in the elevation position because of worn locking plates. There's an easy check for this:

1. Mount an M249 or M240B on the M192.
2. Lock the weapon in place so it's level with the ground.

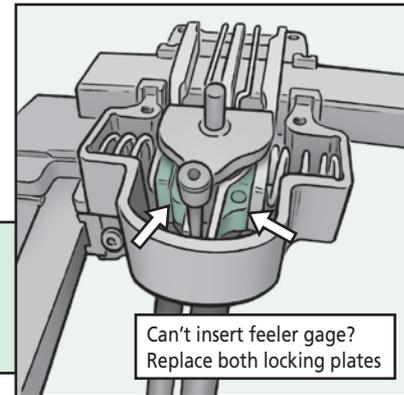


If buttstock moves down, locking plates may need to be replaced

3. Stand behind the weapon and push down on the buttstock with both hands.
4. If the buttstock moves down, report it. The locking plates may need to be replaced.

Small arms repairmen can quickly check for worn locking plates like this:

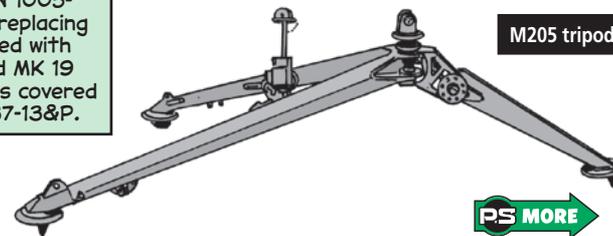
1. Remove the elevation cover like it says in TM 9-1005-245-13&P.
2. Reinstall the shoulder screw in the elevation housing.
3. Check the wear of the elevation's locking plates by inserting a .015 feeler gage between the actuator and locking plate.
4. If the feeler gage can't be inserted between the actuator and locking plate, replace the locking plates as a set. Some resistance when inserting the feeler gage is OK.



Can't insert feeler gage? Replace both locking plates

## M205 Tripod

The M205, NSN 1005-01-586-5702, is replacing the M3 and is used with the M2/M2A1 and MK 19 machine guns. It's covered by TM 9-1005-437-13&P.



M205 tripod

PS MORE

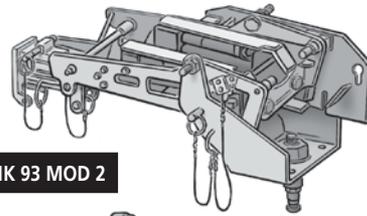
## MK 93 MOD 2

The MK 93 MOD 2 mount, NSN 1010-01-502-7547, replaces the MK 64 and MK 93 MOD 1. It's covered by TM 9-1005-245-13&P. It's used with the MK 19 and M2/M2A1.

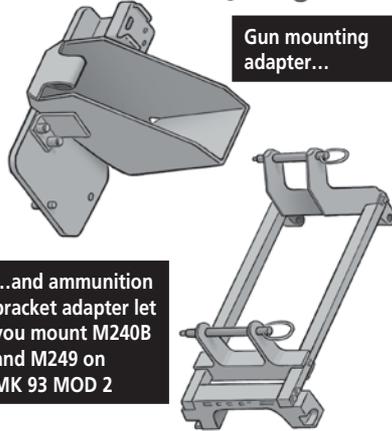
It consists of:

- Carriage and cradle, NSN 1005-01-508-1574
- Catch bag (sand), NSN 1005-01-388-5685
- Catch bag (olive), NSN 1005-01-388-5702
- Catch bag frame assembly, NSN 1005-01-516-3961
- Catch bag quick release pin, NSN 5315-01-385-9216
- Universal pintle adapter, NSN 1010-01-445-6143
- Traversing and elevating mechanism, NSN 1010-01-151-6227
- 40mm ammo can holder, NSN 1005-01-340-8471
- M2 ammo can holder, NSN 8140-01-387-3095

With the addition of a gun mounting adapter, NSN 1005-01-531-1676, and an ammunition bracket adapter, NSN 1005-01-531-1666, the M240B or M249 can also be mounted on the MK 93. The ammo bracket can hold either the 200-round metal 7.62mm ammunition container or the 200-round plastic 5.56-cal container.



MK 93 MOD 2



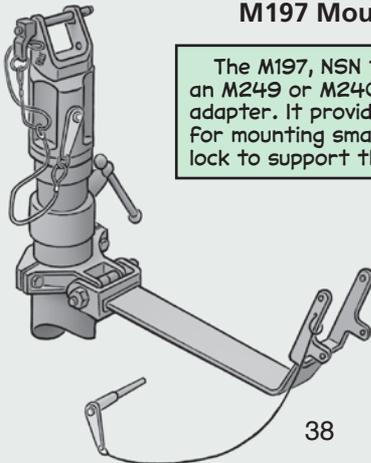
Gun mounting adapter...

...and ammunition bracket adapter let you mount M240B and M249 on MK 93 MOD 2

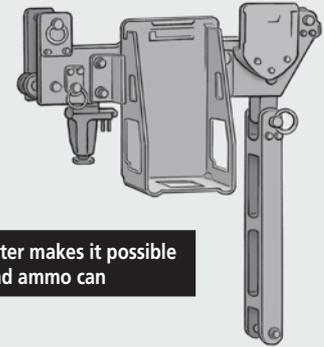
**NOTE:** The ammo bracket adapter will not work with the OGPK/GPK.

## M197 Mount

The M197, NSN 1005-01-413-4098, lets you mount an M249 or M240B to a gun pedestal or pintle adapter. It provides a more compact arrangement for mounting smaller machine guns and has a travel lock to support the weapon during travel.



The M197 light machine gun/medium machine gun (LMG/MMG) adapter, NSN 1005-01-553-0683, lets you attach a 200-round ammo can to either the M240B or M249.

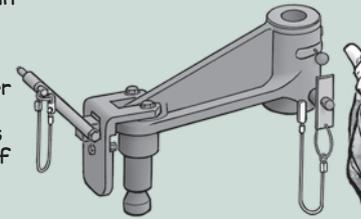


M197 LMG/MMG adapter makes it possible to attach a 200-round ammo can

## Cantilever Arm

GET A CANTILEVER IF YOU FIRE AN M2 FROM THE M66 RING MOUNT!

If you're firing an M2/M2A1 machine gun from an M66 ring mount, you need the cantilever arm, NSN 1090-01-568-5052. It gives nine more inches of clearance between the gunner and the weapon.

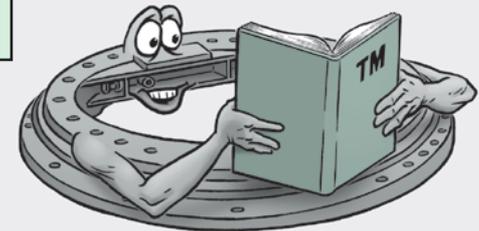


## M66 Ring Mount

The M66 now has its own manual, TM 9-1005-451-13&P, not TM 9-1005-335-13&P that was listed in PS 773.

TM 9-1005-245-13&P covers all the other machine gun mounts.

WOULDJA LOOK AT THIS! I'VE GOT MY OWN TM!



Andrew Guilliams  
Ft Sill, OK

**Editor's note:** You've just made things easier for Army units everywhere, Andrew. Thanks so much!



# Small Arms... Get Weapons Gaged... ...and Keep Paperwork!



HONEST, I HAD THESE WEAPONS GAGED!

THAT'S THE TRUTH! I SHOULD KNOW, I WAS GAGED MYSELF.

YEAH! SAME HERE!

THEN SHOW ME THE PAPERWORK.

UNTIL YOU DO, ALL THESE WEAPONS ARE NMC.

Dear Editor,

As the Ft Carson command maintenance evaluation and training team (COMET), we do many arms room inspections. Too often we find that weapons haven't been gaged.

But we also run into instances where the armorer says the weapons are gaged, but he doesn't have the paperwork to prove it.

Please stress that armorers must not only ensure all weapons are gaged, but also must document it on DA Form 2404 or 5988E. Otherwise, every weapon is considered NMC. So when weapons come back from gaging, armorers need to keep the paperwork that comes with them. Generally, keeping the paperwork in a 3-ring binder is the easiest way.

While you're at it, emphasize that armorers should have all night vision equipment they're responsible for entered into SAMS or GCSS-A. We find too many night vision goggles and sights that haven't been purged. That, of course, means vision problems when the goggles or sights fog up. Night vision equipment should be purged every six months. SAMS or GCSS-A can remind armorers when it's time for purging.

COMET  
Ft Carson, CO

**Editor's note:** Excellent points! Here's the scoop on weapons gaging.

Every small arms -23&P TM says the weapon has to undergo gaging by Direct Support **one year from receipt**. This isn't part of the initial services performed at receipt of the weapon. At a minimum, Army small arms must be gaged annually (every year).

These gaging intervals are the minimum required to assure the safety, operability, and reliability of Army small arms. Any weapon may be inspected/gaged more frequently and it's recommended that those used in training be gaged after completion of each training cycle.

Some small arms TMs say that Guard/Reserve units need to gage weapons only every two years. That's being changed. All weapons need to be gaged annually.

So, there you have it. Armorers, if you can't prove in black and white that your weapons were gaged, you can't issue them. They're NMC until you track down the paperwork.

M153 CROWS II...

## NEW COVER SOMETHING TO CROW ABOUT!



THANKS FOR PUTTIN' MY COVER ON, BUDDY!

RRRIIP!

OOPS!

SHOOT! THERE GOES ANOTHER COVER! MAN, I WISH THEY MADE A COVER THAT LASTS.

THEY DO! HERE'S HOW TO GET IT!

Dear Half-Mast,

We have two different CROWS covers: the original cover, which is made of thin material and tears easily, and a new cover, which is much more durable. But we're unsure how to order the new cover. Can you help?

1LT A.W.

Dear Lieutenant,

Of course! Order the new tan cover with NSN 5340-25-160-3971 and the new green one with NSN 5340-25-161-7247.

The covers are in the new CROWS' TM 9-1090-219-10-HR that was posted on the LOGSA ETM website in March 17. Go to:

<https://iiv.logsa.army.mil/etmapp/#/etm/home>

Half-Mast

UH-OH!  
SOMETHING'S  
WRONG!



YOU'RE RIGHT!  
WITH THE NEW OVER-  
BOOT, SELECTING  
THE PROPER SIZE IS  
IMPORTANT.



## JSLIST Overboot Changes

Dear Editor,

CBRN specialists need to be aware that the only overboot now worn with JSLIST is the alternative footwear solutions (AFS) overboot.

The old overboot went by specific shoe size and generally needed to be two sizes larger than the Soldier's normal boot size.

The AFS overboot is thinner, though, and comes in XS, S, M, L, XL and XXL.

Use this chart for a rough guide to sizing.

AFS Size	Boot Size	NSN 8430-
X-small	3.5-5.5	01-553-6290
Small	6-7.5	01-536-5413
Medium	8-9.5 regular	01-536-5415
Large	9.5W-11.5	01-536-5416
X-large	12-14	01-536-5419
XX-large	14.5-17	01-553-6283

New overboot requires different sizing



During training, use the sizing guide to select an overboot. Then try the next smaller or larger size to make sure you've got the best fit. When it's time for the next deployment, you'll know the exact size overboot needed.

SSG Christopher Butler  
Ft Leonard Wood, MO

# JSLIST for Training!



IT'S **CRITICAL** SOLDIERS KNOW HOW TO PROPERLY WEAR JSLIST (JOINT SERVICES LIGHTWEIGHT INTEGRATED SUIT TECHNOLOGY).

IN A CHEMICAL ATTACK, THAT'S THE **ONLY** PROTECTION THEY'LL HAVE.



BUT UNITS **DON'T** WANT TO USE THEIR UNOPENED JSLIST FOR TRAINING. THAT'S BECAUSE ONCE JSLIST IS REMOVED FROM ITS SEALED BAG, **THE CLOCK STARTS RUNNING.** IT'S GOOD FOR 120 DAYS MAX.

BUT MOST UNITS **DON'T** HAVE ENOUGH JSLIST FOR TRAINING. THAT'S WHERE THE INDIVIDUAL CHEMICAL EQUIPMENT MANAGEMENT PROGRAM (ICEMP) CAN HELP. THEY WILL PROVIDE **FREE** JSLIST FOR TRAINING. SEND AN EMAIL TO:

[usarmy.detroit.tacom.mbx.ilsc-icemp@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-icemp@mail.mil)

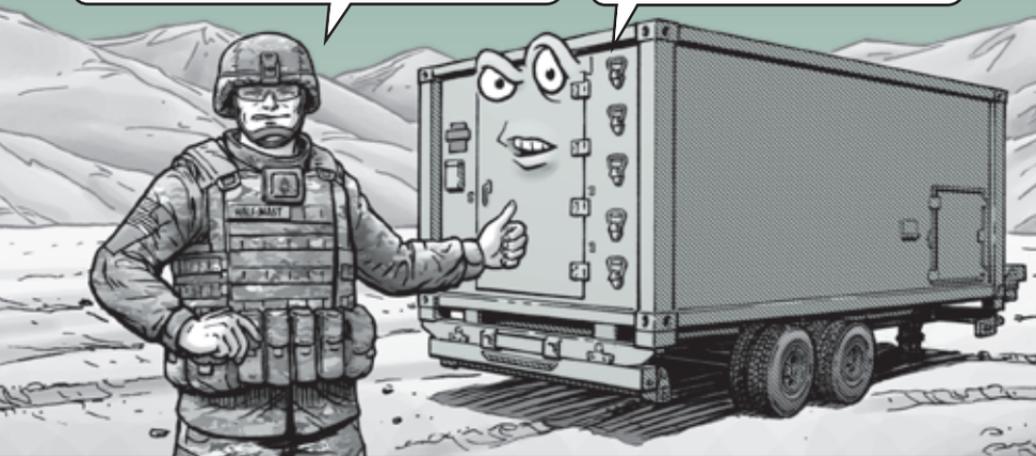
THEY WILL SEND INSTRUCTIONS FOR ORDERING TRAINING JSLIST. SHIPPING IS FREE.

**QUESTIONS? EMAIL THE ICEMP OR CALL TOLL FREE (866) 409-3781.**

# NEW LIFTING STRAPS AVAILABLE FOR SATS!

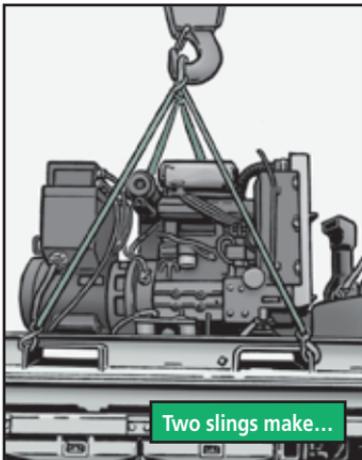
A **PROBLEM** WITH THE STANDARD AUTOMOTIVE TOOL SET (SATS) IS THAT IT **DOESN'T** HAVE RIGGING EQUIPMENT FOR LIFTING HEAVY OBJECTS LIKE HYDRAULIC CYLINDERS.

UNITS USUALLY EITHER TRY TO GET BY WITH RATCHET STRAPS OR SLINGS BOUGHT COMMERCIALY, THAT CAN BE **DANGEROUS**.

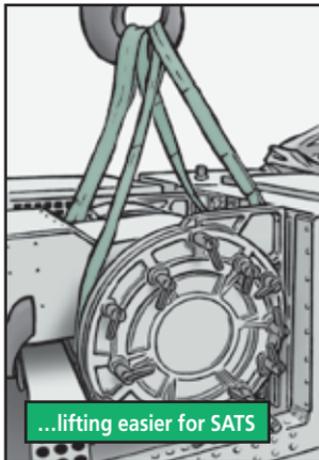


**THAT  
PROBLEM  
HAS BEEN  
SOLVED!**

UNITS WITH SATS ARE AUTHORIZED TO PURCHASE AN EYE SLING LIFTING STRAP, NSN 3940-01-660-6089, AND A QUAD LEG SLING WITH MATER HOOK LIFTING STRAP, NSN 3940-01-660-6134.



**Two slings make...**



**...lifting easier for SATS**

IF YOUR UNIT COMMANDER APPROVES, ORDER THEM AS A SUPPLEMENT TO SATS AS A CODE 16 ITEM UNDER AR 700-60.

**THE EYE SLING**  
COSTS AROUND \$40 AND HAS THESE CAPACITIES:

- 3,100 vertical pounds
- 2,480 pounds choker
- 6,200 pounds basket

**THE LIFTING STRAP**  
COSTS ABOUT \$240 AND HAS THESE CAPACITIES:

- 10,200 pounds at 60 degrees
- 8,400 pounds at 45 degrees
- 6,200 pounds at 30 degrees

- **AN/TSC-183A SATCOM Terminal Transitions to Sustainment, Part 2**

# AN/TSC-183A SATCOM Terminal Transitions to Sustainment (Part 2)

HARDWARE SUSTAINMENT FOR THE AN/TSC-183A SATELLITE COMMUNICATIONS TERMINAL, NSN 5895-01-559-1209 (LIN J97857), HAS TRANSITIONED TO CECOM LCMC.

IN PS 780 (NOV 17), WE PROVIDED A PARTIAL LIST OF COMPONENT HARDWARE FOR THE COMBAT SERVICE SUPPORT (CSS) VERY SMALL APERTURE TERMINAL (VSAT) 1.2M-E. THAT LISTING NOW CONTINUES WITH THE COMPONENTS FOR THE ANTENNA PEDESTAL CASE AND REFLECTOR CASE:



## Antenna Pedestal Case

Item	Description	NSN	PN
1	Antenna pedestal (antenna pedestal case, including components)	5985-01-628-8942	0102-2000-01T
<b>Antenna pedestal case consists of:</b>			
2	Lock-release lever (case latch set)		20-02559
3	Mounting bracket (tan outrigger assembly, order each separately) <b>Note:</b> Includes feet and bolts	5340-01-630-0957	20-090179301T
4	Mounting plate (outrigger) <b>Note:</b> Does not include feet or bolts		70-34001
5	Knob (outrigger mounting knob kit)		0102-2210-00
6	Continuous thread stud (leveling foot, threaded, 8-in) <b>Note:</b> Does not include knob		20-50TAL
7	Knob (black threaded knob for leveling foot)		73-LFL60
8	Electrical equipment foot (footpad for outrigger)		20-500LF
9	Hand crank (manual crank, 3/8-in socket)	5340-01-641-1754	20-120321201
10	Spring tension clip (clip to secure hand crank)		70-090492001BLK
11	Turnlock fastener assembly (1/4 turn fastener)	5325-01-657-0101	72-00219
12	Retaining ring, used with Item 11	5325-01-657-0032	72-00220
13	Electronic communication equipment cover (plastic cover for gearbox)		
14	Socket head cap screw, used with Item 13	5305-01-617-4483	

Item	Description	NSN	PN
15	Flat washer (#8), used with Item 14	5310-01-528-6397	90107A010
16	Dust and moisture seal protective plug (rubber plug for hand crank cover)		70-00064
17	Electronic communication equipment cover (plastic top cover, tan)		90-077177001T
18	Socket head cap screw, used with Item 17	5305-01-466-9745	92949A263
19	Loop clamp (large cable holddown clamp)		19-96129
20	Machine screw (6-32 x 0.50-in cross-tip), used with Item 19	5305-01-530-2631	91400A148
21	Self-locking hexagon nut (nylon, 5/16-in), used with Item 20	5310-01-560-7537	90715A007
22	Flat washer (#6), used with Item 21	5310-01-520-7812	90107A007
23	Electrical plug connector (circular female locking plugs with three contacts)	5935-01-654-7678	71-23050
24	Connector adapter (female adapter), includes hex head nut and star lock washer	5935-01-617-5174	FJ-JR
25	Electrical plug connector (TNC male dust cap with chain)	5935-01-655-0688	19-E6023
26	Electrical plug connector (TNC male dust cap with chain, N/UHF)	5935-01-654-7012	19-E6016
27	Electrical plug connector (N-female crimp connector)	5935-01-654-7468	71-83032
28	Electrical plug connector (TNC female crimp connector)	5935-01-654-8557	71-15839
29	Electrical plug connector (F-male connector)	5935-01-649-9907	71-FPC4F
30	Satellite signals navigation set (GPS assembly)	5825-01-629-5338	SP-0056-2110-00
31	Mounting bracket (mounting plate for GPS assembly (Item 30) with screws)	5340-01-657-0079	0102-2151-01
32	Machine screw (M4, 0.7mm x 5mm, cross-tip), used to secure the mounting bracket (Item 31) to the GPS assembly (Item 30)		92010A212
33	Machine screw (6-32 x 1/2-in, cross-tip), used to secure the GPS assembly (Item 30) with mounting bracket (Item 31)	5305-01-530-2631	91400A148
34	Lock washer (#6), used with Item 33	5310-01-525-0623	92147A420
35	Flat washer (#8), used with Item 33	5310-01-520-7812	90107A007
36	Interface control (interface switch for I/O box assembly), refer to Items 78-85 for parts breakdown	5895-01-629-5298	SP-0102-2150-01T

## Antenna Pedestal Case (continued)

Item	Description	NSN	PN
37	Machine screw (10-32 x 0.625-in, cross-tip), used to secure I/O box (Item 36) to the antenna pedestal	5305-01-617-2105	91400A830
38	Lock washer (#10), used with Item 37	5310-00-933-8120	MS35338-138
39	Flat washer (#10), used with Item 37	5310-01-525-0656	98017A640
40	Radio frequency power divider (RCA 2-way radio frequency (RF) splitter)	5985-01-654-6431	69-1001902
41	Machine screw (8-32 x 1/2-in socket head cap screw), used with Item 40		94912A225
42	Self-locking hexagon nut, used with Item 41	5310-01-543-2318	90101A009
43	Flat washer (#8), used with Item 42	5310-01-528-6397	AEW24X16 40005E4A00
44	Machine screw (8-32 x 0.375-in cap screw, button head socket), secures the antenna control unit (ACU) cover/front panel to ACU		98164A134
45	Cover (aluminum), item is fabricated by the Brigade Support Battalion Allied Trade Shop		CCA-CVR
46	Machine screw (4-40 x 1/4-in cross-tip), used with Item 45	5305-00-054-5647	91400A106
47	Machine screw (8-32 x 1/4-in cross-tip), used with Item 45	5305-01-543-2338	91400A190
48	Circuit card assembly (radio frequency (RF) tuner CCA) <b>Note:</b> GPS Module (Item 66) is bundled with RF Tuner CCA	5998-01-646-5699	69-21121
49	Machine screw (4-40 x 1.25-in cross-tip), used with Item 48		9100A124
50	Circuit card assembly (azimuth/roll (AZ/RL) polarization motor control (MC) CCA)	5998-01-646-5803	67-02050
51	Machine screw, used with Item 50	5305-00-054-5647	91400A106
52	Circuit card assembly (CPU CCA), located behind RF tuner CCA	5998-01-646-5804	69-02055
53	Machine screw (4-40 x 1.25-in cross-tip)		91400A124
54	Circuit card assembly (elevation (EL) MC CCA), located behind AZ/RL polarization MC CCA	5998-01-646-5786	67-04028
55	Threaded spacing standoff (M/F standoff, 4-40 x 3/4-in), used with Item 54		91075A434
56	Machine screw, used with Item 54	5305-00-054-5647	91400A106
57	Threaded spacing standoff (M-F hex standoff, 4-40 x 2-in)		91075A439

Item	Description	NSN	PN
58	Machine screw (4-40 x 1/4-in cross-tip), used with Item 57	5305-00-054-5647	91400A106
59	Circuit card assembly (levels I/O CCA)	5998-01-646-5784	69-02136
60	Machine screw (4-40 x 1/4-in cross-tip)		91400A124
61	Lock washer (#4)		92147A415
62	Special purpose cable assembly (bulkhead cable assembly that connects 2-way RF splitter to RF tuner CCA), located behind both AZ/RL MC and EL motor control (MC) CCAs		10-00002
63	Spacer/sleeve (#4 x 1/4-in)		92320A691
64	Self-locking hexagon nut	5310-01-601-4367	90715A005
65	Special purpose cable assembly (part of GLONASS GPS module) <b>Note:</b> Order RF tuner CCA, NSN 5998-01-646-5699		FXC-0B131E-6
66	Circuit card assembly (GLONASS GPS module), located inside the antenna control unit, includes ribbon and mini-coax (Item 65) cables <b>Note:</b> Order RF tuner CCA, NSN 5998-01-646-5699		GPSCRD
<b>Items 67, 74, and 75 are being kitted into a single item, NSN 5905-01-666-5634</b>			
67	Adjustable resistor (potentiometer, 1K-ohm, 10 turn, ± 5%)		32-L2002
68	Socket head cap screw (M6, 1 x 16mm)		9129A135
69	Flat washer (M6)	5310-01-466-2747	93475A250
70	Spacer/sleeve		92510A660
71	Hexagon nut (1/2-in panel nut)		91862A318
72	Flat washer (1/2-in diameter, star)	5310-01-543-4076	98449A031
73	Mounting bracket, for adjustable resistor (Item 67), item is fabricated by the Brigade Support Battalion Allied Trade Shop, adjustable resistor and gear not included		BRKT-1
74	Potentiometer gear (order Item 67, adjustable resistor)		YPB3232
75	Azimuth gear (order Item 67, adjustable resistor)		YPB3224
76	Label (ANTENNA PEDESTAL)		87-02010
77	Solid nonmetallic wheel (2-in replacement wheel assembly for antenna pedestal case), assembly support one wheel only		90-50123

# Antenna Pedestal Case (continued)

Item	Description	NSN	PN
Items 78-85 are a part of Item 36			
78	Indicator light (indicator light with panel nut)		36-F5458
79	Toggle switch (sealed toggle power switch with panel nut)		100-68199
80	Switch guard		0032-0143-00
81	Screw (order Item 79 or 82 toggle switch)		SCREW-A
82	Toggle switch (sealed DEPLOY/STOW toggle switch w/momentary)		100-68201
83	Electrical connector cover (MS-3180-20C dust cap for MIL-C-2648G plug)		71-MS3180-20C
84	Electrical plug connector (J3 connector, 82-66 Type N bulkhead jack), TX IN from antenna pedestal side, includes hexagon nut and lock washer		71-62480
85	Electrical plug connector (J4 box mounting receptacle connector, size 10), RX IN from antenna pedestal side, includes hexagon nut and star washer		71-33316

## Reflector Case

Item	Description	NSN	PN
1	Antenna reflector case (carbon fiber reflector assembly/case with components)	5985-01-628-7249	0102-4000-01T
<b>Reflector case consists of:</b>			
2	Antenna reflector case (case only, foamed), Refer to Items 29-33 for parts breakdown		0102-4010-01T
3	Branched special purpose electrical cable assembly (feed boom Hawkeye IIE cable assembly, 4-connector, includes shrink), refer to Items 34-45 for parts breakdown)	5995-01-628-7197	0102-4155-01
4	Antenna support (1.2 meter carbon fiber feed boom)	5985-01-629-9345	20-090003520
5	Antenna support (paired support struts with spring latch), must be ordered in pairs	5985-01-629-9171	0102-4130-10T

Item	Description	NSN	PN
6	Antenna reflector (1.2 meter carbon fiber reflector, 2-piece) <b>Note:</b> Defective fiberglass antenna reflectors are being replaced with carbon fiber.	5985-01-629-5307	64-120524001
7	Cable hanger (antenna cable storage bar/plate)		25-10492
8	Hexagon head cap screw, used with Item 7	5305-01-533-1209	03288-04
9	Flat washer, used with Item 8	5310-00-773-7618	MS15795-814
10	Lock washer, used with Item 8	5310-01-446-0892	92146A031
11	Quick-release pin (3/8-in diameter T-pin with lanyard)		70-P0285
<b>Items 12-25 are located in RF Equipment Case.</b>			
12	Antenna subassembly (1296 carbon fiber system feed assembly), comprised of feed assembly shell, includes Items 20, 21 and 23-25	5985-01-658-1435	0102-0800-05T
13	Radio frequency amplifier (#1 low noise blockdown (LNB) converter assembly, European, tan), includes quick-disconnect and waveguide window	5996-01-629-4634	0102-3337-01T
14	Radio frequency amplifier (#2 low noise blockdown (LNB) converter assembly, CONUS, tan), includes quick-disconnect and waveguide window	5996-01-629-4855	0102-3335-01T
15	Radio frequency amplifier (#3 low noise blockdown (LNB) converter assembly, INTEL SAT, tan), includes quick-disconnect and waveguide window	5996-01-629-5343	0102-3336-01T
16	Label (1)		87-03001
17	Label (2)		87-03002
18	Label (3)		87-03003
19	Electronic frequency converter (6-watt block-up converter (BUC) assembly, Ku-Band, tan), includes quick-disconnect, waveguide window, 4 screws and 1 O-ring <b>Note:</b> Order Item 22 when replacing a 4-watt BUC with a 6-watt BUC	5895-01-629-7500	0102-0800-04T
20	Knob		70-2776K700
21	Thumbscrew (BUC to feed adapter plate thumbscrew), used with a 4-watt BUC		25-04853
22	Thumbscrew (BUC to feed adapter plate thumbscrew), used with a 6-watt BUC		93585A055
23	Electronic communication equipment cover (6-in nylon-coated feed cover with lanyard eye on both ends)		90-P0097

# Reflector Case (continued)

Item	Description	NSN	PN
24	Turnlock fastener assembly (1/4 turn fastener)	5325-01-656-9974	72-00218
25	Retaining ring, used with Item 23	5325-01-657-0032	72-00220
26	Mounting bracket (attaches to feed boom)		70-120620001
27	Mounting bracket (attaches to feed boom)		20-00045
28	Adapter plate, supports Items 12 and 19 when using an older feed boom)		20-090003521
<b>Items 29-33 are part of Item 2</b>			
29	Lock-release lever (case latch, carbon fiber reflector latch kit, black)		0102-4111-01
30	Solid nonmetallic wheel (replacement for 5x2-in wheel assembly for reflector case), only supports one wheel		0084-4290-00
31	Solid nonmetallic wheel (replacement for 2-in wheel assembly for reflector case), only supports one wheel		90-50123
32	Label (REFLECTOR), black letters		87-04011
33	System pressure regulating valve (pressure relief valve)		70-30000
<b>Items 34-45 are part of Item 3</b>			
34	Electrical plug connector (P/O receive cable), identical to Items 38 and 40	5935-01-649-9907	71-FPC4F
35	Electrical connector plug (N-male connector for P/O transmit cable), identical to Item 39	5935-01-654-7688	71-36421
36	Electrical connector plug (N-female cap with chain for transmit cable)	5935-01-655-0685	19-E6018
37	Connector adapter (female adapter), includes hex head nut and star lock washer	5935-01-617-5174	FJ-JR
38	Electrical plug connector (P/O GPS cable), identical to Items 34 and 40	5935-01-649-9907	71-FPC4F
39	Electrical connector plug (N-male connector for P/O transmit cable), identical to Item 35	5935-01-654-7688	71-36421
40	Electrical plug connector (P/O GPS cable), identical to Items 34 and 38	5935-01-649-9907	71-FPC4F
42	Electrical connector plug (TNC connector crimp-crimp, male, for P/O receive cable)	5935-01-655-5576	71-31126

Item	Description	NSN	PN
43	Electrical connector plug (TNC female cap with chain for receive cable)	5935-01-655-0687	19-E6021
44	Electrical connector plug (circular male DIN 3-pin locking plugs for P/O compass cable)	5935-01-654-7692	71-23064
45	Direction finder set (feed boom compass assembly)	5825-01-640-7837	0102-4160-11
46	Antenna (antenna control unit (ACU) GPS antenna)	5985-01-629-9427	57-02013P

YOU CAN ALSO FIND A **COMPLETE LIST** OF COMPONENTS THAT HAVE NSNs IN THE **CSS VSAT'S TM 11-5895-1817-23&P** AND ON THE PL DWTS WEBSITE:  
<https://peoeis.kc.army.mil/csscomms>

AT THE WEBSITE, CLICK ON **COMBAT SERVICE SUPPORT (CSS)** **VERY SMALL APERTURE TERMINAL (VSAT)** AND THEN NAVIGATE TO THE AREA YOU NEED.  
 FOR IAVA ALERTS/SOFTWARE BASELINES, HOVER OVER **INFO CENTER** AND CLICK **SOFTWARE**.  
 FOR TECHNICAL AND TRAINING DOCUMENTATION, HOVER OVER **INFO CENTER** AND CLICK **DOCUMENTS**.  
 TO ACCESS THE COMMUNICATION BULLETIN, CLICK ON **MAINTENANCE ACTION MESSAGE (MAM)**, THEN SCROLL DOWN AND CLICK ON **CSS VSAT COMMUNICATION BULLETIN**.

TO TURN IN **UNSERVICEABLE EQUIPMENT**, COORDINATE WITH YOUR LOCAL SUSTAINMENT AUTOMATION SUPPORT MANAGEMENT OFFICE (SASMO), LOG-IT LARS AND 94F COMMUNICATIONS AND ELECTRONICS (C&E) SHOPS FOR FIELD-LEVEL MAINTENANCE SUPPORT.

**UNSERVICEABLE LRUs SHOULD BE DISPOSED OF ACCORDING TO ITS' SMR AND DEMIL CODES.**

YOU'LL FIND MORE INFO ON **CSS VSAT** OPERATION, MAINTENANCE, AND REPAIR PARTS AND SPECIAL TOOLS IN TMS 11-5895-1817-10 AND 11-5895-1817-23&P.  
 DOWNLOAD A COPY FROM THE LOGSA ETM WEBSITE:  
<https://liw.logsa.army.mil/etmapp/#/etm/home>

## NEED MORE HELP?

FOR HARDWARE QUESTIONS, CONTACT CECOM ITEM MANAGER, **VIRNA SCOTT**, AT (443) 395-1183 OR EMAIL:

[virna.scott.civ@mail.mil](mailto:virna.scott.civ@mail.mil)

OR CONTACT CECOM ILS MANAGER, **TRUONG LE** (ALSO POC FOR FGRS AND LARS), AT (443) 395-1188 OR EMAIL:

[truong.n.le.civ@mail.mil](mailto:truong.n.le.civ@mail.mil)

FOR **CSS VSAT 1.2M-E** QUESTIONS (OTHER THAN REQUISITIONING COMPONENTS OR SYSTEMS), CONTACT **RUBY HANCOCK** AT (703) 806-8483 OR EMAIL:

[ruby.p.hancock.civ@mail.mil](mailto:ruby.p.hancock.civ@mail.mil)

FOR NATIONAL GUARD HARDWARE QUESTIONS, CONTACT **ROBERT DEGRAFFENREID** AT (703) 601-6184 OR EMAIL:

[robert.e.degraffenreid.ctr@mail.mil](mailto:robert.e.degraffenreid.ctr@mail.mil)

FOR ARMY RESERVE QUESTIONS, CONTACT **FRANK HOWARD** AT (910) 570-9551 OR EMAIL: [horace.f.howard.civ@mail.mil](mailto:horace.f.howard.civ@mail.mil)



- 2017 Logistics Excellence Awards
- Save the Space!
- Use the Right Software Version

# 2017 Logistics Excellence Awards

HERE TO ANNOUNCE THIS YEAR'S WINNERS OF THE 2017 LOGISTICS EXCELLENCE AWARD, MASTER SERGEANT HALF-MAST AND CLOE!

CONGRATULATIONS TO THE WINNERS AND RUNNERS-UP OF THIS YEAR'S CHIEF OF STAFF OF THE ARMY LOGISTICS EXCELLENCE AWARDS!

YOUR SELECTION FOR THIS AWARD MEANS THAT YOUR ORGANIZATION'S LOGISTICS PROGRAM IS THE BEST IN THE ARMY!

WITHOUT FURTHER ADO, THE WINNERS ARE...

## Maintenance Winners and Runners-Up

### Active Army Modified Table of Organization and Equipment (MTOE)

#### Small Category:

Winner: B Co, Grp Spt Bn, 3d SF Grp (Airborne), Ft Bragg, NC (USASOC)

Runner-Up: HQ and HQ Det, 261st Multifunctional Med Bn, Ft Bragg, NC (FORSCOM)

#### MTOE Medium Category:

Winner: 58th MP Co, 728th MP Bn, Schofield Barracks, HI (USARPAC)

Runner-Up: 551st MP Co, 716th MP Bn, Ft Campbell, KY (FORSCOM)

#### MTOE Large Category:

Winner: 864th Engr Bn, 555th Engr Bde, JBLM, WA (FORSCOM)

Runner-Up: 1st Bn, 320th FA Regt, Ft Campbell, KY (FORSCOM)

### Table of Distribution and Allowances (TDA)

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

Runner-Up: Materiel Spt Cmd-Korea, Camp Carroll, Korea (USARPAC)

### Army National Guard (ARNG)

#### MTOE Small Category:

Winner: F Co, 186th Bde Spt Bn, Brockton, MA (ARNG)

Runner-Up: A Trp, 2d Sqdn, 106th Cav, Pontiac, IL (ARNG)

#### MTOE Medium Category:

Winner: HQ, 35th Inf Div, Ft Leavenworth, KS (ARNG)

Runner-Up: 1460th Trans Co, 246th Trans Bn, Midland, MI (ARNG)

#### TDA Category

Winner: Surface Maint Managers Office, Lincoln, NE (ARNG)

Runner-Up: Field Maint Shop-3, Arden Hills, MN (ARNG)

## Army Reserve Command (USARC)

### MTOE Small Category

Winner: E Co, 8-229th Attack Recon Bn,  
Ft Knox, KY (USARC)

### MTOE Medium Category

Winner: 353d Trans Co, 457th Trans Bn,  
Buffalo, MN (USARC)

Runner-Up: 298th Spt Maint Co,  
378th CSSB, Altoona, PA (USARC)

### TDA Category

Winner: AMSA -112 (Ground) 99th Reg Spt Cmd,  
Lock Haven, PA (USARC)

Runner-Up: AMSA-61 (Ground),  
88th Reg Spt Cmd, Boise, ID (USARC)

### Aviation Category

Winner: HHC, 3d Bn,  
160th SO Avn Regt (Airborne),  
Hunter Army Airfield, GA (USASOC)  
Runner-Up: 3d MI Bn (Aerial Exploitation),  
Camp Humphreys, Korea (INSCOM)

### All Others Category

Winner: 7th Korean Svc Corps Co,  
Camp Casey, Korea (USARPAC)

Runner-Up: Busan Storage Ctr,  
Busan, Korea (USARPAC)

### Depot Category

Winner: Red River Army Depot,  
Texarkana, TX (AMC)

## Deployment Winners and Runners-Up

### Active Army Deployment Category

#### Small Category

Winner: 902d Engr Construction Co,  
Grafenwoehr, Germany (USAREUR)

Runner-Up: B-Btry, 5-7 ADA,  
Vilseck, Germany (USAREUR)

#### Large Category:

Winner: 2d Cav Regt Spt Sqdn,  
Vilseck, Germany (USAREUR)

Runner-Up: 2d Sqdn, 2d Cav,  
Vilseck, Germany (USAREUR)

#### Supporting Category

Winner: 635th Trans Det,  
Grafenwoehr, Germany (USAREUR)

Runner-Up: 386th Trans Det,  
Vicenza, Italy (USAREUR)

### ARNG Deploying Unit Category

#### Large Category

Winner: 134th Spt Bn, Little Falls, MN (ARNG)

#### Small Category

Winner: 176th Engr Co (Vertical),  
Snohomish, WA (ARNG)

## Army Installation Category CONUS

Winner: Logs Readiness Ctr, Ft Bragg, NC (AMC)  
Runner-Up: 407th AFSB, Logs Readiness Ctr,  
Ft Hood, TX (AMC)

### OCONUS

#### Operational Deployment

Winner: 3d ABCT, 1st Cav Div, Ft Hood, TX (FORSCOM)

## Supply Winners and Runners-Up

### Active Army

#### Level I (A) Company Supply MTOE

Winner: MI Co, Grp Spt Bn Grp, 7th SF Grp (Airborne),  
Eglin Air Force Base, FL (USASOC)

Runner-Up: 5th QM Co, 39th Trans Bn,  
Kaiserslautern, Germany (USAREUR)

#### Level I (B) CO Supply TDA

Winner: HHC, 369th Adjutant General Bn,  
Ft Jackson, SC (TRADOC)

Runner-Up: SFC Christopher R. Brevard NCO Academy,  
JBER, AK (USARPAC)

#### Level II (A) Property Book Operations MTOE

Winner: 39th Trans Bn, 16th Sus Bde,  
Kaiserslautern, Germany (USAREUR)  
Runner-Up: 17th FA Bde, 7th Inf Div, I Corps,  
JBLM, WA (FORSCOM)

#### Level II (B) Property Book Operations TDA

Winner: USA Material Spt Cmd-Korea,  
19th Expeditionary Sust Cmd,  
Camp Carroll, Korea (USARPAC)  
Runner-Up: 7th Army Trng Cmd,  
Grafenwoehr, Germany (USAREUR)

#### Level III (A) Brigade/Battalion MTOE

Winner: 1st Air Cav Bde, Ft Hood, TX (FORSCOM)  
Runner-Up: 46th Avn Spt Bn, JBLM, WA (FORSCOM)

#### Level VI (A) Supply Support Activity MTOE

Winner: E CO, 2d Bn, 43d ADA Regt,  
Ft Bliss, TX (FORSCOM)  
Runner-Up: 574th QM Co, 17th CSSB,  
Ft Wainwright, AK (USARPAC)

#### Level IV (B) Supply Support Activity TDA

Winner: 498th CSSB, Camp Carroll,  
Korea (USARPAC)  
Runner-Up: Supply Acty Europe,  
Theater Logs Supt Ctr-Europe,  
Wackernheim, Germany (USAREUR)

## Army National Guard Level I (A) Company MTOE

Winner: 175th Spt Co, 84th Trp Cmd,  
Appleton, MN (ARNG)

### Level I (B) Company TDA

Winner: 209th Regt Trng Inst,  
Ashland, NE (ARNG)

Runner-Up: 106th Regt Trng Inst,  
Cortland, NY (ARNG)

### Level II (B) Property Book Operations TDA

Winner: HQ, 57th Trp Cmd,  
Atlantic City, NJ (ARNG)

### Level III (A) Brigade/Battalion MTOE

Winner: 110th Med Bn, Lincoln, NE (ARNG)  
Runner-Up: HQ, 2d Sqdn, 107th Cav Reg,  
Hamilton, OH (ARNG)

## Army Reserve

### Level I (A) Company MTOE

Winner: 733d Trans Co,  
Reading, PA (USARC)

Runner-Up: HHC, 533d Bde Spt Bn,  
Ft Totten, Flushing, NY (USARC)

### Level I (B) Company TDA

Winner: AMSA #131,  
Jeffersonville, IN (USARC)

## Best of the Best!

### Maintenance

AMSA -112 (Ground) 99th Reg Spt Cmd,  
Lock Haven, PA (USARC)

### Deployment

2d Cav Regt Spt Sqdn, Vilseck, Germany  
(USAREUR)

### Supply

733d Trans Co, Reading, PA (USARC)



PS END

THE LEA  
COMPETITION  
IS TOUGH!

BUT WHEN  
EVERYONE DOES  
THEIR BEST, WE  
ALL WIN!

# SAVE THE SPACE!



MSD...

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Release	Viewer	ADM	Publisher	Notes
Sep 2017	2.1.11.5	3.10.6.3	1.11.7.4	
Feb 2017	2.1.11.1	3.10.6.2	1.11.7.4	Aplocker release
Sep 2016	2.1.11	3.10.6	1.11.7	
Sep 2015	2.1.10	3.10.5	1.11.6	
Sep 2014	2.1.9	3.10.4	1.11.5	MIL-STD-40051B release
Dec 2013	2.1.8	3.10.3	1.11.4	
Jun 2012	2.1.7	3.10	1.11	

# Connie's POST SCRIPTS

## BLACK HAWK TOOL REVISITED

PAGE 25 OF PS 775 (JUN 17) GAVE INSTRUCTIONS ON HOW TO MAKE A PLEXIGLASS SCRAPER FOR REMOVING OLD PRO-SEAL.

DON'T USE A GRINDER TO FORM THE 45-DEGREE ANGLE! THE PLEXIGLASS MIGHT SHATTER.

INSTEAD, USE A DISK OR BELT SANDER TO MAKE THE ANGLE.



## ATLAS Tire Correction

Page 15 of PS 766 (Sep 16) listed the wrong tire sizes for the ATLAS II's left and right sides. The correct size is 17.5-25.

## 5K LCRTF Tarp NSN

A new tarp is available for the Light Capability Rough Terrain Forklift (LCRTF), NSN 3939-01-599-9978 (LIN L05010), to lessen corrosion during long term storage. Order it with NSN 9390-01-645-8905. Questions? Contact TACOM's Lemuel Smith at DSN 330-6293, (586) 467-6293, or email: [lemuel.d.smith.civ@mail.mil](mailto:lemuel.d.smith.civ@mail.mil)

## M1075 PLS Proximity Switch

Get a new proximity switch for the load handling system (LHS) on your M1075 PLS with NSN 5930-01-564-4357. This new switch includes connectors. It replaces NSN 5930-01-464-9581, which is shown as Item 1 in Fig 85 of TM 9-2320-364-14&P in IETM EM 0206 (Apr 09).

## M860A1 Semitrailer Outrigger Actuators Get a Splash of Color

Need a new outrigger actuator for your M860A1 trailer? The NSN ordered now depends on the color needed:

Regardless of color, each of these actuators will work in place of the old actuator, NSN 5945-01-078-5877, that's shown as Item 29 in Fig 37 of TM 9-2330-357-14&P (May 93).

Color	NSN 5945-
Green	01-664-2126
Tan	01-664-2135
Sand	01-664-2136

## No HEMTT A4, PLS A1 Machine Gun Mounts

The HEMTT A4 and PLS A1 are not authorized a machine gun mount. Only earlier model HEMTT and PLS vehicles may have weapon mounts. See Pages 27-35 of PS 773 (Apr 17) for details on those trucks: <https://www.logsa.army.mil/psmag/archives/PS2017/773/773-27-35.pdf>

## M915A5 Service Interval Upped to 12K Miles

The M915A5 can now go 12K miles between engine, transmission, coolant, and rear differential oil changes (up from 10K miles). Also, the air filter only needs replacing when the indicator gauge says so. TACOM Maintenance Information (MI) message #17-038 revises the incorrect service intervals in TM 9-2320-426-13&P in IETM EM 0308 (Aug 14). Find more info at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI17-038.html>

## M1117 ASV Alternator Belt

Get the alternator belt for your M1117 armored security vehicle (ASV) with NSN 3030-01-364-3395. NSN 3030-01-563-8929, which is shown as Item 51 in Fig 47 of TM 9-2320-307-24P (Sep 10), is too short.

## Armored Knight SMA Clamp

The adjustment criteria for the M1200 Armored Knight's sensor mount assembly (SMA) clamp has changed from 1.94 inches to 1.80 inches. Make a note of this change in Fig 2 of WP 00185-6 in TM 9-2350-380-13&P (Aug 08).

## M1112 Tire and Wheel Assembly

Make a note of these changes for the M1112 400-gal water trailer's tire and wheel assembly that's shown in Fig 14 of TM 9-2330-397-13&P (Dec 15).

Item	Description	NSN
1	Wheel assembly	2530-01-609-5940
2	Tire	2610-01-605-8124
3	Wheel rim	2530-01-435-1913

## M934/A1/A2 Expansive Van MEL Drops to Zero

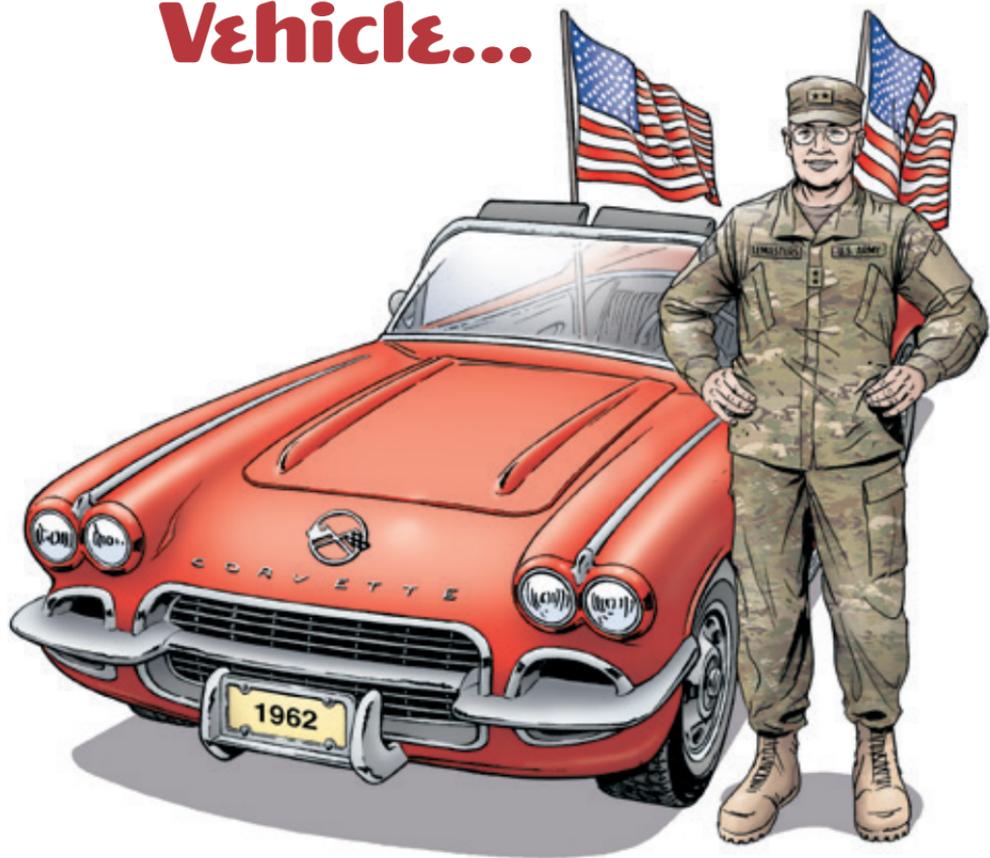
According to TB 43-0002-81, the maintenance expenditure limit (MEL) for the M934/A1/A2 expansive van has dropped to zero. That means no parts can be replaced on this truck. If a problem develops, turn in the vehicle for a replacement M1087A1P2 FMTV.

## Got MEDEVAC Questions?

The PD MEDEVAC office has a direct email for H-60 field units to submit questions about MEDEVAC materiel solutions. Send your questions to: [usarmy.redstone.peo-avn.mbx.pd-medevac@mail.mil](mailto:usarmy.redstone.peo-avn.mbx.pd-medevac@mail.mil)

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