



THE PREVENTIVE MAINTENANCE MONTHLY

Approved for
Public Release;
Distribution is
Unlimited

SKATES

TRAINS

WAGONS

DOLLS

**I'M SURE
GLAD I ADDED
TECH PUBS TO
MY WORKSHOP!**

HAVE YOU?

ELVEN
OFFICIAL
PUBS
DISTRIBUTION
BUREAU
(EOPDB)

All I want for Christmas is a list of pubs my unit should have

TECH PUBS

IETM EM
0200

IETM EM
0146

IETM EM
0186

IETM EM
0017

Does your Christmas "wish list" include IETMs and Equipment Publications Lists? If so, see pages 56-59!

Mistaking the Urgent for the Important



Soldiers, it's no news to you that you don't seem to ever have enough time to complete a PM job.

Often, you're rolling through the middle of a PM job and heading toward the finish line when you're yanked away for something "more important." And nine out of 10 times that more important job isn't more important at all.

Someone in your chain of command has mistaken urgent for important. Urgency can be attached to any job and is often an artificial application. But important jobs are as real as the deaths caused by leaking brake lines and under-inflated tires.

PM is always an important job. A soldier's life depends on the reliability of his or her equipment and that reliability depends on good PM. A PM job may lack the urgency of getting the grass mowed or the rocks painted. But unmowed grass or unpainted rocks have never made the siren of an ambulance howl as it makes its way to an accident caused by equipment failure.

NCOs, when you put a soldier on a PM job, let him or her stay with that job until it's finished. Take a stand against the "urgent" that isn't urgent at all.



TB 43-PS-649, 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. Masculine pronouns may refer to both genders.

ISSUE 649 DECEMBER 2006

COMBAT VEHICLES	2	CBRN	22
Stryker Driver Seatback	2	ACADA M88 Chemical Detector Tracking	22-23
M1-Series Tank Fuel Cap Check Valve	3	JSLIST Hoodstring Coupling Button	23
M1-Series Tank Hand-held Fire Extinguisher	4-5	New Bag for JSLIST	24-25
M1A2 SEP Tank ELRF Mounting Bracket	5	AN/VDR-2 Radiac Set Replacement Strap	25
M2/M3-Series Bradley Roadwheel Hub Checks	6	TOOLS	26
M113A3 FOV Swimming Ban	7	Broken Bolt Extractor Kit	26
M88A2 Recovery Vehicle Oil Drain Plug	8	AVIATION	35
AVLB PTO Shaft Cover	9	AH-6, UH-60/CH-47 Series Gatling Gun Gauge	35-36
WHEELED VEHICLES	10	UH-60 Series Blade Pin Curing Time	36
M1114 Up-armored HMMWV Door Latch Striker	10	UH-60 Series Hydraulic Fluid Seepage	37
Tire Cage NSNs	10	ANVIS Maintenance and Turn-in Procedures	38-39
HMMWV Steering Shaft Lubing	11	CH-47D/UH-60 Series Radar Modifications	39-40
M978 HEMTT Tanker PM	12-13	COMMUNICATIONS	41
Complete Assemblies for Repair	14-15	Commo Shelters—Inside PM	41-44
M939-Series Truck Air Tank Draining	16	Commo Shelters—Outside PM	45-47
SMALL ARMS	17	SOLDIER SUPPORT	48
M249 Machine Gun Collapsible Buttstock	17	Extreme Cold Weather Mitten NSNs, Safety	48-51
M2 Machine Gun Bolt Check	18-19	Mobile Kitchen Trailers RESET Program	52-53
M9 Pistol Sight Marking	19	Laundry Units Flame Detector Upgrade	54-55
MISSILES	20	Army Direct Ordering for Clothing	55
Patriot Missile System LCU Door Reminder	20	LOGISTICS MANAGEMENT	56
RADAR	21	IETMs and ETMs	56-58
Sentinel Radar Diagnostic Equipment	21	Unit Equipment Publication Lists	59

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-AM)
5307 Sparkman Circle
Redstone Arsenal, AL 35898-5000

Or e-mail to:

psmag@logsa.army.mil or
half.mast@us.army.mil

Internet address:

<https://www.logsa.army.mil/psmag/pshome.html>

By order of the Secretary of the Army:

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 General, United States Army Chief of Staff

Official:

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 Administrative Assistant to the Secretary of the Army

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Stryker...

WHY DIDN'T YOU
COME OUT THROUGH
THE DRIVER'S
HATCH?

OH, IT'S
JUST *EASIER*
THIS WAY!

MAYBE FOR YOU,
BUT IT'S SURE HARD
ON YOUR SEAT!

SET SEAT BEFORE CRAWLING

Drivers, sometimes it's necessary to exit your Stryker to the rear instead of through the hatch. When that happens, take it easy on the seat.

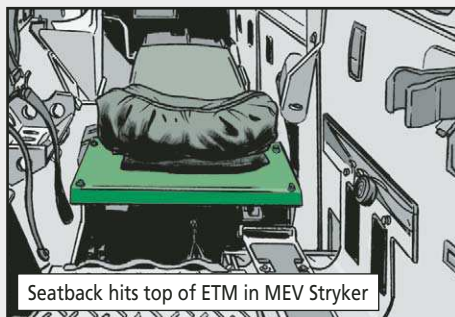
Some drivers don't take the time to lay the seatback all the way down. When they try to crawl over it, their weight breaks the seatback adjustment mechanism.

It may take a few extra seconds, but make sure you lay the seatback all the way down. It'll be easier on you and the seatback.

As usual, there is an exception to every rule. In this case, it's the M1133 medical evacuation vehicle (MEV). A recent modification moved the MEV's embedded training module (ETM) just behind the driver's seat.

If you try to lower the seatback too far, it jams against the ETM. The ETM is protected with a metal shield, so perform this task carefully. Preferably, this task should be performed during emergency evacuation procedures.

For proper operation of the driver's seat, see WP 0026 00-1 in TM 9-2320-311-10-1.



Seatback hits top of ETM in MEV Stryker

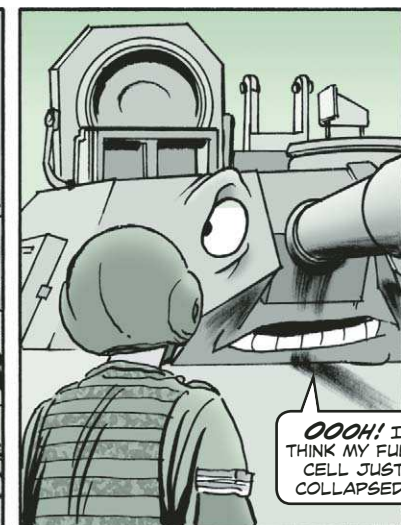
M1-Series Tanks...

CAP COLOR IS CRITICAL



WHAT THE
HECK WAS
THAT?

SKRUNK

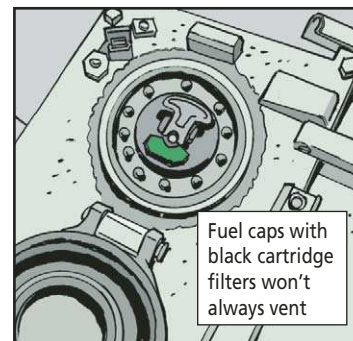


OOOH! I
THINK MY FUEL
CELL JUST
COLLAPSED!

Mechanics, what color are the cartridge filters on top of the fuel caps of your unit's M1-series tanks?

The cartridge filter check valve is supposed to pop open whenever there's a pressure imbalance between air inside and outside the fuel cells—like every time fuel is transferred from the front to the rear fuel cells.

Unfortunately, some tanks are still using fuel caps, NSN 5340-01-387-4007, that have a **black** filter cartridge. These cartridges can develop breathing and venting problems that will collapse the forward fuel cells.



Fuel caps with
black cartridge
filters won't
always vent

If your unit still has some of these fuel caps, order a **green** filter cartridge kit, NSN 4330-01-425-7461, to fix them. Green filter cartridges don't have the breathing and venting problem.

The green cartridge filter kit is also part of the semiannual service kit, NSN 2540-01-255-3347. So make sure you install the new cartridge filters at each service.

You can also order new fuel caps, NSN 5342-01-467-5645, that already have the green cartridge filter installed.

PUT OUT FIRES WITH NEW EXTINGUISHER



At long last there's a replacement available for the Halon 1301 hand-held fire extinguishers (HHFE), NSN 6830-00-555-8837, in your M1-series tanks.

Halon 1301 is a Class I ozone-depleting substance, which is harmful to the environment. Until now, however, it was the only substance that could be safely used in M1-series tanks.

The new HHFE is a water and potassium acetate fire extinguisher that has been tested and proven to provide tank fire protection.

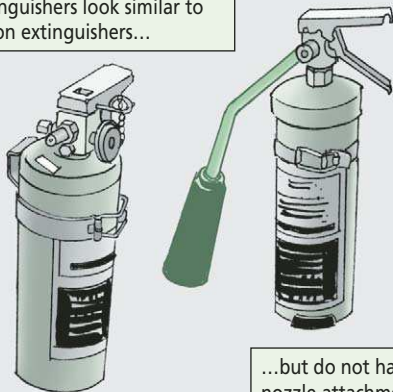
Order the new fire extinguisher with NSN 4210-01-519-0942, the mounting bracket with NSN 4210-01-519-0943, or the fire extinguisher and mounting bracket together with NSN 4210-01-519-4385. However, the new HHFE will fit in the old Halon HHFE bracket.

Don't waste your time trying to order one of the old Halon HHFEs. Your requisition will come back disapproved with a rejection status code of CJ. So submit an order for the new HHFE if you have any outstanding requisitions.

The Halon HHFEs will be replaced through attrition, so you should continue to use any on-hand stocks until they've been used or have reached their expiration date. When that happens, turn the Halon HHFE in to your installation HAZMAT Control Office and request the new HHFE.

Do not discharge or demil the Halon HHFEs before turn-in.

New water/potassium acetate extinguishers look similar to Halon extinguishers...



...but do not have bell nozzle attachment

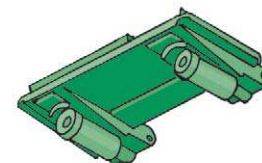
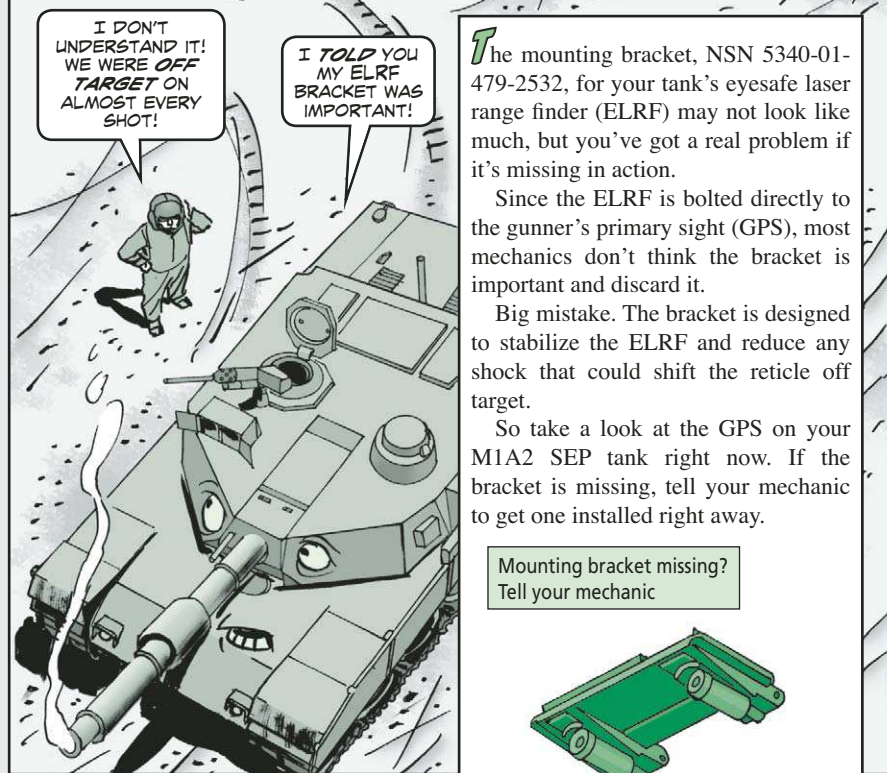
Your HAZMAT Control Office will send the Halon HHFEs to Defense Supply Center Richmond (DSCR) following instructions on the DSCR website:

<https://www.denix.osd.mil/denix/Public/News/DLA/ODS/odsres.html>

If you have turn-in questions, contact DSCR's Bobby Carwile at DSN 695-5203 or (804) 279-5203. The email address is: Robert.Carwile@dla.mil

Questions about the new HHFEs themselves should go to Carl McDaniels, DSN 786-2502 or (586) 753-2502, or Susan Cashero, DSN 786-8114 or (586) 574-8114. Their email addresses are: carl.m.mcdaniels@us.army.mil or susan.marle.cashero@us.army.mil

BRACKET MISSING IN ACTION



Full Hubs Are Quite a Sight!

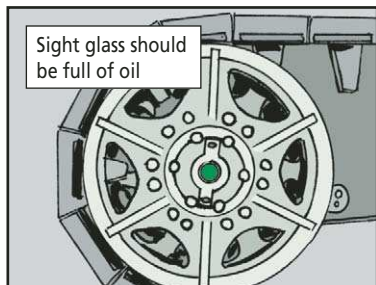
I'M READY TO CLEAN YOUR ROADWHEEL, IDLER WHEEL, AND SUPPORT ROLLER HUB SIGHT GLASSES!

WATER AND A CLEAN CLOTH! NOW THAT'S A SIGHT FOR SORE SIGHT GLASSES!



Crewmen, checking the oil level in your Bradley's roadwheel, idler wheel and support roller hubs is a daily check. If one of those hubs goes dry, the bearings will burn up and the wheel will seize. That could throw the track.

It's an easy check. All you have to do is look for a completely full sight glass on each of the wheels.



'Course, you'll usually have to clean off the sight glass in order to check it. Just make sure you do it right or you might as well leave the dirt on.

That's because the wrong cleaning method scratches and clouds the sight glass surface. When that happens, you can't see the oil level even if the glass is clean.

Never use wire brushes, screwdrivers or knife blades to scrape away dirt or it's bye-bye sight glass. Instead, spray a little water on the glass to soften and loosen caked-on dirt. Then gently wipe it away with a clean cloth.

If the oil level is low, move the Bradley until one of the filler plugs is positioned at the top of the hub. Remove the filler plug and fill the hub with OE/HDO 15W-30 until it reaches the bottom of the filler hole.



NO SWIMMING ALLOWED!

COME ON IN! THE WATER'S FINE!

ARE YOU KIDDING? I'M WAY TOO HEAVY TO GO SWIMMING!



Over the years, the M113A3 FOV has undergone quite a few changes and modifications. As a result, it has gotten heavier and heavier.

In fact, the vehicle weighs so much that it can no longer swim. So the swim requirement was lifted more than 10 years ago.

You may have noticed that vehicles coming back from rebuild or RESET no longer have the swim equipment installed. What does that mean for you?

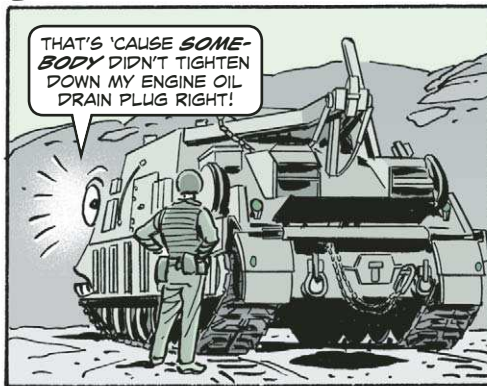
If your vehicle still has swim equipment installed, you have the option of removing it or keeping it in place. However, if any of the swim equipment is lost or damaged, there's no longer any need to replace it.



HERE'S A LIST OF THE ITEMS THAT ARE NO LONGER NEEDED...

Item	NSN
Front pod	2510-01-016-4658
Rear pod	2510-01-016-4657
Track shroud	2510-01-102-4760
Angle bracket	5340-00-933-6954
Rear access cover	5340-01-102-4625
Rear access cover	5340-01-102-4624
Clamp	2510-01-102-6875
Barrier assembly	5340-00-559-5473 or 2540-01-256-0042
Trim vane assembly	2510-00-493-8920

Leaky Plug a Problem



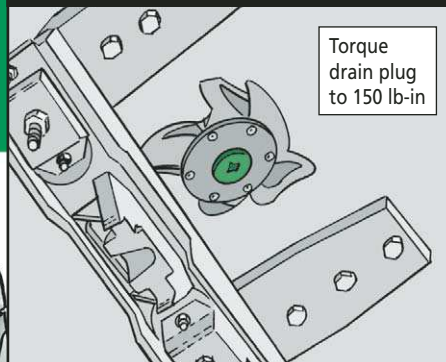
Mechanics, it doesn't do much good to change the oil in your M88A2 recovery vehicle if you don't reinstall the oil drain plug properly.

A loose drain plug causes oil leaks and a loss of engine oil pressure. Without that pressure, engine parts don't get the lubrication they need and seize up. It doesn't take long to turn that engine into an expensive hunk of junk!

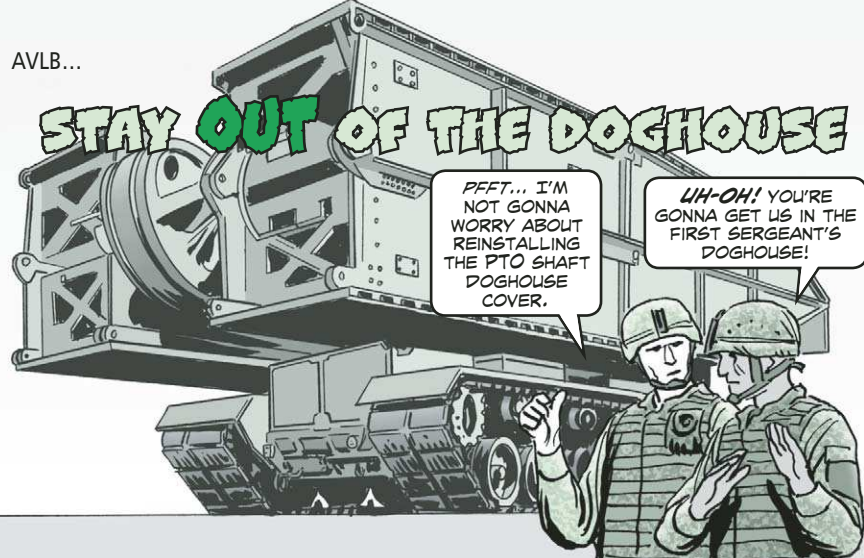
SO AFTER YOU'VE DRAINED THE OLD OIL, MAKE SURE YOU REINSTALL THE DRAIN PLUG THE *RIGHT* WAY. HERE'S HOW...



1. Wipe the drain plug with a clean rag.
2. Screw the drain plug in place hand-tight.
3. After you've changed the oil filter and put in new oil, go back and torque the drain plug to 150 lb-in. *Don't forget!* If you leave the drain plug hand-tight, it *will* loosen.



STAY OUT OF THE DOGHOUSE



Grewmen, if you don't have the doghouse cover installed over the PTO shaft in your AVLB, you could be **in** the doghouse—and in danger.

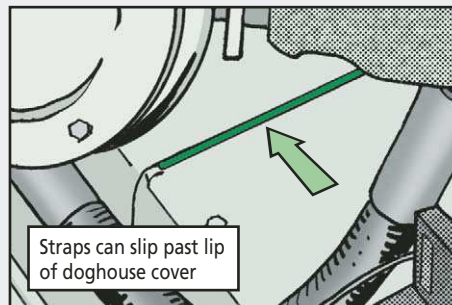
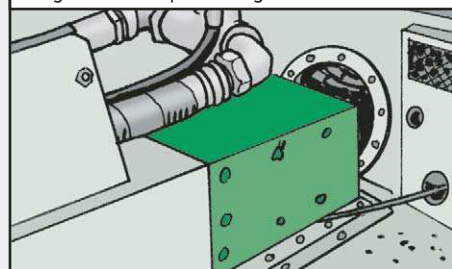
Sure, installing the doghouse cover is a hassle. Space is limited and you're probably thinking the cover doesn't do much good anyway. But you'll regret not installing the cover if the shaft ever breaks loose.

If that happens, pieces of the PTO shaft can go flying. The only thing protecting you is the doghouse cover. So replace a missing cover with NSN 5420-00-363-3931.

Once you have the cover in place, don't use it as a place to store duffle bags, ruck sacks or other items.

Straps can work down past the lip of the doghouse cover and wrap around the PTO shaft. If that doesn't break the shaft, the intense heat can catch the material on fire.

Doghouse cover protects against loose PTO shaft



DOORS ON VEHICLES HELP KEEP YOU SAFE, BUT THAT SAFETY IS **COMPROMISED** IF YOU REMOVE THE DOOR LATCH STRIKER ON YOUR M1114.

REMOVING THE DOOR LATCH STRIKER IS **NOT** AUTHORIZED, SO

DON'T REMOVE THE DOOR LATCH STRIKER!

WHY NOT? BECAUSE **WITHOUT** THE LATCH:

- THE ENTIRE DOOR WEIGHT RESTS ON THE HINGES, WHICH COULD CAUSE THE DOOR TO SAG.
- THE DOOR CAN'T BE PROPERLY SECURED WHEN YOU EXIT THE VEHICLE, BECAUSE THE COMBAT LOCK CAN'T BE ENGAGED FROM OUTSIDE THE VEHICLE.
- EXTRA FORCE IS PLACED ON THE COMBAT LOCK NUTS, WHICH COULD LOOSEN ON ROUGH TERRAIN, LEAVING YOU WITH LESS PROTECTION.

BE SAFE!
KEEP THE DOOR LATCH STRIKER IN PLACE.

Tire Cage NSNs

If your under-inflated tire has a split rim wheel, you **must** inflate it using a tire cage. That'll keep you safe if the split rim flies off. For HEMTT, PLS, and other smaller tires, use tire cage NSN 4910-01-373-0267.

For tires on most construction and material handling equipment, use NSN 4910-00-025-0623. In FED LOG, it's listed as a terminal item. But you can still order it through direct purchase from the vendors.

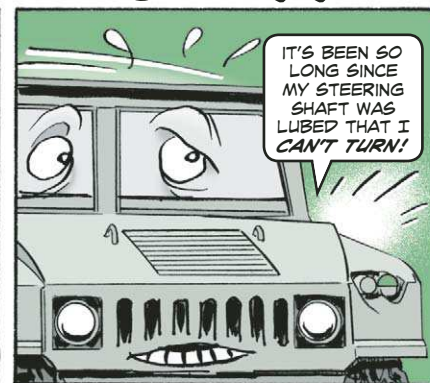
These approved vendors require a lead time to construct these non-stocked tire cages, which aren't cheap. For information on tire cage pricing and lead-time, contact the following manufacturers:

D & D Machinery & Sales Inc.
Comm (830) 438-2309
email: dmartinez@ddmach.com

or

Sunbelt Design & Development, Inc.
Comm (210) 227-9162
email: sddi@aol.com

No Lube a Steering Stopper

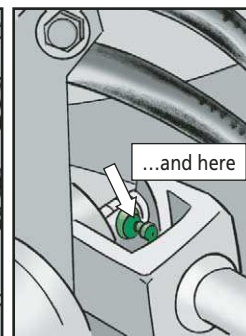
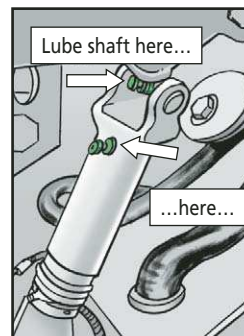


The principle behind your HMMWV's steering wheel is pretty simple: You just turn it in the direction you want to go. But things get a lot more complicated when you forget to lube the intermediate steering shaft!

Without lube, the steering shaft will bind. Those simple left and right turns aren't so easy any more. That's real bad news if you're tooling down the road and entering a curve!

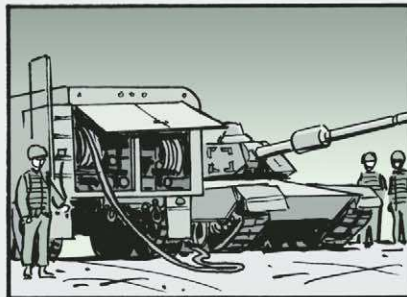
Keep the steering wheel turning during normal operations by lubing the intermediate steering shaft with GAA annually or every 3,000 miles, whichever comes first. When driving isn't normal—high or low temperatures, high speeds or long distances—more frequent lubing is needed. Grease the fittings every 1,000 miles.

And don't forget that the shaft has **three** lube points. The one on the shaft and the one on the top knuckle of the U-joint usually get lubed. The one that gets missed is on the lower knuckle, which is blocked from above by the alternator.



GET UNDER THE TRUCK AND HAVE SOMEONE TURN THE STEERING WHEEL UNTIL YOU CAN GET A GOOD SHOT AT THE FITTING.

Tank Full of PM

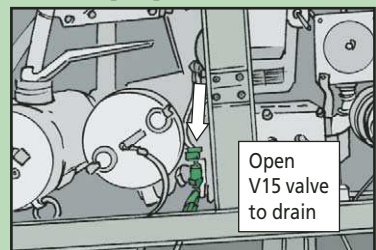


DAY IN AND DAY OUT, USE THESE PM POINTERS BEFORE THE FUEL TANKER LEAVES THE MOTORPOOL.



Open V15 Valve

Always open the V15 valve to drain the filter separator before you operate the tanker. That gets rid of water and other contaminants that were filtered out of the pumped fuel.



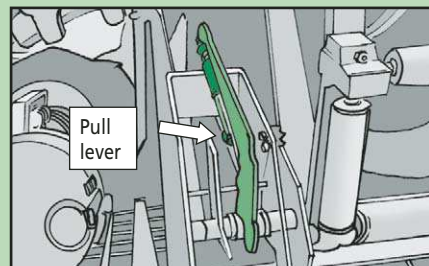
Opening the valve keeps that gunk from going into the vehicles being fueled.

If nothing comes out when you open the valve, chances are the V15 valve is clogged, which backs up more water and gunk. As soon as your tank is empty, or when you unload fuel, have a mechanic disassemble and clean the valve.

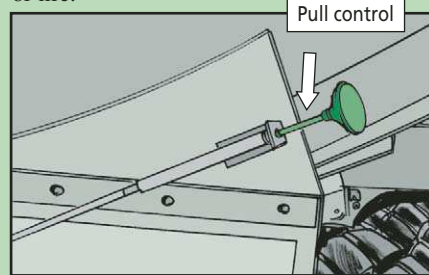
Exercise Shutoff System

You'll never know when you'll need the fuel tanker's emergency fuel shutoff system. Keep it ready with some exercise now and then. Here's how:

1. Pull back on the MANUAL CONTROL EM VALVE lever. That opens the V1 emergency valve, letting you dispense fuel.



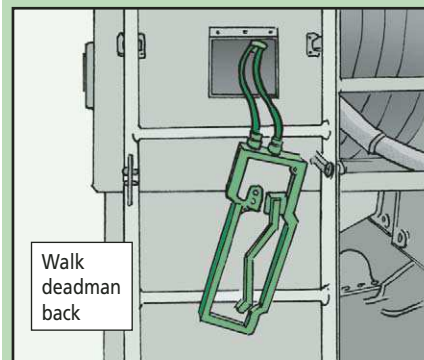
2. Pull out the EMERGENCY SHUTOFF control. That should throw the MANUAL CONTROL EM VALVE forward, closing the V1 valve. That stops fuel during a spill or fire.



If the lever didn't move, tell your mechanic to adjust, lube or replace it.

Keep Deadman Alive

After using the hand-actuated valve (HAV), or deadman control, walk it back on its reel. If you let it fly, the hard landings will damage the air hoses, creating leaks.



Likewise, never tie a knot in the air hoses to stop the HAV before it hits the vehicle. It's easier on the control, but harder on the air hose. Once again, you get leaky hoses. Even a small leak can keep the deadman control from letting you pump fuel.

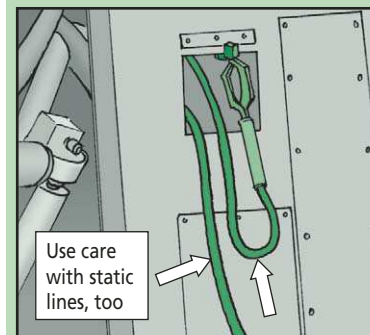
Whether the HAV makes it through the reel window on the fly or not, the jolt on the air lines can pull the hoses away from the control.

If that happens to you, here's a quick fix to reattach the hoses.

Cut a couple of inches from the damaged end of the hose. Put the hose back over its fitting. Then, use a screw-type hose clamp, NSN 4730-00-363-4102, to secure it.

Walk Static Cables

The static ground cable needs careful handling, too.



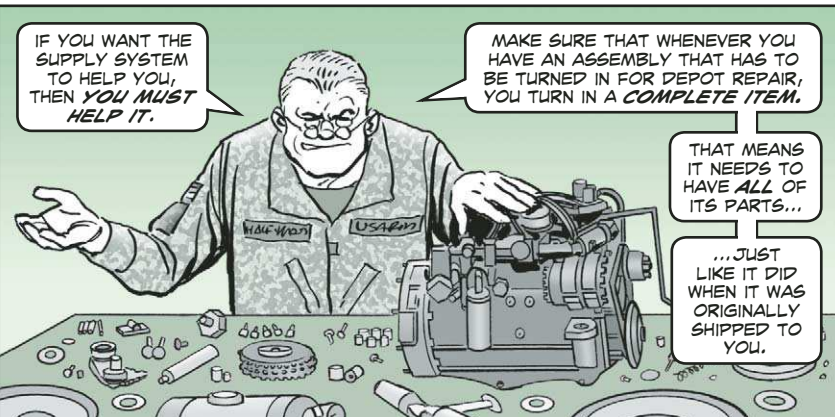
Cables get stretched and broken when you let them fly back into the spool. The clamp can be ripped off the end of the cable. And the recoil spring can break. Then the cable can't rewind.

So, take it easy on the cable and spool. Walk it back to the vehicle.

How to Get



THIS NEEDS A FULL DEPOT OVERHAUL!



IF YOU WANT THE SUPPLY SYSTEM TO HELP YOU, THEN **YOU MUST** HELP IT.

MAKE SURE THAT WHENEVER YOU HAVE AN ASSEMBLY THAT HAS TO BE TURNED IN FOR DEPOT REPAIR, YOU TURN IN A **COMPLETE ITEM**.

THAT MEANS IT NEEDS TO HAVE **ALL** OF ITS PARTS...

...JUST LIKE IT DID WHEN IT WAS ORIGINALLY SHIPPED TO YOU.

As tempting as it is, **don't** remove items that make up an assembly. Or if you do remove a part, at least do a controlled exchange and return an inoperable item as part of an assembly you need to turn in.

TACOM writes contracts for the repair of **complete** assemblies. That way, you can replace an assembly without having to remove and install the parts needed to make your vehicle run. Simple.

Parts Faster



SINCE YOU'RE SENDING IT TO DEPOT, LET ME GET PARTS FIRST.

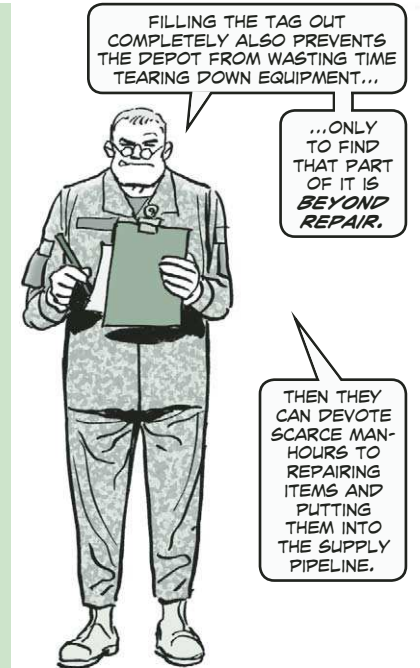


WHAT'S THIS!? YOU NEED TO TURN IN **COMPLETE ASSEMBLIES**!

But turning in incomplete assemblies throws a monkey wrench in their plan. Plus, the Army has to pay a fee whenever assemblies arrive at the depot or contractor facility with missing items. Then contract adjustments have to be made to cover the added cost of replacing parts. This increases the cost and the length of time to rebuild assemblies. So prevent this by turning in **complete** assemblies and doing one more thing.

What's that? Pay attention to detail when completing DD Form 1577-2, *Unserviceable (reparable) tag - materiel*. Ensure that the **reason** for the repair is completely filled in before signing it.

This gives the depot an idea of what's wrong with the assembly before they start working on it, saving time and money. Then they can complete the easiest work first, which allows the part to get returned to the supply system more quickly and cuts down on back orders.



FILLING THE TAG OUT COMPLETELY ALSO PREVENTS THE DEPOT FROM WASTING TIME TEARING DOWN EQUIPMENT...

...ONLY TO FIND THAT PART OF IT IS **BEYOND REPAIR**.

THEN THEY CAN DEVOTE SCARCE MAN-HOURS TO REPAIRING ITEMS AND PUTTING THEM INTO THE SUPPLY PIPELINE.

DRAIN AIR LINE MOISTURE



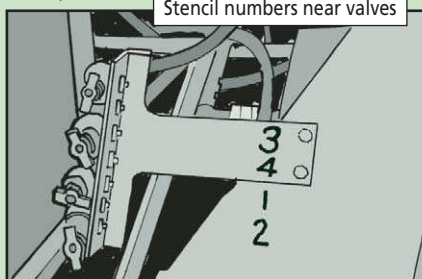
Moisture in the air brake lines of your M939-series truck leads to corrosion. In cold weather, it turns to ice. Both clog the lines and stop air flow to the brakes. Your get-up-and-go won't slow down and stop!



1. Drain all four tanks. Sure, the most water will come from the wet tank, but there can be moisture in all four.
2. Your first impulse will be to drain the four tanks in order, from top to bottom. That won't work here. Instead, you **must** drain the tanks in the sequence listed on Page 2-67 of TM 9-2320-272-10 (Aug 98 w/Ch 2).

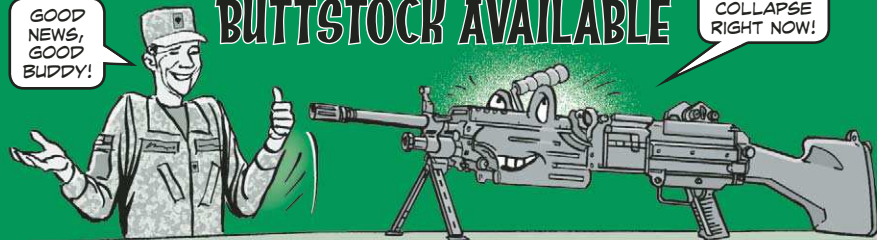
To make the order easier to remember, stencil the numbers on the truck near the valves. Use black, water dispersible CARC paint, NSN 8010-01-493-3182, and a one-inch stencil for the numbers.

3. Open each petcock just long enough to drain the water, then close it. That way you have enough air pressure to drain all four tanks.

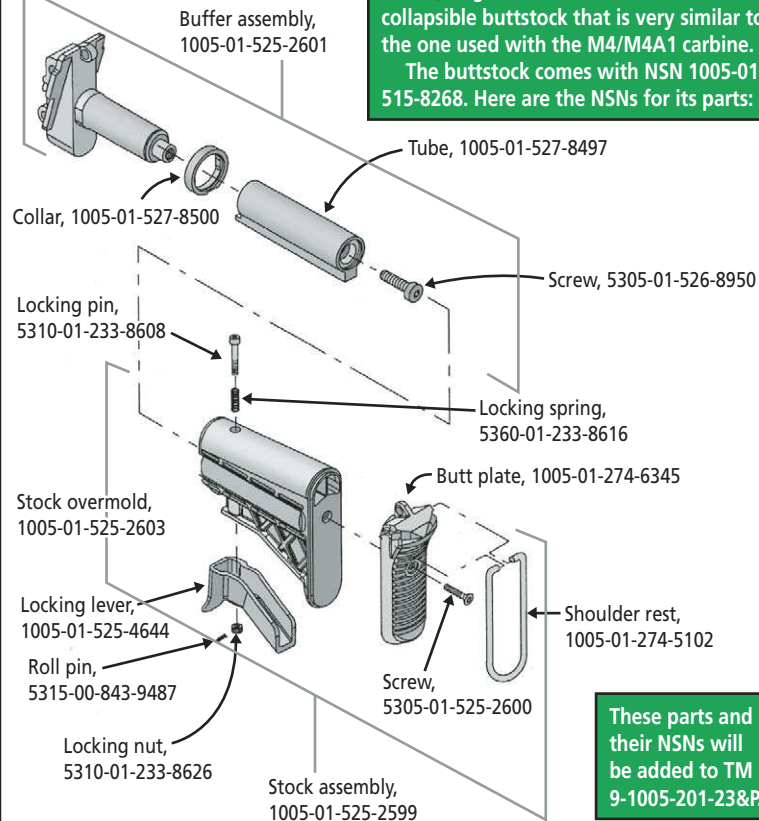


NEW COLLAPSIBLE BUTTSTOCK AVAILABLE

I'M SO HAPPY I COULD COLLAPSE RIGHT NOW!



M249 gunners can now order a collapsible buttstock that is very similar to the one used with the M4/M4A1 carbine. The buttstock comes with NSN 1005-01-515-8268. Here are the NSNs for its parts:

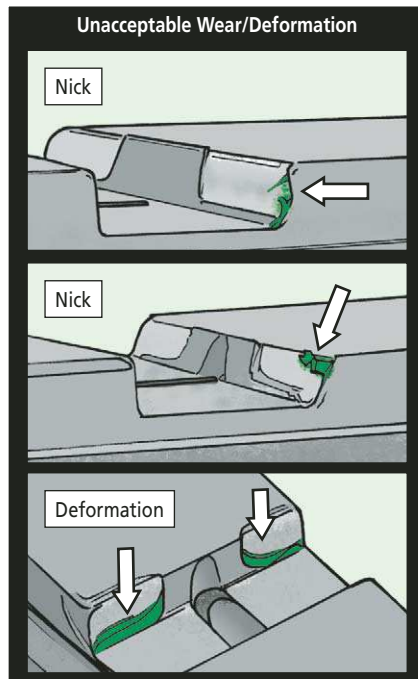
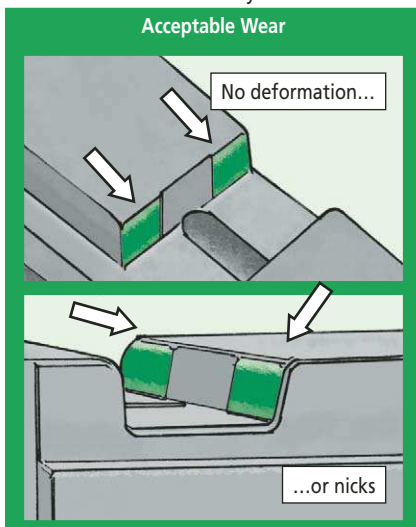


These parts and their NSNs will be added to TM 9-1005-201-23&P.



WEEDING OUT BAD BOLTS

A bad bolt for your M2 machine gun means dangerous firing. Unfortunately, some poorly manufactured bolts have gotten into the system and must be weeded out immediately.



The bad bolts were not heat treated correctly in the breech lock slot area. As a result, those bolts develop headspace problems as they're fired.

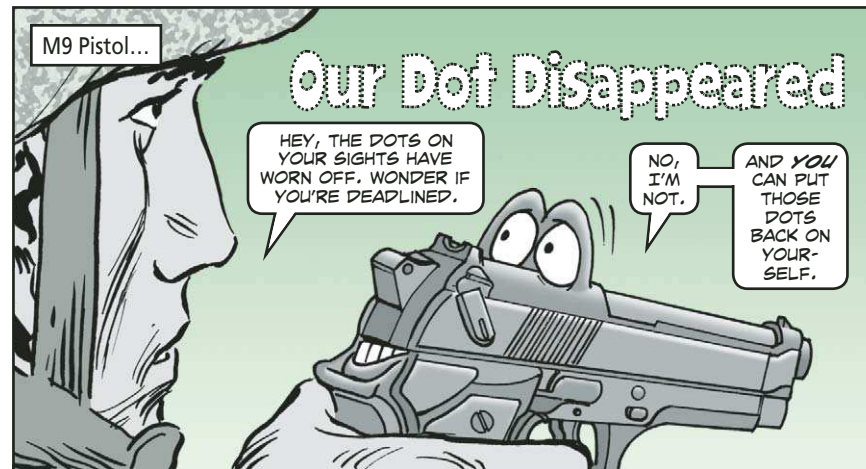
The bad bolts have a CAGE code of **28210** stamped on them and have no month, year, and lot code. Bolts with the month, year, and lot code following the 28210 have been remanufactured and are OK to use.

Inspect bad bolts for abnormal wear or deformation in the forward area of the slot that contacts the breech lock during firing. If you spot problems, the bolt should be replaced. If you don't find problems, inspect the bolt again after 50 rounds. If the bolt is still OK, continue to use it.

But remember a cartridge case rupturing is a sign headspace is bad, which can be caused by a bad bolt. Inspect the bolt immediately for abnormal wear in the breech block slot.

If you're in SWA and find you have a bad 28210 bolt, contact the Small Arms Support Center for a replacement. Call DSN 312-992-2607/(732) 532-2607. (Use extension 16203 for both numbers.) Or email: walter.hilliard@us.army.mil

Units not in SWA should submit a Quality Deficiency Report (QDR) to receive credit for the bad bolt. Meanwhile, they can order a new bolt through normal supply channels. The QDR SF 368 can be submitted through AEPs at <https://aeps.ria.army.mil> or you can email it to: QAWQDRS@ria.army.mil or fax it to DSN 793-6653/(309) 782-6653.



Dear Half-Mast,

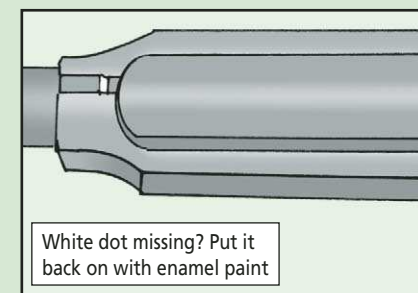
The M9 pistol comes from the manufacturer with a white dot on both the front and rear sights that helps the shooter sight. But over time the white dots disappear. Does a missing dot deadline the pistol? Can we replace dots ourselves?

E.P.

Dear E.P.,

Lack of dots on the sights does not deadline an M9. If you think the dots help your shooting, use any good white metal enamel paint after a thorough cleaning to put dots back on the sights. Same thing goes for the red safety/fire dot under the de-cocker safety.

Half-Mast



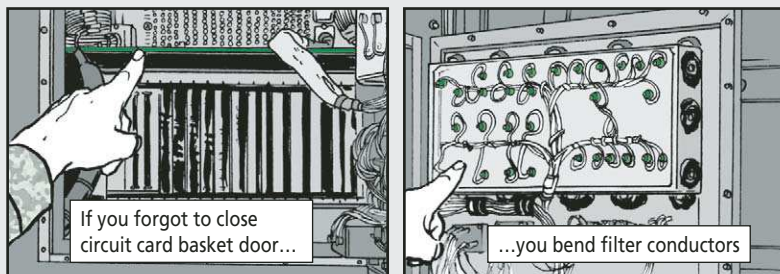
Don't Forget to Shut LCU Door



Dear Editor,

On the PAC 2 version of the Patriot launcher, you're required to open the circuit card basket door in the launcher electronic module (LEM) while doing diagnostic testing.

The problem is that the door has a catch to keep it open. Maintenance forgets to close the door. Then when they shut the launcher control unit (LCU) panel the door damages the conductors for the filter in the panel. That results in false readings for launcher missile status.

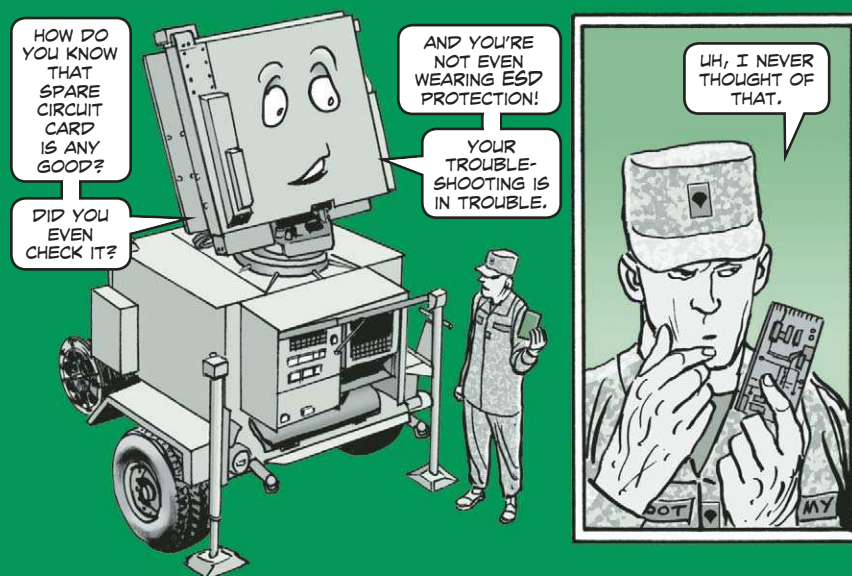


The solution, of course, is to remember to shut the circuit card basket door before shutting the LCU panel. But if you get false readings on missile status, check the filter conductors first. You'll save lots of troubleshooting time. Often you can bend the filter conductors back in place and get back in business.

SSG Roy O'Leary, 3/43 Bn
SSG Geoffrey Holcomb, 5/52 ADA
Ft Bliss, TX

Editor's note: That door is easy to forget. Thanks for reminding us.

DIAGNOSING DIAGNOSTIC PROBLEMS



Dear Editor,

Trying to diagnose Sentinel problems with faulty diagnostic equipment is about as bad as trying to operate at night with faulty night vision goggles. These two tips can save you *hours* of troubleshooting:

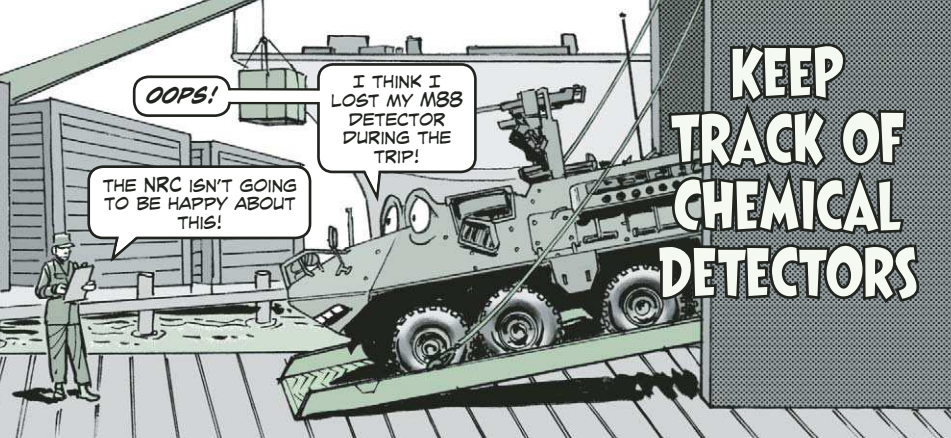
- **Test all the diagnostic spares regularly, especially before deployments and field exercises.** The Sentinel has 31 spare parts, such as circuit cards and power supplies, so this is no snap job. Plug the parts one-by-one into a known good system to make sure they all work. This is a good exercise for Sergeants' Time.

Otherwise, you could be trying to fix a system by installing defective parts and what might be a small problem seems to be a much bigger one.

- **When troubleshooting, don't remove any diagnostic spares you've installed until the problem is totally fixed.** Then once the Sentinel is fixed, begin putting in the original parts, starting with the first spare parts installed. Sometimes more than one part has been fried or is defective. This way you can easily see which parts were bad.

SGT David Gilmore
1-44 Air and Missile
Defense Battalion
Ft Bliss, TX

Editor's note: Nice diagnosis, Sergeant. I think your suggestions will produce a good prognosis for Sentinels. Always remember to wear ESD protection when handling circuit cards.



The Army had to report last year the loss of an ACADA M88 chemical detector that had been installed on a Stryker to the Nuclear Regulatory Commission (NRC).

The resulting investigation showed that many units weren't tracking their ACADAs. Because they have a radioactive component, this is a violation of the Army's NRC license.

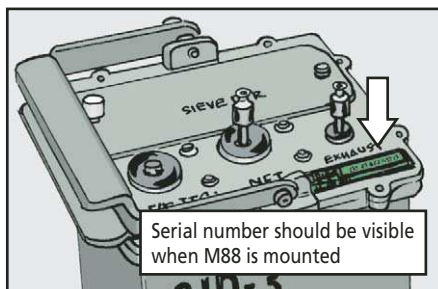
Because the Army wants to prevent NRC troubles, it has established these rules for units with ACADAs:

- The Stryker PM will initially input the M88 detector into the Department of Defense Radiation Testing and Tracking System (DODRATTS) Unique Item Tracking (UIT) database when it is handed off to units. DODRATTS UIT is accessed through the LOGSA website at: <https://liw.logsa.army.mil/index.cfm?fuseaction=login.main> After the unit receives the detector, the unit property book officer or serialization officer should drop an R transaction in the UIT. Accountability can also be maintained through the Property Book Unit Supply Equipment (PBUSE) database, although the preferred method is through the UIT database since it tracks serial numbers better. The unit radiation safety officer should be kept informed of the M88 detectors in the unit.

- Units shipping Strykers must make sure their shipping documents have listed the NSN and the serial number for each M88 installed in a Stryker. The serial numbers will usually have a prefix of Y14-D-xxxxx for the M88 detector and Y14-M-xxxxx for the radioactive drift module. But some M88s have the same serial number for both the detector and the drift module.

- If your Strykers' M88s don't have their serial numbers showing when they're mounted, get labels from the TACOM Safety office. Write the M88 serial numbers on the labels and stick the labels on the front of the M88.

For labels, contact the Safety Offices Thomas Gizicki at DSN 793-2965/(309) 782-2965 or email: thomas.gizicki@us.army.mil He will need your mailing address, POC, and phone number.



If you have questions about the LOGSA LIW Unique Item Tracking Database, contact Dorothy Ritter at DSN 897-2458/(256) 313-2458 or email:

dorothy.ritter@us.army.mil

You can also contact William McKelvie at DSN 645-9584/(256) 955-9584 or email:

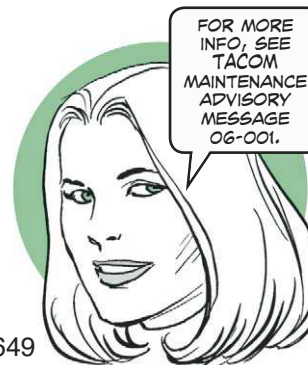
william.mckelvie@us.army.mil

For questions about the Property Book Unit Supply Enhanced Database, contact CW5 Franklin Meeks at (804) 706-9026 or email:

franklin.d.meeks@us.army.mil

Or contact CW5 Pablo Brown at (804) 706-9005 or email:

pablo.brown@us.army.mil



JSLIST...

COUPLING BUTTON POINTS OUT

UH-OH. THE HOOD DRAW-STRING CAME LOOSE!

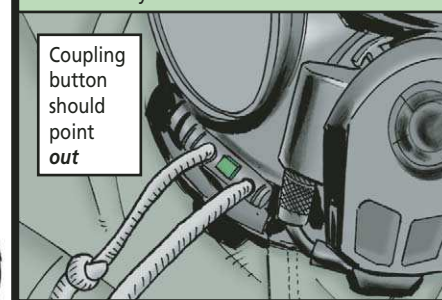
HOPE THERE AREN'T ANY CHEMICAL AGENTS FLOATING AROUND.



Which way the button points is important on your JSLIST's hoodstring coupling.

If the coupling button points in, your mask could accidentally bump it and cause the button to release. Then your hood won't be tight and can let in chemical agent.

So position the coupling so that its button points out. After you tighten the hoodstring and lock the coupling, it's a good idea to have a buddy check that the hood fits right on the mask. Then you can do the same for him.



New Bag JSLIST Friendly

AAAAH, THIS NEW BAG MAKES THINGS SO MUCH **EASIER**.

I WAS SO CRAMPED IN THAT OLD BAG.



IF YOU'VE HAD TROUBLE GETTING YOUR JSLIST PROTECTIVE SUIT TO FIT IN ITS BAG, WE HAVE SOMETHING TO PUT A SMILE ON YOUR FACE.

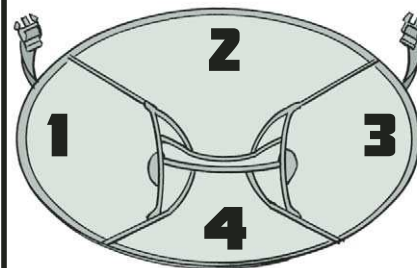


YOU CAN NOW ORDER A NEW STORAGE BAG WITH NSN 8465-01-540-9951 THAT MAKES STORING MUCH **EASIER**.

The bag is designed to easily store the JSLIST coat, trousers, gloves, and overboots. The bag can be secured to the top of the MOLLE large rucksack. Pass the closure straps on the MOLLE lid through the tiedown loops on the JSLIST bag and fasten the side-release closures to secure the lid.

The bag has a carry handle and two thin shoulder straps for easy transport. It has a roll-down closure that reduces bulk but still safely secures JSLIST. When packed, the bag has a flat shape, which makes it convenient for stacking full bags on top of one another. Pack the bag like this:

Top view, bag open



1. Place one chemical protective boot here
2. Place overgarment coat and protective gloves here
3. Place one chemical protective boot here
4. Place overgarment trousers here

Here are some general care instructions for the bag:

- Clean dirt off with a soft bristle brush.
- Wash the bag in a pail of water mixed with a mild detergent.
- Rinse it thoroughly in clean water.
- Never use chlorine bleach, yellow soap, cleaning fluids or solvents on the bag. They will discolor the bag or cause it to deteriorate.
- Dry the bag in the shade or indoors to prevent fading. Never dry it by direct sunlight or heat or by an open flame.
- Never wash the bag in a washing machine or dry it in a dryer. That ruins the bag.
- Never try to dye the bag or repair it. Turn it in for repair or replacement.

AN/VDR-2 Radiac Set...

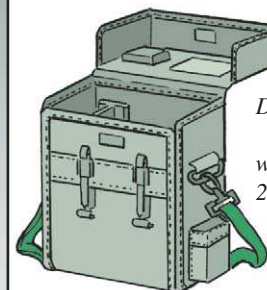
HOW TO REPLACE STRAP?



Dear Half-Mast,

We have lost the strap for the AN/VDR-2 carrying case and we can't find anything in TM 11-6665-251-10 on it. Is there a way to order one?

SPC R.H.



Dear SPC R.H.,
Sure. Order it with NSN 5340-01-289-5063.

Half-Mast

SYSTEM REMOVES BROKEN BOLTS, STUDS



Mechanics need help removing broken bolts and studs. The Army now has a new extracting kit that makes the job easier.

The X-tractalloy kit uses a welding rod as filler material to attach to the broken bolt or stud, along with a special flux that protects the threads. Once the melted rod comes to the surface of the bolt or stud hole, a standard grade 8 flat washer and nut are welded to the material. After the material cools, the bolt or stud can be removed with a standard wrench. The kit is especially useful if the broken fastener has a broken-off extractor or drill bit in it.

The kit costs \$380 and can be ordered with NSN 3439-01-537-6909. Instructions on how to use kit are included.

THE WELDING ELECTRODE SET, NSN 3439-01-537-6909, IS MADE UP OF THESE PARTS...

- Two pounds of $\frac{3}{32}$ -in welding rod, NSN 3439-01-537-8145
- Two pounds of $\frac{1}{8}$ -in welding rod, NSN 3439-01-537-8141
- Two pounds of $\frac{5}{64}$ -in welding rod, NSN 3439-01-537-8142
- 50 $\frac{3}{8}$ -in flat washers, NSN 5310-01-537-8143
- 25 $\frac{5}{8}$ -in flat washers, NSN 5310-01-537-8144
- 25 $\frac{1}{2}$ -in flat washers, NSN 5310-01-537-8146
- 50 $\frac{3}{8}$ -in hexagon nuts, NSN 5310-01-537-8149
- 25 $\frac{5}{8}$ -in hexagon nuts, NSN 5310-01-537-8147
- 25 $\frac{1}{2}$ -in hexagon nuts, NSN 5310-01-537-8148

IF YOU HAVE QUESTIONS ABOUT THE KIT, CONTACT TACOM'S TOM LETTIS AT DSN 793-2161/(309) 782-2161 OR EMAIL thomas.lettis@us.army.mil



HORSE OPERA PICTURES PRESENTS:

RIO LOCO

A Western Saga of Loss and Redemption

Part Two ★ starring:



REX STERLING,
King of the
PM Cowboys



SWEET NELL MCGILLACUTTY,
the Virtuous Schoolmarm



SCRATCHY BUTTES,
the Trusty Sidekick

and
featuring:



**Prissy
Eastern
Dude**



**Evil
Jack
Slade**



**Little
Timmy**

JOE
KUBERT

OUR STORY TAKES PLACE ONE MORNING IN THE OLD WEST TOWN OF DUSTY BRITCHES. IN OUR LAST EPISODE, REX STERLING HAD FALLEN INTO DESPAIR.

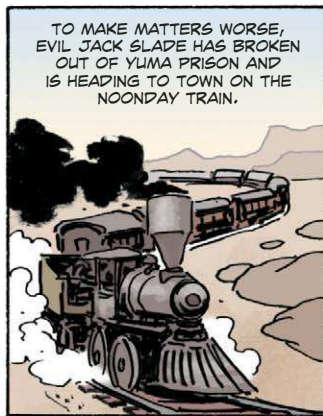


AFTER A HORRIBLE LUBING ACCIDENT (A.K.A. *THAT FATEFUL DAY*) INJURED LITTLE TIMMY MCGILLACUTTY, REX HUNG UP HIS GREASE GUNS, VOWING NEVER AGAIN TO PERFORM PREVENTIVE MAINTENANCE.



HAUNTED BY GUILT FOR HIS PART IN THE ACCIDENT, THE ONCE-GREAT LAWMAN AND PM PRACTITIONER HAS HIT ROCK BOTTOM, REDUCED TO EMPTYING CUPIDORS IN SALOONS.

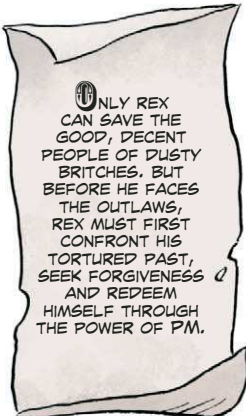




TO MAKE MATTERS WORSE, EVIL JACK SLADE HAS BROKEN OUT OF YUMA PRISON AND IS HEADING TO TOWN ON THE NOONDAY TRAIN.



HE AND HIS OUTLAWS (THE HOLE-IN-THE-HEAD GANG) ARE PLANNING AN ORGY OF SHOOTING, BURNING AND PLUNDERING.



ONLY REX CAN SAVE THE GOOD, DECENT PEOPLE OF DUSTY BRITCHES. BUT BEFORE HE FACES THE OUTLAWS, REX MUST FIRST CONFRONT HIS TORTURED PAST, SEEK FORGIVENESS AND REDEEM HIMSELF THROUGH THE POWER OF PM.



LITTLE TIMMY'S BEDROOM IN THE HOME OF HIS BIG SISTER, SWEET NELL...



DO NOT FORESAKE PM, MY DARLING. THE GOOD, DECENT PEOPLE OF DUSTY BRITCHES DESPERATELY NEED YOUR HELP. WHY, NOBODY'S DONE A LICK OF PM IN THIS TOWN SINCE...



... THAT FATEFUL DAY.



REX, YOU'RE ALL THAT STANDS BETWEEN US AND THE OUTLAWS. THEY'RE FIXIN' TO GUN DOWN THE MEN, BURN THE TOWN AND CARRY OFF OUR WIMMENFOLK.



HOW CAN I EVEN THINK ABOUT PM AFTER THE TERRIBLE WRONG I'VE DONE TO LITTLE TIMMY?



I FEEL PLUMBS AWFUL ABOUT THAT FULL-SERVICE CHASSIS LUBING I GAVE YOU, YOU SLIPPERY LITTLE RASCAL.



DON'T BLAME YOURSELF, REX. LOOK ON THE BRIGHT SIDE. AT LEAST I DON'T NEED AS MUCH FIBER IN MY DIET AS I ONCE DID.



CAN YOU EVER FORGIVE ME, LITTLE TIMMY?

I ALREADY HAVE, REX.



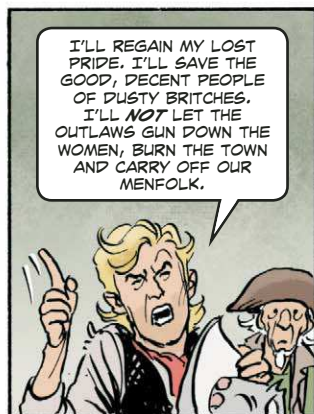
THEN I'LL DO IT! I PLEDGE TO YOU THIS DAY, I'LL REDEDICATE MYSELF TO PM WITH A BURNING PASSION!



LIKE THE BURNING PASSION I GET AFTER FIVE BOWLS OF FRIJOLE BEANS AND CAYENNE PEPPERS?



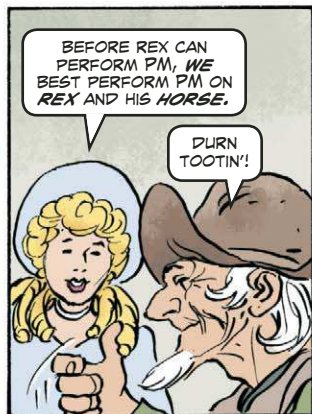
¡MUY CALIENTE!



I'LL REGAIN MY LOST PRIDE. I'LL SAVE THE GOOD, DECENT PEOPLE OF DUSTY BRITCHES. I'LL *NOT* LET THE OUTLAWS GUN DOWN THE WOMEN, BURN THE TOWN AND CARRY OFF OUR MENFOLK.



SAY WHAT!?



BEFORE REX CAN PERFORM PM, WE BEST PERFORM PM ON REX AND HIS HORSE.

DURN TOOTIN'!



SPLASH



MEANWHILE, BACK IN THE TOWN OF DUSTY BRITCHES...

GO QUICKLY, REX. FULFILL YOUR PM DESTINY, FACE DOWN THE DEADLY OUTLAWS, AND ONCE MORE YOU SHALL KNOW...

...THE LOVE OF A GOOD WOMAN, THE LOYALTY OF A GOOD FRIEND, AND THE PUNGENT AROMA OF A GOOD HORSE.

I CAN ALMOST SMELL IT NOW.



NOW TO CHECK THE EXHAUST...



WHUMP



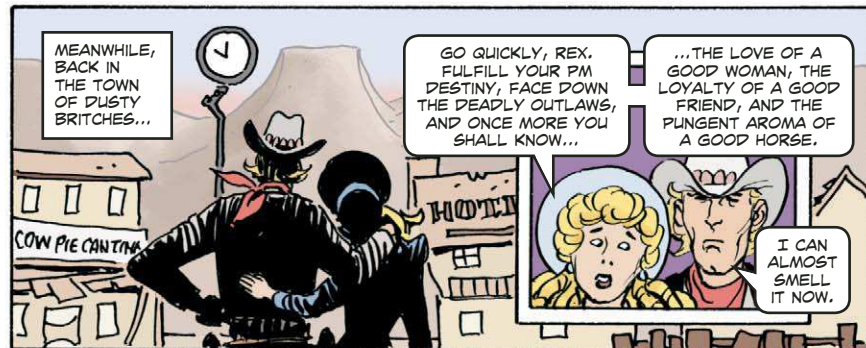
MEANWHILE, DOWN AT THE TRAIN DEPOT...

DARLIN', SAVE THE LAST DANCE FOR ME.

TRAIN DEPOT

LOOK, FELLERS, ANOTHER TELEGRAM!

THIS HERE'S EVIL JACK'S FINAL WARNING: DO YOUR SIX-SHOOTER, HORSE AND TACK PM-AND HE DON'T MEAN MAYBE!



MEANWHILE, BACK IN THE TOWN OF DUSTY BRITCHES...

GO QUICKLY, REX. FULFILL YOUR PM DESTINY, FACE DOWN THE DEADLY OUTLAWS, AND ONCE MORE YOU SHALL KNOW...

...THE LOVE OF A GOOD WOMAN, THE LOYALTY OF A GOOD FRIEND, AND THE PUNGENT AROMA OF A GOOD HORSE.

I CAN ALMOST SMELL IT NOW.

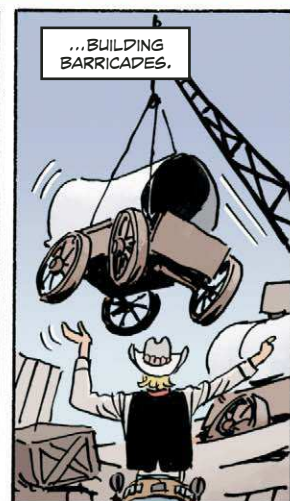


REX LAUNCHES INTO A FRENZY OF PREVENTIVE MAINTENANCE...

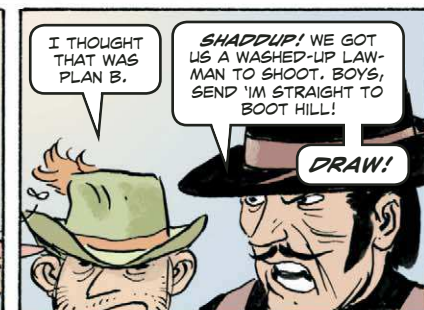
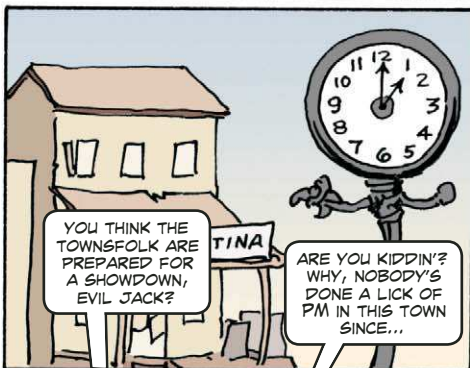
...CLEANING WEAPONS...

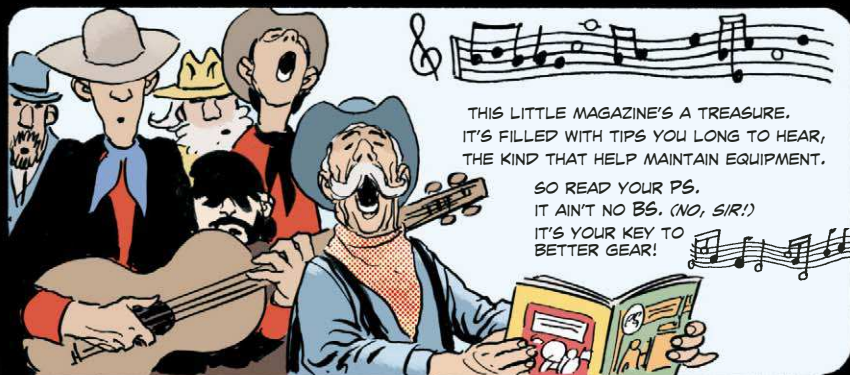


...SHOEING HORSES...

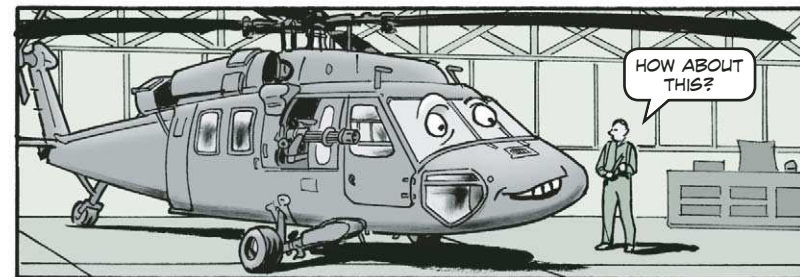


...BUILDING BARRICADES.





GAUGE EXTENDS LIFE OF GATLING GUN



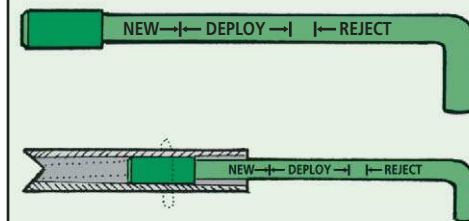
The barrel life for the 7.62-mm Gatling gun (also called mini-gun) used to be 16,666 rounds per barrel or 100,000 rounds total for the gun's set of six barrels.

A new barrel erosion indicator gauge, NSN 1005-01-535-5576, now makes it possible to safely extend barrel life up to 50,000 rounds per barrel or 300,000 rounds per set of six barrels.

But to get this kind of long barrel life, you need to fire bursts of fewer than 500 rounds and allow the barrels to cool enough that they can be touched before firing again. If you fire longer bursts or don't let the barrels cool between bursts, barrel life is shortened.

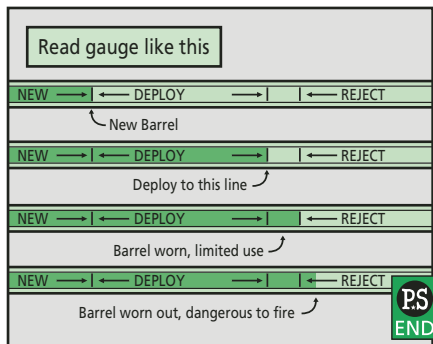
To use the erosion indicator, insert it in the barrel breach to measure wear of the lands and grooves.

Insert erosion indicator in breach to measure wear



Brand new barrels don't need to be measured until after 10,000 rounds. After the gauge indicates the mid-range of DEPLOY, a barrel should be checked every 5,000 rounds.

When the gauge measures past DEPLOY into WORN, the barrel should be used only for training and it should be measured every 2,000 rounds. Once a barrel is gauged as REJECT, it should not be used for firing and should be turned in for demil.



UH-60 Series...

Blade Pins Need More Curing Time



IN PS 633, PAGE 35, WE TOLD YOU THAT BLACK HAWK BLADE PINS NEED SIX HOURS CURING TIME AT THE 500-HOUR PHASE MAINTENANCE, ACCORDING TO THE INSTRUCTIONS ON THE SOLID FILM LUBRICANT CAN.

HOWEVER THAT CONFLICTS WITH WP 0542 00 OF TM 1-1520-237-23-3, WHICH SAYS TO AIR-DRY BLADE PINS FOR 12 HOURS.

THE TM TAKES PRECEDENCE. SO CURE THEM FOR 12 HOURS.

MECHANICS CAN SPEED THE PROCESS BY AIR-DRYING THE PINS FOR 30 MINUTES, AND THEN DRYING 30 MINUTES MORE AT 150 DEGREES IN THE AVIM SHOP'S HEAT TREATING OVEN, NSN 3424-01-507-7007, SUPPLIED IN THE AVIM SHOP SET.

DO THIS, AND YOU'RE DONE.



AS A NOTE, BLACK HAWKS ARE NOW ON A SPLIT PHASE MAINTENANCE OF 350/700 HOURS.



UH-60 Series...

IT'S NOT WHAT IT ALWAYS LOOKS LIKE

DON'T ASSUME ANYTHING WHEN YOU GO TOPSIDE TO CHECK MY DECK.

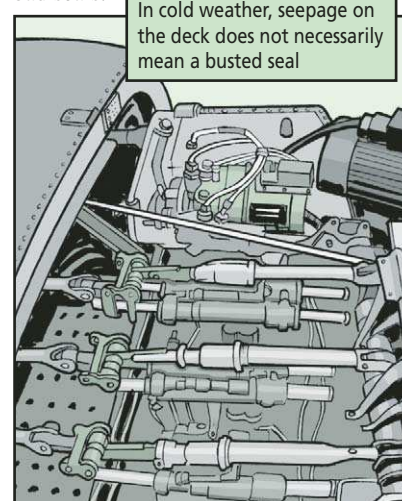
I'VE GOT THE TM, SO DON'T WORRY.



Mechanics, looks can be deceiving when inspecting the hydraulic deck of the Black Hawk in cold weather.

If you notice hydraulic fluid seepage, don't assume there are component leaks or bad seals.

In cold weather, seepage on the deck does not necessarily mean a busted seal



Determine if you have an actual hydraulic leak by wiping the deck clean. Then run the APU for 15 minutes. Then check the deck area again.

Remember, some seepage is allowed, so when performing hydraulic deck inspections like it says in WP 0691 00 of TM 1-1520-237-23-4, follow the leakage inspection criteria.

Before calling AVIM to the rescue, make sure you check out the component preventive maintenance services checklist for hydraulics. They're in TM 1-1520-237-PMD and -PMI.

All the other "on aircraft" inspections can be found in WP 1687 00 of TM 1-1520-237-23-12.

THE WORD IS OUT

AVIATION CREWMEMBERS AND MAINTAINERS, IF YOU'RE RETURNING FROM OCONUS DEPLOYMENT, **DO NOT** TURN IN YOUR AVIATION NIGHT VISION IMAGING SYSTEM (ANVIS) TO A RESET PROGRAM.

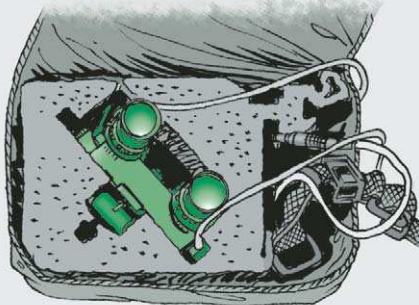


THERE IS NO AUTHORIZED RESET PROGRAM IN PLACE FOR ANVIS.

Upon returning from your deployment, service your binoculars at the normally scheduled six-month intervals like it says in TM 11-5855-263-23&P and TM 11-5855-313-23&P.

Maintenance can be performed **only** by an authorized AVIM, AASF, ASF, or LAD shop. **Do not** ship the ANVIS to unauthorized maintenance facilities claiming to perform RESET, or to people who are not properly trained to perform maintenance. The only authorized ANVIS maintainers are listed in GEN-06-0-02.

ANVIS returned from unauthorized 'RESET' teams have had maintenance performed without being documented. Other problems have included improper collimation, no purging and incorrect zero diopter settings and infinity focus. Doin' your own maintenance on binoculars must stop!



Always turn binoculars in to the right people

Any ANVIS turned into an unauthorized program must be reinspected by a qualified inspector to ensure the -10/20 standards are met.

ALL THE DETAILS ARE IN GENERAL-MIM-2006-011, AVIATORS NIGHT VISION IMAGING SYSTEM RESET CLARIFICATION.



Pages 35-37 of PS 643, June 2006, tells you what you can—and cannot—do to take care of your ANVIS. But there are a few changes since that article was published.

The objective lens and eyepiece assemblies should not be loose but have free movement. Update TM 11-5855-263-10 and TM 11-5855-313-10 with pen and ink changes from GEN-06-ASAM-02.

When performing the power pack test, attach or update the gummed label, NSN 7530-01-514-4913, with the due date for the next inspection like it says in TM 11-5855-263-23&P and TM 11-5855-313-23&P.

Make a note until all changes to the TMs are updated.

CH-47D/UH-60 Series...

BLACK HAWKS AND CHINOOKS, YOUR RADARS ARE BEING MODIFIED!



Radar Modification

CHINOOK AND BLACK HAWK MECHANICS, HERE'S SOMETHING YOU NEED TO KNOW...



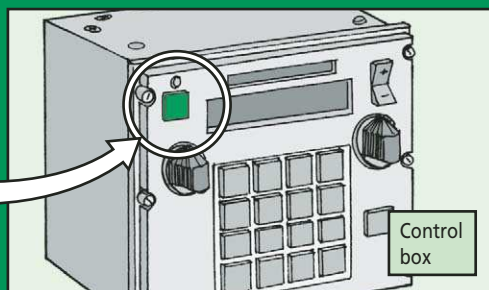
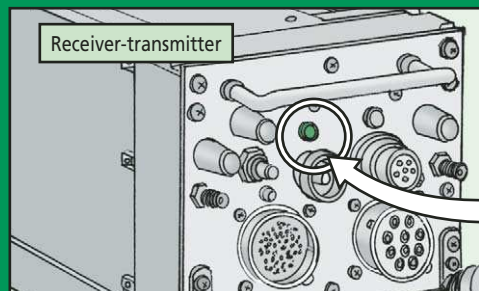
If your CH-47 and UH-60 has had either MWO 1-1520-240-50-90 or MWO 1-1520-237-50-84 applied, then you have the AN/APX-118 common transponder, NSN 5895-01-504-0407.

That means the battery replacement requirement has changed. For the new transponder battery, NSN 1635-01-529-0122, there is no specified battery time change requirement.

PS MORE

The status of the new battery is not checked during normal operation and can only be determined through the power up bit (PUBIT) status.

The BATTERY LOW status and FAULT indicator are displayed on the RCU. The LOW BTRY LED will illuminate on the transponder. When the LOW BTRY LED first lights up, replace the battery prior to the next mission.



This info is currently only on Page 5-7 of TM 11-5895-1733-13&P.

The estimated battery life is 6 months (180 days) when the battery is installed in the operating transponder. The battery shelf life is estimated at 24 months (730 days). Rotate your stock by the Date Code stamped on the battery. For example, Date Code 5206 is Week 52, Year 2006. Unit folks, make a note of this until TM 11-1520-237-23 and TM 11-1520-240-23 series manuals are updated.

Make a note that requisitions for the old battery, NSN 1680-01-493-8794, will be cancelled.

Helicopters that had or still have the old transponder computer kit-1C/TSEC (NSN 7021-01-253-5641) had a battery that was marked with a 180-day changeout.



IF YOU HAVE ANY OTHER AIRFRAME, HOLD TIGHT! YOU *WON'T* BE LEFT OUT!

YOUR BIRDS WILL GET THE NEW AN/APX-118 RADAR SYSTEM AS THE FIELDING PROCESS CONTINUES, SO STAY TUNED.



Communication Shelters...

Get the *Inside* Story

EXTREME WEATHER AND WEATHER EXTREMES CAN PUNISH THE OUTSIDE OF YOUR COMMO SHELTER.

BUT IT'S UP TO THOSE OF YOU WHO WORK AND DO MAINTENANCE INSIDE THE SHELTER TO MAKE SURE THOSE EXTREMES STAY OUTSIDE.



THE IDEAL INSIDE-SHELTER ENVIRONMENT IS COOL AND DRY.



THAT MEANS YOUR MAINTENANCE FIGHT IS AGAINST HEAT, HUMIDITY, AND CONDENSATION.

HERE ARE A FEW TIPS TO HELP *YOU* IN THE BATTLE...



Ventilation

Closing the door to your shelter makes it nearly airtight. If the outside temperature changes, condensation forms in the closed shelter.

But you say it's dry where you are? All the water you're drinking to stay hydrated is lost in sweat. Inside your shelter, that sweat turns into condensation.

Keep things dry by opening the door's vent cover. Also, turn on the ventilating fan and open the fan vent covers. That will get fresh air flowing through the shelter and across the gear. The airflow helps keep your commo dry.



When the weather and environment permit, open the shelter's door for an hour or so each day to get rid of moist air.

Don't forget those closed-up shelters in storage. They suffer most from condensation. Check them often and let them breathe when necessary.

Further protection from inside moisture includes MIL-D-3464 desiccant and a commercially available vapor corrosion inhibitor (VCI).

Foam pads impregnated with VCI placed throughout a shelter will allow the VCI vapors to chemically bond to metal surfaces and provide a moisture barrier between the metal and moisture. In an S-250 shelter in storage, seven 10 x 10 VCI pads should provide a year's worth of moisture protection. In an S-280 shelter, you'll need 11 pads.

Desiccants add protection by absorbing moisture and humidity. Use commercially available indicator cards along with desiccants. These cards change color to indicate the moisture level in the desiccant and let you know when to change the desiccant. You will need three indicator cards randomly placed in the shelter. Depending on the humidity level, you will need fifteen 16-oz bags of desiccant for an S-250 shelter and 24 bags of desiccant for the S-280 shelter.



Mats Matter

If your shelter has rubber floor mats, take a peak underneath. Moisture has a way of collecting under them and forming mold and mildew. If you find moisture, pull up the mats and hang them out to dry. Wipe the shelter floor dry with a mop or rag.

Also, dust and sand finds its way under shelter mats. Keep it out of your shelter before it finds its way into cooling systems. Don't vigorously sweep your shelter! That will just stir up the dust and sand. Make a rule for everyone to shake the sand and dust off clothing and boots before they enter or flying sand and dust will come in the door.

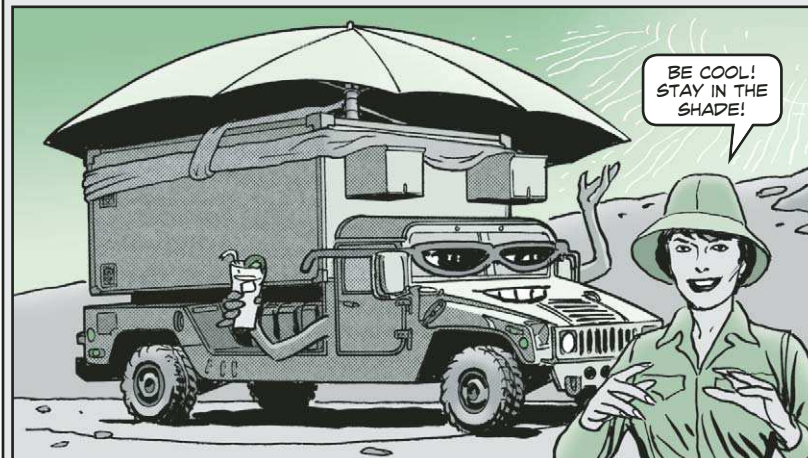


Overheating

Chances are good that your commo shelter is operating in hot-weather temperatures—120° F or more! Compared to where you're sitting that may even seem cool!

Radios run hot and don't need much outside help to overheat. You must keep your shelter and the equipment in it cool!

Remember these three words to combat overheating—shade, shade, shade. Shade your shelter whenever and however possible. Use anything that'll make shade. Remember, too, that shade moves as the sun goes up and down and as you change the position of your shelter.



Get a canopy, NSN 4940-00-937-2553, for your S-280 shelter. It comes with its own mount hardware.

There is no canopy for the S-250 shelter, but you can get a tarp, NSN 2540-00-937-5530. It comes with a tie rope, but no mounting hardware. Be sure to rig the tarp so there's some space between the tarp and the shelter to let air circulate.

The equipment in your shelter and the shelter itself has cooling systems to aid in your fight against overheating. Some cooling systems can just barely keep up under normal hot-weather conditions. When it's really hot, you've got to do your part to help!

Your part is keeping filters and fans, fins and grills, screens and covers, clean! To do this job right, you have to check those critical clogging areas repeatedly. If you wait until the cooling system is degraded, you have waited too long. Make sure everyone on your shelter team knows their cooling-systems checking responsibilities. Problems arise whenever someone on the team thinks their checks are someone else's job!



Keep Out the Clutter!

Odds are, a lot of things have found a home in your shelter that don't belong there. Some shelters have the dirtiest, grimeiest gear stacked right next to—or on—delicate equipment.

If that's the case with your shelter, it's time to put out the unwelcome mat! Too many folks who are not in-the-know see the center of your shelter as unoccupied territory to be conquered by their camouflage netting, tents and tent pegs, and personal equipment.

Some of you commo types are guilty, too, as you pitch antennas, cables and generator-related stuff into your shelter.

Every shelter should have a load plan that minimizes the things that can be carried inside. With a plan in hand, it is easier to deny requests for transport of unauthorized equipment.

Even with a load plan, nothing should come inside your shelter that has not been cleaned beforehand. Also, nothing should be tossed inside. Everything should be cleaned and carefully placed.

Are there times when speed may be the most important consideration—even overriding cleanliness and placement? Yes. Life-and-death situations are a present reality. But make sure the urgency in packing outweighs the real possibility of damage to your commo equipment.



A Final Thought

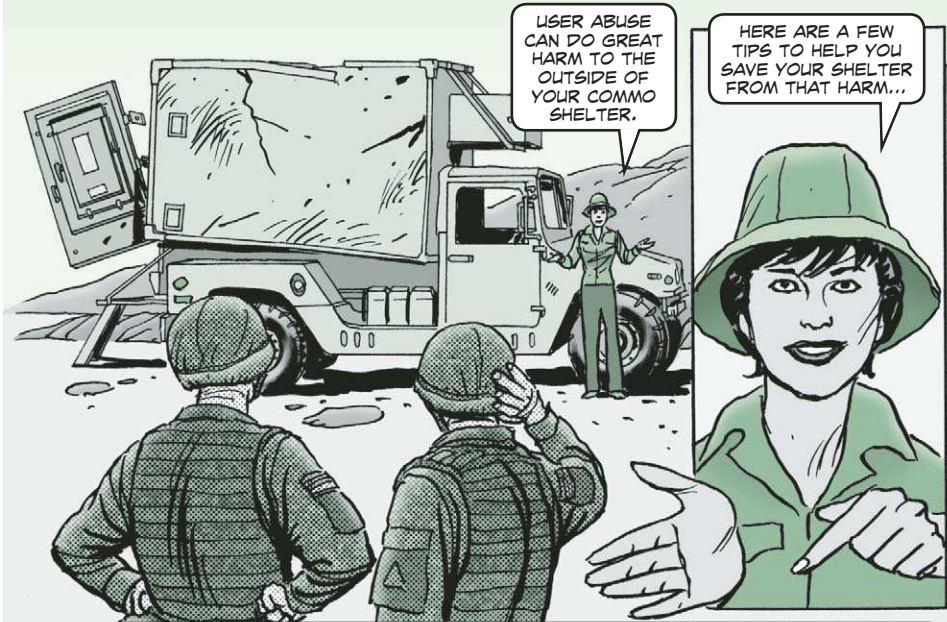
WHEN IT COMES TO YOUR COMMO SHELTER, STRIVE FOR CLEANLINESS.

A DIRTY AND CLUTTERED SHELTER LEADS TO DAMAGED AND DOWNED COMMUNICATIONS EQUIPMENT.

DAMAGED AND DOWNED EQUIPMENT LEADS TO A FAILURE TO COMMUNICATE. ON TODAY'S BATTLEFIELD, A FAILURE TO COMMUNICATE CAN LEAD TO DEATH.

Communication Shelters...

Get the Outside Story



Thinned Skinned

Punctures in the shelter's skin and seams that are split are open invitations to leaks. Look for punctures and tears during operator PMCS. If you find any, have your unit repairman patch them right away.

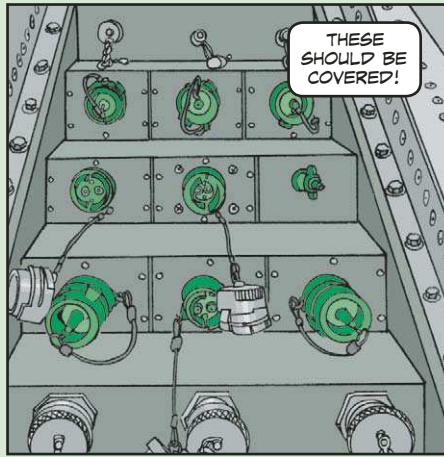
TB 43-0124, *Maintenance and Repair Procedures for Shelters*, tells what unit maintenance can repair, as well as the tools and materials needed. You'll also want to check out TM 10-5411-205-12 for the S-250 shelter and TM 10-5411-207-14 for the S-280 shelter. They'll give you additional tips on saving your skin.



Dry Receptacles

Cable receptacles, like those used with 26-pair cables, are easy prey for moisture and the corrosion it brings.

When you're not using the receptacles, keep the covers on them. If the receptacle gets wet, dry it immediately with a clean cloth. Corrosion on the contacts? Clean it off with isopropyl alcohol, NSN 6810-00-753-4993. Apply a light coat of silicone, NSN 6850-00-880-7616, on the receptacle's gasket. The silicone helps preserve the gasket, which makes for a tight, waterproof connection.



On Top of the Shelter



THE ANSWER IS THE ROOF OF YOUR 6-250 OR 6-280 SHELTER!

IT'S MADE FROM 20-GAGE ALUMINUM WHICH NOT ONLY DECREASES THE WEIGHT OF THE SHELTER, BUT ALSO THE ABILITY TO USE THE ROOF AS A PLATFORM FOR STORAGE OR TRANSPORTATION OF EQUIPMENT.

The number one shelter damage problem is the self-inflicted wound caused to the shelter roof by piling things on top of it. Concertina wire, ground rods, antenna elements, and even tarps and tents can puncture the thin skin of the shelter roof.

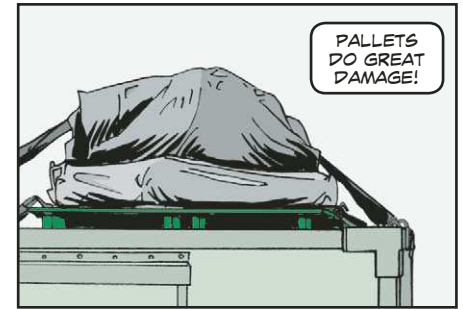
To solve this problem some soldiers have placed pallets or plywood between the roof and the equipment piled on top. This does not solve the problem. It only makes it worse!

These platforms and their protruding nails and sharp edges puncture the roof skin, and allow much heavier loads which cause the foam bonding between the outer roof and the inner ceiling to separate and eventually destroy the supporting spot-welds..

Once this happens the aluminum ribbing, plywood thermal barrier and foam material filling the 2-in space between the outer roof and inner ceiling is exposed to the elements. You've lost your first line of shelter protection.

The only way to protect your shelter is to protect your shelter top. The only way to protect your shelter top is to never, **ever**, put anything on top of it!

To reinforce this, get your commander's authorization to stencil **THIS IS NOT A LOAD-BEARING SURFACE** on top of your shelters.



YOUR HANDS VERSUS THE COLD



DO YOU KNOW HOW TO PROTECT YOUR HANDS FROM THE COLD THIS WINTER?

FREEZING TEMPERATURES AND HOWLING WINDS CAUSE MORE THAN DISCOMFORT. THEY LIMIT FINGER MOVEMENT AND INFLICT FROSTBITE.



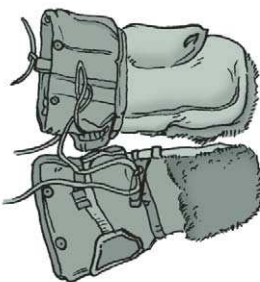
STEP ONE TO SAFEGUARDING YOUR HANDS IS TO WEAR THE RIGHT KIND OF PROTECTION.

STEP TWO IS TO UNDERSTAND THE DANGER POSED BY COLD WEATHER.

If you're facing brutal cold, get the extreme cold weather mitten set. The set includes shells, liners and a harness. They'll protect you down to -60°F. Here are the NSNs:

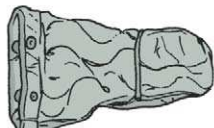
Size	NSN 8415-00-782-
Small	6715
Medium	6716
Large	6717

For intense cold, wear extreme cold weather mitten set



When the liners wear out, there's no need to spend money on a new mitten set. Order just the liners:

Size	NSN 8415-01-323-
Small	2174
Medium	2175
Large	2176



Carry two pairs of liners in case one gets wet



ECWCS Mittens

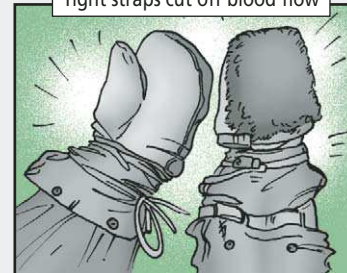
Just don't try to order a separate harness for the mittens. It's no longer available in the supply system.

HERE ARE A FEW THINGS TO KEEP IN MIND ABOUT THE SHELLS AND LINERS...



- Wear the shells and liners together for the most warmth. They trap warm, dry air among their fibers and between layers. The trapped air insulates hands to keep the heat in and the cold out.
- The liners are made of quilted polyester to wick away moisture from your skin.
- Most of the time you don't want to wear the liners alone. They could get wet, and wet liners can't insulate well. There are times, though, when the liners alone can serve as anti-contact gloves. They can protect you from contact frostbite or keep your skin from freezing to ice-cold metal.
- Don't draw the mitten shells' straps too tight. Tight straps cut off blood flow and ventilation, two things you need for warm hands.
- Carry two pairs of liners in case one becomes wet from sweat or from handling wet or snow-covered objects.
- Never blow warm breath into mittens. The vapor will condense, freeze and make your hands cold.

Tight straps cut off blood flow



POL Gloves

POL, fuel, antifreeze and alcohol have a very low freezing point (-40°F). When bare skin comes in contact with these super-cooled liquids, frostbite can occur instantly. Anyone working with these liquids in cold weather must wear cold weather petroleum handler's gloves.



HERE ARE THE NSNs...

Size	NSN 8415-01-
X-small	475-9987
Small	466-3531
Medium	466-3586
Large	466-3587
X-large	475-9981

Danger from the Cold

Now that you have your hands covered, you need to know about the danger posed by cold weather.

The greatest threat to your hands comes from frostbite. That's the freezing of your tissues. It can range from surface freezing of the skin all the way to the freezing of muscle and bone. The longer you're exposed to cold below 32°F, the worse it gets. A severe case of frostbite could permanently cost you the use of your hands or may result in amputation.



Severe frostbite can cost you your fingers

Here are some of the factors that play a role in frostbite:

- **Air temperature.** The lower the mercury falls below freezing, the greater the risk. Keep in mind, frostbite can't take place if the air temperature is above 32°F.
- **Windchill.** As wind speed increases, it causes the skin to cool faster. Even when natural wind speeds are low, you can be exposed to dangerous windchill. Riding in open vehicles, running and skiing all produce wind across your body.
- **Wet skin.** Wet skin loses heat at a faster rate than dry skin.
- **Touching cold liquids or metal.** Super-cooled fuels or POL in contact with bare skin can cause instant frostbite. Your skin touching cold objects—such as tools, door handles, charging handles, rifle butts or the trigger area of an M16—causes rapid heat loss and greater risk of frostbite.

Signs of Frostbite

The first sign of frostbite is numbness. Other symptoms include:

- a tingling or burning sensation
- red skin, later turning to a waxy yellow (grayish in dark-skinned soldiers)
- tissue that feels wooden to the touch



IF YOU SUFFER FROM ANY OF THESE SYMPTOMS, SEEK MEDICAL ATTENTION IMMEDIATELY!

Prevention

Aside from wearing the proper cold-weather gloves or mittens, here are some other ways to prevent cold injury:

- Never wear cotton clothing in cold weather. It keeps the sweat next to your skin—and sweat cools the body.
- Divide tasks into shorter segments. That lets you take more breaks so you can warm up in a heated shelter.
- Backpack straps can reduce the blood flow to the arms and hands. So, drop the load every few hours.
- Keep your body active to raise your core body temperature and increase blood flow.
- Avoid sweating.
- Never work alone. Always team up with at least one other soldier.
- You may have to work in shifts, where one team works while the other warms up.
- Use buddy checks to look for signs of frostbite.

Always work as a team in cold weather



Get the Full Story

ALTHOUGH WE'RE TALKING ONLY ABOUT GLOVES, MITTENS AND PROTECTING YOUR HANDS AGAINST THE COLD, ALWAYS REMEMBER: SEVERE COLD THREATENS YOUR ENTIRE BODY.

FROSTBITE ATTACKS NOT ONLY THE HANDS AND FINGERS, BUT THE FEET AND TOES, EARS, NOSE AND CHEEKS AS WELL.

AND THERE ARE OTHER KINDS OF COLD WEATHER INJURIES. COLD, WET CONDITIONS CAN LEAD TO TRENCH FOOT.

UV RAYS REFLECTING OFF THE SNOW CAN BURN YOUR CORNEAS AND CAUSE SNOW BLINDNESS. HYPOTHERMIA—AN EXTREME LOSS OF BODY HEAT—CAN KILL YOU.

AS ALWAYS, KNOWLEDGE IS YOUR BEST DEFENSE. SO, ARM YOURSELF WITH ALL THE FACTS ABOUT COLD WEATHER INJURIES. VISIT THE U.S. ARMY CENTER FOR HEALTH PROMOTION AND PREVENTIVE MEDICINE (USACHPPM) WEBSITE: <http://chppm-www.apgea.army.mil>

FROM THE HOME PAGE, CLICK ON **COLD WEATHER INJURY PREVENTION**. YOU'LL FIND A VARIETY OF DOCUMENTS COVERING CAUSES, SYMPTOMS, FIRST AID AND PREVENTION.

The *Rhyme* and Reason of RESET

DOES YOUR UNIT HAVE A MOBILE KITCHEN TRAILER (MKT) THAT'S SUPPORTING OPERATION ENDURING FREEDOM (OEF) OR OPERATION IRAQI FREEDOM (OIF)?

IF YOU DO, THEN CHANCES ARE THE MKT QUALIFIES FOR THE RESET PROGRAM.

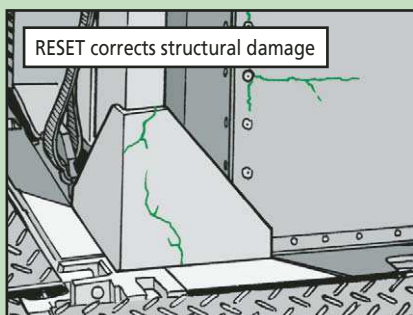


The RESET program rebuilds and restores the MKT, transforming it to a like-new condition.

Reasons for RESET

RESET corrects structural damage to the MKT. It also helps to counter the wear and tear that comes with age. Some of the MKTs and their equipment are 30 years old. The current MKTs will be in the field for another 25 years, and there's no new model on the horizon. RESET also replaces outdated equipment on the MKTs with newer gear.

RESET corrects structural damage



RESET Step-by-Step

In brief, here's what happens to the MKT when it goes through RESET at depot: The depot dismantles the MKT into its major components. That includes M103A3 chassis, platform, ramps, corner posts, cabinets and roof. They then rebuild the MKT on either a new or restored M103A3 chassis. They install a restored platform, ramps and corner posts that support a new six-vent roof. They also install all structural supports needed for external air transport (helicopter slingload) certification.

Next comes painting, either in green paint, NSN 7360-01-483-8617, or sand, NSN 7360-01-500-4644. The receiving unit specifies the color.

Finally, the depot packs the MKT with new or restored cabinets and the MKT Improvement (MKT-I) Kit.



MKT gets a new six-vent roof

Points to Ponder

Here are a few other facts you should know about the RESET program:

- Units who submit an MKT for RESET do not receive the same MKT in return.
- RESET raises the MKT to -99 model standards. Depot will attach a new data plate that identifies the equipment as an MKT-99.
- The RESET program funds transportation of MKTs to and from the units.
- If the MKT has gone through RESET in the past, it may not necessarily qualify for RESET again. Contact your U.S. Army Tank-automotive and Armaments Command (TACOM) LAR. He'll inspect the MKT and decide if it should go through RESET again.
- RESET funding is only for MKTs that have been to SWA.

TACOM LAR will inspect the MKT



Submit an MKT for RESET

Whether you're located CONUS or OCONUS, to submit an MKT for RESET, contact your local TACOM LAR. He'll get the ball rolling.

OR YOU CAN CONTACT ONE OF THE FOLLOWING PEOPLE AT TACOM-NATICK...

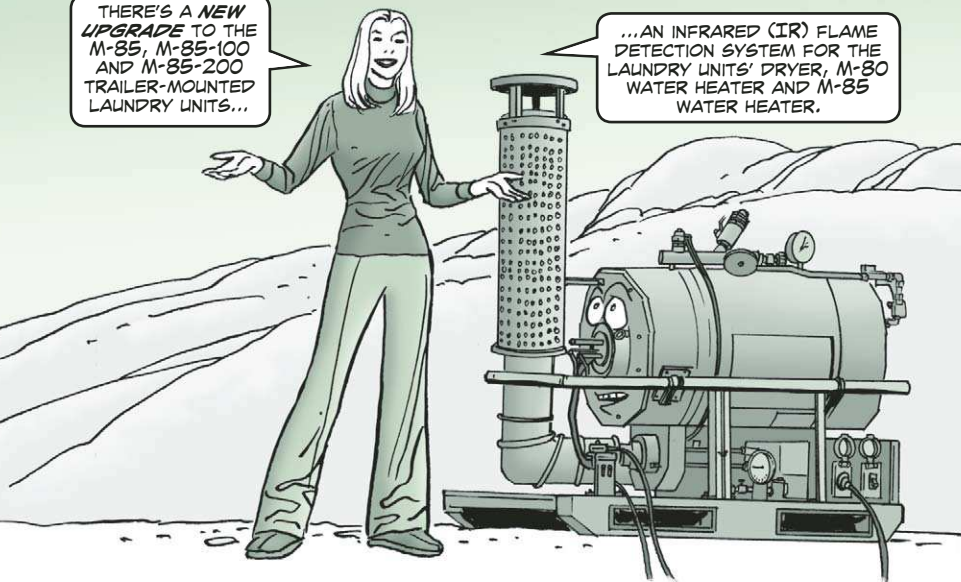


- Karen Kaloostian
aren.kaloostian@natick.army.mil
DSN 256-5228 or (508) 233-5228
- Aaron Gong
aron.gong@natick.army.mil
DSN 256-5641 or (508) 233-5641
- John Oswald
john.oswald@natick.army.mil
DSN 256-6003 or (508) 233-6003

FLAME DETECTOR GOES INFRARED

THERE'S A NEW
UPGRADE TO THE
M-85, M-85-100
AND M-85-200
TRAILER-MOUNTED
LAUNDRY UNITS...

...AN INFRARED (IR) FLAME
DETECTION SYSTEM FOR THE
LAUNDRY UNITS' DRYER, M-80
WATER HEATER AND M-85
WATER HEATER.

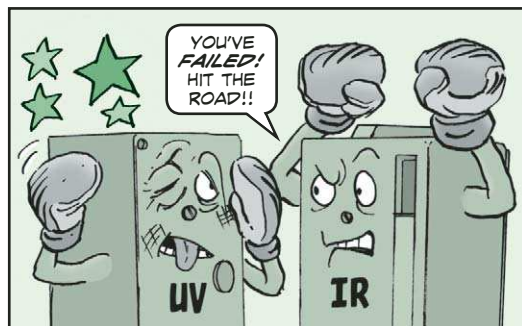


The IR system monitors the flame in the dryer's and water heaters' burners. It replaces the old ultraviolet (UV) flame detection system. The new IR does a better job of monitoring the flame than the old UV did.

The UV system is made up of the following parts:

- purge card, PN 6-1-8048
- terminal box, NSN 4510-01-313-9892
- scanner control, NSN 4510-01-223-6446
- flame safeguard control, NSN 4540-01-230-8586

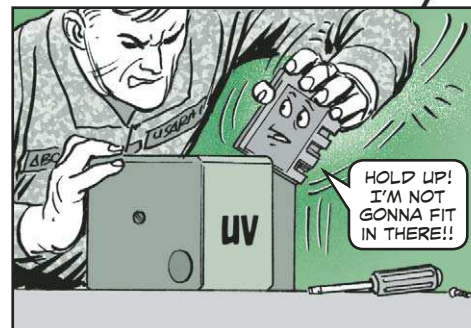
WHEN **ANY** OF
THESE FOUR PARTS
FAILS AND NEEDS
REPLACING, UP-
GRADE TO THE NEW
IR SYSTEM.



To upgrade to the new IR system, you'll need a conversion kit, NSN 6150-01-497-0505. The kit contains the following items:

- controller, NSN 6695-01-496-4749
- programmer module, NSN 5998-01-496-3870
- circuit card, NSN 5998-01-496-5834
- photoelectric cell, NSN 5961-01-145-7162
- terminal box, NSN 5940-01-313-9892

KEEP IN MIND, THE
NEW IR SYSTEM
PARTS **ARE NOT**
COMPATIBLE
WITH THE OLD UV
SYSTEM PARTS.



Because of the conversion kit, the initial cost of the IR system is greater than that of the UV system. But once you discount the cost of the conversion kit, the components of the IR system cost less than those of the UV system. The kit is a one-time purchase.

Installation instructions come with the conversion kit. If you need help, contact your local logistics assistance representative (LAR). Or phone the TACOM Logistic Assistance Division Office at DSN 256-4242 or (508) 233-4242. Or you can email:

leo.page@us.army.mil

LARs have display modules and test equipment to test and adjust the IR system.

One Cleaning Tip

The viewing area of the photoelectric cell must be kept clean. Use a soft cloth to gently wipe the cell's glass-like surface. Even small amounts of dust and dirt will keep the flame's radiation signal from reaching the detector.

Army Direct Ordering for Clothing

Soldiers deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom can now replace worn-out Army combat uniforms (ACU) and ACU accessory items through an online ordering program called Army Direct Ordering (ADO).

The program allows soldiers to submit orders for items that need replacement. Here's the website address:

<https://army.kyloc.com/>

The website provides instructions on setting up an account, submitting orders and selecting a unit validator (an approving official).

What's an IETM? ...and How Do I Get One?



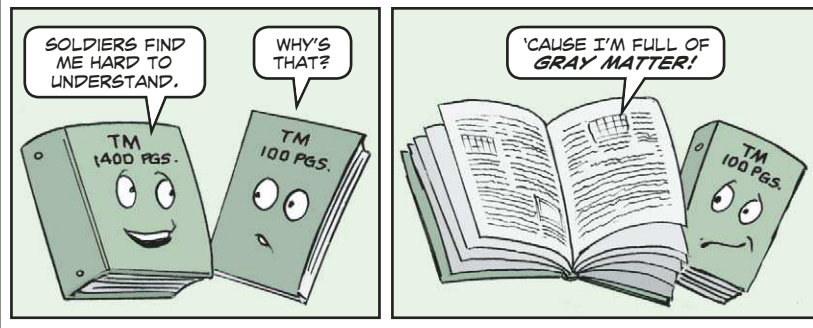
Interactive electronic technical manuals (IETMs) are the technical manuals for their associated items of equipment. They **do** come on CDs, and some are **available** online at the Logistics Support Activity's ETM website:

<https://www.logsa.army.mil/etms/online.htm>

But the similarity to ETMs ends there.

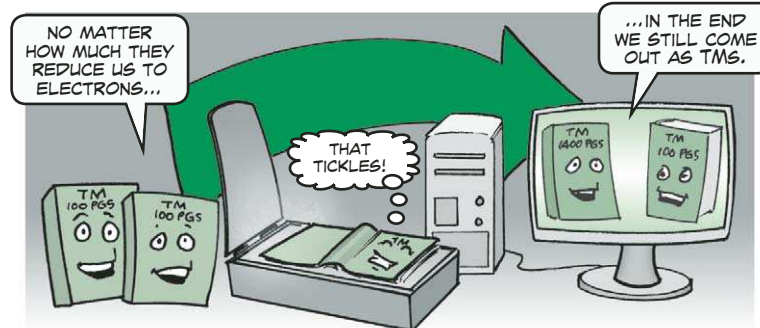
IETMs are designed to reduce the tedious thumbing back and forth—from text to line drawings, tables and other illustrative material common to paper TMs—by providing hyperlinks between linked information. Also, IETMs are not limited to the page layouts of past printed manuals. So information can be presented in ways that enhance user interaction.

A good example is the troubleshooting section. The user clicks on the current problem and the IETM walks the user through the troubleshooting process to find the problem.



Some IETMs are also designed to interface with the equipment itself when used with maintenance support devices. This allows electronic diagnostics and helps automate the parts requests process when repairs or replacements are needed.

Some IETMs help by exporting a list of parts needed for repairs.



Getting ETMs and IETMs

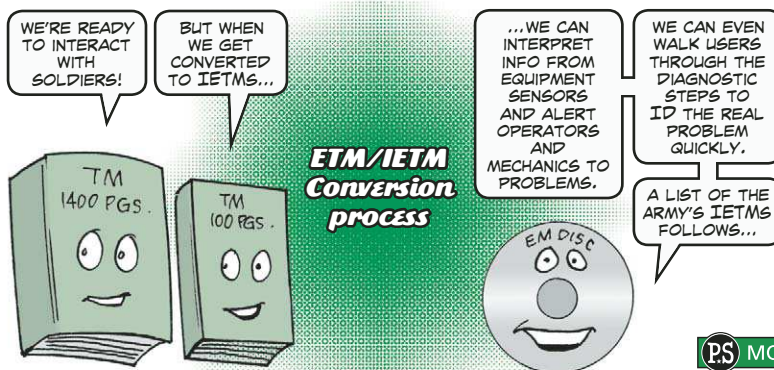
The LOGSA ETM website listed above gets you access to both ETMs and IETMs.

To find out which IETMs are available online, enter “IETM” (without the quotes) in the PUB TITLE TEXT search box, and click SEARCH.

On the ETM search results screens, the left-hand column tells you whether the document shown is a PDF file, a WebETM (a collection of related TMs), or an IETM.

IETMs are updated by the equipment proponents as required and then posted to the LOGSA site.

IETM CDs can be ordered by unit publication clerks through the Army Publishing Directorate just like any other TM by using their EM number.



End Item	IETM Number	EM Number
Black Hawk UH-60A, UH-60L, EH-60A, UH-60Q, AND HH-60L Helicopters	TM 9-2300-310-14&P	0013
Avenger	TM 9-1440-Avenger	0017
Sentinel, AN/MPQ-64	TM 9-1430-Sentinel	0096
Black Hawk, UH-60A	TM 1-1520-Black Hawk-MDW	0102
Test set, AN/PSM-80	TM 9-6625-2300-13&P	0103
Longbow/Apache, AH-64D	TM 1-1520-Longbow/Apache	0126
MH-60K helicopter	TM 1-1520-MH-60K	0146
Patriot	TM 9-1430-Patriot-2L	0147
Fox, M93A1,	TM 3-6665-339-12&P	0177
Javelin	TM 9-1425-Javelin	0183
MLRS	TM 9-1425-646-13&P	0185
Engines, gas, turbine model T55-GA-714A	TM 1-2840-265-23&P	0186
VTs 1000 series tester	TM 11-6625-VTS-1000	0193
FMTV, M1078A1/M1093A1	TM 9-2320-391-14&P	0195
Patriot	TM 9-1430-Patriot-3H	0197
Extended Range Fuel System II (ERFS II) for CH-47	TM 1-1560-312-23&P	0199
GBS Fixed Ground Receiver Suite, Standard AN/FSR-7, GBS Fixed Ground Receive Suite, Enhanced AN/FSR-8, GBS Transportable Ground Receive Suite, Standard AN/TSR-4, GBS Transportable Ground Receive Suite, Enhanced AN/TSR-7	TM 11-5895-1641-12&P	0200
Ammo carrier, M992A2	TM 9-2350-FAASV	0207
MLRS M270A1 launcher and M993/M993A1 carrier	TM 9-1055-647-13&P	0208
Dispenser, Mine: M139 for Ground Volcano 5-ton; Mounting Kit, M548A1; Mounting Kit, Air Volcano UH-60A AND UH-60L	TM 9-1095-208-13&P	0209
HEMTT, M977A2-series	TM 9-2320-315-14&P	0232
Test Equipment Modernization (TEMOD)	TM 43-6625-001-14&P	0236
Calibration set, transfer standards	TM 9-6695-239-14	0237
Kiowa, OH-58D	TM 1-1520-248-23&P	0246
Chinook, CH-47D	TM 1-1520-240-23P	0249
Air Warrior	TM 1-1680-377-13&P	0250
Chinook, CH-47D, Preparation for Shipment	TM 1-1520-241-S	0253
HMMWV FOV	TM 9-2320-280-14&P	0254
HIMARS Launcher Chassis; HIMARS XM1140; HIMARS Resupply Vehicle; HIMARS Truck, Cargo, 5-ton, w/MHE; HIMARS Resupply Trailer; HIMARS Trailer, 5-ton: M1095	TM 9-2300-310-14&P	0258
HIMARS (Multiple Launch Rocket System)	TM 9-1055-1646-13&P	0259
Ammo carrier, M992A2	TM 9-2350-372-14&P	0262
Hercules, M88A2	TM 9-2350-292-14&P	0266

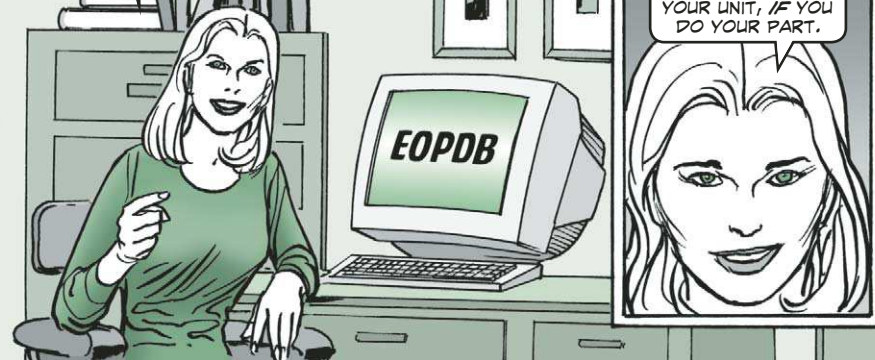


GETTING UNIT EQUIPMENT PUBLICATION LISTS

MAKING SURE THAT YOU HAVE ALL THE PUBLICATIONS YOU NEED TO MAINTAIN YOUR EQUIPMENT CAN BE A **DAUNTING TASK...**

..., UNLESS YOU LET THE LOGISTICS SUPPORT ACTIVITY (LOGSA) HELP.

LOGSA WILL PROVIDE YOU WITH AN EQUIPMENT PUBLICATIONS LIST TAILORED TO YOUR UNIT, IF YOU DO YOUR PART.



Here's How

Using your AKO or other .mil email, send an email to this address:

eopdb@logsa.army.mil

Include the following info in your email:

- Your unit's UICs.
- Specify the maintenance levels performed within your unit.

LOGSA may have questions when filling your request. You must also provide:

- Your full name and rank
- Your unit's complete mailing address
- Telephone numbers where you can be contacted

The following telephone numbers can be used to ask questions about the process, but **not** for submitting list requests: DSN 645-9845 or (256) 955-9845.

Only You Can Make Use of the List

The LOGSA EOPDB folks **can't** order your pubs for you. Your unit pubs clerk must order them through the Army Publishing Directorate (APD) -12 series system.

Ordering info for pubs clerks can be found in PS 641 (Apr 06), Pages 56-58:

https://www.logsa.army.mil/pub/psissuesA/PS_641.pdf

Ordering instructions are also available on the APD website: <http://www.apd.army.mil>

★★ Connie's Post Scripts ★★

Check for 120mm Mortar MWO

MWO 9-1015-250-50-2 should have been completed for all the M120/M121 mortars by now. But some mortars may have been missed. Check your M120/M121s now to see if their breech caps have a removable firing pin. If they do, your mortars are good to go. If your mortar still has a toggle switch for fire and safe, your mortar needs the MWO. Contact the TACOM mortar team at TACOM-RI-MORTARS-GUN-CARD@ria.army.mil for help.

TACOM Says *NO* to Unauthorized Tow

TACOM SOUM 06-028 puts a stop to unauthorized use of commercial off-the-shelf (COTS) tow bars. Using unauthorized tow bars that haven't been rigorously safety tested and approved for use, such as the Ibis Tek tow bar system, can result in serious injury or death to personnel and damage to vehicles. Recently an unauthorized tow bar sheared from its pintle while towing a HMMWV!

For more information, see TACOM SOUM 06-028 to stay safe. View it online:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/06/soum06-028.html

Or contact John Christiansen at DSN 793-3309, (309) 782-3309, or john.t.christiansen@us.army.mil for more information. Don't take a risk by modifying equipment without an official modification work order!

M1117 ASV Grab Handles to be Removed

If you're involved in a rollover, you want to exit the vehicle quickly! But the grab handles for the side doors on your armored security vehicle may make this difficult. That's because they could bend down during a rollover, preventing the side doors from opening. Then it's tough for rescuers to bend the grab handles back up again so the crew can exit.

Well, now those grab handles are history! TACOM SOUM 06-027 gives maintenance personnel instructions for removing the top grab handles from ASVs. View the message on the AEPs website:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/06/soum06-027.html

Or contact TACOM at DSN 786-7889, (586) 574-7889.

Do You Have Gas M12s?

The Army is replacing the gasoline-powered M12 decons with a diesel version. But they are having trouble locating all the gas-powered ones. If your unit still has the gas version, please contact TACOM-SBC's Corydon Varcho at DSN 793-0332/(309) 782-0332 or email:

varchoc@ria.army.mil

varcho will provide disposition and shipping instructions for your M12.

PS Magazine Has a Web Page

We talk to a lot of soldiers who enjoy reading PS Magazine. But, we're surprised that many don't know that they can access past issues online. The online books are in PDF format for easy access. You can even use a search tool to locate articles from 2000 to the present. You'll find us on the LOGSA website:

<https://www.logsa.army.mil/psmag/pshome.html>

LONGER AC COMPRESSOR BELT FOR M997/A1

Has MWO 9-2320-280-35-5 been applied to your M997 or M997A1 HMMWV? If so, you now need a longer V-belt on your air conditioner compressor. The MWO tells you to use V-belt, NSN 3030-01-504-6408, but that's wrong. Use NSN 3030-01-084-4564 instead. And make a note until the affected manuals are updated. Thanks for this tip, W01 Christopher Park.

Dops! M9 Pistol NSN *Wrong*

The NSN for the M9 pistol's new locking block plunger on Page 17 in PS 643 (Jun 06) is wrong. The correct NSN is 5340-01-534-2835. You need this plunger for the new locking block, NSN 1005-01-204-4340.

JSLIST Expiration Extended

The shelf life for some JSLIST protective suits has been extended. NBC NCOs should check their JSLIST for lot #s BL270301804 and BL090501814. BL270301804 suit shelf life has been extended to March 2011. BL090501814's has been extended to May 2011. If you can no longer read the lot number and manufacturer date on a JSLIST, it should be considered unserviceable and turned in to DRMO or used only for training. Any suit used for training should have TRNG ONLY stenciled on it in 2 1/2-in block letters on both the jacket and trousers.

NEW GUIDE FOR FINANCIAL LIABILITY

DA Pam 735-5, *Financial Liability Officer's Guide*, hit the streets in July. It will help officers perform their duties as investigating officers. The pamphlet can be downloaded from the Army Publishing Directorate website:

http://www.apd.army.mil/pdffiles/p735_5.pdf

ATTENTION, ATEC AT422T OWNERS!

If you have all terrain cranes (ATEC model AT422T), here's some time-sensitive information:

- You may need MWO 5-3810-397-20-1 for all serial numbers at or below 222695 for the steering gear valve assembly modification work order kit. The MWO expires in March 2007. Go through your installation's MWO coordinator to get the steering MWO.
- If your unit's mission involves pile driving and you are authorized, you can get the pile driving system, NSN 3895-01-523-0365, for your crane.

For more information, contact Mary De Winter right away! Call DSN 786-5675, (586) 574-5675, or email mary.dewinter@us.army.mil

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

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