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M2/M3-Series Bradley, Revised Operator TMs
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How to Get PS Back Issues

Connie’s Post Scripts

Flight of the Tranquility

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:

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

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PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898.

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
THE PREVENTIVE MAINTENANCE MONTHLY

July 2017

ISSUE 776

Approved for Public Release; Distribution is Unlimited

FLY HIGH WITH GOOD PM!
...You Can Prevent Low Stock!

Mechanics, you can have a powerful impact on the supply system by turning in unserviceable equipment. Turning in broken or busted equipment helps prevent low stock availability.

Stockpiling equipment like propulsion shafts, engine parts, stabilators or any other piece of equipment from a Black Hawk, Apache or Chinook, does a disservice to others who may need them. Holding on to unserviceable parts because you might need them later to replace others isn’t a logical action. Many of those parts have repair and overhaul programs.

When parts aren’t turned in, it causes a critical shortage in the supply system. Without those unserviceable parts, repaired parts can’t be put back on the shelf for issue. That means you won’t be able to order what you need and your aircraft could stay sidelined longer.

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 USAAC LOGSA (AMXLS-SP) Bldg. 3393 Redstone Arsenal, AL 35898

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

Internet address: https://www.logsa.army.mil/psmaghome.cfm

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I’m Gonna Hold On to These Components.

Good Idea, We Can Cannibalize from the Unsatisfactory Ones.

Yeah! When I Order Parts, It Always Says 'No Stock Available!'
Dear Editor,

Crewmen need a reminder about lubing the wire race rings, NSN 1015-01-433-7999, on M1-series tanks. It's easy for sand and other stuff to gunk up the race rings. A little PM goes a long way toward keeping things running smooth.

Even if crews do lube the race rings, sometimes grease gets washed away and dirt is forced in when high pressure water or steam is used for cleaning.

The bottom line is too much dirt or too little lube leads to damage to the internal components of the race ring. Then your tank is out of commission!

There's no inspection criteria for the wire race ring, but you still need to lube it monthly. Here's how:

1. Remove the race ring's cover guard, NSN 5340-01-505-2887. You'll see three lube fittings underneath.
2. Use a grease gun to slowly pump two shots of WTR into the top grease fitting while manually traversing the turret two full revolutions.
3. Repeat Step 2, but use the middle grease fitting.
4. For the bottom grease fitting, slowly pump in one shot of WTR while manually traversing the turret one revolution.
5. Reinstall the cover guard.

SSG Scott Bradley
Ft Carson, CO

Editor's note: Listen up, crewmembers. These tips will keep your tank's turret from grinding to a halt!
If you have the Bradley A3 or ODS-SA, turn in the STE-M1/FVS test set. Those vehicles come equipped with the test set diagnostics built in. Turn in the test set so other units can use it.

For instructions on turning in the test set, call DSN 786-8339, (586) 282-8339, or email: usarmy.detroit.tacom.list.ils-dsests@mail.mil

The STE-M1/FVS should be complete and include all critical test sets. Do not remove any items.

A thorough PMCS means more than checking out just the vehicle. It also means checking out the DAGR, the M240 machine gun, and the M242 bolt and track. These items are usually not in the motor pool, so your first trip on Monday should be to fetch them. This is the only way to make sure everything works and is working together. And don’t depend on the Bradley’s diagnostics to pick up faults. Go through the PMCS step-by-step. A thorough PMCS should take most of the day, not a couple of hours.

Crank up the engine during PMCS to 1,200 rpm and let it run until the batteries are fully charged. The batteries won’t charge properly at normal idle. If the batteries discharge too much, they have to be replaced at $385 each. Multiply that by eight and you’re talking big bucks!

The revised manuals are:

• TM 9-2350-294-10 (A3)
• TM 9-2350-573-10 (ODS SA)
• TM 9-2350-583-10 (BFIST SA w/F53)
• TM 9-2350-599-10 (A3 BFIST w/F53)
• TM 9-2350-411-10 (ODS)

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**Cannon Cleaning Made Easy**

I know your cannon tube needs cleaning but it’s such a hassle!

**Not bad, huh?**

The bore cleaning kit, NSN 1025-01-617-5520, is an air-powered tool that can be used by just one Soldier. Apply some CLP and the gun tube can be cleaned in just a few minutes from either the muzzle or breech end.

**Crewmen, cleaning those 155mm howitzer tubes can be a tough and tedious job. But it’s a job that has to be done, no matter how tired you are after a fire mission.**

**But don’t despair! There’s a cleaning kit that will help make your life a whole lot easier!**

Here are replacement brushes for the cleaning kit:

- Nylon oiling brush: 01-617-5577
- Nylon squeegee brush: 01-617-5621
- Steel cleaning brush: 01-617-5586

One Soldier can operate the cleaning system.

**Howitzers…**

**Cannon Cleaning Made Easy**

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- Steel cleaning brush: 01-617-5586

One Soldier can operate the cleaning system.

**NEW W16 Cable NSN!**

Crewmen, there’s a new NSN for the M119A3 towed howitzer’s W16 cable. If you order NSN 6145-01-547-8957, which is shown as Item 52 in Fig 64 of TM 9-1015-260-24P (Feb 15), you might get a W16 cable without cable grips.

Don’t modify the cable if you receive one without cable grips. That just damages equipment and costs your unit money. Instead, order NSN 6150-01-659-3604 to get the right W16 cable.

**Stryker… Secure Battery Box Covers**

Crewmen, battery box covers that aren’t secured the right way could mean a world of hurt if your Stryker’s involved in a rollover accident.

The battery box cover and batteries will go flying around the crew compartment if the cover isn’t tightened down. That’ll cause expensive damage and maybe even seriously injure you and your fellow Soldiers!

Take a minute during Before PMCS to check the battery box cover. If it’s latched good and tight, you’re ready for your mission. If the battery box cover can’t be secured because of damage to the cover or latches, tell your mechanic right away.


Make sure battery box cover is securely latched.

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Get the Right Ramp Hydraulic System

<table>
<thead>
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<th>Without Ramp Armor</th>
<th>With Ramp Armor</th>
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<td>Nonmetallic hose</td>
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Check out TM 9-2350-277-13&P on IETM EM 0321 (Oct 14) for more information on the M113A3 FOV ramp hydraulic system.

The hydraulic pressures of the two systems are a lot different.

Make sure to install the correct ramp hydraulic system components like the ramp reservoir...

...and the cylinder assembly.

Installing the wrong ramp hydraulic system in your M113A3 can cost your unit big money or even make your vehicle non-mission capable (NMC).

There are two ramp hydraulic systems available for the M113A3 FOV. The one that’s right for your vehicle depends on whether your vehicle has ramp armor.

Without ramp armor

With ramp armor

If your unit only has vehicles with non-armored ramps, don’t waste money by ordering the hydraulic system for armored ramps!

Also, the hydraulic system for vehicles with ramp armor costs nearly $16,000, while the system for unarmored ramps costs around $1,000.

If you install the wrong ramp hydraulic system in your M113A3, you might not work right.

Make sure to install the correct ramp hydraulic system components like the ramp reservoir...

You coulda saved a lot of dough by ordering the hydraulic system that’s right for me!

You’re ready for the big mission today? No! I’m NMC ‘cause somebody installed the wrong hydraulic system for my ramp!

You’re ready for the big mission today? Yes! I’m mission capable (MC)!

You ready for the big mission today? No! I’m NMC ‘cause somebody installed the wrong hydraulic system for my ramp!

Get the right ramp hydraulic system for your M113A3 FOV.

You’re ready for the big mission today? Yes! I’m mission capable (MC)!

Click here for a copy of this article to save or email.
Operators, when you hop in your HMMWV and head out for the day’s run, does something seem a little off? For instance, does the engine run a little rough or have no power under a load? Maybe it stalls when you slow down or idles poorly.

Well, sometimes solving a maintenance problem takes a little detective work. But if you find enough clues, an answer is right around the corner.

If you’ve experienced some of these symptoms before, the answer could be as close as your vehicle’s air intake weather cap. If enough air’s not getting through, engine performance will suffer.

With the engine shut down, measure the distance between the cap and air intake housing. If it’s less than 1 1/2 inches (about two finger widths), someone probably stepped on the cap. That cuts off air flow and chokes the engine.

If your HMMWV’s weather cap looks suspect, have your mechanic check it out. He can replace it with NSN 2940-01-189-1809 if necessary.
if the harness is undamaged, remove the P-clamp and reposition it to the 6 o'clock position. Make sure you pull the harness tight to prevent sag, then tuck it behind the transmission shifter bag.

Look for P-clamps that are installed at the 9 o'clock position. That position allows the sag and contact with the heat shield. Damaged harnesses should be removed and replaced following the instructions in TM 9-2320-387-13&P in IETM EM 0323 (Mar 14).

Mechanics, if your unit has M1152 and M1165 HMMWVs with serial numbers between 890001 and 891083, listen up! The P-clamp used to hold the main body harness in place may not have been positioned correctly. That can allow the harness to droop, touching the exhaust heat shield and damaging the harness.

With the harness repositioned, you may be tempted to route it behind the metal bracket after it comes through the P-clamp. Don't! Vibration will cause the edge of the bracket to cut the harness. For the P-clamp at 9 o'clock position...

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If the harness is undamaged, remove the P-clamp and reposition it to the 6 o'clock position. Make sure you pull the harness tight to prevent sag, then tuck it behind the transmission shifter bag.

Mechanics, here’s an update on the M1048A1 flatbed trailer’s brake shoes and wheel cylinders. Keep this info handy until TM 9-2330-396-14&P is updated.

The parts information for the right- and left-hand brake shoes, listed as Items 4 and 19 in Fig 4, is obsolete. So until a new NSN can be assigned, order the right- and left-hand brake shoe assemblies with PN AH132840 directly from West Side Tractor Sales. Call the Parts Manager, Al Walker, at (630) 355-7150. You can also order the brake shoes on a DD Form 1348-6 using the part number and CAGE 02YK8.

Wheel cylinders are also available. Order the right side wheel cylinder with NSN 2530-01-420-7922. The left side cylinder comes with NSN 2530-01-422-3968.

For more information, check out TACOM Maintenance Action Message 16-015:


https://liw.logsa.army.mil/mmis/

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The Get Well Plan

1. Look for metal-to-metal contact from the fan clutch bolts heads to the face of the A/C PULLEY.

2. If there’s damage, your mechanic will replace the fan clutch, NSN 2930-01-399-0852, and add the new spacer, NSN 5365-01-601-2918. He’ll need to use longer 40mm bolts, NSN 5305-01-532-1072, to mount the spacer. The bolts must be installed using medium strength thread locking compound, NSN 8030-01-014-5869, and torqued in a star-shaped pattern at 42-52 lb-ft (55-71 Nm).

3. Fan clutch retaining ring bolts that are really worn and can’t be tightened also mean the fan clutch has to be replaced. Your mechanic will add the new spacer plate then, too.

4. Undamaged or slightly worn retaining ring bolts with no other signs of damage to the fan clutch or A/C pulley can be tightened. Loose retaining bolts should be torqued to 30 lb-in.

5. Once the inspection and maintenance is complete, your mechanic should use a paint pen to mark serviceable fan clutches with the inspection month and year. For example: INSP 10/16

Operators, you may have a problem with the fan clutch if your unit’s FMTVPI, FMTVAIPI, FMTVAIPI2, LVAD and HIMARS trucks (serial numbers 7400345 and below) have air conditioning.

That’s because there may be contact between the engine fan clutch bolts and the A/C V-BELT PULLEY.

The problem itself doesn’t make your truck non-mission capable (NMC), but if there’s too much contact, the clutch could fail or the fan clutch assembly could be damaged, and that does make your truck NMC!

That’s because there may be contact between the engine fan clutch bolts and the A/C V-BELT PULLEY.

The problem is solved by installing a new redesigned spacer. The spacer is thicker and provides the clearance needed to prevent damage.

Click here for a copy of this article to save or email.
One of the first items you’ll find in the D7R II dozer’s TM 5-2410-241-10 PMCS is a statement that says to make sure the vehicle’s bolts, nuts and screws are not loose, missing, bent or broken. Any problems are supposed to be reported to your mechanic.

Well, there are a handful of bolts that need special attention before you fire up your dozer at the worksite.

**Frame Bolts**

Take a close look at the bolts that mount into the frame just above the track in the back of the vehicle. These bolts are easy to overlook, especially if the dozer is coated in mud. But they loosen from vibration and, in some cases, back out completely. Loose bolts chew into the frame, causing too much sway in the vehicle.

So clean off the bolts and look for any shiny spot or corrosion around the head that indicates movement. If the bolts are still tight, use a white marker pen or some torque seal, NSN 8030-00-408-1137, to make a line across the bolt and frame. The next time the bolt moves, the lines won’t line up.

---

**D7R II Dozer…**

**DOUBLE CHECK FRAME BOLTS**

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Dear Half-Mast,

The backhoe loader’s (BHL) TM 5-2420-231-10 (Feb 09) deadlines the vehicle if the tires have “excessive wear.” But the TM doesn’t define excessive wear. And there are no wear bars or stripes to help.

Our shop has several BHLs with minimal tread on the rear tires. At some point, that wear will become a safety issue. Can you provide specific guidance on wear for the BHL’s front and rear tires?

Mr. C.N.

Tire serviceability depends on several factors.

Determining tire serviceability is not an easy task! It depends on where and how the tires are being used.

That’s a very good question, sir! We passed it on to the Combat Engineer Group at TACOM for more guidance on wear limits for the BHL, 120M grader, 621G scraper, and M924H wheel loader (excluding the HMEE-1).

Here’s what they had to say...

It’s true that the guidance in construction equipment (CE) TM is a little vague.

That’s primarily due to the large number of tire manufacturers who provide the Army with multiple tire types, tread designs and patterns, and different tolerances and specifications.

What Are Tire Wear Limits?

Tire serviceability depends on several factors.

Determining tire serviceability is not an easy task! It depends on where and how the tires are being used.

Manufacturers can have conflicting data as well, so you must consider what is adequate for your terrain and application needs.

You can find more specific guidance in TM 9-2860-200-14, care, maintenance, repair and inspection of pneumatic tires and inner tubes (SEP 05).

It provides lots of information on tire wear limits and other maintenance issues.

Operational use has a big effect, too. For example; a tire that is perfectly serviceable in the dirt of a normal construction site might be unsuitable for use in a rock quarry.

Newer CAT construction equipment like the 120M road grader, 924H wheel loader, D7R II dozer, and 621G scraper all use the same ether start aid valve, NSN 4820-01-551-9292.

But inside the valve is a filter that gets plugged with debris, is damaged or just plain disappears. Don’t look for it in the TM5s, though. It’s not there!

The good news is you can now order just the filter with NSN 2910-01-658-4647. The filter costs $5.18. That’s a big savings when you consider that a new valve is $157!

CAT Construction Equipment...

Ether Start Valve Filter

Available!

Order filter with NSN 2910-01-658-4647

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It’s true that the guidance in construction equipment (CE) TM is a little vague.

That’s primarily due to the large number of tire manufacturers who provide the Army with multiple tire types, tread designs and patterns, and different tolerances and specifications.
Be very careful when using the hand and foot holds to climb in and out of the vehicle’s cab. Do not grab, lean against or step on the cab’s interior light. A moment’s distraction results in a broken light. The interior light comes on when the cab roof door is lowered and closed.

Keep Lines Snug
A tie-down strap, NSN 5975-00-570-9598, comes in real handy to keep one or more hydraulic lines in place. Wrap a tie-down strap around lines to keep them from dangling where they can be torn off the vehicle.

It’s also a good idea to use a tie-down strap to keep the Husky’s ink spray hoses tucked away when the vehicle’s detention panels are in the elevated position.

A/C Filter Arrow
Make sure the air conditioning filter goes back in place the right way. The arrow on top of the filter element needs to point in the direction of the air flow, which means it points to the rear of the vehicle. That way, the air flows smoothly.

Operators, here are three more PM pointers to keep in mind for your Husky vehicle mounted mine detection (VMMD) system.

Operators, did you know that storing your Husky for six months or longer requires specific tasks and tools?

Proper storage is vital to keep the vehicle ready when it’s next needed.

I think you need to do a little research on storage first!

I feel better already!

Storage instructions are found in WP 0095 (Preparation for Recovery and Tiedown Procedures) of TM 9-2355-316-10 (Apr 16). Once you get there, you’ll notice it references TB 9-2355-316-15 (Apr 12). Chap 3 of the TB contains WP 0014 through 0019 and provides everything you need for proper storage. That includes references to all necessary MIL-STDs, TMs, and ARs.

Stay in the know so your Husky will be mission-ready when it’s pulled from storage!
LAMS Support Now Available!

LARGE AREA MAINTENANCE SHELTERS (LAMS), also known as clamshell shelters, have long been used as hangars, vehicle maintenance shops, and for other missions.

There is now a central POC for procurement and technical support for LAMS.

The TACOM Integrated Logistics Support Center’s (ILSC) Soldier Product Support Integration Directorate (Soldier-PSID) offers procurement, maintenance, spare parts, and reset services.

LAMS falls under MIL-PRF-32504B. Though all newly procured shelters will conform to this spec, older systems from different vendors may not have interchangeable parts.

soldier-PSID can provide:

• technical information
• assist in identifying shelters and repair parts
• procure new shelters
• coordinate on-site support

You may think any large fabric-skinned shelter is a LAMS, even if bought locally.

But LAMS only applies to these shelters:

<table>
<thead>
<tr>
<th>Item</th>
<th>NSN 5410-</th>
<th>Size (in feet)</th>
<th>Manufacturer</th>
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</table>

For LAMS help, call Soldier-PSID at DSN 256-4434, (508) 233-4434 or email: bernice.a.bristolplentie.civ@mail.mil or call DSN 256-4165, (508) 233-4165 or email: paul.a.brooks5.civ@mail.mil

This new LAMS shelter sure beats working in the sun!

Click here for a copy of this article to save or email.
Even if a noise doesn’t seem loud it can harm you, even during training. Get a fact sheet about ototoxins at: Exposure to certain chemicals called ototoxins (ear poisons), alone or in combination with hazardous noise, can also cause hearing loss. Examples include:

- fuels
- pesticides
- nerve agents

Activities where noise and ototoxins often combine include:

- painting
- fueling vehicles or aircraft
- firing weapons

Hearing loss is usually painless and gradual. By the time you realize you’re losing your hearing, the damage has already been done.

For soldiers, this can be especially dangerous!

Not only can hearing loss risk your safety, it can put combat communications in jeopardy. Mission safety and effectiveness can be compromised.

Soldiers and DA civilians must wear the right hearing protection when working with or around equipment, vehicles, aircraft or weapons that produce hazardous noise levels.

For specific noise limits and hearing protector requirements, see Section 7-13 in DA Pam 40-501, Army Hearing Program. Click here for a copy of this article to save or email.

Soldiers and deployed personnel must wear authorized hearing protectors in combat, particularly when firing weapons, riding in tactical vehicles or in aircraft.

Tactical Communications and Protective Systems (TCAPS) are designed to amplify low-volume sounds and help face-to-face and radio communications, while protecting the ears from hazardous impulse noise like weapons fire.

Additional info on TCAPS and other operational hearing protection devices can be found in Chapter 6 of DA Pam 40-501.

If you work in a noisy area or your TM directs you to wear hearing protection, you may need earplugs, noise muffets, noise-attenuating helmets, TCAPS or a combination of these.

Your installation industrial hygienist, safety officer or preventive medicine representative can test your workplace for dangerous noise levels and recommend appropriate hearing protection.

Remember to protect your hearing — it’s ear-replaceable!
Hearing Protection Choices

**THE MOST COMMON TYPES OF HEARING PROTECTION INCLUDE:**
- Triple- or Quad-flange preformed earplugs
- Handformed (foam) earplugs
- Noise muffs

**ACTIVE HEARING PROTECTION DEVICES (HPDS) AND OTHER SPECIALIZED HPDS CAN BE USED AS WELL, IF APPROPRIATE FOR THE LISTENING ENVIRONMENT.**

**EAR CANAL CAPS CAN BE USED TO PROTECT AGAINST SHORT OR INTERMITTENT NOISE AT 95 DECIBELS OR LESS.**

**HANDFORMED (FOAM) EARPLUGS ARE DISPOSABLE. CAN BE USED OVER MULTIPLE DAYS IF KEPT CLEAN, AND DO NOT REQUIRE FITTING BY MEDICALLY TRAINED PERSONNEL.**

**HOWEVER, MEDICAL PERSONNEL MUST FIT THE REQUIRED PREFORMED TRIPLE- OR QUAD-FLANGE EARPLUGS FOR EVERY SERVICE MEMBER.**

**NOISE MUFFS ARE POPULAR DUE TO EASE OF USE. HOWEVER, TO BE EFFECTIVE, THE HEADBAND AND EARCUPS MUST BE PLACED SNUGLY AGAINST THE HEAD WITH NO GAPS. THAT MAKES THEIR USE IMPRACTICAL IN SOME SITUATIONS.**

**YOU CAN ORDER NOISE MUFFS THROUGH THE FEDERAL SUPPLY SYSTEM OR FROM COMMERCIAL SOURCES.**

**FOR A LIST OF APPROVED HEARING PROTECTION AND THE NSNs TO ORDER THEM IN VARIOUS SIZES, SEE TABLES 7-3 TO 7-5 IN DA PAM 40-501.**

**YOU’LL ALSO FIND INFO ABOUT THE ARMY HEARING PROGRAM (AHP), INCLUDING HEARING TESTING, PROTECTOR USE AND REQUIREMENTS, NOISE EXPOSURE LIMITS AND MORE.**

**QUESTIONS? CALL THE AHP OFFICE AT THE ARMY PUBLIC HEALTH CENTER AT (410) 436-3767, OR EMAIL: usarmy.apg.medcom-aphc.mbx.army-hearing-program@mail.mil**
If the code Connie got for us doesn't work, can you squeeze us through?

I’d rather the code works. If it doesn’t, I can squeeze through, but I’ll need the engineer to perform a few magic tricks.

Sir, there’s a Lightning Bug class cargo ship, serial 051479, inbound.

I’m transmitting that info now.

Sir, this is a legitimate shipment.

The manifest and the code check out, sir. This is a legitimate shipment.

Well, aren’t you going to clear them?

Creepers! Sir, our sensors just picked up Creepers!

Good. Clear them to approach the planet and deliver their cargo.

Sir, there’s a Lightning Bug class cargo ship, serial 051479, inbound.

Creepers! Sound the alarm! Make ready the cannons!

Is it just me or is this taking a little too long to be going well?

Connie... How’re we doin’?
I'M NOT SURE. I TRANSMITTED THE CODE AND THE COMM WENT SILENT. I- WAIT! THEIR WEAPONS SYSTEMS JUST WENT ONLINE!

BU HAOLE...
(OH, NO)
CAPTAIN...

BU KENENS... (IMPOSSIBLE!!) TALK ABOUT BEING TRAPPED BETWEEN A BULDERSTON AND A HARD PLACE.

LIGHTNING BUG CLASS SHIP! YOU'VE BEEN CLEARED TO LAND, BUT YOU'VE GOT CREEPERS CLOSING IN ON YOUR POSITION. TURN TO HEADING 4.5, PROCEED TO THE PLANET AND WE'LL DELIVER COVERING FIRE!

ENGINEERING... I SURE HOPE THAT ALL OF THE WRENCH TURNING YOU'VE BEEN DOING ON MY BOAT IS ABOUT TO PAY OFF!

YOU CAN'T LOSE WITH PREVENTIVE MAINTENANCE!

AHHH... WE'VE GOT ANOTHER PROBLEM!

WHAT NOW, CONNIE?

DOESN'T THAT MEAN WE HAVE TO PROCEED THROUGH THE COVERING FIRE?

SURE LOOKS THAT WAY.

EVERYBODY HANG ON!
Preventive maintenance really does work!

This ship has never accelerated so smoothly!

Zhen bang! (Wonderful!) Did she clean the servo amplifiers?

The controls haven’t ever been this responsive.

I can’t remember the last time the Tranquility felt this nimble!

The rudder pedals are nice and tight and the trim switches aren’t sticking at all.

Preventive maintenance really does work!
Lightning Bug Class Vessel 081479 -- Looks like we scared them off. You're cleared to land!

Engineering, looks like all of that wrench turning did pay off. Good job!

You never know when you'll need your equipment to operate at peak performance. That's why preventive maintenance is worth the time, every time.

PM made the job easy... PM on Tranquility...
The firing pin is not a cleaning tool. Somewhere—possibly in basic training—Soldiers get the idea that the firing pin is great for cleaning the bolt and inside the bolt carrier. That blunts the tip of the firing pin, which means it may not be able to ignite the cartridge. Of course, a rifle that doesn’t fire could make a fire fight somewhat one-sided. Cleaning with the firing pin also scores the inside of the bolt carrier, making carbon buildup worse.

The best way to clean inside the bolt carrier is to coat its insides with CLP. Let the CLP sit for several minutes to give it a chance to loosen up carbon. Then use a worn bore brush to clean out carbon. Don’t use a new bore brush because running it inside the carrier ruins it for cleaning the barrel.

Don’t mix up the selector spring and the spring for the takedown and pivot pins. Neither will work well if you use the wrong spring. Just remember the selector spring is thicker and slightly shorter than the spring for the takedown and pivot pins.

Click here for a copy of this article to save or email.
Here’s how to put it on:

- Put the lock washers and then the flat washers on the three socket head cap screws.
- Make sure there is nothing blocking the three pilot holes on the bracket.
- Put the secondary rail against the bracket and install the three screws in the three pilot holes. Leave the screws loose enough so that the secondary rail is moveable.
- Position the secondary rail against the bracket so that the rail’s back edge butts up against the bracket’s knob. Level the secondary rail so that it’s as parallel as possible with the bracket’s top rail.
- Tighten the three screws with a hex-head wrench. Be careful not to tighten them so much that you strip out the socket heads. If a torque wrench is available, tighten the screws to 75 lb-in.

With the Secondary Mounting Rail Kit, NSN 5340-01-536-6189, you can do that! The kit brings…

Most units have the M2/M2A1’s bracket assembly, NSN 5340-01-502-7233, for mounting thermal weapon sights.

But sometimes gunners need to mount additional items like a laser range finder or a pointing device.

Secondary rail should be parallel with top rail of bracket

Dear Half-Mast,

Item 10c in the M2/M2A1 machine gun’s PMCS in TM 9-1005-347-10 says the sear spring “should not be able to be compressed fully with fingers.” This is not an accurate measurement since people have different hand strengths. I have had inspectors fail M2s for this even with a brand new sear spring. Is there a better check?

Mr. J.C.

Dear Sir,

TACOM agrees that this is a poor test. They are replacing that sentence with “Check sear spring for deformity, collapsed coils, weakness, elongation, crisp spring action and/or correct installation. It must be in sear hole and recess in bottom of the bolt.” Everyone who uses or maintains the M2/M2A1 needs to make a note of this. It could be some time before the TM is revised.

Click here for a copy of these articles to save or email.
Dear Editor,

We were having problems with excessive wear on the M2 and M2A1 machine gun bolts, especially in the left-feed channel.

Turns out the wear was caused by how Soldiers load the M2. Normally you push the rounds over to the bolt with the feed cover up, push down the extractor, close the feed cover and then charge the weapon. But this method leaves the rounds not quite aligned. That causes the feed slide assembly to be misaligned just enough to put pressure on the feed lever, which wears the bolt feed channels.

TACOM told us we could prevent the excessive bolt wear by doing a “combat feed,” which means loading the rounds with the feed cover closed. This lets the M2 feed the rounds so they seat perfectly in the feed pawls. But you must charge the weapon twice to make sure the round is pulled onto the bolt face and is ready to Fire.

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

I just can’t figure out what’s causing your bolt feed channels to wear out so fast!

It’s how you’re feeding me. Y’gotta put me on a diet of combat feed!

Editor’s note: The combat feed is definitely a healthy diet for your M2s. Thanks, Sergeant.

SGT Ronald Edwards
OHARNG

Dear Editor,

Page 20 of PS 694 (Sep 10) told units not to demil unserviceable small arms parts. We’re running into units who aren’t sure who does demilling. Please repeat that information.

James Garner
JBLM, WA

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

I wonder who’s supposed to demil you guys?

THAT’S THE JOB OF DLA DS!

Editor’s note: Sure thing!

Demilling is the job of DLA Disposition Services (DLA DS). Unserviceable small arms parts should be turned in to your local supply support activity, which will then send the parts to DLA DS.

If you have any questions about the process, call DSN 786-1314, (586) 282-1314, or email: randy.d.garwood.civ@mail.mil

Dear Editor,

How are you supposed to track M3 tripods? They used to have serial numbers, but the newer ones don’t.

SGT A.H.

The Army no longer puts serial numbers on items that cost less than $5,000. And the M3 falls into that category.

The easiest M3 tracking solution is to create a serial number for each tripod. But don’t stamp the number on it, that causes problems when you turn in the tripod because it’s considered a modification. Instead, stencil the number.

One other option is to have your property book officer create an exception code for the mount in PBUSE.

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[Click here for a copy of these articles to save or email.]
Dear Editor,

Often the most ignored items in arms rooms are machine gun mounts. They sit in the corner gathering cobwebs until it’s time to go to the field. By then, the lack of PMCS can lead to a mount that’s down for the count. If the mount doesn’t work, the machine gun can’t fire.

Units need to remember these points:

When you PMCS machine guns, get out the mounts and tripods and PMCS them, too. It doesn’t take that much longer to check the mounts and tripods for damage and lube them so that they don’t bind up from corrosion. Every unit with mounts should have TM 9-1005-245-13&P, which covers all the mounts except the M66. It’s covered by TM 9-1005-451-13&P.

Check especially for locking pins. They often disappear. And if a pin looks even slightly damaged, get it replaced. You don’t want a pin to break or fall out during firing. NSNs for the different pins are listed in the TMs mentioned earlier.

Never fire an M240 from an MK 64 mount. We have run into several instances of this. If the M240 is mounted on an MK 64, there is no way to lock it down for travel. It flops up and down. We’ve seen units try to secure it with a bungee cord or have the gunner hold it in place while on the road. Not good! Generally the best mount for the M240 is the M197.

Units can count on your mount tips. Thanks, Chief.

CW2 Mike Gulsby
Ft Bliss, TX

Make sure all locking pins are present and in good shape

Don’t Forget Me, Buddy! You’re Gonna Need Me!

Here’s a Good Amount of Mount Advice From Ft Bliss!

There’s No Way You’re Puttin’ Me On That MK 64! I Need An M197! That Mount Should Be Turned In!

by the way, the MK 64 shouldn’t be used for any weapon. It’s been replaced by the MK 93 MOD 2.

If you still have any MK 64s, contact your local TACOM LAR for turn-in instructions. See TACOM LCMC M3 1G-025 for more info.
THE ABCs OF JCAD PM!

Stay confident in confidence sample

Once you take a confidence sample out of its sealed bag, its service life clock starts clicking. So leave samples in their bags as long as possible. If JCAD is having trouble reading a sample, it may be because the sample is old and needs to be replaced.

The joint chemical agent detector (JCAD) detects like a bloodhound if you remember...

Stay confident in confidence sample

STORE THE CONFIDENCE SAMPLE IN THE SAMPLE POT AFTER USE. THAT HELPS IT LAST LONGER.

OR THE PROBLEM COULD BE TOO MUCH BLOWING AIR. THE CALMER THE AIR, THE EASIER IT IS FOR JCAD TO READ THE SAMPLE. IF YOU'RE OUTSIDE, TRY TO GET OUT OF THE WIND. IF YOU'RE INSIDE, TURN OFF FANS.

Hey, you really don't expect me to smell that confidence sample in this wind?

Take care of sieve packs

Sieve packs are critical to JCAD performance. Don't open sieve packs until you're ready to use them. That helps them last longer.

When you replace a sieve pack, don't touch it with your bare fingers. If you do, you could contaminate it, which leads to bad readings.

Always store JCAD with the sieve pack installed. If you don't, the JCAD could end up contaminated. Make sure the sieve pack is in the fully closed position. This keeps the sieve pack in good condition and makes sure JCAD starts properly next time you power up.

Keep track of sieve packs. They often disappear. If you need more, order them with NSN 6665-01-555-6120.

Battery basics

Use fresh batteries and install them like it shows on the battery tray. Weak batteries hurt detection.

If JCAD takes longer than 20 minutes to boot up, try the troubleshooting procedures in WP 0011 for the M4 or WP 0015 for the M4A1.

Looks like 20 minutes are up! I think I need fresh batteries.

No luck? Call in your repairman.

Remember to remove the batteries before storing JCAD.

Leaking batteries can ruin US detectors!

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Leaking batteries can ruin US detectors!
AH-64D/E Series...

MAKE EXTRA PROTECTION FOR ARMOR TRANSPARENT BARRIER!

I’VE GOT SOME PROTECTION FOR YOUR ARMOR TRANSPARENT BARRIER!

UHH... YOU WANNA TELL HIM OR SHOULD I?

I GOT THIS! THANKS BUT NO THANKS, SOLDIER! THERE’S AN EASIER WAY!

MECHANICS: WHEN IT’S TIME TO REMOVE OR INSTALL THE APACHE’S ARMOR TRANSPARENT BARRIER, NSN 1680-01-161-1182, AVOIDING DAMAGE ISN’T EASY!

A SCRATCHED BARRIER HAS TO BE REPLACED BECAUSE IT AFFECTS PILOT VISIBILITY.

THE BARRIER, WHICH IS LOCATED BETWEEN THE PILOT’S SEAT AND THE CO-PILOT GUNNER’S FRONT SEAT, OFTEN GETS SCRATCHED BY TOOLS.

A NEW BARRIER COSTS MORE THAN $6,400 AND REQUIRES TWO MECHANICS AND ABOUT 16 HOURS TO REPLACE, SO YOUR UNIT TAKES A BIG HIT.

ON TOP OF THAT, THE DAMAGE Becomes A CLASS D RECORDABLE INCIDENT BECAUSE IT EXCEEDS $5,000.

PS 776

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JUL 17

Click here for a copy of this article to save or email.
A transparent barrier fresh out of the box comes with a protective film that protects it during installation. But for future removal and installation or when performing maintenance around the transparent barrier, use extreme care!

If you want to play it safe, here’s a voluntary option to make a temporary protective shield for the transparent barrier:

It’ll take one mechanic about two hours to construct the protective cover.

Here’s what you’ll need:

- Transparent barrier,
  NSN 1680-01-161-1182
- Plastic sheeting,
  NSN 9330-01-314-8346
- Heavy duty scissors for large cutting job such as “Fiskars” type scissors you can pick up at any big box store.
- A marker to outline the cutting area on plastic sheeting and label the cut sheets.

Instructions

1. Place the transparent barrier on a level surface.
2. Place the plastic sheeting over the transparent barrier.
3. Using a marker, trace an outline of the transparent barrier onto the plastic sheeting. Repeat this step for the back side of the transparent barrier.
4. Using heavy duty scissors, cut along the outline on the plastic sheeting.

Markings and cuts do not have to be precise for this step...

...since you will have to form fit the covers in the aircraft.
5. Place both sides of the protective covering in the aircraft cockpit. Use the marker to mark the areas of the plastic sheet that need to be trimmed to allow easy placement over the transparent barrier once it's installed in the aircraft.

6. Trim the plastic sheeting.

When finished, the new protective covers with their safety and identification markings will look like this!

**AH-64 Series...**

**No. 1**

**No. 2**

**No. 2**

**No. 1**

**FRONT**

**BACK**

**REMOVE BEFORE FLIGHT**

**PROTECTIVE BARRIER FOR INSTALLATION OF ARMOR CREW BLAST SHIELD**

**REMOVE BEFORE FLIGHT**

**PROTECTIVE BARRIER FOR INSTALLATION OF ARMOR CREW BLAST SHIELD**

**USING RIGHT CONTAINERS FOR SHIPPING SERVOCYLINDERS!**

Two sizes:

- 32L x 21W x 17H (pictured)
- 18L x 17.75H x 13.75H

**NOTE:** To aid in identification and placement, mark the plastic covering to indicate the front and back sides of the cover and the left and right side of the cockpit.

**SHIP SERVOCYLINDERS IN ORIGINAL CONTAINERS**

Never use boxes, crates or any other unauthorized container to ship servocylinders.

Only the original shipping containers will do!

**NEVER USE THE CONTAINERS FOR ANYTHING ELSE!** Ship an unserviceable servocylinder in a makeshift container, box, or crate, and there’s no telling what could happen to it during shipping. But the chances are good it’ll arrive with even more damage!

The contractor that performs the overhaul is required to ship the servocylinders back to the depot in the proper container. If there isn’t one available, a new container must be purchased and shipment is delayed.

It's also in your best interest to make sure those containers are used for servocylinders only. If you don't, your unit foots the bill for a new container.

Turning in servocylinders should be a simple process, so don't make it any harder or more expensive than it needs to be!

Click here for a copy of this article to save or email.
**Turn In Unserviceable UH-60M Drive Shaft Assemblies**

The supply system is in critical need of unserviceable M-Model Black Hawk drive shaft assemblies, NSN 1615-01-491-1924 (PN 70361-23001-047). Turn in this needed asset **now** or you might not get the repaired part you need for your helicopter later.

**Turn In Unserviceable UH-60 Distribution Boxes**

Unserviceable Black Hawk distribution boxes, NSN 6110-01-324-2226 (PN 70550-02127-104), are not being turned in for repair. The supply system is in critical need of this item to support the flutter dampener repair program. So turn in this needed asset **now**. If you don’t, you might not get the repaired part you need for your helicopter later.

---

**When and Where to Use Aircraft Solvents**

---

**Below are the applications and restrictions for using MIL-PRF-680 and NAVSOLVE. Use this list for guidance on Army aircraft:**

<table>
<thead>
<tr>
<th>Spec</th>
<th>VOC (g/l)</th>
<th>NSN 6850-</th>
<th>Size</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIL-PRF-680 Type I</td>
<td>+/- 750</td>
<td>01-474-3202</td>
<td>1 gal</td>
<td>Used to clean parts contaminated with light dirt, oil, and grease.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-3209</td>
<td>5 gal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-2313</td>
<td>55 gal</td>
<td></td>
</tr>
<tr>
<td>MIL-PRF-680 Type II</td>
<td>+/- 750</td>
<td>01-474-3219</td>
<td>1 gal</td>
<td>Most commonly used solvent used to clean Army aviation components for many years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-3217</td>
<td>5 gal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-378-0698</td>
<td>15 gal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-2316</td>
<td>55 gal</td>
<td></td>
</tr>
<tr>
<td>MIL-PRF-680 Type III</td>
<td>+/- 830</td>
<td>01-474-3218</td>
<td>1 gal</td>
<td>Used when a higher flash point is required.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-3221</td>
<td>5 gal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>01-474-2321</td>
<td>55 gal</td>
<td></td>
</tr>
<tr>
<td>MIL-PRF-680 Type IV</td>
<td>+/- 750</td>
<td>N/A</td>
<td>N/A</td>
<td>Not approved for use on Army aviation equipment. It contains D-limonene which may cause corrosion on flight critical parts.</td>
</tr>
<tr>
<td>MIL-PRF-680 Type V</td>
<td>≤25</td>
<td>N/A</td>
<td>N/A</td>
<td>Not approved for Army aviation equipment, though approval could be pursued if requested. More expensive than MIL-PRF-32295.</td>
</tr>
</tbody>
</table>

**MIL-PRF-32295 Type II**

**NAVSOLVE (MIL-PRF-32295)**

- Used to clean parts contaminated with light dirt, oil, and grease.
- Most commonly used solvent used to clean Army aviation components for many years.
- Used when a higher flash point is required.
- Not approved for use on Army aviation equipment. It contains D-limonene which may cause corrosion on flight critical parts.
- Not approved for Army aviation equipment, though approval could be pursued if requested. More expensive than MIL-PRF-32295.
- Approved as an alternative to MIL-PRF-680 Type II. The preferred alternative when environmental regulations require ≤25 VOC g/l. Flash point is lower than MIL-PRF-680 Type III. Local safety office must approve NAVSOLVE as an alternative to MIL-PRF-680 Type III before use.

**The TM I’m Using Doesn’t Call Out the Solvent Listed for My Application. What Do I Do?**

**They can also provide help with TM changes.**

**Turn in Unserviceable UH-60M Drive Shaft Assemblies**

The supply system is in critical need of unserviceable M-Model Black Hawk drive shaft assemblies, NSN 1615-01-491-1924 (PN 70361-23001-047). Turn in this needed asset **now** or you might not get the repaired part you need for your helicopter later.

---

**Turn In Unserviceable UH-60 Distribution Boxes**

Unserviceable Black Hawk distribution boxes, NSN 6110-01-324-2226 (PN 70550-02127-104), are not being turned in for repair. The supply system is in critical need of this item to support the flutter dampener repair program. So turn in this needed asset **now**. If you don’t, you might not get the repaired part you need for your helicopter later.

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AI2 Program Is Win-Win!

Army Ideas for Innovation (AI2) replaces the old Army Suggestion Program as the way to share your ideas:

- save the Army time and money
- improve processes and even
- boost morale!

Top ideas will be tested by Department of the Army experts. If accepted, it could become an Army-wide solution!

Point your web browser to: https://www.milsuite.mil/ai2

Once there, you can submit suggestions, discuss proposals with other members of the AI2 community and vote for the ideas you think are best.

All selected submissions are open for feedback and voting over a two-week period.

How’s that for a win-win situation?!
Eyes on Safety

Both the Army and OSHA defer to the American National Standards Institute (ANSI) Z358.1 standard for eyewash and emergency drench shower equipment.

You can view ANSI’s website at: http://www.ansi.org

The ANSI Z358.1-2014 standard sets universal minimum performance and use requirements for eyewash and emergency drench shower equipment used for treating the eyes, face and body of anyone exposed to hazardous materials or chemicals. The standard covers everything from equipment location to mounting height and water temperature.

I’m all cruddy and clogged... throat’s full of koff koff sediment...

Too weak to get anyone’s attention... sure hope nobody koff koff really needs me ‘cause i’m all choked up!

Those of you who work in the motor pool know there are multiple risks to your eyes there, just from working around stuff like battery acid, engine oil or fuel, to name a few.

That’s why it’s important to follow Army safety rules like those found in DA Pam 40-506, the Army Vision Conservation and Readiness Program (Jul 09). Watch for an update for this pub in the near future.

The ANSI Z358.1-2014 standard also sets universal minimum performance and use requirements for eyewash and emergency drench shower equipment used for treating the eyes, face and body of anyone exposed to hazardous materials or chemicals. The standard covers everything from equipment location to mounting height and water temperature.

Ooh, that tickles!

Those of you who work in the motor pool know there are multiple risks to your eyes there, just from working around stuff like battery acid, engine oil or fuel, to name a few.

The ANSI Z358.1-2014 standard also sets universal minimum performance and use requirements for eyewash and emergency drench shower equipment used for treating the eyes, face and body of anyone exposed to hazardous materials or chemicals. The standard covers everything from equipment location to mounting height and water temperature.

Weekly testing helps clear the supply lines of sediment and bacteria build-up caused by stagnant water. The ANSI standard states that plumbed flushing equipment: “shall be activated weekly for a period long enough to verify operation and ensure that flushing fluid is available.”

Eyewash stations must also be accessible to employees within 10 seconds of an injury, so they need to be installed close to potential hazards. Keep paths to eyewash stations clear!

But like most equipment, eyewash stations and emergency drench showers need PMCS, too. A dirty, clogged or broken station or shower poses an unacceptable risk to workers.

Ooh, that tickles!

The ANSI Z358.1-2014 standard also requires that portable and self-contained equipment be visually checked to determine if flushing fluid needs to be changed or supplemented.

Weekly testing helps clear the supply lines of sediment and bacteria build-up caused by stagnant water. The ANSI standard states that plumbed flushing equipment: “shall be activated weekly for a period long enough to verify operation and ensure that flushing fluid is available.”

The ANSI Z358.1-2014 standard also requires that portable and self-contained equipment be visually checked to determine if flushing fluid needs to be changed or supplemented.

Of course, many manufacturers include maintenance guides with their equipment. But take a note from ANSI, which says that proper maintenance and weekly testing is necessary to ensure that emergency drench showers and eyewash stations are functioning properly.

You can view ANSI’s website at: http://www.ansi.org

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Here are three tips to help make sure those back issues reach you...

1. Give us a good mailing address. Most returns are due to incomplete or inaccurate mailing addresses. Including a street with the address is critical. If you have any problems with mail reaching you at your military address, use your home address instead. No worries—our mailing list is never sold or shared.

2. We’ve gotten “refused” returns, too. Make sure that you tell whoever usually gets the mail at your unit that you’re expecting a package from PS.

3. In your original request, specify the months or years and how many copies of each PS issue you want.

Eye Emergency Equipment Checklist

- Are eyewash stations, drench hoses and showers checked once a week?
- Are inspection records kept?
- Is flushing solution checked and replaced when needed?
- Are basins kept clean, free of trash or debris?
- Is each system tested weekly?
- Are plumbed lines flushed weekly to prevent bacterial or sediment buildup?
- If a contained unit has potable water in it, is the water changed weekly?
- If a contained unit has water with an antimicrobial agent in it or a buffered saline solution, is it changed at least once every six months?

You can also load recent issues of the magazine to your mobile device by using the PS Magazine mobile app. Read about it at: https://www.logsa.army.mil/psmag/ps-app-flyer.pdf
Connie’s POST SCRIPTS

M915A5 Radiator NSNs

The replacement radiator to order for your M915A5 tractor truck depends on the vehicle’s serial number. For SN AS8388-AS8545 to AS8962-AZ3356, order NSN 2930-01-597-0622. For SN AJ1134-AS8387 to AS8546-AS8961, use NSN 2930-01-581-2109.

Bradley LRU TMs


M149A2 Frame SMR Correction

TM 9-2330-267-13&P (Dec 15) lists the M149A2 water trailer’s frame (Item 1 in Fig 14) with an SMR code of PAFZZ, indicating that it’s a field replacement item. That’s wrong! The correct SMR code is XAZZZ, requisition the next higher assembly. Make a note until the TM is updated.

MIRCS Generator Mounting Bracket Pin

Get a replacement quick-release pin for the generator mounting bracket on the mobile integrated remains collection system (MIRCS) with NSN 5315-01-586-2176. Don’t use NSN 5315-01-586-2186, which is listed as Item 7 in Fig 46 of TM 10-4110-263-23P (Dec 10). That NSN is one digit off and brings a $1,000 circuit card assembly.

BRADLEY FUEL FILLER CAP REFURBISH

Is your Bradley’s fuel filler cap, NSN 2590-01-482-1662, damaged or worn? Put it back in tip-top condition by ordering a fuel cap gasket kit with NSN 2590-01-461-5874. A new fuel cap seal comes with NSN 5330-01-490-6605.

Stryker Wrong-Way Winch

If the control electrical lead tags on your Stryker’s winch aren’t installed correctly, you could end up with a wrong-way or inoperable winch. That could damage equipment or get someone hurt. Get the scoop on preventing that by checking out TACOM Ground GPA 16-012 at: https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA16-012.html

Containerized Kitchen Water Pump

Order a new water pump for the sink in your containerized kitchen with NSN 4320-01-486-3601 (PN 2088-594-154). PN 2088-492-444, which is shown as Item 5 in Fig 19 of TM 10-7360-226-13&P (Aug 01, w/Ch 4, Mar 07), doesn’t cross to an NSN.

STRYKER WINCH INFO WRONG!

OOPS! ON PAGE 10 OF PS 773, APR 17, THE BROWN BOX WITH THE ARROW INCORRECTLY STATED, “LONGER ELECTRICAL LEAD is #B (OUT).”

IT SHOULD HAVE READ, “LONGER ELECTRICAL LEAD is #B (IN).”

DSESTS Help Available

Got problems with your direct support electronic systems test set (DSESTS)? Field service representatives (FSRs) can help over the phone or by email. Call John Moore at (256) 895-2472, (256) 361-8300 or email: john.moore@drs.com

To request an FSR field visit, contact your local LAR or email the TACOM DSESTS team at: usarmy.detroit.tacom.mbx.ilsc-dsests@mail.mil

Test Sets Turn-In

Mechanics, turn in the following obsolete test sets ASAP. Download the letter of instruction (LOI) from the MSD Homepage: https://msd.us.army.mil

<table>
<thead>
<tr>
<th>Test Set</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>STE and STE-ICE/R</td>
<td>4910-00-124-2554 or 4910-01-222-6589</td>
</tr>
<tr>
<td>AN/PSM-80 V1</td>
<td>6625-01-352-7233</td>
</tr>
<tr>
<td>AN/PSM-80 V2</td>
<td>6625-01-352-3060</td>
</tr>
<tr>
<td>AN/PSM-80 V3</td>
<td>6625-01-352-7234</td>
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<tr>
<td>AN/PSM-95 SPORT</td>
<td>6625-01-445-0085</td>
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<td>SPORT ICE</td>
<td>6625-01-477-1807</td>
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<tr>
<td>Electrical System Test Set (DMM/Black Ice)</td>
<td>6625-01-498-9881</td>
</tr>
<tr>
<td>AN/PSM-95B MSD</td>
<td>6625-01-493-8984</td>
</tr>
</tbody>
</table>

Bradley LRU TMs


M19A3 W16 Cable

If you order NSN 6145-01-547-8957, listed as Item 52 in Fig 64 of TM 9-1015-260-24P (Feb 15), you might get a W16 cable without cable grips for the M119A3 howitzer. If you do, don’t modify the cable! Instead, order NSN 6150-01-659-3604 to get the right W16 cable.

Would You Stake Your Life on the Condition of Your Equipment?

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