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### ISSUE 759 FEBRUARY 2016

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TB 43-PS-759, 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 agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. The use of non-DoD hyperlinks, along with their content, 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 or approval 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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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS. Just write to:

**MSG Half-Mast**
**PS, the Preventive Maintenance Monthly**
**USAMC LOGSA (AMXLS-GP)**
Bldg. 3303
Redstone Arsenal, AL 35898

Or email:
usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:
https://www.logsa.army.mil/psmag/pshome.cfm

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By order of the Secretary of the Army:

**MARK A. MILLEY**
General, United States Army Chief of Staff

Official:

**GERALD B. O’KEEFE**
Administrative Assistant to the Secretary of the Army

1531601
Old or New ~ PM Keeps ‘Em FIRING!
Soldiers could be stumped as well. If the problem was tough enough that you took the time to write us, chances are other Soldiers have faced the same problem. If you haven’t found the answer, you need to let us know! In the meantime, you may find the solution on your own. Maybe a vendor helped out or you ran into a buddy who already solved the problem. Point is, if you found out or you ran into a buddy who already solved the problem. Point is, if you found the answer, you need to let us know!

First, that keeps us from spinning our wheels, trying to find an answer to a problem that’s already solved.

Second, we may be able to use that information for an article in PS. After all, if the problem was tough enough that you took the time to write us, chances are other Soldiers could be stumped as well.

Got a supply or maintenance question you need help with? Email us at: usarmy.redstone.logsa.mbx.psmag@mail.mil.

Then remember to email us if you find the answer on your own!

PS Magazine gets lots of maintenance and supply questions each month. Sometimes we can send out an immediate answer. Other times, those answers take a couple days to a few weeks to track down.

In the meantime, you may find the solution on your own. Maybe a vendor helped out or you ran into a buddy who already solved the problem. Point is, if you found the answer, you need to let us know!

First, that keeps us from spinning our wheels, trying to find an answer to a problem that’s already solved.

Second, we may be able to use that information for an article in PS. After all, if the problem was tough enough that you took the time to write us, chances are other Soldiers could be stumped as well.

Got a supply or maintenance question you need help with? Email us at: usarmy.redstone.logsa.mbx.psmag@mail.mil.

Then remember to email us if you find the answer on your own!
Dear Half-Mast,

We’re seeing quite a few M113-series FOV personnel carriers with rusted out exhaust manifolds here at the National Training Center (NTC).

The heat shield covers retain water from rain and vehicle washing. Over time, rust develops on the exhaust manifold. Eventually, the rust can eat holes and cause splits in the manifold. And the heat shield covers themselves rot from the inside out.

That’s why it’s a good idea to inspect exhaust manifolds for rust during annual services. Be sure to replace the heat shield covers when they become unserviceable. Replacing a heat shield cover is a lot cheaper than replacing an exhaust manifold. Do you have any other ideas for protecting the manifold?

SSG L.D.B.
Crewmen, wet feet aren’t a lot of fun when you’re on a mission. But that’s what you could have the next time your Bradley has to ford a stream if you haven’t checked the ramp and rear door seals semiannually.

Your Bradley can ford water up to 3 1/2 feet deep. So if you want dry feet, make sure the ramp and rear door seals are in good condition.

Here’s how to check them...

1. Open the ramp door and rub chalk on the inner edge of the door frame. Mark all the way around the frame where the seal seats.

2. Close and latch the ramp door.

3. Open the ramp door and inspect the seal. If the entire seal is marked with chalk, the door is OK. Unmarked spots mean the seal isn’t doing its job. Your mechanic will replace a bad door seal with NSN 5330-01-124-9314.

4. Follow Steps 1-3 to check the ramp seal for leaks, too. Mechanics will use NSN 5330-01-125-4269 to replace a bad ramp seal.

Dear Sergeant,

You bet. We also suggest keeping the engine grille buttoned up with grille cover, NSN 5120-01-105-0779 (green) or NSN 2510-01-496-9646 (tan). Just don’t forget to remove the grille cover before operating the vehicle.

Covering the vehicle with a tarp whenever it’s stored outdoors is a good idea, too. 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).

When washing the vehicle, avoid spraying wash water directly onto the engine as much as possible. 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.

Don’t blame me! No one ever checked if my seals were OK!

Half Mast

M2/M3-Series Bradleys...

Keep Feet Dry With Seal PM
If the mounting studs are damaged, coordinate repairs with a Honeywell field service engineer (FSE) or TACOM LAR. Repair of the mounting studs isn’t authorized for field-level maintenance because of the risk of permanent damage to the accessory gear box (AGB) top cover assembly.

See TACOM Maintenance Action Message 15-023 for more information. You’ll find the message on the TACOM-Unique Logistics Support Applications (TULSA) website at:
You’ll need your CAC and first-time users must first request access.

Questions? Contact Terry Smart at DSN 786-7849, (586) 282-7849, or email: terry.d.smart2.civ@mail.mil

Some self-locking nuts supplied in the M1-series tank’s semiannual service kit, NSN 2540-01-255-3347, can damage the threaded mounting studs on the main hydraulic pump when the nuts are tightened or removed.

Problems occur when the self-locking mechanism doesn’t release properly and flattens or damages the threaded hydraulic pump mounting studs.

Check right away for the problem self-locking nuts, NSN 5310-01-074-4980. If you find one, file a product quality deficiency report (PQDR) through the product data reporting and evaluation program (PDREP). Access PDREP at:
https://www.pdrep.csd.disa.mil/

M109A6 Paladin, M777A2 Towed Howitzer...

Kits with correct self-locking nuts are good to go!
**Stuck Primer Removal**

1. Insert the drift end of the primer removal tool into the muzzle side of the spindle primer hole.
2. Push the tool in until contact is made with the primer casing.
3. Push primer out manually using the palm of your hand or by tapping on the large end of the tool with a hammer. Remove the primer magazine (M777A2 only).

**Ruptured Primer Removal**

1. Insert the PET through the breech end of the primer vent hole. Turn the tool slowly until the tap screws are secured into the ruptured primer’s casing.
2. Tap the handle with a brass hammer until the casing is securely gripped.
3. Quickly move the tool’s slide hammer from side to side to remove the stuck primer casing.

---

**Don’t Hot Swap the PIK!**

Crewmen, don’t “hot swap” the enhanced portable inductive artillery fuze setter’s (EPIAFS) platform integration kit (PIK), NSN 1290-01-538-9257, in the M109A6 Paladin and the M777A2 towed howitzer.

Several field artillery units have burned up PIKs by hot swapping them. Hot swapping is removing or installing the PIK without shutting off the power from the howitzer first.

**Always** turn off the power to the PIK before removing or installing it to avoid damage.

Also, be sure to disconnect the EPIAFS from its cable if the PIK is not installed or has been temporarily removed. The EPIAFS can be damaged if it’s left connected while the PIK is disconnected or removed.

For more information on removing and installing the PIK, see WP 0045 of TM 9-1290-211-13&P (Dec 14, w/Ch 1, Mar 15).
Dear Half-Mast,

I need the retaining strap and bolts for the main propeller shaft on my M915A3 tractor truck.

I ordered Items 8 and 9 from Fig 148 of TM 9-2320-302-24P (Feb 06, w/Ch 2, Aug 12), but the bolts and strap I got were the wrong size. What are the correct NSNs for these parts?

Mr. J.J.

Dear Sir,

Here are the parts you need:

- Torque bolts in crisscross pattern

<table>
<thead>
<tr>
<th>Item</th>
<th>NSN</th>
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</thead>
<tbody>
<tr>
<td>Strap</td>
<td>3110-01-612-9543</td>
</tr>
<tr>
<td>Bolt</td>
<td>5305-01-518-8434</td>
</tr>
<tr>
<td>Strap with bolt kit</td>
<td>5340-01-563-6486</td>
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</tbody>
</table>

Replace the bolts every time they’re removed from the prop shaft.

First, install ‘em finger-tight and make sure the bearing caps are fully seated in the yoke. Then torque the bolts in a crisscross pattern to 115-125 lb-ft.

The strap doesn’t have to be replaced as long as it’s serviceable.

Hey! Are those my new prop shaft retaining strap and bolts?

Sorry, pal. The ones that came in are the wrong size!
Dear Editor,

Removing the HEMTT's dash pins is no easy task. We designed a tool that makes it less of a chore. Here's how to make it:

1. Take a normal HMMWV starter shim, NSN 5365-01-210-4903, and drill a 1/4-in hole like this:

![Drill 1/4" hole](image)

2. Slide the pin into the smaller opening and press down on the tool's other end to pull up the inner pin.

3. Use the filed end to create a gap under the outer pin and then slide it into the fork.

4. Press down the tool's other end to pop out the pin.

Your tool certainly pins down difficult dash pins. A great idea, Sergeant!

Units, make sure you get your CO's approval before making this device.

SGT Johnathan Jones

1149th FSC, KYARNG

London, KY

---

Dear Chief,

I'm looking for information on how to convert the FMTV's WTEC II transmission to a WTEC III. I remember seeing something about it a few months ago, but can't find it now. Can you help me out?

CW2 A. R.

---

Dear Chief,

You bet! NSN 2520-01-516-7305 (PN 57K2053) brings the conversion kit for upgrading your FMTV's WTEC II transmission to the WTEC III configuration. Instructions are included with the kit, but for a copy of the TACOM drawing, drop me a line at: usarmy.redstone.logsa.mbx.psmag@mail.mil

---

Click here for a copy of these articles to save or email.
Logistics assistance representatives (LARs) are the folks to call when tough problems crop up with equipment, weapon systems and logistics. LARs can advise units in many areas, including supply, maintenance, transportation, personnel and training. They travel to motor pools, hangars and maintenance shops all over the world.

For help with wheeled and tracked vehicles, small arms, CBRN, tools and most types of the equipment we cover here at PS, TACOM LARs are terrific resources.

There are three primary types of TACOM LARs, which are subdivided into specific LAR skill sets:

- **Automotive**
  - Tactical
  - Combat
  - Engineer
- **Armament**
  - Small arms/artillery
  - Armor/fire control
  - Aircraft
- **Soldier**
  - Tools
  - CBRN
  - Kitchen, showers, tents
  - Gear and clothing

For more information, check out TACOM’s Logistics Assistance Directorate (LAD) homepage at: [https://www.tacom.army.mil/ilsc/lad/](https://www.tacom.army.mil/ilsc/lad/)

**How to Find Your TACOM LAR**

Logistics assistance representatives (LARs) are the folks to call when tough problems crop up with equipment, weapon systems and logistics. LARs can advise units in many areas, including supply, maintenance, transportation, personnel and training. They travel to motor pools, hangars and maintenance shops all over the world.

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  - Tools
  - CBRN
  - Kitchen, showers, tents
  - Gear and clothing

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**TACOM Find-a-LAR Helplines**

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<tbody>
<tr>
<td>CONUS-East</td>
<td>AL, CT, DE, FL, FORSCOM, GA, IL, KY, LA, MA, MD, ME, MI, MS, NC, NH, NJ, NY, OH, PA, RI, SC, TN, VA, VT, WI, WV</td>
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<td>Comm (910) 396-6921</td>
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<tr>
<td>CONUS-West</td>
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<td>Comm (254) 287-0263</td>
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<td>Pacific</td>
<td>AZ, CA, Guam, ID, MT, NM, NV, OR, UT, WA</td>
<td>DSN (312) 357-2991</td>
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<td>Comm (253) 967-2991</td>
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<td>Hawaii</td>
<td>AK, HI</td>
<td>DSN (315) 438-4985</td>
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<td>Comm (808) 438-4985</td>
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<td>Europe</td>
<td>Belgium, Bosnia, Germany, Great Britain, Italy, Kosovo, Luxemburg, Macedonia</td>
<td>DSN (314) 483-4090</td>
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<td>Comm (011) 49-631-411-4090</td>
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<td>Germany (0631) 411-4090</td>
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<td>Far East</td>
<td>Japan, Korea, Kwajalein, Okinawa</td>
<td>DSN (315) 768-7970</td>
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<td>Comm (011) 82-53-470-7970</td>
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<td>SWA-Kuwait</td>
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<td>DSN (318) 430-4189</td>
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<td>SWA-OEF</td>
<td>Afghanistan</td>
<td>DSN (318) 481-4814</td>
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<td>SOF</td>
<td>Special Operations</td>
<td>DSN 745-3114</td>
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<tr>
<td></td>
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<td>Comm (859) 566-4198, or toll free (888) 763-7259</td>
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**HMMWV...**

**WAIT FOR THE LIGHT**

Patience is a virtue, drivers. So if the WAIT light in your HMMWV comes on when you turn the ignition switch to RUN, wait for the light to go out before attempting to start.

Not waiting can overheat and damage the glow plugs. That sets you up for a no-start surprise when the weather turns cold. All simple stuff, but easy to forget when you jump into your HMMWV for a mission.

**PS 759 15 FEB 16**

Click here for a copy of these articles to save or email...
How to Operate on Hilly Ground

Keep your backhoe loader (BHL) low and balanced when you travel across rough or hilly ground, operators.

A full bucket that’s carried high can throw off the BHL’s center of gravity. Gullies, bumps and slopes can rock the vehicle from side to side. With enough bouncing, you could tip over.

So if you’re hauling a bucket of dirt, keep it low to the ground until it’s ready to drop.

- Do not approach a slope greater than 15 degrees on hard ground. The maximum slope on softer ground is less than 15 degrees.
- Never move the vehicle downhill with the direction control lever in neutral or with an engine speed greater than 2,500 rpms.
- Be especially cautious about using the vehicle’s clutch cutout switch on a hill. The switch disengages the transmission from the drive wheels. If that happens, you’ll need to use the service brakes to stop the vehicle.
**Backhoe Loader…**

**DIG UP SOME PM!**

**OPERATORS, SAFETY IS JOB #1 WHEN USING THE BACKHOE LOADER (BHL):**

1. Put dirt from the trench on the highest side of the trench.
2. Do not use the bucket to move the BHL on a side slope.
3. Always position the seat in the loader position with the seat belt fastened.
4. Always engage the parking brake and move the shift-direction control lever to neutral before operating the backhoe.

---

**Time for Some Digging**

WHEN OPERATING THE LOADER ON A HILL, USE THE STABILIZERS TO LEVEL THE VEHICLE.

---

**Drawing the Line**

A good rule of thumb is to extend the backhoe boom and draw an arc in the dirt before you start digging. This line forms a half-circle that’s almost 18 feet from the back of the vehicle.

---

**Backfilling Trenches**

DO NOT BACKFILL A TRENCH WITH THE BACKHOE BY SWINGING ITS BUCKET AGAINST THE SOIL. USING THE BUCKET TO PUSH DIRT CAUSES UNNECESSARY WEAR-AND-TEAR ON THE BUCKET AND BOOM.

YOU’LL ALSO WANT TO BE CAREFUL WHEN SWINGING THE BACKHOE BUCKET COMPLETELY TO THE SIDE.

---

Click here for a copy of this article to save or email.
Dear Editor,

There are several adjustment knobs for the backhoe loader’s seat that weren’t included in Fig 147 of TM 5-2420-231-24P. Problem is, those components wear out due to constant use and have to be replaced often. That means the entire seat assembly, NSN 2540-01-549-0816, has to be replaced at a cost of more than $1,100!

It makes a lot more sense to order those components on a DD Form 1348-6 using the part number and CAGE 4B236. Here’s what you need:

- **Lumbar knob** (includes knob and 1/8 x 5/8 inch roll pin)
  - Part Number: 87037462

- **Lumbar kit** (includes 2 screws, 2 rivets, 1 back support, and 1 lumbar shaft yoke)
  - Part Number: 87308130

- **Height/weight adjustment knob** (includes knob, shaft and 5/32 x 1 inch pin)
  - Part Number: 123969A1

- **Lock pin** (5/32 x 1 inch, slotted)
  - Part Number: 38-11016

- **Thrust washer** (2 OD x .6 ID inches)
  - Part Number: 87308145

- **Recliner kit** (includes 2 brackets, 3 spacers, 2 springs, knob, latch, lever, 2 bolts, 2 washers and 5 nuts)
  - Part Number: 86994165

- **Recliner cap**
  - Part Number: 87416475

- **Boxed upper housing**
  - Part Number: 87308143

- **Block bearing** (includes 4 tube bearings, 1 ride indicator, 1 A45512 slider block, 1 A45515 slider block, 1 A45516 slider block, 1 NS5 slider block)
  - Part Number: 1977725C1

...and height/weight adjustment knob kits on a DD Form 1348-6

Good info, Mark!

Mark Waldron
TACOM FMX,
Engineer Support
Ft Leonard Wood, MO


Click here for a copy of these articles to save or email.
The LO says to service you every 4,000 hours.

But my data plate says every 400 hours! Who ya gonna believe?

LO 5-3805-293-13 (Dec 10) says to service your 120M grader every 4,000 hours. But the vehicle’s lube data plate says the service interval is 400 hours. That’s a pretty big difference!

 Turns out, a zero was left off the lube data plate. It should have said 4,000 hours, not 400.

This problem was fixed during production for graders with serial numbers RMY00404 and above. But take a quick look at your grader’s lube data plate anyway. If it reads, “Every 400 service hours,” you can get a permanent label that will change the 400 to 4,000 from your local CAT dealer.

See CAT dealer for label to fix incorrect data plates...

...then apply to lube data plate

If you need a replacement lube data plate, get it with NSN 9905-01-579-3306 (PN 3348091).

---

Operators, your 120M road grader’s scarifier assembly uses up to 11 shanks to break up hard material so that it’s ready to grade. The number of shanks used will depend on the consistency of the material.

You can remove the center five shanks so the scarifier assembly can be raised for more ground clearance when necessary. Just remember: When you remove a shank, put it in the grader’s scarifier shank stowage rack. Put it anywhere else, like in the cab or lying around at the work site, and it’ll disappear on you.

The stowage rack is located at the front of the grader and can hold up to five shanks. Arrange the shanks with every other one facing backwards to allow enough room. Then secure the shanks with the stowage rack strap.
Dear Editor,

Some 120M road graders are coming into our shop with the moldboard’s lower wear strip, NSN 9390-01-579-5299, cracked or broken in half. A busted wear strip eventually falls apart and drops out of its channel. That means both the moldboard and its mount come in direct contact with the vehicle’s circle drive assembly. The end result is unnecessary wear-and-tear to the moldboard and mount.

The reason for this problem is that there’s no specific check for the moldboard wear strips in the PMCS tables of TM 5-3805-293-10 or -293-23-3. Until those TMs are updated, operators and mechanics need to eyeball the wear strips to make sure they’re not cracked or missing.

If you find a cracked or missing strip, let your mechanic know. WP 0306 in TM 5-3805-293-23-1 covers removal, cleaning, installation and inspection of wear strips.

Clayton Nagel
TACOM FMX
Engineer Support
Ft Leonard Wood, MO

Wear strip cracked? Get it replaced

Editor’s note: Excellent info, Clayton! Operators and mechanics, check those wear strips today.

Wear Strip Worn Out?

120M Road Grader...

Dear Editor,

If you need to repair the 924H wheel loader’s air precleaner, you’ll come up empty looking for parts in Fig 22 of TM 5-3805-298-24P. The air precleaner is listed only as an assembly, NSN 2940-01-068-7108, and costs about $107.

But we’ve found that the precleaner does have two repair parts. So keep these NSNs handy and save yourself a little money by repairing the precleaner whenever possible.

Jeff Boyd
TACOM FMX
Engineer Support
Ft Leonard Wood, MO

Editor’s Note: Good info, Jeff. Those two parts will keep the air flowing. Thanks for a great cost-savings tip!

PS 759 24 25  FEB 16

Click here for a copy of this article to save or email.
Old cruddy grease that’s mixed with dirt and sand will chew up the teeth on your hydraulic excavator’s swing bearing ring gear. And by the time you hear the sound of gears grinding while traversing, it’s just plain too late! The ring gear’s teeth are worn, repairs are needed and costs are high!

So remove the swing bearing’s access cover to eyeball the ring gear. Look at the ring to see how much grease and grit have built up. If you see a heavy coating with a lot of crud, wipe it off with a clean rag.

Add new grease until it reaches 1/2- to 1-inch deep from the bottom of the ring gear. Too much grease can damage the swing gearbox seal. So remove any grease that’s over the top of the swing drive pinion.

You’ll find this info on Page 15-2 of TM 5-3805-280-10 (Feb 00).

Click here for a copy of this article to save or email.
Quite impressive, wouldn’t you say?

Yeah, it sure is!

Captain Nathaniel Camp served in the 2nd Regiment, Essex County Troop, in 1778.

The 2nd Regiment was a militia unit from New Jersey that fought many battles in support of the rights of American colonies.

Wow! Lots of history there.

If you want to see real history, take a good look at this cannon.

WOW! There’s a lot of stuff on display here!

Good morning!

Heh, this young lad is about to get an earful about PM!
CAPTAIN CAMP received this cannon in appreciation for defending Newark, NJ, during the American Revolution.

THE CANNON WAS PERSONALLY PRESENTED TO HIM BY GENERAL GEORGE WASHINGTON.

WE NOW REFER TO IT AS ‘OLD NAT.’

I GUESS YOU COULD SAY THIS CANNON PACKS A REAL BURST OF PM.

COOL!

PM, IT STANDS FOR PREVENTIVE MAINTENANCE.

IT’S PART OF THE CHECKS AND SERVICES THAT AN OPERATOR, MECHANIC OR CREW PERFORMS TO PREVENT EQUIPMENT FAILURE.

SURE, I KNOW WHAT PM IS. BUT HAVE SOLDIERS REALLY BEEN USING IT ON THEIR EQUIPMENT SINCE THE DAYS OF GEORGE WASHINGTON?

YOU BET! JUST TAKE A LOOK AT THESE DISPLAYS...

PM. It stands for preventive maintenance. It’s part of the checks and services that an operator, mechanic or crew performs to prevent equipment failure.

I guess you could say this cannon packs a real burst of PM.

Cool!

In fact, PM has helped the Army defend this nation since our earliest days.

Sure, I know what PM is, but have soldiers really been using it on their equipment since the days of George Washington?

You bet! Just take a look at these displays...
Hey, that sounds a lot like the Before, During and After PMCS our unit performs on our M119A2/A3 and M777A2 towed howitzers! Broken and worn parts were replaced. Soldiers didn’t put off needed repairs. If they’d waited until the cannon was needed, it would have been too late! Crews always cleaned the cannon after firing. Powder residue and dirt could cause a misfire the next time the cannon was needed. We’re always careful to clean and lube our howitzers before they go out for a fire mission. That means following the steps in the -10 TM so we don’t miss anything. And during PMCS, we’re careful to accurately write down any problems on the DA Form 5988-E. Because if we don’t report a problem, the mechanics can’t fix it. Yeah, I’d better make a note of that. And cleaning after a fire mission is one of the most important things you can do. If too much carbon builds up in the cannon bore, you could have a misfire the next time out.
It's true that today's equipment is more technically advanced, but basic preventive maintenance is always needed.

In fact, PM is more important now than it was 250 years ago.

Thanks for the historical perspective on PM!

It's nice to know that the tradition of PM lives on. I think my country is in good hands!
Dear Editor,

I am the senior ammunition technician at the US Army Combat Readiness Center at Ft Rucker. Over the last few months we have had numerous reports of weapons blowing apart because of stuck close combat mission capability kit (CCMCK) projectiles. So far no one has been killed, but there have been several injuries.

I think this often happens after Soldiers have done urban training/house clearance exercises using CCMCK rounds. They then march to a range to do regular firing. But before they fire real rounds they don't do the necessary PMCS to ensure the weapons' barrels are clear of obstructions. And that's when the trouble starts.

It would help if PS would explain what Soldiers need to do after firing CCMCK.

CW4 Mark Parr
Ft Rucker, AL

Click here for a copy of this article to save or email.
Dear Editor,

The M16/M4’s TM 9-1005-319-10 is very clear about the clearing procedure:

1. Point weapon in a safe direction. Place selector on SAFE. If weapon is not cocked, lever can’t be moved to SAFE.

2. Remove magazine by depressing magazine catch button and pulling magazine out of weapon.

3. To lock bolt open, pull charging handle rearward. Press the bottom of bolt catch and allow bolt to move forward until it engages bolt catch. Return charging handle to the forward position. Check receiver and chamber to ensure these areas are clear of ammo.

Editor’s note: Excellent point, Sir. But armorers need to remember they are supposed to dry fire the weapon before they store it. Their procedure is:

1. Clear the weapon.
2. Place selector lever on SEMI.
3. Pull trigger. Hammer should fall.
4. Close ejection port cover.
5. Place weapon in rack.

LTC Paul Darling
AKARNG

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

ARMORERS OR SMALL ARMS REPAIRMEN, DON’T USE A NEW M16/M4 BARREL THAT HAS FIRED FEWER THAN 200 STANDARD ROUNDS FOR CCMCK.

OLDER BARRELS ARE LESS LIKELY TO HAVE PROBLEMS WITH A STUCK CCMCK ROUND.

M249 BARRELS COME FROM THE MANUFACTURER READY FOR CCMCK FIRINGS.

THE M9 PISTOL CONVERSION KIT, NSN 1005-20-003-2352, HAS A BLUE BARREL FOR FIRING CCMCK ROUNDS.


QUESTIONS?
CONTACT ARDEC’S ROBERT WEISSMAN AT DSN 880-3056, (973) 724-3056 OR EMAIL: robert.j.weissman.civ@mail.mil OR EDWARD GILLIGAN AT DSN 880-4992, (973) 724-4992, OR EMAIL: edward.gilligan2.civ@mail.mil
YOU CAN ALSO CONTACT TACOM’S KEN HILTUNEN AT DSN 785-1271, (586) 322-1271, OR EMAIL: kenneth.r.hiltunen2.civ@mail.mil

JUST REMEMBER CCMCK TRAINING ROUNDS REQUIRE REAL PMCS!

New M240/M249 Scraper Available

M240 and M249 machine gun gunners can now order a new pocket tool that makes cleaning the guns’ gas systems easier. The tool, which folds up like a Swiss Army knife, has eight different scrapers. Order the tool with NSN 5110-01-641-4777.

Click here for a copy of this article to save or email.

Click here for a copy of this article to save or email.
Dear Editor,

From our experience taking care of M16s and M4s at Camp Beauregard, we recommend Soldiers pay special attention to these two checks:

**Make sure the mounting rail is securely locked in place.** We find that often the rail’s tip that fits in near the front sight hasn’t been inserted correctly. That means the rail isn’t locked on. When you add a sight, the rail and sight can come off. To mount the rail, you should first fit the tip in place under the handguard cap and then lock down the rear of the rail with the slip ring. Feel the rail for movement to ensure you’ve got it right.

Editor’s note: You’ve got it, Chief.

To check for a loose barrel, separate the upper and lower receivers and hold the bottom of the upper receiver while twisting the barrel. Grip the barrel around the front sight assembly for better leverage. If there’s any movement, tell your armorer.

---

Dear Editor,

One of the big advantages of the M2A1 machine gun over the M2 is that gunners no longer need to headspace and time the gun every time they fire. But that doesn’t mean units can forget headspacing and timing altogether.

Field maintenance sets the headspace and timing for each M2A1, but armorers or 91Fs should be checking the headspace and timing with the wear limit/timing gage, NSN 5220-01-580-6602, when an M2A1 is signed out or signed in. If the M2A1 fails the wear limit or timing checks, it needs to go back to field maintenance for adjustment of the headspacing and timing.

The wear limit/timing gage should be calibrated every 12 months by TMDE. It’s a good idea to have two gages in each unit so that at least one gage is always available.

CW2 Ryan Harmon
302d BSB, 1ABCT, 2ID
Camp Casey, South Korea

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Click here for a copy of this article to save or email.
WHY ARE M145 SIGHTS BEING TURNED IN?

Dear Half-Mast,

Why are we being told to turn in M145 optic sights for demil that are still unopened in their boxes?

R.A.

Dear Sir,

The Army has a surplus of some items and is directing units to reduce excess stock. The M145, NSN 1240-01-411-6350, has a demil code of F. That means units like yours that have extra M145s should turn them in for demil following the instructions at the TULSA website: https://tulsa.tacom.army.mil/demil/codefmain.cfm

Half-Mast

Machine Gun Mounts...

MK 93 Saves Wear and Tear

Dear Editor,

If you have a choice of which carriage and cradle to use when firing the MK 19 or M2/M2A1 machine guns, choose the MK 93. It has hydraulic buffers that absorb much of the recoil during firing, which means less wear and tear on your weapon and fewer trips for repair. The MK 93 MOD 2 can be ordered with NSN 1010-01-502-7547.

W1 Bill Eldridge
10th Sustainment Bde
Ft. Campbell, KY

Editor’s note: The MK 93 MOD 2 has replaced the MK 64 mount. So if you still have MK 64s, you should turn them in to your local DLA Disposition Services. Then submit a requisition for the MK 93 MOD 2.

Questions? Contact Mariann Haniak, (586) 282-1649, email: mariann.haniak.civ@mail.mil or Grant Baker, (586) 282-1238, or email: grant.t.baker.civ@mail.mil

Click here for a copy of this article to save or email.
Dear Half-Mast,

I keep hearing about different grips and buttstocks that can be ordered for the M4/M4A1 carbine. But I’m wondering if these items are authorized.

SPC J.S.

Dear Specialist, There are only two grips and one additional buttstock authorized for the M4/M4A1:

- Enhanced sliding buttstock assembly, NSN 1005-01-544-9825
- Forward vertical pistol grip, NSN 1005-01-453-6655
- Forward grip bipod, NSN 1005-01-563-8451

These items are authorized along with the other items listed in the TM.

Make sure Soldiers don’t take OSLDs with them when the mission ends. OSLDs should be turned in and stored in the approved location if they’re to remain accurate.

Make one OSLD badge a control badge that never leaves the storage area. The control badge will be used as a measure of radiation in a normal environment.

Always store OSLDs away from any equipment with radioactive sources. This is so critical that the location must be approved by your radiation safety officer in writing. The OSLDs can pick up other equipment’s radiation, which throws off the OSLD’s readings.

Make one OSLD a control badge that never leaves the storage area. The control badge will be used as a measure of radiation in a normal environment.

Uh-oh! That sight is ruining my accuracy.

You guys have fun! I’m staying here because I’m the control!

I’m not supposed to be treated like this.

This heat is killing me!

Whoa there, pardner! This buttstock is NOT authorized for me!

Shipping OSLDs to TMDE, make sure the box is marked DO NOT X-RAY. If the box is x-rayed, there goes the OSLDs’ accuracy.

Do’s and Don’ts for Dosimeter Badges

The optically stimulated luminescence dosimeter (OSLD) badges won’t do much of a job measuring radiation if you don’t remember these do’s and don’ts...

When shipping OSLDs to TMDE, make sure the box is marked DO NOT X-RAY. If the box is x-rayed, there goes the OSLDs’ accuracy.

Whoa there, pardner! This buttstock is NOT authorized for me!

Make sure OSLDs don’t take OSLDs with them when the mission ends. OSLDs should be turned in and stored in the approved location if they’re to remain accurate.

All of this also applies to the DT-236A wristwatch dosimeter. If your unit uses the DT-236A, follow the same precautions.

M4/M4A1 Carbine...

What is authorized?

Dear Half-Mast,

I keep hearing about different grips and buttstocks that can be ordered for the M4/M4A1 carbines. But I’m wondering if these items are authorized...

SPC J.S.

Dear Specialist, there are only two grips and one additional buttstock authorized for the M4/M4A1:

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- Forward vertical pistol grip, NSN 1005-01-453-6655
- Forward grip bipod, NSN 1005-01-563-8451

These items are authorized along with the other items listed in the TM.

Click here for a copy of these articles to save or email.
LESS COSTLY SAFETY BOARD AVAILABLE

ON PAGES 50-51 OF PS 759 (MAY 16), WE EXPLAINED HOW TO MAKE YOUR OWN SAFETY BOARD AND GAVE YOU AN NSN FOR ORDERING A READY-MADE SAFETY BOARD.

NSN 4910-01-618-4321 BRINGS ALL THE REQUIRED SAFETY ITEMS, BUT NOW COSTS AROUND $3,800, AND THE ARMY ISN’T LISTED AS A USER IN FED LOG.

THERE IS A CHEAPER ARMY ALTERNATIVE: NSN 4910-01-620-2614.

IT RUNS AROUND $2,270 AND COMES WITH:

- Ground stick
- Safety hook
- Grounding cable
- Hearing protection
- Safety goggles
- First aid kit
- Flashlight
- D batteries
- Sash cord rope
- Insulated gloves
- Material to build the safety board

OTHER ITEMS YOU MIGHT WANT TO CONSIDER AROUND OR ON THE SAFETY BOARD ARE:

- A RESUSCITATOR
- A PORTABLE DEFIBRILLATOR
- HAZARD SIGNS

AND MAKE SAFETY TRAINING SOP. EVERYONE WORKING IN THE AREA SHOULD KNOW EACH PIECE OF EQUIPMENT ON THE SAFETY BOARD AND HOW TO USE IT.

Remember, don’t stack things in front of the board and do put it in a central location. If soldiers can’t get to it quickly, it won’t be of much help.

Inspect the board every month to make sure all items are on-hand and in good shape.

Jones, didja hear about the Chinook alternate covers?

Yeah, I ordered some after reading about ‘em in this month’s PS.

Click here for a copy of this article to save or email.
Whether weighing yourself or your aircraft, the right scale is needed to get the right results.

If you are using the digital aircraft weighing system (DAWS), NSN 6670-01-389-3887, to weigh your aircraft, listen up!

The DAWS is made by several manufacturers. One of those DAWS—the ULP410 model (PN ULP410-00001-1)—does not meet the Army aviation required weight tolerances specified in TM 55-1500-342-23. Because you can’t calibrate the scale to the required weight tolerance accuracy of +/-0.1 percent of the applied load could get you an inaccurate gross weight measurement. That can put your aircraft in danger during flight. That’s why the use of the ULP410 DAWS is now prohibited.

Check the data plate on the scale.

If you did not use this DAWS during your last weighing, your aircraft is good to go. But if you did weigh your aircraft with the ULP410 DAWS, you’ll need to make a special entry on the DA Form 2408-13-1. Enter a red horizontal dash status symbol followed by “Aircraft requires weighing per AGSE-14-ASAM-01.”

Your next weighing can be done using an approved DAWS or the authorized method using jacks and load cells. Until that weighing is completed, mark the affected aircraft with a status of Red X.

The Aircraft DAWS (ACDAWS), NSN 6670-01-568-1177, is also an approved weighing scale with no issues. Order the DAWS through the supply system.

Units should not use the DAWS, PN ULP410-00001-1 (Model ULP410).

If you have the ULP410, turn it into your local DLA Disposition Services. Have questions? Contact Tawanna Harris at (256) 955-0858 or email: tawanna.m.harris.civ@mail.mil

Follow all the steps from AGSE-14-ASAM-01 to get your aircraft properly weighed and mission-capable. You’ll find the message on the AMCOM Safety & Maintenance Message website: https://asmprd.redstone.army.mil/SplashPage.asp

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**Mechanics, Page 14 of PS 744 (Nov 14) stated that nitrogen cylinders, NSN 8120-01-616-9086, used with the generic aircraft nitrogen generator (GANG) are green. Turns out that’s not always the case.**

According to AR 700-68 and MIL-STD-101, nitrogen cylinders are usually gray. But if you rely on color alone to determine a cylinder’s contents, you could be jeopardizing your safety.

While cylinder color is usually an indication of contents, the label or decal on the cylinder’s neck should be the primary method of identification. Commercial cylinder color is not regulated, so the color may vary depending on the supplier.
Good mechanics recognize the importance of every repair part they handle, no matter how insignificant it might seem. Taking those parts for granted can cause engine problems. Take the UH-60 and AH-64 engine component hardware for example. There have been several instances where a nut, NSN 5310-01-099-6537, designed for the T700-GE-700 engine was installed on the T700-GE-701C and T700-GE-701D engines. Using the wrong nut can cause the cooling plate on the gas generator rotor assembly to crack. Pieces of that cracked cooling plate become foreign object debris (FOD), which can cause engine failure.

Selecting the wrong nut can happen in one of two ways. First, you might grab a nut from the wrong bin. That’s easy to do if you’re selecting the nut because it looks like the right one. The second and most common way is selecting the wrong item in the engine’s TM 1-2840-248-23&P (IETM EM 0271). Always pay special attention to the description portion of the repair part section. There you’ll find the “Use On” (U/O) model designations. They tell you exactly which engine each part goes on. And keep in mind that no U/O code means the part is usable on all engine models.

Here’s a tip to make sure you’ve got the right part number for your engine model. Once you’ve clicked on the figure’s item number:

1. Look at the IETM DATA description to see if it has a U/O code such as T700, T701C or T701D.
2. If a U/O code is listed, click Select in the Record block of the SEARCH RESULTS box. That opens a drop-down menu that contains a list of all the part numbers with the same description in the figure that are available for that specific item number. Each part number will include a description and the U/O code(s) for the engine model it can be used on. Just click on the part number for your particular engine model.

Never use the wrong repair parts on your engine. Make sure you identify, select and order the right one from TM 1-2840-248-23&P. When stocking parts bins, make sure they’re labeled correctly, and that you check the label before making a selection. Using the correct repair parts will ensure your engine operates properly and safely.

All Parts Are Not Equal

If you have an unserviceable left hand stabilator, NSN 1560-01-542-7904; center box stabilator, NSN 1560-01-294-7824; right hand stabilator, NSN 1560-01-542-8455; drive shaft assembly, NSN 1615-01-491-1924; or an air data assembly, NSN 6610-01-558-4786, laying around, turn them in!

Click here for a copy of these articles to save or email.
UNITS CAN REPAIR PANELS!

THE SMR Code for many of these panels is PAOO0. That means the panels can be repaired at the AVUM level by Armament/Electrical Systems Repairers using the repair tasks in the interactive electronic technical manual (IETM) 1-1520-Longbow/Apache.

To reduce demand, cost and downtime, repair these panels whenever possible.

DON'T TELL ME...YOU HAVE TO ORDER SOME MORE PANELS.

YES, SO NOW YOU'LL BE DOWN FOR A WHILE. GOOD NEWS, SMITTY!

ALL IS NOT LOST. THE CHINOOK HEADSHED HAS APPROVED ALTERNATE COVERS AND THEY'RE LISTED IN THIS MONTH'S ISSUE OF PS.

In case you don't have the primary covers on hand, the Chinook headshed has provided three approved alternate covers for the Pitot tube, the T-714 engine, and the Rotor head:

<table>
<thead>
<tr>
<th>Item</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitot tube cover</td>
<td>01-645-1206</td>
</tr>
<tr>
<td>T-714 engine maintenance cover</td>
<td>01-646-0357</td>
</tr>
<tr>
<td>Rotor head maintenance cover</td>
<td>01-646-0358</td>
</tr>
</tbody>
</table>

You'll find these covers listed in the TMs.

MECHANICS, YOUR CHINOOKS COME WITH PRIMARY COVERS FOR DIFFERENT PARTS OF THE AIRCRAFT.

KEEP THIS LIST HANDBY BECAUSE THE NSNs WON'T BE ADDED TO THE TMs.

In case you don't have the primary covers on hand, the Chinook headshed has provided three approved alternate covers for the Pitot tube, the T-714 engine, and the Rotor head:

<table>
<thead>
<tr>
<th>Item</th>
<th>NSN 1730-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitot tube cover</td>
<td>01-645-1206</td>
</tr>
<tr>
<td>T-714 engine maintenance cover</td>
<td>01-646-0357</td>
</tr>
<tr>
<td>Rotor head maintenance cover</td>
<td>01-646-0358</td>
</tr>
</tbody>
</table>

These covers come from a third party source and the NSNs won't be added to the TMs, so make a note.

YOU CAN KILL THE ORDERS AND REPAIR THE PANELS YOURSELF LIKE THE IETM SAYS.

OVER THE PAST FEW YEARS, REQUISITIONS FOR MANY AIRCRAFT PANELS ON THE AH-64 HAVE INCREASED.

WE DON'T HAVE ALL THE COVERS WE NEED.

I HEARD ABOUT SOME ALTERNATE COVERS, BUT I'M NOT SURE ABOUT THEM.

YOU KNOW COVERS PROTECT MY VITAL PARTS!

Click here for a copy of this article to save or email.

Click here for a copy of this article to save or email.

Click here for a copy of this article to save or email.

Click here for a copy of this article to save or email.
• Information about the unique anti-corrosion cover technology and how it benefits your aircraft and equipment.
• Hands-on training to properly install, remove and care for the covers.
• A CD with written instructions on how to properly install, remove and care for the covers. The CD also helps train new Soldiers and provides refresher training.

The training prevents damage to aircraft components and equipment while extending the life of the covers.

Here’s a list of the primary covers for the Chinook. Keep this as a handy reference...

<table>
<thead>
<tr>
<th>#</th>
<th>Item</th>
<th>NSN 1730-</th>
<th>PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Engine exhaust cover</td>
<td>01-593-9707</td>
<td>CH-47-202</td>
</tr>
<tr>
<td>2</td>
<td>Forward rotor head cover</td>
<td>01-593-9690</td>
<td>CH-47-063</td>
</tr>
<tr>
<td>3</td>
<td>FWS XMSN oil inlet cover</td>
<td>01-593-9716</td>
<td>CH-47-068</td>
</tr>
<tr>
<td>4</td>
<td>Aft rotor hub cover</td>
<td>01-593-9723</td>
<td>CH-47-064</td>
</tr>
<tr>
<td>5</td>
<td>Hyd/oil cooler exhaust vent cover set</td>
<td>01-593-9684</td>
<td>CH-47-067</td>
</tr>
<tr>
<td>6</td>
<td>APU tail cone exhaust cover</td>
<td>01-593-9515</td>
<td>CH-47-150</td>
</tr>
<tr>
<td>7</td>
<td>Center console set cover</td>
<td>01-593-9562</td>
<td>CH-47-127</td>
</tr>
<tr>
<td>8</td>
<td>Air inlet and oil cooler exhaust cover</td>
<td>01-593-9697</td>
<td>CH-47-124</td>
</tr>
<tr>
<td>9</td>
<td>Cockpit enclosure (windshield and nose)</td>
<td>01-593-9636</td>
<td>CH-47-128</td>
</tr>
<tr>
<td>10</td>
<td>Aircraft engine right-hand cover</td>
<td>01-593-9359</td>
<td>CH-47-060</td>
</tr>
<tr>
<td></td>
<td>Aircraft engine left-hand cover</td>
<td>01-593-9488</td>
<td>CH-47-059</td>
</tr>
</tbody>
</table>

To arrange for the training, contact:
Mark Bechtel
Shield Technologies Corporation
715-441-0280
mark.bechtel@envelopcovers.com

NOTE: Both 9 and 10 depict covers designed for two configurations, one with and one without the external air particle separator (EAPS) and engine exhaust installed.

Primary Cover NSNs

The manufacturer of these covers will also provide hands-on training if requested.

The POC is: Jim Crotty
Cocoon, Inc.
Phone: 603-964-9421
Email: jcrotty@cocoon-inc.com
Mechanics, you've known for a long time that all five Apache catwalk doors can get blown shut by high winds.

And if the doors close out of sequence, the door panels are damaged—not to mention you can be knocked off the catwalk if you're working on the aircraft.

Right now there is no standard way to secure the doors in the open position while doing pre-flight procedures or maintenance. Over the years, units have devised their own methods to keep the doors open as they perform tasks on the catwalk.

To address the issue, the Apache PM announced an optional commercial solution for tying down open catwalk doors in high winds: the Apache catwalk door restraint system.

Catwalk door restraint, NSN 4920-01-628-6268, keeps doors from blowing closed

The Apache catwalk door restraint system, NSN 4920-01-628-6268, costs about $467 and is now available through the supply system. You can also order the system with PN AH64CDR, CAGE 38SD5:

Website: http://www.armick.com
Email: sales@armick.com
Phone: (616) 656-1819

WHERE IN THE WORLD DID YOU GET THAT TAPE?

IT'S WHAT THE NSN IN THE TM BROUGHT.

WHATEVER THAT IS, IT'S NOT PRESSURE-SENSITIVE TAPE.

THE TAPE YOU NEED COMES WITH NSN 5970-01-623-9080. THE NSN IN THE TM WILL BE CORRECTED.

Mechanics, the NSN for the fuel cell liner tape listed in the Expendable and Durable Items List of the Black Hawk M model technical manual is incorrect.

Item 329 in WP 1687 of TM 1-1520-280-23&P lists NSN 7510-01-326-1567 for the tape. The correct NSN is 5970-01-623-9080 (PN 80-6109-1847-8).

The tape comes in a case of 20 rolls for about $690. It isn't available in single rolls. Make a note until the correct NSN appears in the next update to the TM.

PS 759 57 FEB 16

Click here for a copy of these articles to save or email.
Paying attention to detail is one of the primary lessons of basic training. It is often reinforced by the Army's Non-Commissioned Officers.

We’ve probably all heard the story that a battle was lost because a horseshoe was missing a nail. That caused the loss of the shoe, the horse went lame, and the hero failed to save the day.

Detail matters in equipment maintenance, too. It’s the loss of the 60-cent spring that causes a Bradley IFV to go lame, an M4 carbine to stop firing due to a bent firing pin, or an aircraft engine to fail when it’s torn up by a forgotten aircraft wrench.

It’s these small details that PS Magazine has written about for 65 years.

Don’t mistake our cartoon art as a reason to discount our advice. Our information has been reviewed by the equipment proponent twice. PS is actually a camouflaged technical bulletin.

Pay attention to what we tell you – it’s timely, relevant, and approved info. We have the world’s best equipment; use PS Magazine to help you take care of it.
Connie’s Post Scripts

SOAK UP HAZMAT SPILLS
Get a 44-lb bag of absorbent compound for soaking up oil and fuel spills with NSN 7930-00-269-1272. Just sprinkle the compound on the spill and sweep it up once the spill is absorbed. Dispose of the compound in a proper HAZMAT container. Table 1 of CIA 5970 is your authority for ordering the compound.

RG31 MRAP TRANSMISSION FLUID
Use only TES-295 transmission fluid in your RG31 MRAPs. Order with these NSNs:

<table>
<thead>
<tr>
<th>NSN</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>9150-01-552-9119</td>
<td>1 qt</td>
</tr>
<tr>
<td>9150-01-556-0981</td>
<td>Six 1-gal bottles</td>
</tr>
<tr>
<td>9150-01-552-9157</td>
<td>5-gal container</td>
</tr>
<tr>
<td>9150-01-551-2796</td>
<td>55-gal drum</td>
</tr>
</tbody>
</table>

Never mix other fluids, like Dexron III or IV, in the RG31’s transmission. That causes performance problems and unnecessary wear-and-tear.

HMMWV Maintenance Question?
Have a repair part, TM or general maintenance question about the HMMWV? Get an answer from the HMMWV equipment specialists at TACOM LCMC by sending an email to:

usarmy.detroit.tacom.mbx.ilsc-hmmwv-maintenance@mail.mil

Website for Cancelled CECOM (B16) Requisitions
Supply requisition cancellation (CA) notes for CECOM LCMC (B16) are now automated at the i2Log website. Find out why your requisition was cancelled and get a CECOM POC for help. You’ll need your Common Access Card (CAC) for access. Go to:

https://irceweb1.apg.army.mil/i2log/misc/ca.cfm

You can search for your requisition by document number, DODAAC or NIIN. For i2Log support, call DSN 848-6068, (443) 861-6068, or email: randy.j.burton4.civ@mail.mil

M1082/M1095 FMTV Trailer Tire and Wheel Assembly
The article on Page 14 of PS 725 (Apr 13) listed the wrong tire and wheel assembly for the M1082 and M1095 FMTV trailers. There are actually two tire and wheel assemblies available for FMTV trailers. Use either the FMTV basic/A1 spare tire assembly, NSN 2530-01-500-4619, or the FMTV A1P2 spare tire assembly, NSN 2530-01-571-5857. The tire alone comes with NSN 2610-01-356-9098 and the size is 395/85R20.

Check IE Settings for DOD EMAIL
If you’re getting a “Page Cannot Be Displayed” error when trying to access DOD EMAIL with the Internet Explorer® (IE) browser, be sure that TLS 1.2 is checked and SSL 2.0 is unchecked under IE’s “Tools/Internet Options/Advanced” tab. TLS 1.2 is only supported in Windows 7 or later.

PROTECT HIGH FREQUENCY RADIOS
To keep the AN/ARC-220 high frequency Radio LCD display panel free from small cracks and blemishes caused by seat belts in your Black Hawks and Chinooks, order an LCD panel cover with NSN 6650-01-519-9165 to cover the display.

M969A3 Alternator Belt NSN
Get a new engine alternator belt for the M969A3 fuel tanker with NSN 3030-01-387-5679. It replaces NSN 3030-01-367-7487, which is shown as Item 2 in Fig 62 of TM 9-2330-330-14&P (Nov 05). That NSN is a terminal item.

RG31 MRAP TRANSMISSION FLUID
Use only TES-295 transmission fluid in your RG31 MRAPs. Order with these NSNs:

<table>
<thead>
<tr>
<th>NSN</th>
<th>Qty</th>
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<tbody>
<tr>
<td>9150-01-552-9119</td>
<td>1 qt</td>
</tr>
<tr>
<td>9150-01-556-0981</td>
<td>Six 1-gal bottles</td>
</tr>
<tr>
<td>9150-01-552-9157</td>
<td>5-gal container</td>
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<td>9150-01-551-2796</td>
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File DA Form 2028, Recommended Changes to Publications and Blank Forms, with the publication’s proponent:

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https://amcom2028.redstone.army.mil/CECOM LCMC (communications and electronics):

**TACOM LCMC** (wheeled and tracked vehicles, small arms, CBRN, soldier support systems):

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