



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 789 AUGUST 2018



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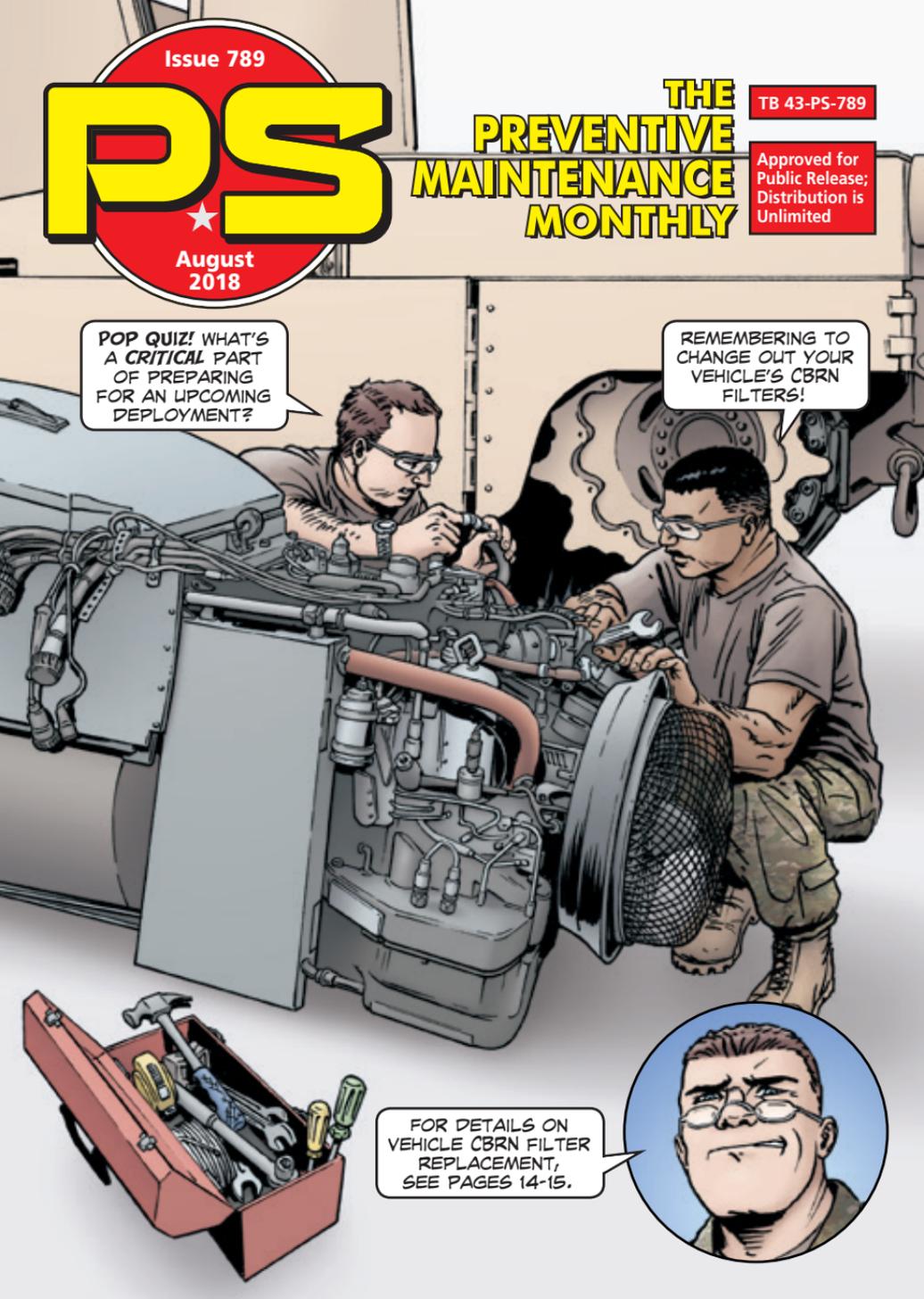
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-789

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POP QUIZ! WHAT'S
A CRITICAL PART
OF PREPARING
FOR AN UPCOMING
DEPLOYMENT?

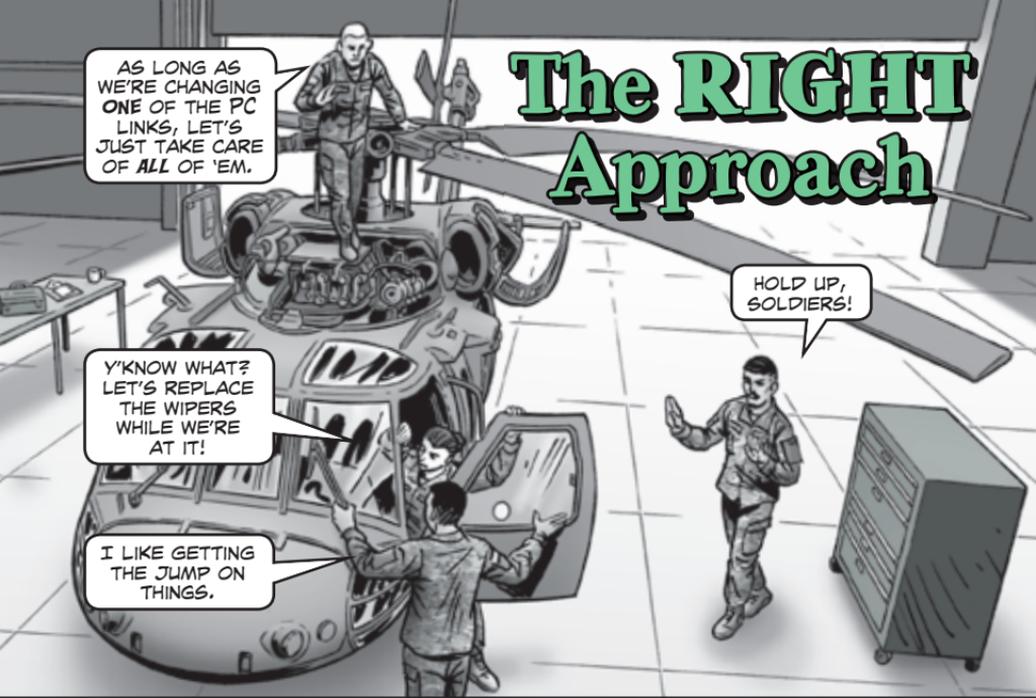
REMEMBERING TO
CHANGE OUT YOUR
VEHICLE'S CBRN
FILTERS!



FOR DETAILS ON
VEHICLE CBRN FILTER
REPLACEMENT,
SEE PAGES 14-15.



The RIGHT Approach



AS LONG AS WE'RE CHANGING ONE OF THE PC LINKS, LET'S JUST TAKE CARE OF ALL OF 'EM.

Y'KNOW WHAT? LET'S REPLACE THE WIPERS WHILE WE'RE AT IT!

I LIKE GETTING THE JUMP ON THINGS.

HOLD UP, SOLDIERS!



PMCS DOESN'T MEAN YOU REPLACE OR REMOVE PARTS JUST BECAUSE IT'S CONVENIENT.

ONLY REPLACE PARTS THAT ARE BAD AND STAY AWAY FROM OVER-MAINTENANCE.

PREVENTIVE MAINTENANCE SERVICES (PMS) FOR YOUR AIRCRAFT AND PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) FOR YOUR GROUND SUPPORT EQUIPMENT (AGSE) SHOULD BE DONE BY THE TM AND **NOT** AS YOU SEE FIT. **THAT'S A NO-BRAINER.**

BUT WHEN MECHANICS REMOVE AND DISASSEMBLE A PART, THEY SOMETIMES GET **OVERZEALOUS** WITH MAINTENANCE. IN AN EFFORT TO BE THOROUGH, THEY ANTICIPATE **WHEN** SOMETHING MIGHT FAIL AND REPLACE PERFECTLY GOOD PARTS. THOSE MECHANICS ARE GUILTY OF **OVER-MAINTENANCE.**

OVER-MAINTENANCE WASTES **TIME, MONEY AND EFFORT** BY REPLACING SERVICEABLE PARTS.

FOR EXAMPLE, IF YOU REMOVE A WHEEL TO SERVICE WHEEL BEARINGS, **DON'T** REPLACE THE BRAKE PADS UNLESS THEY **NEED** IT. THERE'S **NO NEED** TO REPLACE BRAKE PADS WHILE YOU'RE THERE IF THERE'S **NOTHING** WRONG WITH THEM.

OR SUPPOSE YOU HAVE SEALS THAT **AREN'T** LEAKING. THE AIRCRAFT IS IN FOR SCHEDULED MAINTENANCE, SO SHOULDN'T YOU REPLACE 'EM NOW? **NOPE!** THAT'S OVER-MAINTENANCE AGAIN.

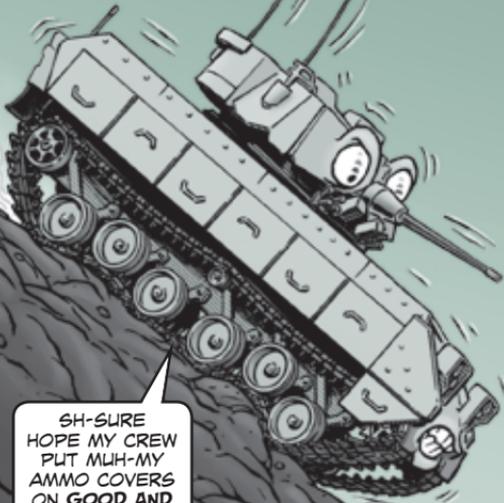
THE BEST WAY IS TO ALWAYS FOLLOW YOUR TM'S INSPECTION AND SERVICE INTERVALS. **DON'T** REPLACE ANYTHING UNLESS THE TM REQUIRES IT OR THE PART IS TRULY UNSERVICEABLE.

PS COMBAT VEHICLES

- Do It Right to Make Covers Tight
- Don't Tighten Nuts by the Clock!
- Watch Those RPMs!
- Troubleshooting Trouble?
- Big Tarp Helps Avoid Big Problems!
- Don't Give Manifold Rust a Chance!



DO IT RIGHT TO MAKE COVERS TIGHT!

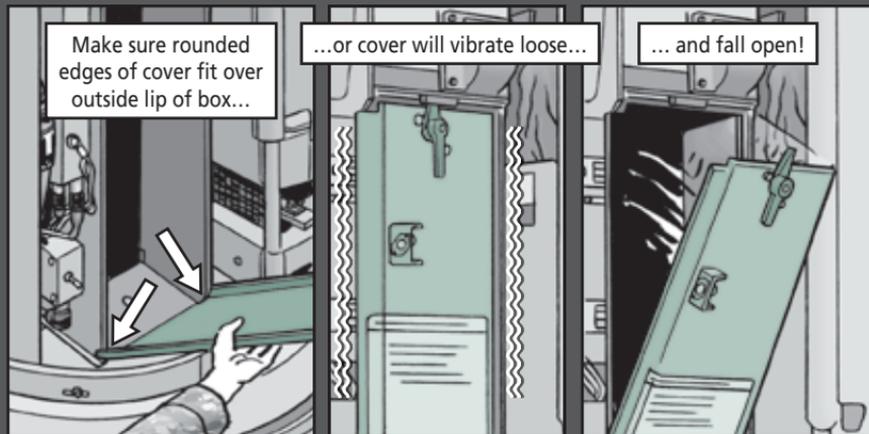


SH-SURE
HOPE MY CREW
PUT MUH-MY
AMMO COVERS
ON GOOD AND
T-TIGHT!

Making sure the covers for your Bradley's AP and HE ammo ready boxes sounds like a simple task, doesn't it? It is, but you'll cause some problems if you don't do it right.

If the lids aren't on just right, they'll come loose when the turret is traversed. Not only will the covers be crushed, but they can snag and rip loose cables and connectors.

It's an easy mistake to make, especially when you're in a hurry. So always make sure the rounded edges of the cover fit over the outside edges on both sides of the box before you close and latch it. That keeps the cover from popping open during operation.



Stryker...

UH-OH! LOOKS LIKE SOMEBODY **DIDN'T** TIGHTEN MY WHEEL ASSEMBLY THE RIGHT WAY.

THIS COULD GET REE-AA-LL INTERESTING!

DON'T Tighten Nuts by the Clock!

CREW MEN, SOMETIMES YOU GOTTA REPLACE OR TIGHTEN A WHEEL ASSEMBLY IN THE FIELD.

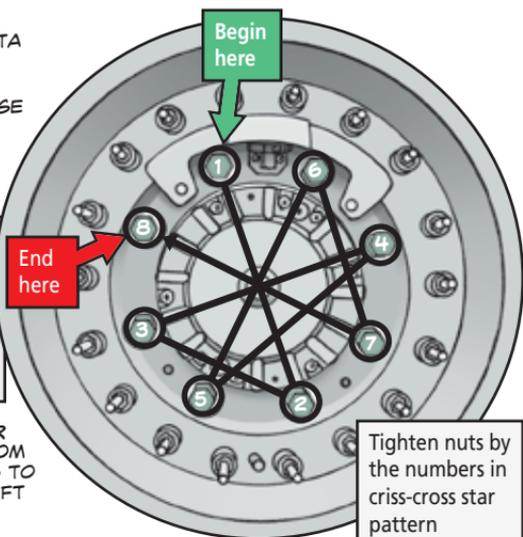
WHEN YOU DO, **DON'T** TIGHTEN THOSE WHEEL NUTS JUST ANY OL' WAY!

IF YOU DO, YOU COULD END UP WITH STRIPPED LUGS OR NUTS THAT LOOSEN AND FALL OFF.

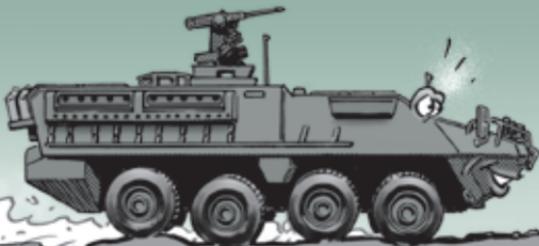
SOME CREWMEN TIGHTEN WHEEL NUTS IN A CLOCKWISE OR COUNTERCLOCKWISE PATTERN. **THAT'S A BAD IDEA!**

INSTEAD, TIGHTEN THOSE NUTS IN A CRISS-CROSS STAR PATTERN. THAT EVENS OUT THE TORQUE AND KEEPS THE NUTS IN PLACE.

JUST MAKE SURE YOU TELL YOUR MECHANIC WHEN YOU GET BACK FROM THE FIELD. HE'LL TIGHTEN THE NUTS TO THE **CORRECT TORQUE**: 157-173 LB-FT ON THE FIRST GO-AROUND AND 214-236 LB-FT TO FINISH.



AH, THIS IS **MUCH** BETTER. IT **REALLY** PAYS TO GO BY THE NUMBERS!



Stryker...

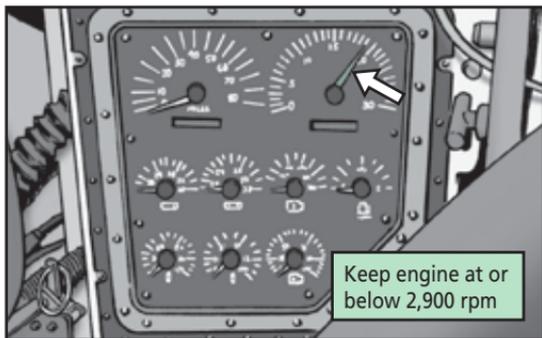
Watch Those RPMs!

MAKING SURE MY RPMs
DON'T GO ABOVE 2,900
WILL KEEP MY ENGINE
SAFE!



Divers, be careful not to let your Stryker's engine go above 2,900 rpm when driving cross-country. If you do, your unit could be in for an expensive engine replacement or repair.

The push rods inside your Stryker's engine can bend if the rpms go too high. That'll cause serious damage or even catastrophic engine failure!



BEFORE DRIVING, BE SURE TO SELECT D ON THE KEYPAD PUSH-BUTTON SHIFT SELECTOR. GEAR RANGES 1-6 SHOULD *ONLY* BE MANUALLY SELECTED WHEN YOUR VEHICLE IS STOPPED.

ALWAYS KEEP A CLOSE EYE ON THE ENGINE TACHOMETER AND MAKE SURE THE ENGINE STAYS *AT OR BELOW* 2,900 RPM.



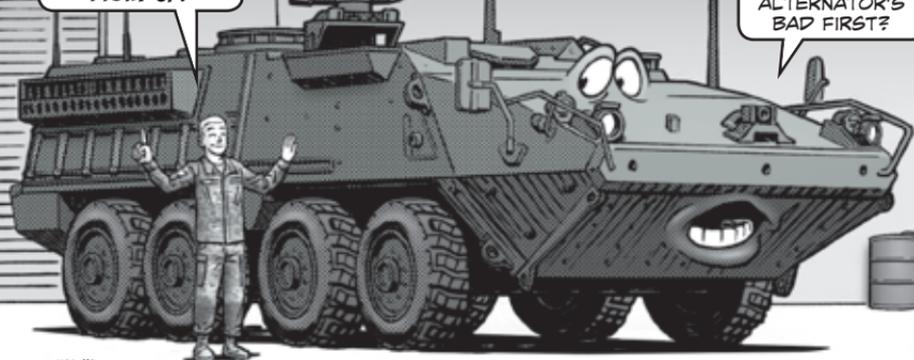
For more information, check out the -10 TM, as well as TACOM Maintenance Action Message 18-013 at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA18-013.html>

TROUBLESHOOTING TROUBLE?

REPLACING YOUR ALTERNATOR OUGHTA FIX YOU RIGHT UP!

HOLD ON!
SHOULDN'T YOU MAKE SURE MY ALTERNATOR'S BAD FIRST?



Mechanics, troubleshooting a Stryker's electrical problems can be tricky.

REPLACING THE ALTERNATOR IF THE READING ON THE VOLTMETER IS OUT OF THE NORMAL 23-28V OPERATING RANGE OFTEN SEEMS THE **OBVIOUS** CHOICE.

BUT BE SURE YOU'RE TROUBLESHOOTING THE RIGHT WAY SO YOU **DON'T** END UP REPLACING AN ALTERNATOR THAT'S STILL SERVICEABLE.

THERE'S A LOT THAT GOES INTO FIGURING OUT WHETHER AN ALTERNATOR NEEDS REPLACING. THAT'S WHY YOU NEED TO TROUBLESHOOT USING TM 9-2355-311-13&P ON IETM EM 0269 (SEP 16).

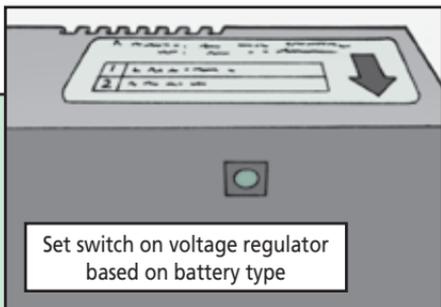
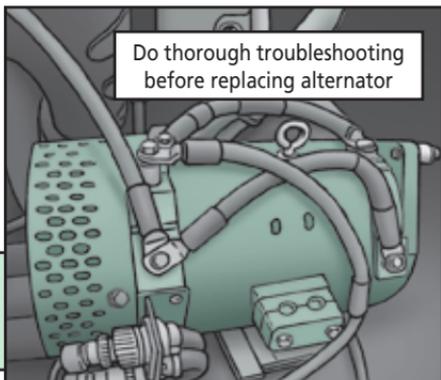
IT TAKES YOU STEP-BY-STEP THROUGH THE ALTERNATOR AND OTHER COMPONENTS LIKE THE VOLTAGE REGULATOR, SO YOU CAN PINPOINT EXACTLY WHERE THE TROUBLE LIES.

THE TM CONTAINS A LOT OF HELPFUL INFO, SUCH AS MAKING SURE THE VOLTAGE REGULATOR SWITCH IS IN THE **RIGHT POSITION** BEFORE INSTALLING THE ALTERNATOR.

POSITION 1
IS FOR GTAGM
HAWKER BATTERIES.

POSITION 2
IS FOR GTLFP AND
GTLMF WET CELL
BATTERIES.

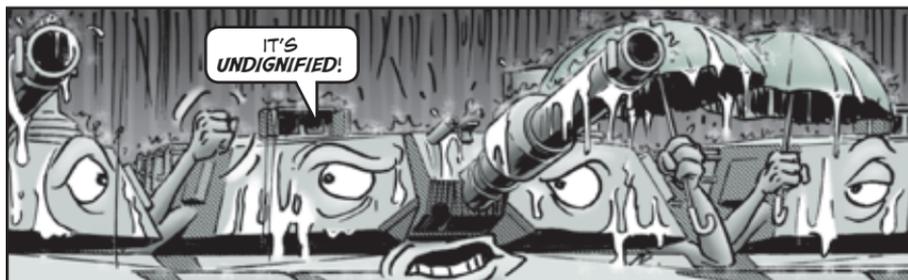
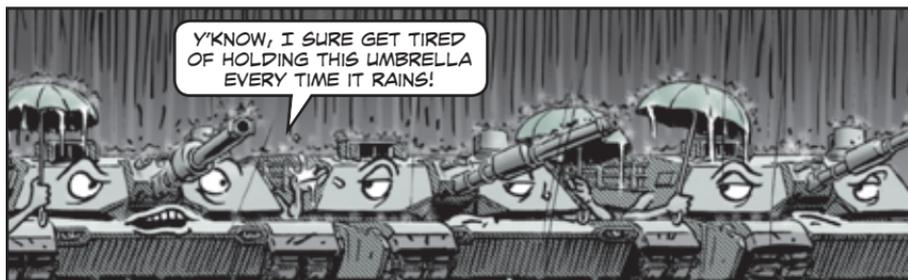
Do thorough troubleshooting before replacing alternator



Set switch on voltage regulator based on battery type

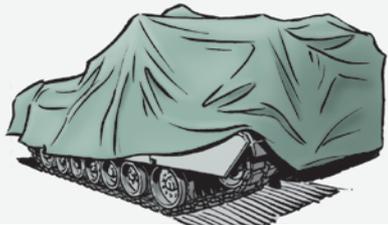
SO WHEN ELECTRICAL WOES HAVE YOU DOWN, TROUBLESHOOT THE ALTERNATOR JUST THE WAY IT SAYS IN THE TM!

BIG TARP HELPS AVOID BIG PROBLEMS!



You can save your unit big money and increase combat readiness with a form-fitting tarp that's large enough to cover the entire tank while it's parked. The tarp even provides protection for the gun tube and common remotely operated weapons station (CROWS).

Tarp, NSN 2540-01-568-9379, large enough to cover entire tank...



...including gun tube...



...and CROWS



USE THESE NSNs TO FIND THE RIGHT TARP FOR YOUR TANK:

Version	Color	NSN
M1A1	Green	2540-01-568-9379
M1A1	Tan	2540-01-568-9376
M1A2 SEP V2	Green	2540-01-663-7411
M1A2 SEP V2	Tan	2540-01-663-7410
M1A1 SA	Green	2590-01-666-3484
M1A1 SA	Tan	2590-01-666-3483

RS
END

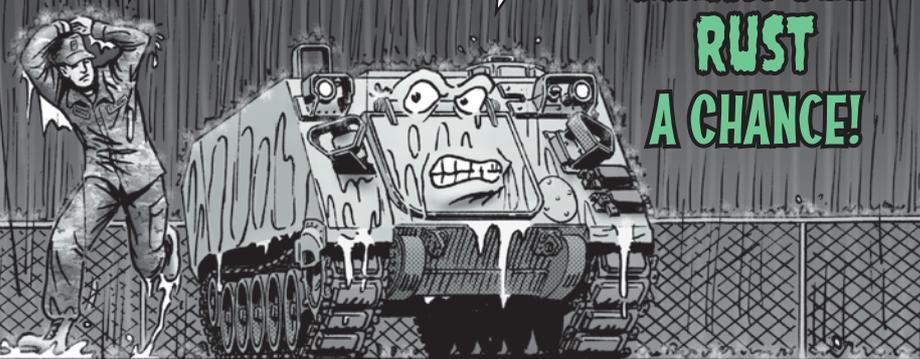
M113-Series FOV...

I'LL BE BACK ONCE THIS RAIN STOPS!

YOU REALLY OUGHTA COVER UP MY ENGINE GRILLE FIRST...

...UNLESS YOU WANT MY MANIFOLD TO RUST!

**DON'T GIVE
MANIFOLD
RUST
A CHANCE!**



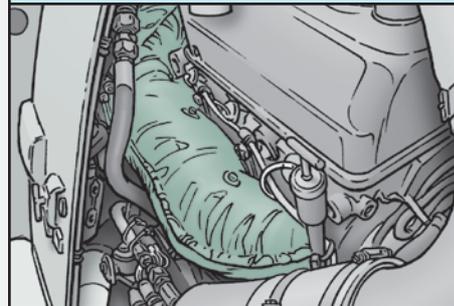
IT'S **EASY** TO OVERLOOK THE EXHAUST MANIFOLDS ON YOUR M113-SERIES FOV PERSONNEL CARRIER DURING PMCS.

BUT JUST A LITTLE DILIGENCE NOW CAN SAVE YOU SOME BIG HEADACHES LATER.

TROUBLE BEGINS WHEN THE HEAT SHIELD COVERS RETAIN WATER FROM RAIN AND VEHICLE WASHING. THEN THE EXHAUST MANIFOLD DEVELOPS **RUST** OVER TIME.

EVENTUALLY, THE RUST EVEN EATS HOLES AND CAUSES SPLITS IN THE MANIFOLD. THE HEAT SHIELD COVERS WILL **ROT** FROM THE INSIDE OUT.

Water that gets on exhaust manifold heat shield...



ALWAYS INSPECT THE EXHAUST MANIFOLDS FOR RUST DURING ANNUAL SERVICES. THE HEAT SHIELDS TEND TO HOLD MOISTURE SO REPLACING THEM ANNUALLY IS A GOOD IDEA.

REPLACING A HEAT SHIELD COVER IS A LOT **CHEAPER** THAN REPLACING AN EXHAUST MANIFOLD.

KEEP THE ENGINE GRILLE BUTTONED UP WITH **GRILLE COVER**, NSN 5120-01-105-0779, FOR THE M113A3, M1064A3 AND M58. FOR THE M1068A3 AND M577A3, ORDER A **TAN COVER**, NSN 2540-01-396-2473, OR A **GREEN COVER**, NSN 2540-01-125-9653.

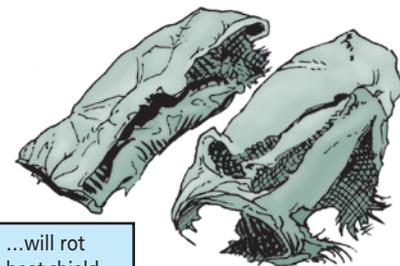
JUST **DON'T FORGET** TO REMOVE THE GRILLE COVER **BEFORE** OPERATING THE VEHICLE.

COVERING THE VEHICLE WITH A TARP WHENEVER IT'S STORED OUTDOORS PREVENTS A **LOT** OF CORROSION-RELATED PROBLEMS.

NSN 8340-00-841-6456 BRINGS A **12X17-FT GREEN TARP**.

NSN 2540-01-330-8062 GETS A **12X17-FT TAN TARP**.

BOTH ARE LISTED IN THE -10 TM'S ADDITIONAL AUTHORIZED LIST (AAL).



...will rot heat shield...

TRY **NOT** TO SPRAY WATER DIRECTLY ONTO THE ENGINE WHEN YOUR VEHICLE IS AT THE WASH RACK.

IF THE HEAT SHIELD COVER **DOES** GET WET, RUN THE ENGINE AT FAST IDLE **AFTERWARD**. THE HEAT GENERATED WILL DRY OUT THE COVER AND LESSEN MOISTURE BUILDUP PROBLEMS.

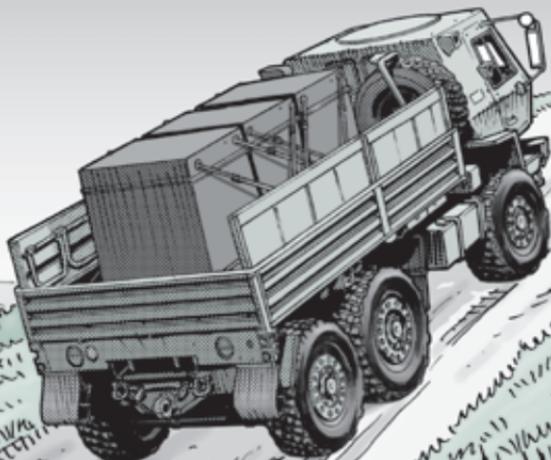


...and rust out manifold



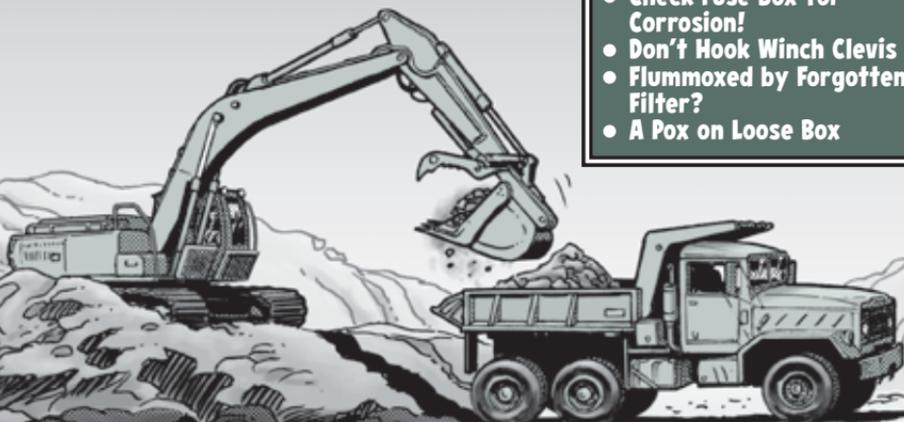
PS TACTICAL VEHICLES

- Tired of Tire Confusion!
- Rustbusters Tip of the Month
- CBRN Filter Replacement: What to Know and Where to Go
- Cable Length Matters



PS CONSTRUCTION

- Check Fuse Box for Corrosion!
- Don't Hook Winch Clevis
- Flummoxed by Forgotten Filter?
- A Pox on Loose Box



TIRED OF TIRE CONFUSION!



THIS TIRE SHELF LIFE STUFF MAKES NO SENSE. WHY DON'T WE **JUNK** THESE WHEN THE TIRES EXPIRE?

TIRES AGE BUT THESE RIMS KEEP ON ROLLING WITH **NEW TIRES!**



Dear Half-Mast,

I read *PS Magazine's* story about the shelf life of tires on Pages 14-16 of PS 788 (Jul 18). I understand that tires have a shelf life of five to six years (depending upon type) and continue aging even when they're stored as tire and wheel assemblies.

But what I don't understand is why FED LOG shows the shelf life code (SLC) on tire and wheel assemblies as "X," meaning it has a shelf life longer than 60 months. Shouldn't the SLC of the assembly be five or six years just like the tire?

SGT G.P.

Dear Sergeant,

The reason FED LOG codes tire and wheel assemblies as "X" is because they're repairable. Expired tires can be removed, and the rims can be reused.

Some units mistakenly send the entire tire and wheel assembly to DLA Disposition Services, but this should only happen when the rim itself is no longer usable.

Never discard tire and wheel assemblies merely because the tire's shelf life has expired. Instead, send them to an Army sustainment level repair facility for tire replacements. Then the tire and wheel assemblies can be put back into service.

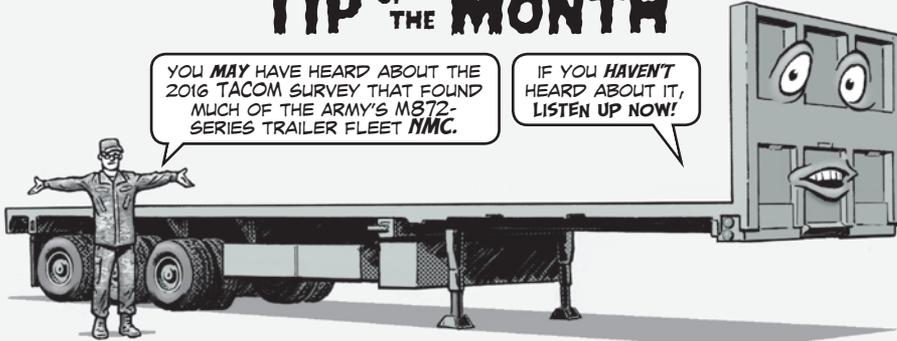
Half-Mast

RUST BUSTERS

TIP OF THE MONTH

YOU *MAY* HAVE HEARD ABOUT THE 2016 TACOM SURVEY THAT FOUND MUCH OF THE ARMY'S M872-SERIES TRAILER FLEET **NMC**.

IF YOU *HAVEN'T* HEARD ABOUT IT, LISTEN UP NOW!



A FULL **77 PERCENT** OF THE M872 BASE, A1, A2 AND A3 MODELS WERE DEEMED **UNSERVICEABLE** DUE TO SEVERE CORROSION, PHYSICAL DAMAGE, OR DEFECTS.

WHAT ABOUT THE REST OF THE FLEET?

THE REMAINING **23 PERCENT** WERE ASSESSED AS **SERVICEABLE WITH QUALIFICATIONS**. THAT'S **CONDITION CODE B**.



IF YOUR UNIT HAS **ANY** OF THESE **CONDITION CODE B** TRAILERS, THEY NOW NEED TO BE INSPECTED **EVERY TWO YEARS** TO VERIFY SERVICEABILITY.



Condition Codes

END OF THE LINE FOR ME, BUDDY!

WON'T BE LONG BEFORE I JOIN YOU!



CONDITION CODE B MEANS THE TRAILER IS SERVICEABLE FOR ITS INTENDED PURPOSE, BUT IT'S **RESTRICTED** BECAUSE OF LIMITED USEFULNESS OR SHORT LIFE EXPECTANCY.

IN OTHER WORDS, IT'S PROBABLY **SEEN BETTER DAYS**.

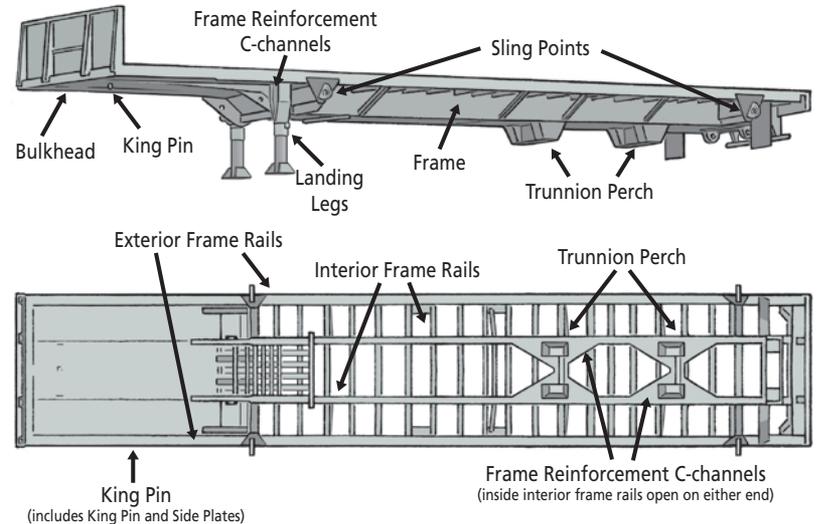


THAT'S WHY INSPECTIONS ON CODE B TRAILERS ARE SO IMPORTANT. IF YOUR VISUAL AND/OR BORE-SCOPE INSPECTION REVEALS A DECLINE IN THE TRAILER'S CONDITION, IT MAY NOW BE **UNSAFE**.

HERE'S WHAT TO LOOK FOR:

- Unauthorized mods, such as extensions on trailer frames
- Welded patches on frames or beams
- Cracks in key inspection points, such as the bulkhead, king pin, frame rails, C-channels, sling points, landing legs or trunnion perch

Critical Inspection Points



Help for Inspections

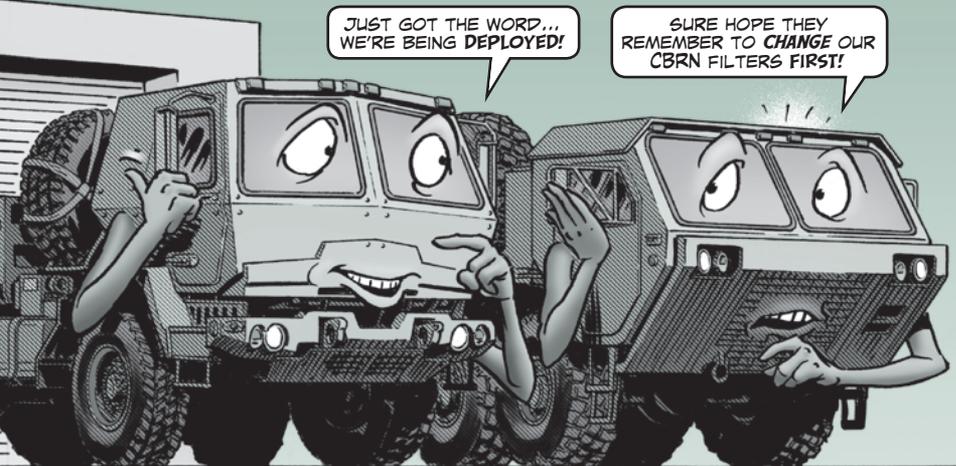
THE M872-SERIES TRAILER HAS BEEN AROUND FOR MORE THAN 35 YEARS, SO IT'S **NOT** SURPRISING TO FIND CORROSION. WHAT IS SURPRISING, HOWEVER, IS **HOW BAD** THE CORROSION CAN BECOME WHEN LEFT UNCHECKED.

AVOID BAD SURPRISES BY FOLLOWING THE **M872 TRAILER INSPECTION GUIDE**. YOU'LL FIND A LINK TO THE GUIDE, AS WELL AS A B/H/P ASSESSMENT IN TACOM MAINTENANCE ACTION MESSAGE 17-039:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA17-039.html>

A HELPFUL VIDEO GUIDE, **FIELD INSPECTION OF M872 TRAILERS FOR CODE B/H/P CLASSIFICATION**, IS ALSO AVAILABLE, BUT **ONLY** BY CAC-ACCESS, AT: <https://www.milsuite.mil/video/watch/video/16319>

CBRN FILTER REPLACEMENT: WHAT TO KNOW AND WHERE TO GO



JUST GOT THE WORD... WE'RE BEING DEPLOYED!

SURE HOPE THEY REMEMBER TO CHANGE OUR CBRN FILTERS FIRST!

MAINTAINING YOUR VEHICLE'S CBRN SYSTEM IS VITAL.

WITHOUT IT, YOUR VEHICLE IS **NON-MISSION CAPABLE**, AND YOU MAY BE, TOO!

FILTERS MUST BE SWAPPED OUT PRIOR TO DEPLOYMENT. THAT'S **ESPECIALLY** IMPORTANT FOR VEHICLES COMING OUT OF STORAGE AND THOSE GOING TO AN AREA WHERE A CBRN THREAT IS POSSIBLE.



ONCE A FILTER'S INSTALLED, THE SERVICE LIFE BEGINS **IMMEDIATELY** AND **CAN'T** BE EXTENDED. WARTIME SERVICE LIFE RANGES FROM FOUR TO 52 WEEKS DEPENDING ON THE FILTER TYPE. **TEMPERATURE** AND **HUMIDITY** AFFECT SERVICE LIFE, TOO.



IN A **CONTAMINATED** ENVIRONMENT, FILTERS ARE ONLY GOOD FOR 48-72 HOURS!

REPLACE FILTERS FOLLOWING THE INSTRUCTIONS IN YOUR VEHICLE TM AND ATP 3-11.32, **MULTI-SERVICE TACTICS, TECHNIQUES AND PROCEDURES FOR CHEMICAL, BIOLOGICAL, RADIOLOGICAL AND NUCLEAR PASSIVE DEFENSE** (MAY 16).

DOWNLOAD A COPY OF ATP 3-11.32 AT:

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

Here's a list of available filters and their NSNs:

Filter	NSN 4240-
M98 gas particulate filter set	01-369-6533
M48A1 gas particulate filter	01-363-1311
M12A2 gas filter	01-365-0981
M13 particulate filter	00-368-6291
M19 particulate filter	00-866-1825
M23A1 gas filter	01-363-1310
M24 particulate filter	00-802-5169
HSFC	01-366-6243
M2A2 air purifier	00-868-7906
M1A1-19 precleaner and particulate filter	01-026-3112
M18A1 gas filter	01-365-0982

THE M2A2 AIR PURIFIER AND M1A1-19 PRECLEANER AND PARTICULATE FILTER ARE COVERED BY TM 3-4240-276-30&P.

DOWNLOAD A COPY AT THE LOGSA ETM WEBSITE:

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

THE M2A2 CONTAINS THE M12A2 GAS FILTER AND M13 PARTICULATE FILTER.

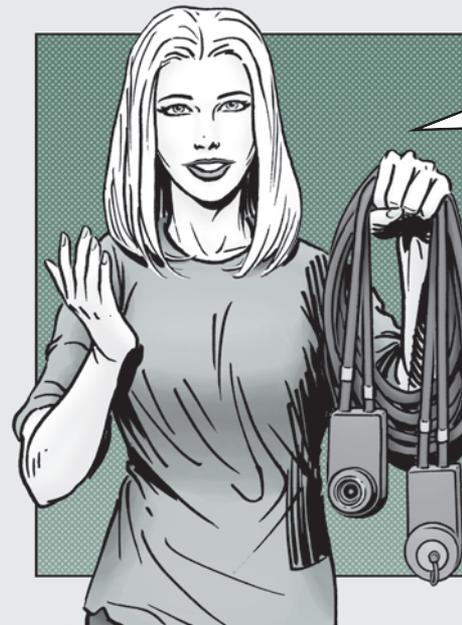
THE M1A1-19 CONTAINS THE M19 PARTICULATE FILTER. THE M18A1 GAS FILTER IS USED TOGETHER WITH THE M1A1-19, EVEN THOUGH THE FILTER IS **NOT** PHYSICALLY LOCATED INSIDE THE M1A1-19.

FOR MORE INFORMATION AND TO DOWNLOAD A COMPLETE LIST OF WHICH FILTERS GO WITH EACH END ITEM, CHECK OUT TACOM MAINTENANCE INFORMATION MESSAGE 18-020:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI18-020.html>

NATO Slave Cable...

CABLE LENGTH MATTERS



LONG OR SHORT, SLAVE CABLE LENGTH MATTERS WHEN YOU NEED TO SLAVE START A VEHICLE.

SLAVE CABLES ARE HANDY WHEN YOUR VEHICLE HAS DEAD BATTERIES THAT YOU NEED TO GET BACK INTO OPERATION.

HERE'S A LIST OF DIFFERENT LENGTH NATO SLAVE CABLES AND THEIR NSNs.

KEEP THIS LIST HANDY AND YOU **WON'T** COME UP SHORT AROUND THE MOTOR POOL:

Cable Length	NSN 6150-
6 feet	01-390-7058
12 feet	01-222-7943
20 feet	01-022-6004
35 feet	01-248-9555
50 feet	01-310-1829

CHECK FUSE BOX FOR CORROSION!

THIS RAIN IS GETTING INSIDE MY FUSE BOX. I CAN FEEL IT **CORRODING** ALREADY!

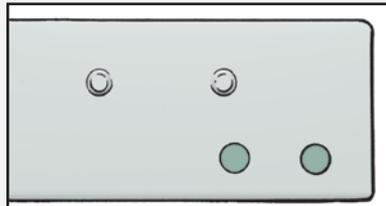
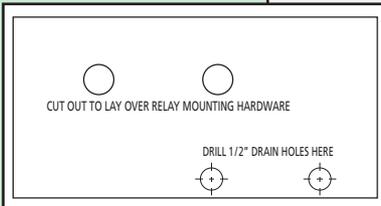
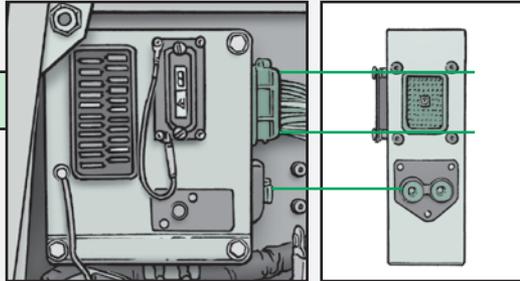


OPERATORS, RAIN AND WASH WATER ARE GETTING **TRAPPED** INSIDE YOUR D7R II TRACTOR'S FUSE BOX.

OVER TIME, THE WATER CAUSES **RUST AND CORROSION**, NOT TO MENTION **ELECTRICAL PROBLEMS** LIKE RESISTANCE AND HEAT ISSUES. COMPONENTS LIKE THE BLOWER MOTOR CAN STOP WORKING OR SHORT OUT. THE ENGINE MAY **NOT EVEN START!**

OPEN THE FUSE BOX AND LOOK FOR RUST OR CORRODED PARTS. IF IT LOOKS SHIP-SHAPE, YOUR MECHANIC **STILL** NEEDS TO DRILL TWO 1/2-INCH HOLES IN THE BOTTOM OF THE BOX TO LET WATER OUT. **HERE'S HOW:**

1. Turn off the vehicle's ignition and battery disconnect switches.
2. Disconnect the 70-pin connector and two cables.
3. Remove the four mounting bolts and take off the fuse box.
4. Place the template on the bottom of the fuse box and drill two 1/2-in holes as shown.



(Note: Actual template measures 7 3/4 x 3 3/4 inches)

5. File away any sharp edges.
6. Reinstall the fuse box. Torque the mounting bolts to 150-159 lb-in.
7. Reattach the 70-pin connector and torque to 53 (+/-13) lb-in. Torque the outside cable to 265 (+/-60) lb-in and the inside cable to 442 (+/-88) lb-in.

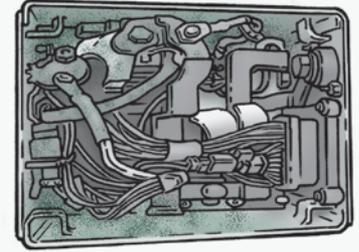
Corroded Boxes

IF THE BOX IS **DAMAGED**, SEND AN E-MAIL ALONG WITH A PHOTO OF THE FUSE BOX TO CATERPILLAR'S **GREGORY COSTLEY** AT:

costley_gregory_e@Cat.com

MAKE SURE YOU INCLUDE SHIPPING INSTRUCTIONS.

UPON RECEIPT, YOUR MECHANIC CAN INSTALL THE NEW BOX AND GASKET AND TORQUE THE MOUNTING BOLTS TO 17-18 NM.



Fuse box corroded? Replace it

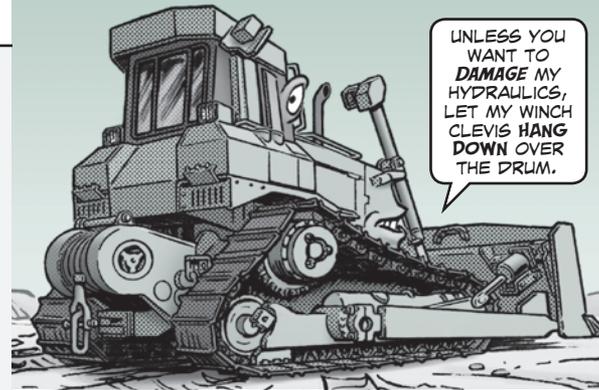
AFTER ALL ELECTRICAL FUNCTIONS ARE VERIFIED, EMAIL PHOTOS OF THE **NEW FUSE BOX** ALONG WITH A **PRODUCT STATUS REPORT**, THE **VEHICLE'S SERIAL NUMBER, HOURS AND LOCATION** BACK TO MR. COSTLEY.

FOR MORE DETAILS, CHECK OUT TACOM GROUND PRECAUTIONARY ACTION (GPA) MESSAGE 18-001:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA18-001.html>

D6K/D7R II
Dozers...

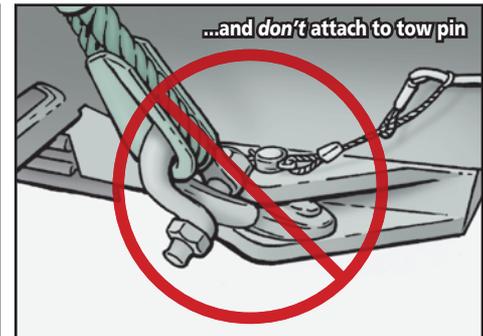
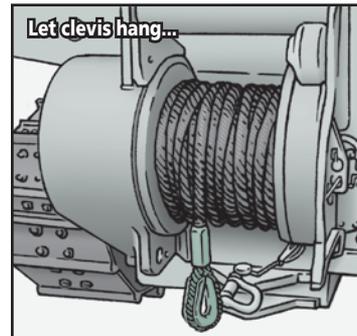
Don't Hook Winch Clevis



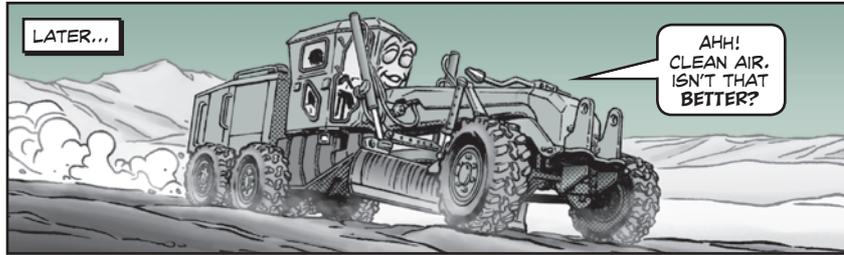
OPERATORS, **NEVER** SECURE YOUR DOZER'S WINCH CLEVIS TO THE REAR TOW PIN BELOW THE WINCH ASSEMBLY.

THAT'S 'CAUSE ANY MOVEMENT OF THE WINCH CONTROL LEVER DURING OPERATION WILL RESULT IN HYDRAULIC PRESSURE THAT **DAMAGES** THE WINCH ASSEMBLY.

TO **AVOID** ANY DAMAGE, JUST **LET** THE WINCH CLEVIS **HANG DOWN** OVER THE DRUM. AND MAKE SURE IT'S **NOT** ATTACHED TO ANYTHING.

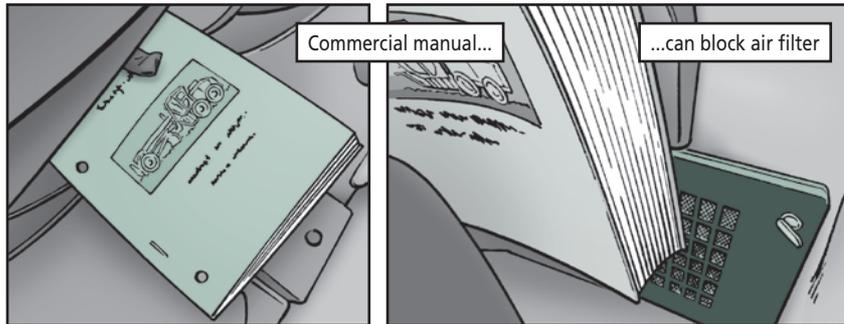


FLUMMOXED BY FORGOTTEN FILTER?



Good clean air becomes a rare thing if you're not careful with the cab air filter behind the driver's seat in your 120M road grader.

The commercial manual is supposed to be stored in the flap on the back of the driver's seat. But a lot of times it gets tossed back there and ends up against the filter. Talk about no air flow!

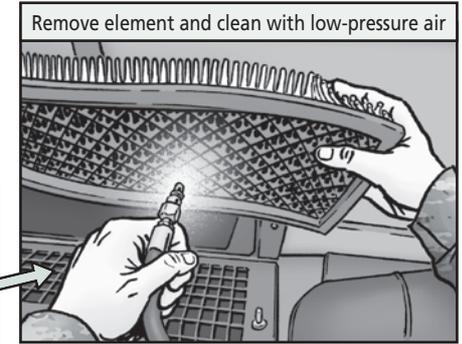


You'll soon find out just how dusty the worksite can be if the filter can't do its job cleaning the air circulating around the cab. So whether it's a TM, jacket, gloves or anything else, don't let anything block the cab air filter.

Keep Filter Clean

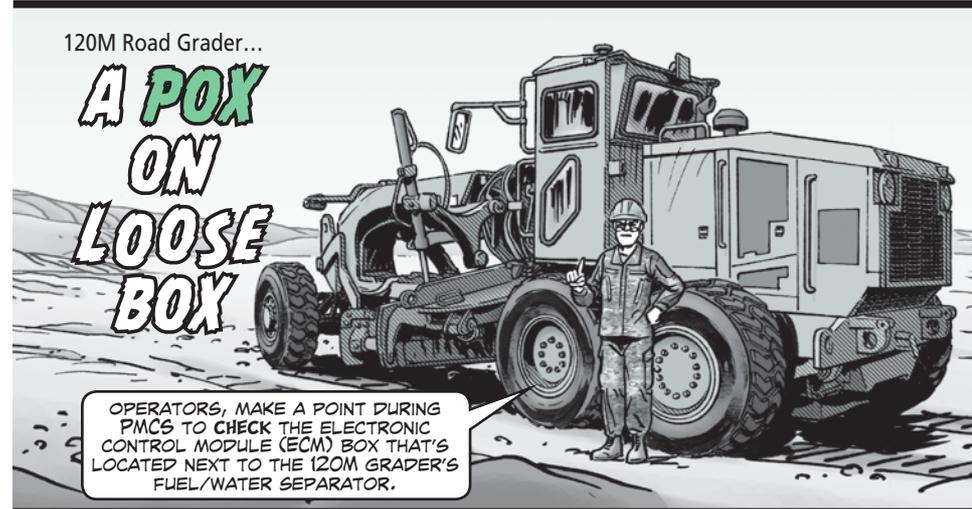
While you're at it, keep the filter element clean by tapping it with your hand outside the cab. Don't bang it against the cab door, though! That bends the element's sealing edge and can crush the filtering material.

For heavy dirt, clean the element with low-pressure air (30 psi or less). Then wipe down the air inlets to remove dust buildup, leaves and anything else that cuts off airflow.



120M Road Grader...

A POX ON LOOSE BOX



Vehicle vibration loosens the box. A loose box causes tripped fuses, hard starts, engine idle jump, and faulty or thrown fault codes.

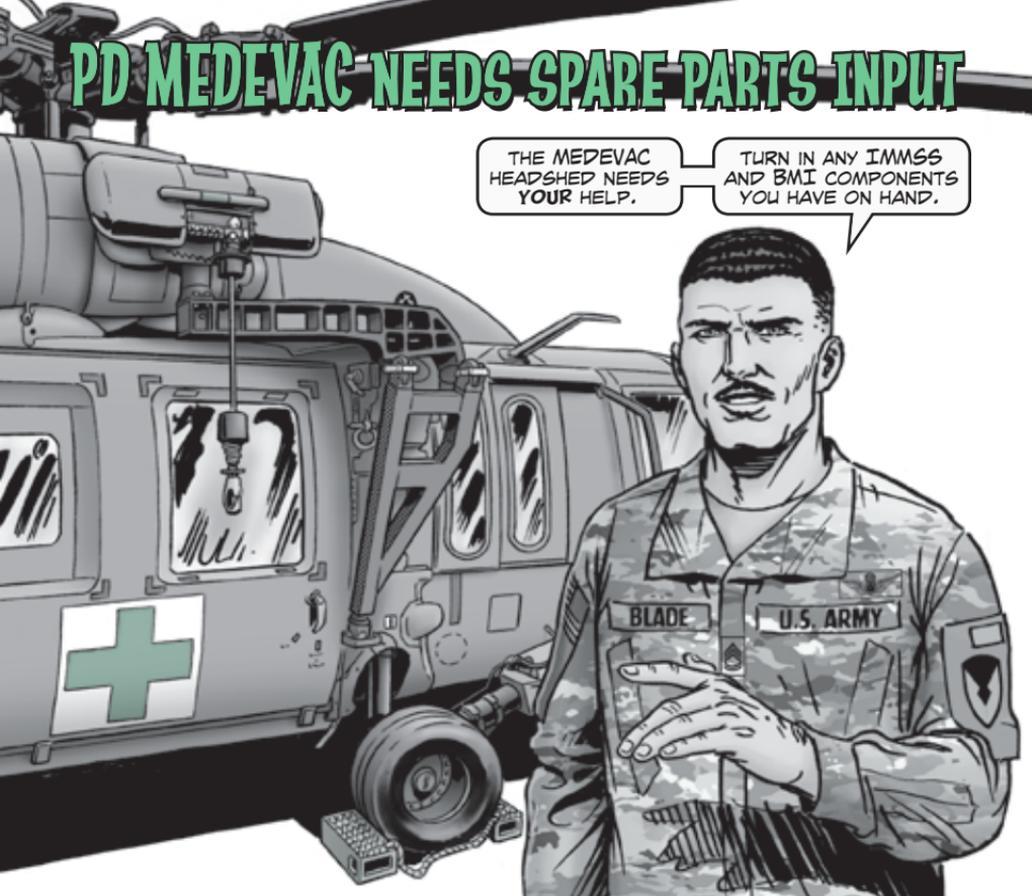
Before the day's run, open the driver's side engine access door and try to wiggle the black ECM box. It should be good and tight.

If there's any looseness, let your mechanic know. He'll get things tightened up toot-sweet.



- **PD MEDEVAC Needs Spare Parts Input**
- **Where Do IVHMU Labels Go?**
- **How to Get a Part Without an NSN**
- **Your TM Has All You Need for UMARK**

PD MEDEVAC NEEDS SPARE PARTS INPUT



Mechanics, the MEDEVAC headshed is building a spare parts support strategy for the interim medical mission support system (IMMSS) and the basic medical interior (BMI).

To ensure all MEDEVAC units get the parts necessary to maintain their equipment, a little help is needed. PD MEDEVAC is requesting information on parts that units need to keep their systems in good working order.

Do you have parts that are breaking, wearing out, corroding or in need of replacement? Are there parts you can't find in the supply system and have to order every time on a DD Form 1348-6?

Let the PD MEDEVAC folks know about those parts issues, how many MEDEVAC aircraft you have and what types you support. For parts, provide the nomenclature, part number, and unit of issue. Try to quantify or forecast future demand, too.

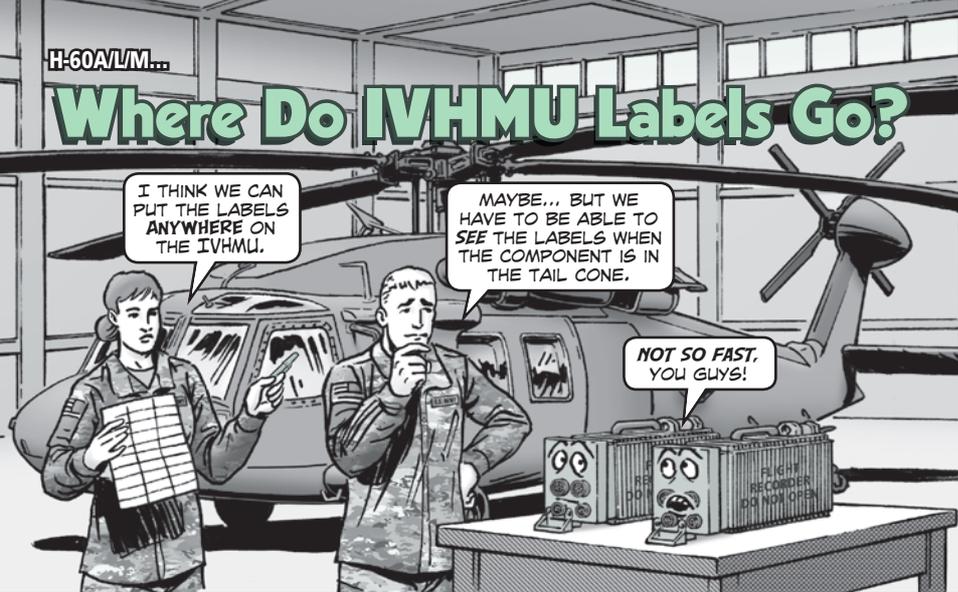
The support strategy is only for parts associated with the IMMSS and the BMI. Contact Nick Strain for all MEDEVAC equipment with support problems at (256) 313-3818 or email: nicholas.h.strain.civ@mail.mil

Where Do IVHMU Labels Go?

I THINK WE CAN PUT THE LABELS ANYWHERE ON THE IVHMU.

MAYBE... BUT WE HAVE TO BE ABLE TO SEE THE LABELS WHEN THE COMPONENT IS IN THE TAIL CONE.

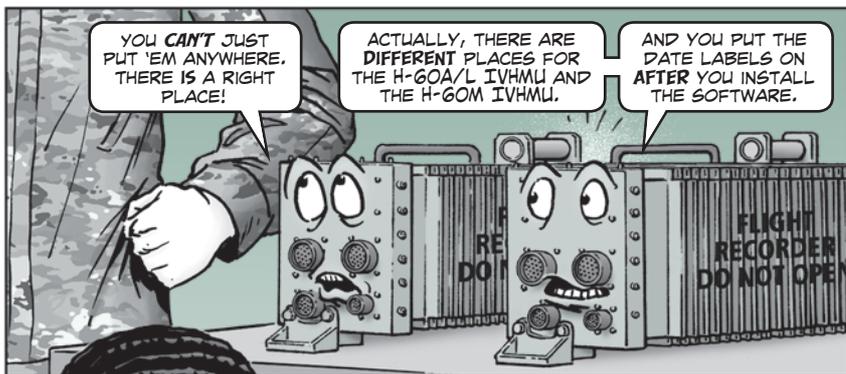
NOT SO FAST, YOU GUYS!



YOU CAN'T JUST PUT 'EM ANYWHERE. THERE IS A RIGHT PLACE!

ACTUALLY, THERE ARE DIFFERENT PLACES FOR THE H-60A/L IVHMU AND THE H-60M IVHMU.

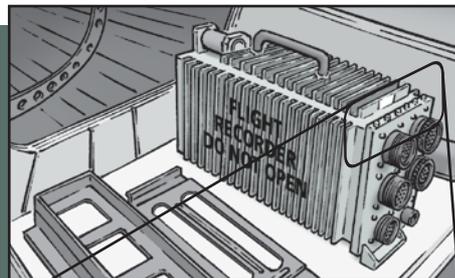
AND YOU PUT THE DATE LABELS ON AFTER YOU INSTALL THE SOFTWARE.



INSTALLING LABELS JUST ANYWHERE ON YOUR INTEGRATED VEHICLE HEALTH MANAGEMENT UNIT (IVHMU) IS A **BAD IDEA, MECHANICS.**

AFTER INSTALLING SOFTWARE AND BATTERIES IN THE IVHMU, **NEVER** PLACE THE DATE LABELS OVER THE UNIT'S REFLECTIVE TAPE. THE TAPE'S PURPOSE IS TO AID IN AIRCRAFT RECOVERY EFFORTS AND **SHOULD NEVER BE COVERED.**

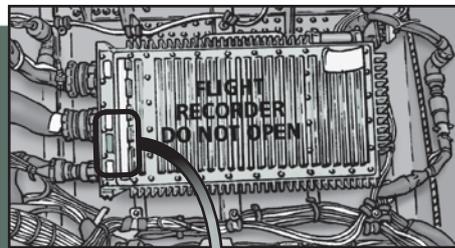
The best place to put the software label for the H-60A/L IVHMU is on the fin directly behind the reflective tape's top strip. This location is best because, in a fully loaded shelf inside the aircraft, it's easy to see and access when labels need changing.



Place date label on UH-60A/L here



For the H-60M, the software label should be on the battery panel, specifically between the J3/J4 and J5/J6 labels. When the IVHMU is installed, this area is easily visible. The battery install labels for both the H-60A/L and H-60M go on the battery panel on top of the previously installed battery label like so:



Place date and battery install labels here



IF LABELS ARE IN THE RIGHT PLACE, THAT MAKES IT **EASIER** FOR YOU OR THE NEXT MECHANIC TO FIND THEM WHEN IT'S TIME TO CHANGE THE LABELS.



How to Get a Part Without an NSN

I LOOKED UP AN AVIATION PART I NEED TO COMPLETE A MAINTENANCE REPAIR. I LOOKED IN BOTH THE TM AND THE MANUFACTURER'S MANUAL. THERE WEREN'T ANY NSNs.



YEAH, I HAD THE SAME PROBLEM. I COULD ONLY FIND PART NUMBERS - AND THOSE DIDN'T CROSS TO NSNs IN FED LOG!



NOW WHAT DO WE DO?!



NOW HERE'S THE GOOD NEWS!

ALC ALSO CAPTURES DATA ON THE DEMAND FOR THAT ITEM. IF ENOUGH UNITS SUBMIT A 1348-6 FOR THAT SAME PART NUMBER, AN NSN IS ASSIGNED AND MAKES ITS WAY INTO THE TM.

AND HERE'S THE BAD NEWS!

THE SYSTEM ISN'T WORKING PROPERLY BECAUSE UNITS ARE GOING STRAIGHT TO THE MANUFACTURER TO BUY PARTS WITH A GOVERNMENT CREDIT CARD.

THAT MAY SAVE A LITTLE TIME, BUT IF THE DEMAND HISTORY ISN'T CAPTURED, AN NSN NEVER GETS ASSIGNED.

AND YOU END UP PAYING WHAT THE MANUFACTURER DEMANDS INSTEAD OF A POTENTIALLY LOWER COST NEGOTIATED BY THE GOVERNMENT.

SO IF YOU NEED A PART THAT DOESN'T HAVE AN NSN ASSIGNED, FOLLOW THE PROCEDURES AND SUBMIT A DD FORM 1348-6.



DOCUMENT IDENTIFIER	ROUTING NUMBER	AI	UNIT OF ISSUE	QUANTITY	DOCUMENT NUMBER
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60
61	62	63	64	65	66
67	68	69	70	71	72
73	74	75	76	77	78
79	80	81	82	83	84
85	86	87	88	89	90
91	92	93	94	95	96
97	98	99	100		

DD Form 1348-6, FEB 85 Edition of Apr 77 may be used until exhausted. DOD SINGLE LINE ITEM REQUISITION SYSTEM DOCUMENT (MANUAL - LONG FORM)

Use DD Form 1348-6 to get data captured for future NSN assignment

LISTEN UP!

TO GET AN NSN ASSIGNED, DEMAND DATA MUST BE CAPTURED AND THAT ONLY HAPPENS IF YOU FILL OUT A DD FORM 1348-6.



THIS IS A FAMILIAR SITUATION TO EVERY MAINTAINER. AND THE IMMEDIATE RESPONSE IS, "WHY DOESN'T THIS PART HAVE AN NSN?!"

IN THE BEST OF ALL POSSIBLE WORLDS, EVERY PART WOULD HAVE AN NSN. HOWEVER, IT'S JUST NOT ECONOMICALLY FEASIBLE. THE PROCESS OF ASSIGNING AN NSN IS VERY EXPENSIVE, SO PROVIDING AN NSN FOR PARTS THAT ARE SELDOM NEEDED JUST ISN'T COST EFFECTIVE.

NSNs ARE GENERALLY ASSIGNED TO PARTS THAT ARE EXPECTED TO BE IN HIGH DEMAND. OCCASIONALLY THOSE 'EDUCATED GUESSES' ARE OFF.

THE GOOD NEWS IS THAT THE SYSTEM IS SELF-CORRECTING-BUT ONLY IF YOU DO YOUR PART.

OK, BUT I NEED A PART THAT DOESN'T HAVE AN NSN. WHAT DO I DO?



ORDER IT ON A DD FORM 1348-6, DOD SINGLE LINE ITEM REQUISITION SYSTEM DOCUMENT. INCLUDE THE MANUFACTURER'S CAGE CODE AND PART NUMBER AND SEND IT TO: usarmy.redstone.amcom.mbx.immc-high-priority-requisitions@mail.com

ONCE THE FORM IS SUBMITTED, YOUR UNIT MUST ARRANGE FOR PAYMENT, BUT THE PURCHASE ORDER IS HANDLED BY THE AMCOM LOGISTICS CENTER (ALC).

IF THE PART IS NEEDED RIGHT AWAY, ORDER IT DIRECTLY FROM THE MANUFACTURER. BUT YOU SHOULD STILL SUBMIT THE 1348-6!

IN THE FORM'S COMMENT SECTION, ENTER "Part ordered from manufacturer. This form submitted to capture demand data."

THAT GETS YOU THE PART FAST WHILE STILL ALLOWING THE SYSTEM TO WORK FOR EVERYONE.



IF A PART DOESN'T HAVE AN NSN, THE 1348-6 WILL HELP CAPTURE USAGE DATA TO GET AN NSN ASSIGNED.

AGSE...



HAVE WE GOT THE **MODIFIED** UMARK YET?

NO. IT'S STILL ON ITS WAY.



UNTIL ALL UMARKS ARE MODIFIED, THERE WILL BE **TWO VERSIONS** OF THE UMARK AND **TWO TMS** IN THE FIELD.

SO PROCEED UNTIL YOUR UNIT GETS THE MOD.



Your TM Has All You Need for UMARK

Mechanics, MWO 1-1670-260-50-3 Modified the Unit Maintenance Aerial Recovery Kit (UMARK) for TM 1-1670-261-23&P.

FOR APACHE, BLACK HAWK, KIOWA WARRIOR, CHINOOK, LAKOTA AND UAS USERS, THE NEW UMARK TM HAS **EVERYTHING** YOU NEED FOR AERIAL RECOVERY. AFTER ALL, THE KEY TO A **SUCCESSFUL** RECOVERY MISSION IS TO USE THE BOOK AND ALWAYS DO YOUR BEFORE, AFTER, AND ANNUAL PMCS.

IN JAN 2017, PD AGSE BEGAN APPLYING MWO 1-1670-260-50-3 TO THE CURRENT UMARK NSN, 1670-01-501-8140. ONCE MODIFIED, THE UMARK NSN CHANGES TO 1670-01-241-7829.

THE MWO IS SCHEDULED FOR COMPLETION BY FY 19. UNTIL THEN, THERE WILL BE **TWO** UMARK TMS IN THE FIELD.

THOSE UNITS WITH THE MODIFIED UMARK, NSN 1670-01-241-7829, WILL USE TM 1-1670-261-23&P (JUN 16, W/CH 1 NOV 17).

THOSE UNITS WITH THE UNMODIFIED UMARK, NSN 1670-01-501-8140, WILL CONTINUE TO USE TM 1-1670-260-12&P (MAR 03, W/CH 5, AUG 11) UNTIL THEIR UNIT RECEIVES THE MODIFIED UMARK.

DOWNLOAD THE TM FROM THE LOGSA LIW ETM WEBSITE:
<https://liw.logsa.army.mil/etmapp/#/etm/home>



AT LAST,
FORMULA 45
IS MINE!

NO PM FOR EVIL VILLAINS



WITH THIS VIAL OF FORMULA
45 WE'VE STOLEN, I'LL SOON
TAKE OVER THE WORLD!

**SUPER SECRET AGENT BUREAU
EAVESDROPPING - FOR ENVELOPING - LISTENING DEVICE**



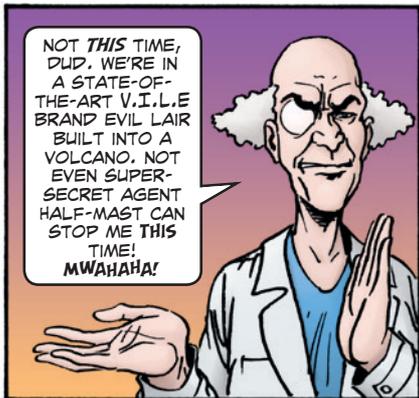
MUHUUHAAAAHA!

MUHUUHAAAAHA!
MUHUWUHAHAHA!
MUHUWUHAHAHA!



YOU LAUGH LIKE THAT EVERY TIME YOU CATCH A BREAK ON ONE OF YOUR EVIL SCHEMES...

... AND THEN SUPER-SECRET AGENT HALF-MAST ALWAYS STOPS YOU.



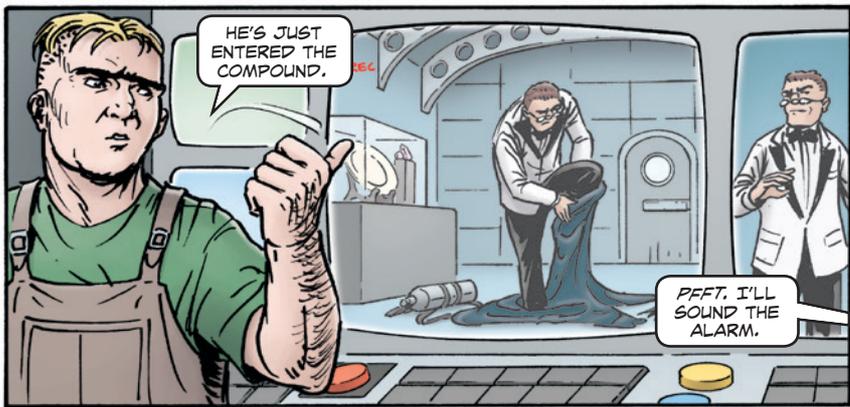
NOT THIS TIME, DUD. WE'RE IN A STATE-OF-THE-ART V.I.L.E BRAND EVIL LAIR BUILT INTO A VOLCANO. NOT EVEN SUPER-SECRET AGENT HALF-MAST CAN STOP ME THIS TIME! MWAHAHA!



SURE, TELL HIM THAT WHEN HE TAKES US INTO CUSTODY...

...AGAIN.

WH-AAT?



HE'S JUST ENTERED THE COMPOUND.

PFFT. I'LL SOUND THE ALARM.



HE'LL NEVER MAKE IT PAST MY GUARDS.

PRESS



ALARM



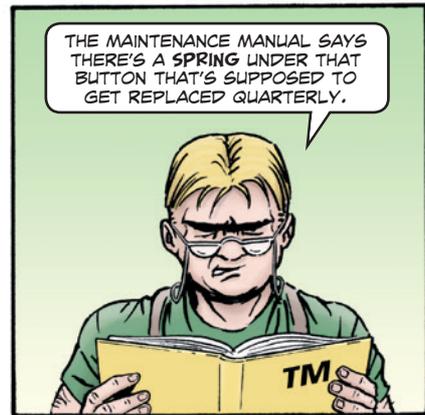
WHAT?!

WAIT...



WHY IS THIS NOT WORKING?

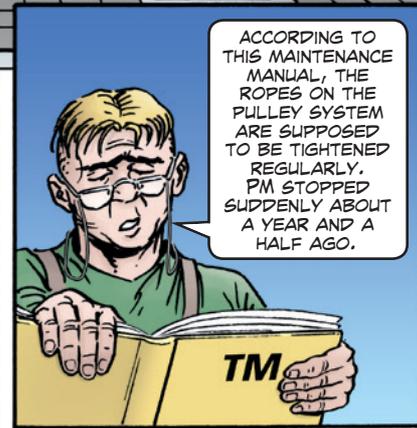
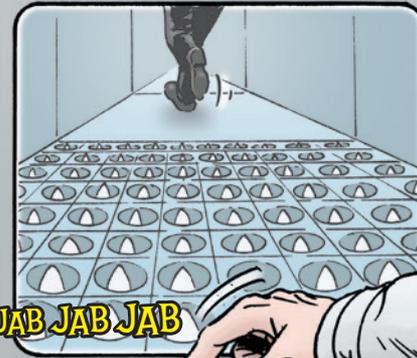
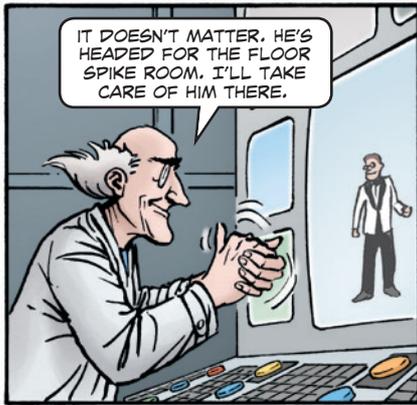
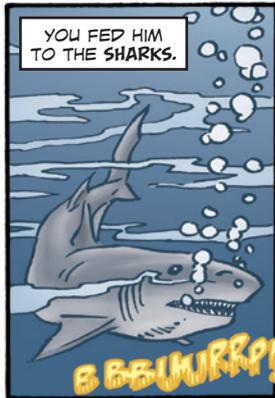
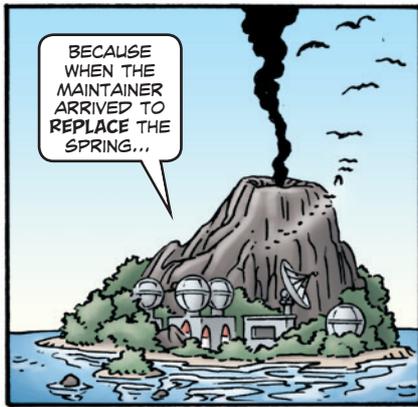
ALARM

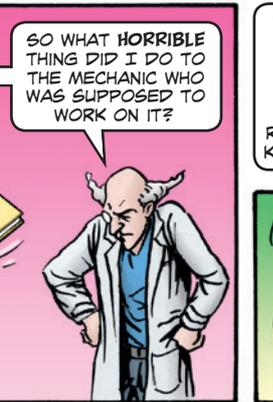


THE MAINTENANCE MANUAL SAYS THERE'S A SPRING UNDER THAT BUTTON THAT'S SUPPOSED TO GET REPLACED QUARTERLY.



SINCE IT'S BEEN TWO YEARS SINCE ANYONE HAS DONE PREVENTIVE MAINTENANCE, IT'S LIKELY BROKEN.





YOU DIDN'T DO ANYTHING TO HIM. HE'S ON VACATION. BUT HIS REPLACEMENT TRIPPED OVER A BUNCH OF TOOLS SCATTERED ON THE FLOOR, RIGHT INTO THE LASER GRID ROOM. PRETTY IMPORTANT TO KEEP YOUR WORK AREA CLEAN.

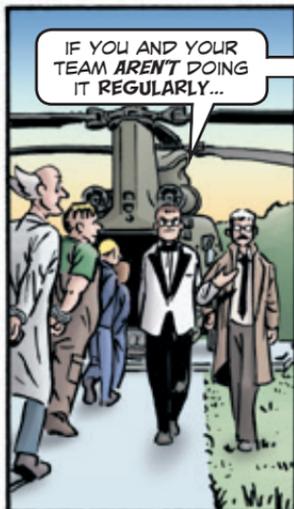




CURSES!
FOILED
AGAIN!



PROPER PREVENTIVE
MAINTENANCE IS
IMPORTANT.



IF YOU AND YOUR
TEAM *AREN'T* DOING
IT REGULARLY...



...YOU'RE SETTING
YOURSELF *AND* YOUR
EQUIPMENT UP FOR
FAILURE.



NEXT TIME
HALF-MAST.



NEXT
TIME...



MUHUWUHAHAHA!

PS MISSILES



- Tracking ITAS LRUs
- Don't Make GPS NMC!
- Frame Rail Check
- Hatch Not a Seat!
- Keeping W513 Adapter Around

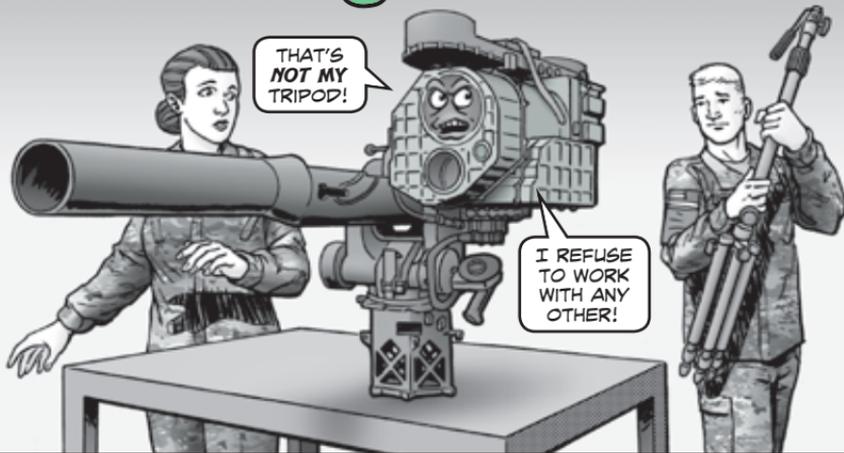
ALSO FEATURING SMALL ARMS

- Small Arms Advice from Ft Leonard Wood
- Don't Forget the Bipod

AND TOOLS

- New Tool for Cleaning Lenses!

Tracking ITAS LRUs



Dear Editor,

The Improved Target Acquisition System (ITAS) is designed to allow units to exchange line replaceable unit (LRU) components in combat. If a TAS stops working, units can swap it with another and keep fighting. Virtually every component can be swapped out.

But that's in combat!

In non-combat situations, you don't want to be swapping LRUs because the ITAS is a property book and a pacing item. That means the LRUs assigned to an ITAS should stay with that ITAS.

If components from different systems—or worse, different units—get mixed up, it causes accounting problems. These problems are magnified when you send ITAS to maintenance for services. Maintenance will just send an ITAS back to the unit if they don't receive the correct components.

This mix-up often happens because units store several ITASs together—a cavalry unit could have as many as 12.

An easy way to maintain system accountability is to code each component for a particular ITAS with a tag, small label or spot of paint that doesn't interfere with tactical coloring. Then you can tell at a glance which components go with which ITAS.

Remember, an ITAS job order must include the ITAS serial number and the numbers for its LRUs. That's a perfect time to verify that all of that ITAS's LRUs are accounted for. And don't forget any LRUs that are replaced by maintenance will be listed in the completed job order. Units need to provide that information to their property book officer.

CW2 Kyle Templin
Dan Guzman
Ft Polk, LA

Editor's note: *Another good idea is for units to develop a gun book for each ITAS to keep a record of all LRUs, services and maintenance.*

Don't Make GPS NMC!



THIS GPS SUGGESTION
FROM FT BRAGG WILL
KEEP YOUR LAUNCHER
POINTED IN THE RIGHT
DIRECTION!

Dear Editor,

It doesn't take much to make the Patriot launcher's GPS NMC. A little too much muscle removing the two GPS cables can damage their wiring. On our last deployment, we lost six cables that way.

The first mistake Patriot crews make is trying to remove the GPS while they're standing on the ground. That guarantees the cables will be damaged.

Instead, kneel next to the GPS box on the trailer deck. Pull the GPS a few inches outside the box to give yourself more room to unscrew the cables. Then take your time unscrewing the cables. Make sure you're turning the cable by its connector, not by the cable itself. And don't force things.

SGT Kenneth Hickman
Ft Bragg, NC

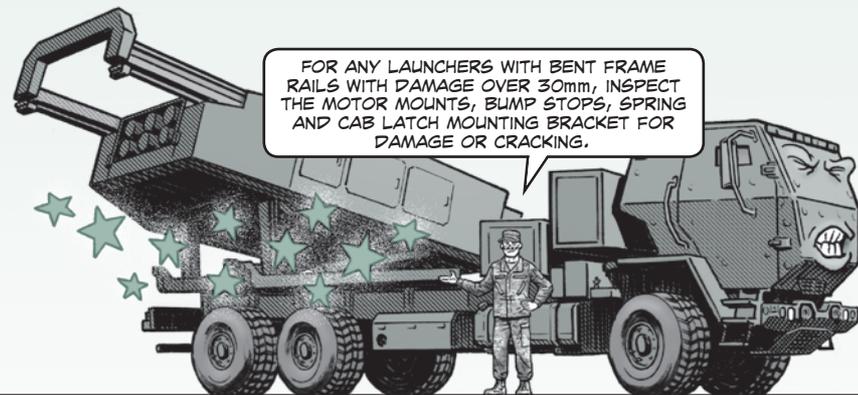
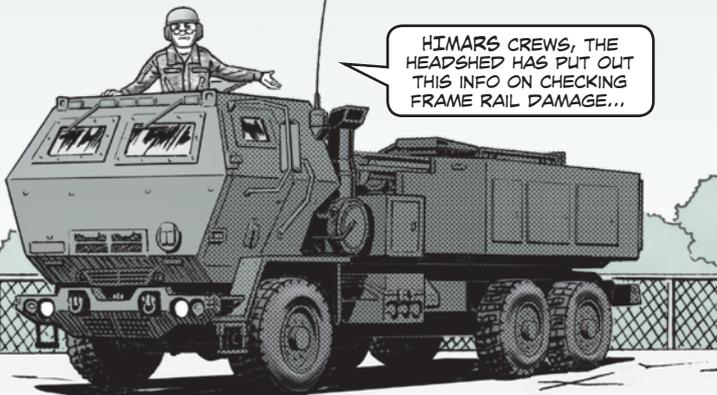


Kneel next to GPS box
to remove it

Editor's note: Your GPS suggestion sends Patriot crews in the right direction. Thanks.

HIMARS...

FRAME RAIL CHECK



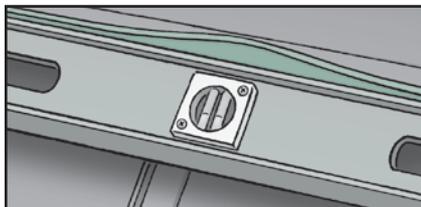
Frame Rail Inspection Correction

THE HIMARS CHASSIS' TM 9-2320-450-13&P IN IETM EMO259 (SEP 16) HAS AN ERROR IN STEP 11 OF THE WEEKLY PMCS.

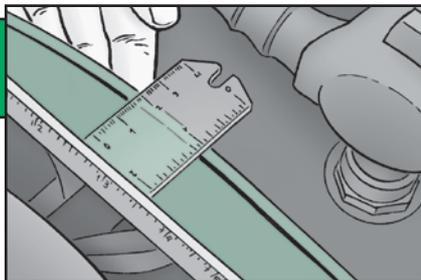
THIS IS THE CORRECT CRITERIA FOR FRAME RAIL DAMAGE...

Bend Evaluation

1. Put a straight edge against the bottom of the frame rail.



2. Measure damage depth at the widest point.

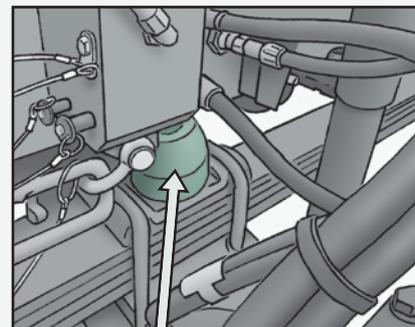


3. Look for cracks, tears, sharp bends or flattened areas that indicate metal-to-metal contact.

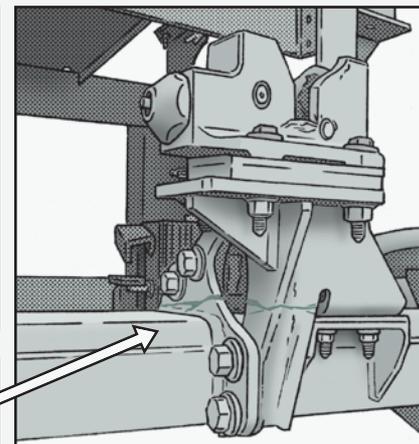
4. Use this criteria:

- under 12mm, no restriction.
- 12-30mm, monitor and inspect after operations.
- 30-40mm, no off-road driving and contact AMCOM LAR.
- 41mm or greater, deadline vehicle and contact LAR for depot repair of frame rails.

THIS CORRECTION WILL BE MADE IN THE NEXT CHANGE TO TM 9-2320-450-13&P.



Inspect bump stop...

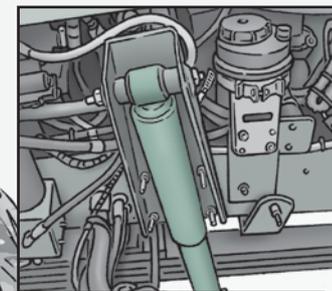


...and spring and cab latch mounting bracket for damage or cracking

DON'T FORGET TO PERFORM THE SHOCK INSPECTION LIKE IT SAYS IN THE AFTER OPERATION PMCS IN TM 9-2320-450-13&P.

REPLACE SHOCKS THAT SHOW ANY SIGNS OF DAMAGE FOLLOWING THE INSTRUCTIONS IN THE TM. MAKE SURE THE FRONT SHOCKS HAVE BEEN CHANGED WITHIN THE LAST TWO YEARS.

GOOD SHOCKS HELP PREVENT BENT FRAME RAILS.



Check shocks after operations and replace every 2 years

Hatch Not a Seat!

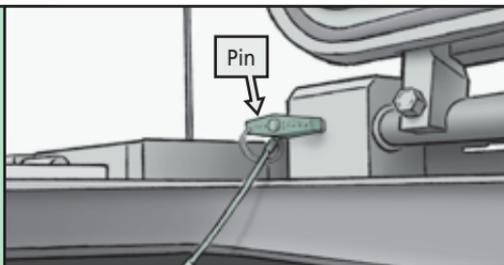
DON'T SIT ON THE HIMARS HATCH! THAT CAN STRIP THE HATCH SHAFT SPUR GEAR, WHICH MEANS THE HATCH **WON'T** LATCH OPEN.



Pull the hatch handle all the way down when opening and closing the hatch. If the handle is pulled only part way, the spline wears out sooner and causes hatch problems.

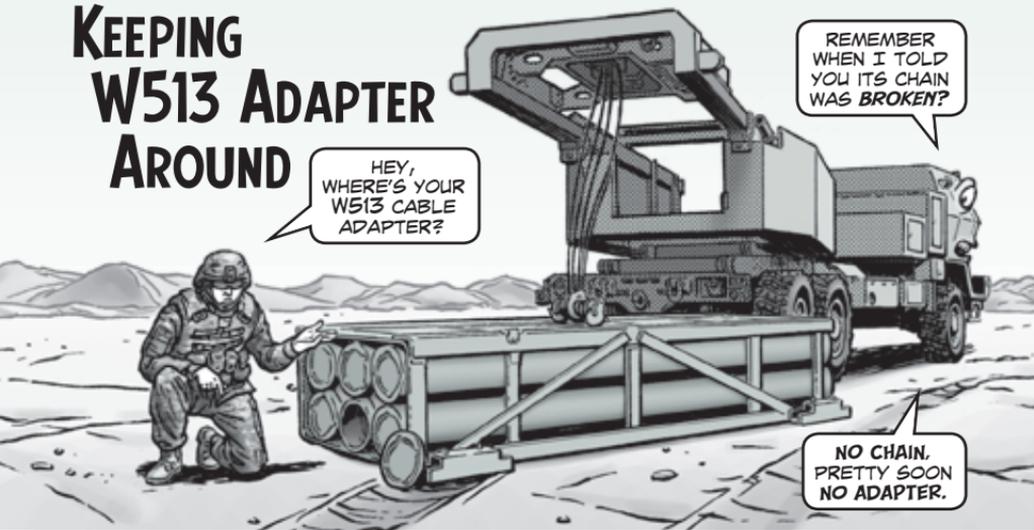


Remember to use the hatch pin that's mounted under the hatch opening on a wire rope to lock the hatch open. The pin prevents damage to the hatch shaft and more importantly keeps the hatch from caving in your head if the spur gear or hatch shaft fails.



HIMARS...

KEEPING W513 ADAPTER AROUND



Dear Editor,

We've had a major problem with the W513 cable adapter chain breaking on the M68A2 trainer (brainpod). If it's not replaced, the adapter eventually disappears. Right now we're missing roughly 75 percent of the chains in our unit.



We have two suggestions for solving this problem:

1. Next time the chain breaks, replace it with something stronger, like wire rope, NSN 4010-01-151-6230. There are probably other possible substitutes right in the motor pool. Or your local big box store has alternatives.
2. Keep the adapter screwed in place as much as possible. Leaving it dangling is one of the main reasons the chain breaks so often.

SFC Scott Wood
SSG Isaiah Richards
SSG Thomas Morris
Ft Bragg, NC

Editor's note: *These are common sense solutions to a common problem! Thanks.*

Small Arms Advice from Ft Leonard Wood LRC



HERE'S SOME GOOD ADVICE FROM OUR LRC FRIENDS AT FORT LEONARD WOOD.

Dear Editor,

From our experience keeping weapons firing at Ft Leonard Wood, we offer a few tips:

Make sure you have both a bore snake or flexible cleaning rod and a cleaning rod. We are seeing units who don't have cleaning kits with actual cleaning rods. A bore snake or flexible cleaning rod can do most cleaning jobs, but sometimes you need an actual cleaning rod. Of course, you also need a cleaning rod for checking for stuck rounds.



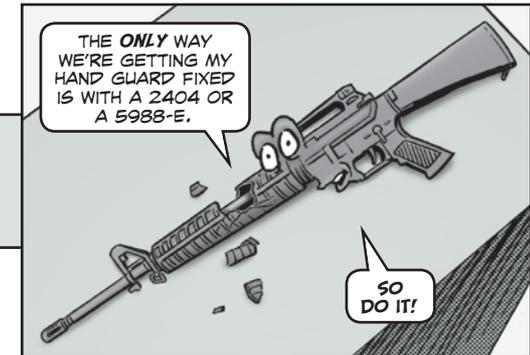
For the M16 rifle/M4 carbine, units should use only **cleaning kit**, NSN 1005-01-624-1673, which comes with a multi-purpose tool, or NSN 1005-01-653-9588, which *doesn't* have the tool. Both cleaning kits have cleaning rods and bore snakes. The kit with the tool costs more than \$300 and the kit with no tool is just under \$100. It's still far cheaper to order the items individually. They're listed in the back of TM 9-1005-319-10.

Units should also order the **team cleaning kit**, NSN 1005-01-653-9567. It's a more extensive kit that can be used on most weapons. It costs around \$265. Order two kits per squad.

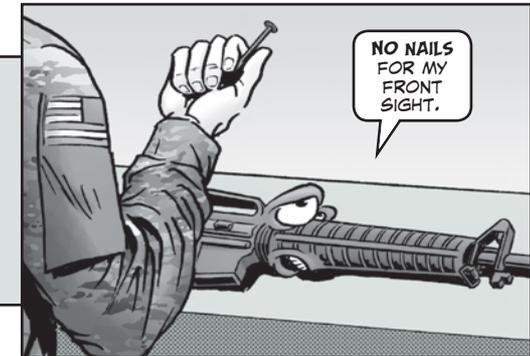
Clean and lube like it says in the weapon's -10 TM. We see Soldiers using ear swabs, baby wipes, brake cleaner, shaving cream and other stuff that hurts, not helps, their weapons. Many Soldiers believe the claims that these miracle lubes do a better job than CLP or other approved lubes. They don't.



Write up problems you find during PMCS or in the field on a DA Form 2404 or 5988-E. That's the only way they get fixed.



Don't use a nail to adjust the M16/M4 front sight. That can ruin not only the sight, but sometimes the whole barrel. Use the special tool shown in WP 0030-3 in TM 9-1005-319-23&P. You can order the tool for \$15 with NSN 1005-01-660-5283.



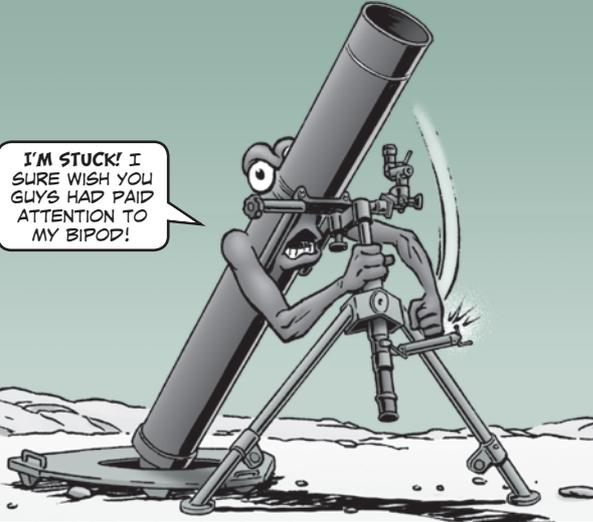
Charles Dutton
Victor Jackson
Christopher Wilson
Rick Hallas
Ft Leonard Wood, MO

Editor's note: Your small arms shop is always an excellent source of advice. Thanks again!

M120A1/M121 Mortar...

DON'T FORGET THE BIPOD

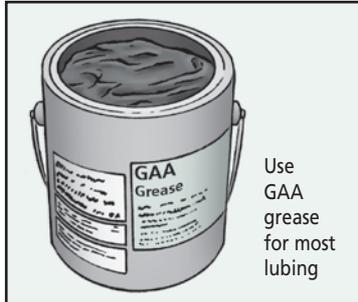
I'M STUCK! I SURE WISH YOU GUYS HAD PAID ATTENTION TO MY BIPOD!



Dear Editor,

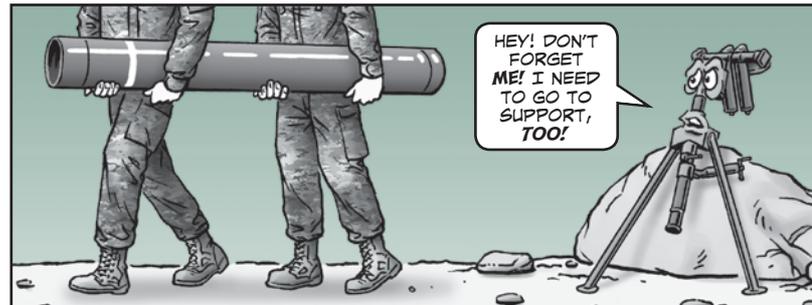
If units forget the importance of bipod PM, their M120A1/M121 mortars won't have a leg to stand on...literally. We're seeing that happen. We've had five bipods seize up in the last month.

The big problem is that units use stuff like CLP to lube the bipods. That's too weak. The main thing to use is **GAA grease**, NSN 9150-01-197-7689. It'll do the job. On some parts, use **general purpose lubricant**, NSN 9150-00-271-8427. See WP 0023-4 in TM 9-1015-250-10 for a list of lube points and lubes.



Use GAA grease for most lubing

Of course, mortar units should **include** the bipod when they do PMCS on the rest of the mortar. But they should also send the bipod along when they send the rest of the mortar in for semiannual maintenance. We have a **whole parts kit**, NSN 1015-01-452-9634, to replace O-rings, felt, lock nuts and spring pins. The bipod will have a new spring in its step with these new parts.

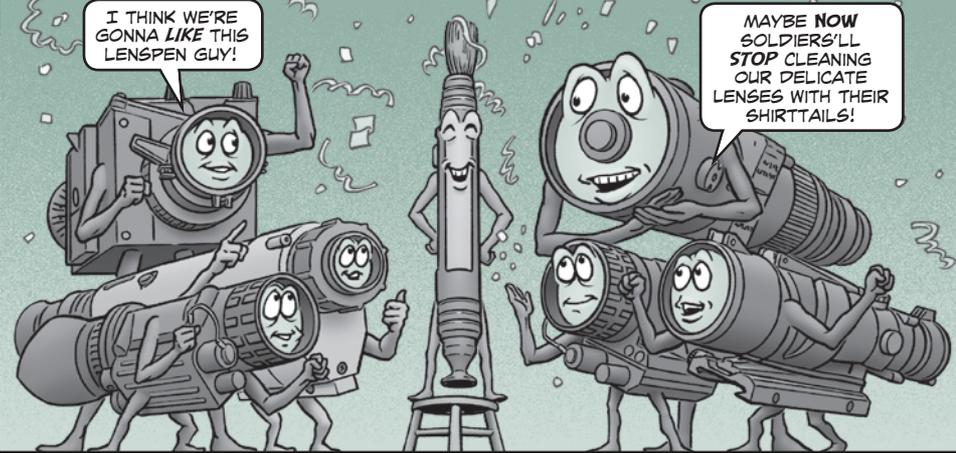


One other point: **Don't remove the lacing wire from any of the mortar bolts.** That lacing wire keeps the bolts tight in spite of the jolts from firing. And the mortar is NMC until the lacing wire is replaced. So hands off lacing wire.

CPL Alan Koechlein
Ft Polk, LA



NEW TOOL FOR CLEANING LENSES!



SOLDIERS WHO USE SMALL ARMS SIGHTS OR NIGHT VISION DEVICES OR BINOCULARS NOW HAVE A NEW CLEANING OPTION:



LENSPEN!

LENSPEN IS A **POCKET-SIZE TOOL** THAT HAS A **CLEANING DEVICE** AT ONE END AND A **BRUSH** AT THE OTHER. IT CAN REPLACE LENS PAPER AND CLEANING SOLUTION.

ORDER IT WITH NSN 1240-01-535-0972. IT COSTS A LITTLE LESS THAN \$7.



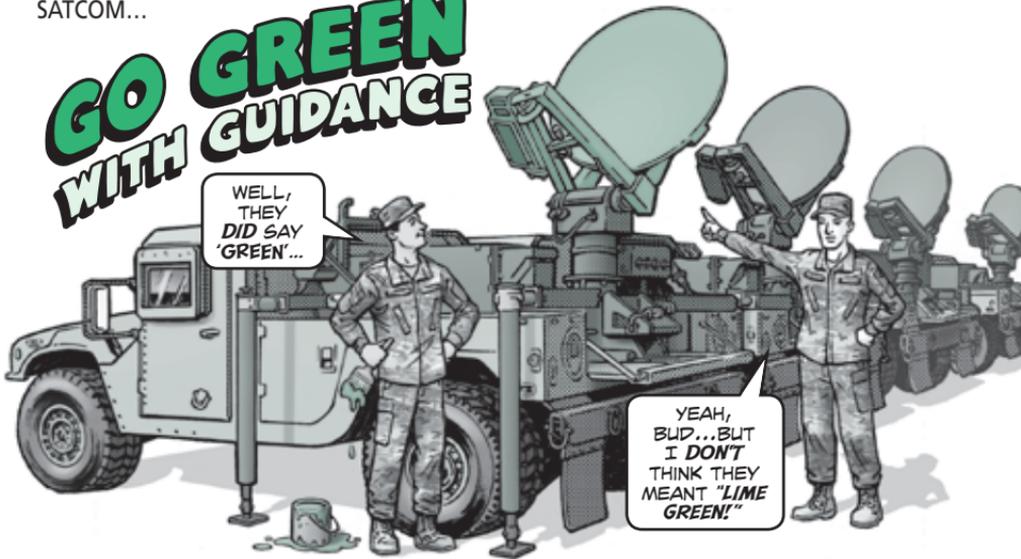
COMMUNICATIONS & SOLDIER SUPPORT



- Go Green with Guidance
- A Sound Grounding Solution
- TEIP Adds Additional Equipment
- New NVD Viewer Mount for ACH
- Shoring Up PQAS-E

- Exhaust Coupling Can Cook!
- MWO OK'd for FSC-2
- Got You Covered

GO GREEN WITH GUIDANCE



Dear Half-Mast,

Our unit's equipment is supposed to be painted green here in Europe. Do we need special paint for the satellite terminal reflectors?

SGT S.H.

Dear Sergeant,

Affirmative. Satellite communication equipment is highly sensitive and mighty expensive, so before you slap on any ol' paint, check out TB 43-0118, Field Instructions for Painting and Preserving Communications-Electronics Equipment (Jun 86).

Also review TM 11-5985-431-13&P, Operator's Unit and Direct Support Maintenance Manual (Including Repair Parts and Special Tools List) Antenna Communications, Trailer Mounted AS-4429/TSC (NSN 5985-01-422-4682) (Mar 99).

Section 3-68 covers painting and surface prep instructions. Table 3-2 lists primers and top coat paints, and gives the NSNs for 'em.

Note: *Both pubs are restricted. To view them, you must log in to the Logistics Information Warehouse with your CAC at: <https://liw.logsa.army.mil/> Then choose the "ETM/IETM" icon and search for the TMs.*

Finally, before picking or applying any paint, check with the manufacturer of your specific satellite dish and a government engineer to confirm that you're using the right product on your equipment.

Half-Mast

A Sound Grounding Solution

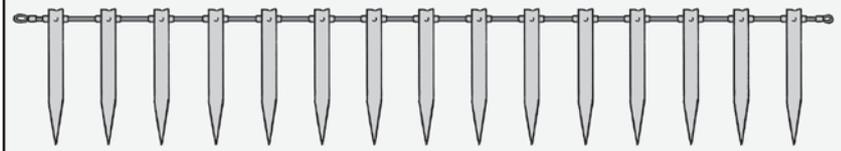


SURE GLAD WE GOT THAT SWGK, 'CAUSE THIS DIRT IS ROCK-HARD!

LUCKILY, ALTERNATIVE GROUNDING METHODS ARE AVAILABLE. THESE METHODS ARE COVERED IN CECOM'S TR-98-6, EARTH GROUNDING AND BONDING PAMPHLET (OCT 98).
OF THE LISTED ALTERNATIVES, THE SURFACE WIRE GROUNDING KIT (SWGK), MK-2551A/U, NSN 5820-01-263-1760, GIVES NTC-BOUND UNITS THE BEST "BANG FOR THE BUCK."



SWGK parts



THE SWGK HAS FIFTEEN 10-IN STAKES THAT ARE DRIVEN INTO THE GROUND IN A CIRCULAR PATTERN AROUND THE VEHICLE OR MOBILE SHELTER BEING GROUNDED. THE STAKES ARE CONNECTED BY 75 FEET OF STEEL CABLE.



THE TMS FOR MANY GENERATORS, COMMO SHELTERS, EXPANDO VANS AND OTHER EQUIPMENT SAY TO USE TRADITIONAL GROUNDING KITS.

HOWEVER, UNITS STATIONED AT THE NATIONAL TRAINING CENTER (NTC) AT FT. IRWIN, CA, AREN'T ALLOWED TO USE STANDARD GROUNDING KITS IN THE ROTATIONAL UNIT BIVOUAC AREA (RUBA).

THE RUBA IS THE COMMAND CENTER FOR UNITS ROTATING THROUGH NTC.

THAT'S A REAL DILEMMA. WHAT'S THE SOLUTION?



IF THE GROUNDED SYSTEM NEEDS TO BE MOVED AND SET UP AGAIN AT A MOMENT'S NOTICE, THE SWGK IS QUICKLY INSTALLED AND QUICKLY REMOVED.

ALSO, SOME DESERT AREAS HAVE GROUND SO HARD A JACKHAMMER COULDN'T PENETRATE IT. SO THE SWGK MIGHT BE THE WAY TO GO AT NTC.

ONE OPTION IS FOR A UNIT TO STOCK 250 SWGK KITS IN THE BII FACILITY AT NTC. SOLDIERS CAN SIGN KITS OUT AS NEEDED AND TURN THEM IN AT THE END OF THE UNIT'S ROTATION. THIS MEANS EQUIPMENT WILL BE PROPERLY GROUNDED AND SOLDIERS PROTECTED IN TURN, WHICH IS AN OBVIOUS SAFETY BONUS.

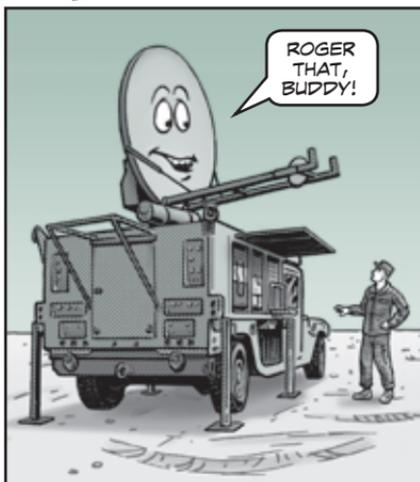
SWGKS CURRENTLY COST \$180 EACH IN FED LOG. A UNIT CAN FUND 250 SWGKS FOR \$48,000, PLUS \$1,800 IN ADMINISTRATIVE AND MAINTENANCE COSTS FOR MANAGEMENT BY THE BII FACILITY.

AFTER A ROTATION ENDS, UNITS WILL TAKE THE KITS WITH THEM.



QUESTIONS? CONTACT YOUR CECOM LAR.

TEIP ADDS ADDITIONAL EQUIPMENT



Good news! The Tobyhanna Evaluation Inspection Program (TEIP) has added more Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) equipment to its supported list.

TEIP is a maintenance evaluation and inspection program that focuses on corrosion, physical condition and other factors of C4ISR equipment. TEIP can check maintenance conditions in real-time and flag equipment for depot repair or overhaul. This centrally-funded program can help units reduce maintenance costs while boosting readiness rates.

The newly added equipment includes:

- AN/TSC-208, Satellite Transportable Terminal (STT) (INC 2), LIN S05013
- AN/TTC-59, Joint Network Node (JNN), LIN J05001
- AN/TTC-61 JNN, Tactical HUB Node (THN), LIN C18291
- AN/TTC-56C JNN, Single Shelter Switch (SSS), LIN C20617
- AN/TSC-156D, Phoenix, LIN S23268
- AN/TPN-31, ATNAVICS, LIN R17126
- AN/TSC-187, Unit HUB SATCOM Truck (UHST), LIN S05002
- AN/TPQ-50 and AN/TPQ-53, Lightweight Counter Mortar Radar, LINs L05007 and R05016
- AN/TSQ-226, Trojan Lite Central Communications, LIN C43399
- Very Small Aperture Terminal (VSAT), LIN J97857

To view the rest of the supported C4ISR equipment, see Pages 52-53 of PS 777 (Aug 17): <https://www.logsa.army.mil/psmag/archives/PS2017/777/777-52-53.pdf>

For more information about TEIP, contact the TEIP Program Manager, Ed Daly, at DSN 848-6000, (443) 861-6000, or email: edward.j.daly4.civ@mail.mil

NEW NVG VIEWER MOUNT FOR ACH

THE **NEW NVG MOUNT** IS A **BIG IMPROVEMENT** IN **SEVERAL WAYS.**



Dear Half-Mast,

I have a bunch of **night vision device (NVD) viewer mounts** that require the old type screws and aluminum backing. The **helmet posts**, NSN 8470-01-144-5367, have an AAC of V, which means my requests keep getting rejected. Can you help?

Mr. J.K.

YES, SIR. WE CAN. THE OLD MOUNT HAS BEEN **REPLACED BY A NEW VERSION THAT BETTER MEETS BALLISTIC REQUIREMENTS FOR ADVANCED COMBAT HELMET (ACH).**



THE NEW VIEWER MOUNT, NSN 5855-01-610-3704, ADJUSTS VERTICALLY AND COMES WITH:

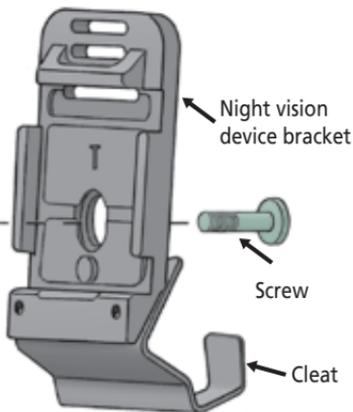
- a rhino horn
- front bracket
- new mounting hardware

ITS BRACKET ASSEMBLY, NSN 5430-01-509-1467, COMES WITH A **SELF-LOCKING HEXAGON NUT**, NSN 5310-01-466-1914, AND **MACHINE SCREW**, NSN 5305-01-577-7740.

UNLIKE THE EARLIER SCREW, THE NEW SCREW IS INSERTED FROM INSIDE THE HELMET THROUGH THE VIEWER MOUNT AND COVER. THE NEW NUT ATTACHES TO THE OUTSIDE FRONT OF THE HELMET.

New bracket assembly has nut that attaches to outside of helmet

Self-locking nut



INSTRUCTIONS FOR INSTALLING THE BRACKET ARE IN WP 0016 OF TM 10-8470-204-10 (AUG 15 W/CH 1, FEB 18).

Shoring Up PQAS-E

WELL, THAT **DOES** IT. GENERATOR'S KAPUT, SO WE'RE NMC.

WAIT. I REMEMBER READING IN PS THAT WE CAN HOOK UP TO AN EXTERNAL GENERATOR OR SHORE POWER. THE HOW-TO IS IN THE TM.



THE MISSION CAN GO ON...

...EVEN IF YOUR UNIT'S PETROLEUM QUALITY ANALYSIS SYSTEM-ENHANCED (PQAS-E), NSN 6640-01-547-1760, **LOSES** ITS INTERNAL GENERATOR POWER.

THE SOLUTION IS TO CONNECT TO **SHORE POWER** OR AN **EXTERNAL GENERATOR**. STEP-BY-STEP PROCEDURES FOR PQAS-E OPERATORS ON **HOW** TO HOOK UP TO SHORE POWER OR EXTERNAL GENERATORS ARE FOUND IN TM 10-6640-264-10 (SEP 17).

NOTE: THIS TM IS RESTRICTED. TO VIEW IT, YOU MUST LOG IN TO THE LOGISTICS INFORMATION WAREHOUSE WITH YOUR CAC AT:

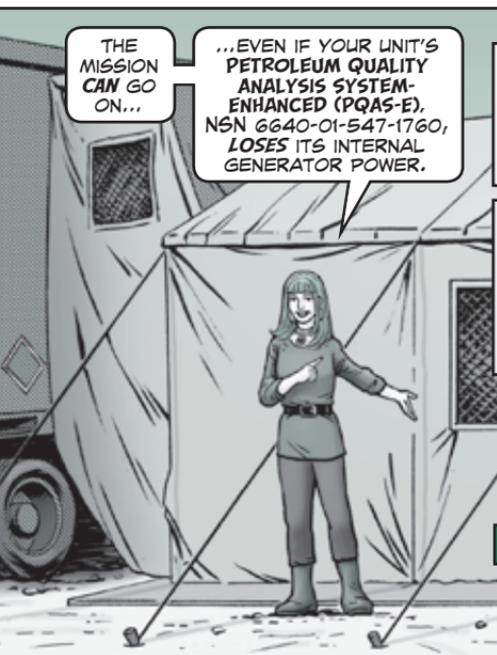
<https://liw.logsa.army.mil/>

THEN CHOOSE THE "ETM/IETM" ICON AND SEARCH FOR THE TM.

LOOK IN WP 0006, OPERATION UNDER USUAL CONDITIONS-SHELTER STARTUP PROCEDURE. PAY CLOSE ATTENTION TO THE SPECIFIC STEPS AND FOLLOW ALL CAUTIONS IN WP 0006-4.

QUESTIONS?

CONTACT **GAINES STEVENS** AT (586) 282-5158, EMAIL: gaines.e.stevens.civ@mail.mil OR **MATTHEW LAPARL** AT (586) 282-8198, EMAIL: matthew.r.laparl.civ@mail.mil



Containerized
Kitchen...

EXHAUST COUPLING CAN COOK!

EW!!

SOMETHING'S
BURNING!

MAYBE I SHOULD
SKIP LUNCH TODAY.

THAT'S
NOT LUNCH.
IT'S MY
GENERATOR
EXHAUST!

Dear Editor,

Page 48 of PS 725 (Apr 13) listed an **exhaust pipe coupling**, NSN 4730-01-486-4366, to take to the field with your containerized kitchen (CK). The coupling connects the exhaust pipe to the generator's exhaust outlet to direct fumes away from the kitchen.

Trouble is, that exhaust pipe coupling is only rated to handle temperatures up to 180°F. Since the generator exhaust can reach temps up to 400°F, that coupling can char or even catch fire! A damaged or missing coupling won't get used. With the generator exhaust so close to the cook center's intake fan, dangerous fumes get drawn inside the CK. So replace those couplings right away.

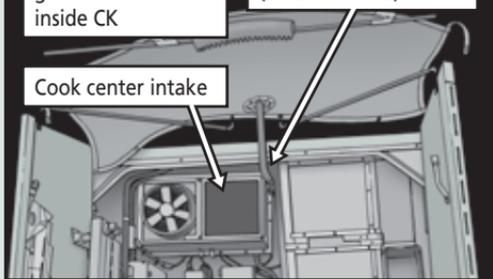
Get a coupling that can handle the heat. The corrected NSN is 4730-01-665-6237. The TM only lists PN 240175152 and CAGE 92813 for Item 9 in Fig 4 of TM 10-7360-226-13&P (Aug 01, w/Ch 4, Mar 07), so pencil in the new NSN until the TM is updated.

Wesley Shaw
Natick, MA

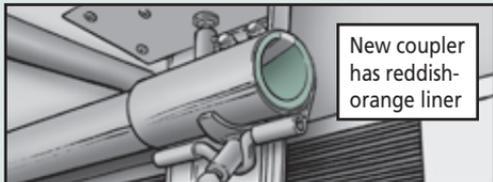
Damaged or
missing coupler lets
generator fumes
inside CK

Exhaust coupler,
NSN 4730-01-665-6237
(PN 240175152)

Cook center intake



New coupler
has reddish-
orange liner



Editor's note: Excellent information, Mr. Shaw! Soldiers, check the coupling on your CK now. New couplings have a reddish-orange interior lining.

MWO OK'd for FSC-2



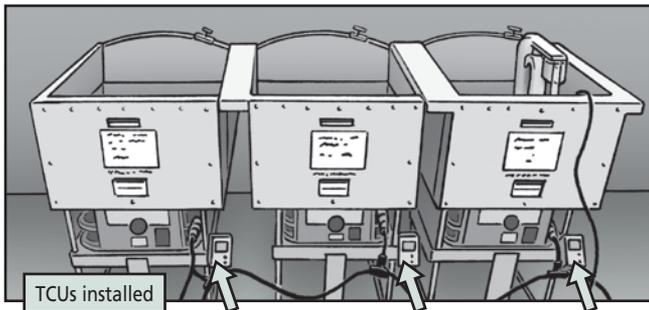
ATTENTION, 92GS! AN EXCEPTION TO POLICY WAS MADE TO AR 750-10, ARMY MODIFICATION PROGRAM (AUG 13), THAT ALLOWS YOU TO APPLY MWO 10-7360-211-23-1 TO EACH MODERN BURNER UNIT (MBU) ON THE FOOD SANITATION CENTER (FSC)-2 MODEL, NSN 7360-1-496-2112.

THE FSC-2 USES THE THREE-SINK SANITATION METHOD. WITH AN MBU LOCATED UNDER EACH WASH SINK.

- The wash sink temperature is set at 110°F
- the rinse sink at 120°F
- and the sanitize sink at 171°F.

APPLYING THE MWO TO EACH OF THE SINKS' MBUS WILL REGULATE THE WATER TEMPERATURES.

THE MWO SHOWS YOU HOW TO ADD A THERMOSTATIC CONTROL UNIT (TCU) TO EACH MBU. THIS WILL REGULATE THE WATER TEMPERATURE BY TURNING THE MBU OFF WHEN THE WATER REACHES 5 DEGREES OVER THE SET POINT, AND TURNING IT BACK ON WHEN THE TEMPERATURE DROPS.



FSC-2 is modified when MBU interface harness is installed internally to each MBU V3, allowing connection of an added TCU mounted to right side of each burner base

THE TCU WIRING HARNESS IS CONNECTED BY HAND TO THE MBU USING COLOR-CODED CONNECTORS. THE TCU IS THEN INSTALLED IN THE FSC BY PLUGGING IN CONNECTORS ON THE MBU WIRING HARNESS.

THE MWO ALSO GIVES INSTRUCTIONS FOR ADDING A WATER REUSE PUMP ASSEMBLY (WRPA), NSN 4320-01-621-5425, TO THE FSC-2. THE WRPA IS PLUGGED INTO THE MBU BRANCH CABLE. UNITS WITH THE FSC-2 SHOULD REQUISITION THE MODIFICATION KIT, NSN 7360-01-644-9471, THROUGH THE INVENTORY CONTROL POINT A12 ACCOUNT.

THE REQUISITION IS FREE AND PM FORCE SUSTAINMENT SYSTEMS WILL FUND THE SHIPMENT.

STEP-BY-STEP INSTRUCTIONS, TOOLS, PHOTOS, AND MODIFICATION KIT CONTENTS ARE LISTED IN THE MWO. SEARCH FOR THE MWO IN LIW AT:

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

TO VIEW A VIDEO ON HOW TO INSTALL THE TCU, GO TO:

<https://www.youtube.com/watch?v=BielEI5fYik&t=10s>



QUESTIONS? CONTACT:

DAVID O'LEARY, DSN 256-4107, (508) 233-4107, EMAIL: david.j.oleary6.civ@mail.mil
OR EARL COLLINS, DSN 256-6269, (508) 233-6269, EMAIL: earl.h.collins2.civ@mail.mil

Gloves...

GOT YOU COVERED



NITRILE GLOVES CAN HELP PREVENT HAND CONTAMINATION OR INJURIES FROM SOME HAZARDOUS CHEMICALS IN THE MOTOR POOL.

KEEP PLENTY IN STOCK AND REMEMBER TO WEAR 'EM, ESPECIALLY WHEN YOU'RE WORKING WITH PETROLEUM, OILS OR LUBRICANTS.

ORDER WITH THESE NSNs:

Size	NSN 8415-	Qty
Small	01-492-0176	100
Medium	01-492-0179	100
Large	01-492-0178	100
X-Large	01-492-0180	100

FOR MORE OPTIONS, VISIT: <https://www.gsadvantage.gov/advantage/main/home.do>

TYPE 'NITRILE GLOVES' IN THE SEARCH BOX.



- Register for CHES
- Tracking Down Manufacturers
- GCSS-A Speaks A Different Language
- The NCO Journal Has New Home
- Get PA Newsletter, Pronto!

Register for CHESS

I KNOW IT'S TIME TO BUY NEW COTS-IT* HARDWARE AND SOFTWARE FOR THE UNIT, BUT I'M NOT SURE WHERE TO GO TO GET THAT STUFF!



THE COMPUTER HARDWARE ENTERPRISE SOFTWARE AND SOLUTIONS (CHESS) IT E-MART IS THE PLACE TO GO!

*COMMERCIAL OFF-THE-SHELF INFORMATION TECHNOLOGY

BEFORE YOU CAN TAKE ADVANTAGE OF HOW EASY CHESS MAKES IT TO BUY COTS-IT, YOU'LL NEED TO REGISTER FOR AN ACCOUNT. YOU'LL NEED YOUR CAC AND THIS ADDRESS: <https://chess.army.mil/>



CLICK REGISTER IN THE UPPER RIGHT CORNER OF THE WEB PAGE.

FOLLOW THE INSTRUCTIONS AND FILL OUT THE REGISTRATION APPLICATION.



CHESS WILL SEND A VERIFICATION EMAIL TO THE ADDRESS YOU USED TO REGISTER.

ONCE YOU'VE VERIFIED YOUR ACCOUNT, YOUR UNIT CAN REQUEST A QUOTE FOR IT EQUIPMENT OR USE THE REVERSE AUCTION OR ANY OF THE OTHER TOOLS THAT CHESS PROVIDES TO MAKE BUYING COTS-IT EASY.

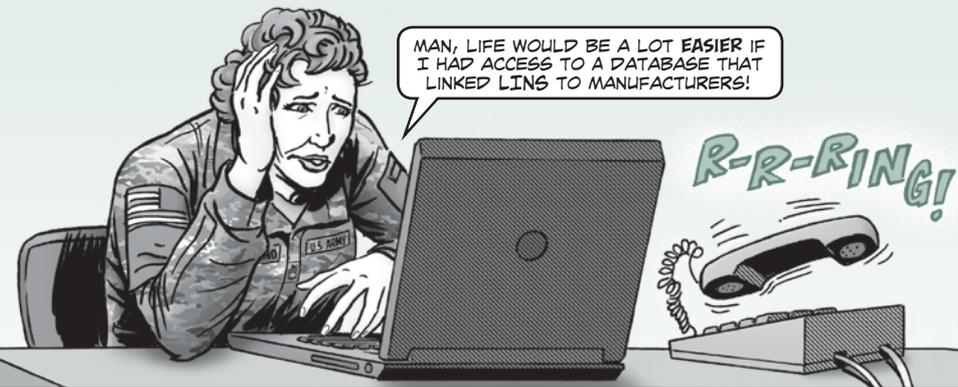
QUESTIONS ABOUT THE REGISTRATION PROCESS? EMAIL THE CHESS CUSTOMER SUPPORT TEAM:

armychess@mail.mil

OR CALL: (888)232-4405

YOU CAN ALSO CHECK OUT THE TRAINING VIDEOS SECTION OF THE CHESS WEBSITE FOR THE CHESS REGISTRATION INSTRUCTION VIDEO.





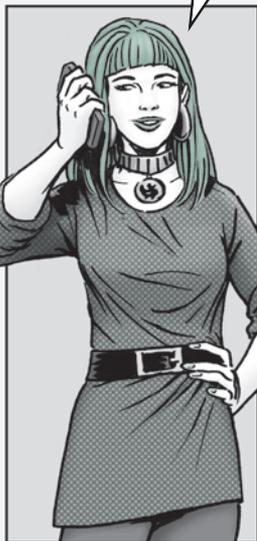
TRACKING DOWN MANUFACTURERS

NEED TO FIND THE MANUFACTURER OF A PART? GOT A COMPANY CAGE CODE YOU NEED DECODED? WE'RE HERE TO POINT YOU IN THE RIGHT DIRECTION.

The Commercial and Government Entity (CAGE) code is a five-character ID number used by the federal government. The code identifies a distinct supplier at a specific location. Decoding the CAGE code means you get the contact info for that company. That's a real advantage when you need to source a part or get commercial TMs.

The Defense Logistics Agency (DLA) has a database called CAGE Search and Inquiry (CSI). CSI replaced the Business Identification Number Cross-Reference System (BINCS). Now you can type in a company's CAGE code and get their contact info in one quick click. Just go to:

<https://cage.dla.mil/>



TRACKING DOWN MANUFACTURERS HAS NEVER BEEN EASIER, THANKS TO CSI!

Choose the "Search & Inquiry" tab at the top of the page. Type in a CAGE code and get the company's contact info.

But what if you don't know the company's CAGE code? You can use the Advanced Search function on that same page to look for a company by name, location or even do a wild card search.

CAGE Search & Inquiry makes it easy to find companies



Another option: Use DLA's WebFLIS to do a reverse search. WebFLIS can search by NIIN/NSN, item name, PN, partial PN with * for a wild card, manufacturer's name or PN combination.

If you only have a LIN and not a NIIN/NSN or other info on your item, use FED LOG first to cross-reference a NIIN/NSN for your LIN.

To download FED LOG, go to the FedMall page at:

<https://www.fedmall.mil/index.html>

Login/register for a new account. Once in FedMall, select the "Tools" tab, then click **FED LOG Downloads** to get the FED LOG files and instructions. To download FED LOG, you must be on a NIRPNet connection.

Once you're in FED LOG, enter your LIN under the "Army" category. If you find a CAGE code in FED LOG, you may be able to pull up data on the item manufacturer there.

FED LOG is another way to source company info



But if there's no CAGE code listed, get the NIIN/NSN for your LIN and visit: <https://fp.logisticsinformationservice.dla.mil/>

You'll need to register for WebFLIS through AMPS. Once you have an account, enter your NIIN/NSN and search. On the results screen in WebFLIS, under the "Reference/Parts Number" tab, look for a column titled "CAGE." Click on a specific CAGE there and it will list the manufacturer and their contact info. If you need assistance in your search or with any of these databases, contact DLA customer support at 1-877-352-2255, DSN 661-7766 or email: dlacustomercenter@dlamail

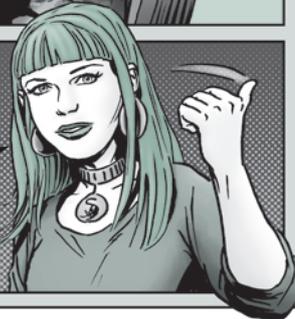
GCSS-A Speaks A Different Language



IF YOU'VE FINALLY GOT YOUR HANDS ON GCSS-ARMY BUT FEEL LIKE ITS SPEAKING ANOTHER LANGUAGE, YOU'RE **NOT** ALONE!

SOME OF THE SUPPLY TERMS AND ABBREVIATIONS **AREN'T** THE SAME IN GCSS-A AS THEY WERE IN THE LEGACY SYSTEMS.

UNTIL YOU LEARN TO SPEAK THE LANGUAGE OF GCSS-A, USE THIS HANDY CHEAT SHEET AS A GUIDE.



The NCO Journal Has New Home

The official journal for noncommissioned officer professional development, *The NCO Journal*, has moved. It's now part of the Army University Press. Check out the new website at: <http://www.armyupress.army.mil/Journals/NCO-Journal/>

Get PA Newsletter, Pronto!

Now that the Army's PBUSE website is gone, you may be hunting for HQDA G-4's Property Accountability Monthly Newsletter. Look no more. It's still available on AKO. You'll need to sign in with your CAC. Go to: <https://www.ako1.us.army.mil/suite/files/16689853>

Or, if you want to get it by email, request that you be added to the distribution list by emailing Danny Rogers at: danny.e.rogers.ctr@mail.mil

GCSS-Army Language Bridging

Legacy Language	GCSS-A Language
A5A/MRO	Confirmed transfer order with post goods issue of outbound delivery
ABF/Catalog	Master Data Record
Activity File	Materiel documents
Authorized Stockage List (ASL)	Authorized to Forecast List (ATFL)
Condition code	Batch – The level at which materials can be identified and managed (includes Condition Code)
Customer pickup list	Customer inbound delivery list
Requisition Wait Time (RWT)/ Customer Wait Time (CWT)	Planned Delivery Time (PDT)
Due in	Open PO/STO
Due out	Open STO
Due in w/ shipment status	Inbound delivery
Locator system	Intelligent stock placement
Materiel manager	Materiel Requirements Planning (MRP) controller
Nomenclature (NOMEN)	Materiel description
Overage Repairable Items Listing (ORIL)	Repairable/Recoverable Report (YOBUX/ZOAREP)
Passing action	Purchase Order (PO)
Receipt processing line item in a customer pickup list	Post Goods Issue/Post Goods Receipt (PGI/PGR) of Customer Inbound/Outbound Delivery
Release for issue	PGI of Outbound Delivery
Request for Issue	Purchase Request (PR)/Stock Transport Order (STO)
RON/DON	Soft pegging
Requisitioning objectives	Lot size and safety stock
Stockage list codes	Materiel Requirements Planning (MRP) types
Store	Putaway
Vendor	Source of fill
How materiel is funded	Plan (AWCF 2001 or O&M 2000)
Unit and/or SSA (RIC) Unit Identification Code (UIC)	Part of Force Element or combination of organizational elements plant, MRP area SSA RIC, Storage Location (SLOC) warehouse number

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

**HE WON'T GET
THE MESSAGE
UNLESS YOU
DO.**

HELLO?!

**DO
COMMO
PM!**

