

Issue 719

PS

October
2012

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-719

Approved for
Public Release;
Distribution is
Unlimited

**WE NEED
HELP!**

**BOY, DO THEY
NEED HELP!**

**FIND OUT
IF THEY GET IT,
SEE PAGE 27!**



IF IN DOUBT, GIVE PS A SHOUT!

ONE OF THE COOLEST THINGS ABOUT *PS* IS OUR READER LOYALTY. SOME OF YOU KEEP YOUR OWN *PS* COLLECTIONS GOING BACK MANY YEARS. THAT'S GREAT!

ANOTHER THING THAT AMAZES ME IS HOW LONG SOME OF YOU HANG ON TO CERTAIN ARTICLES. WE'RE TALKING YEARS HERE, TOO.

NOW AND THEN, I GET LETTERS REFERENCING *PS* ARTICLES THAT STRETCH INTO THE DISTANT PAST.

THE ARMY IS CHANGING FASTER THAN EVER. OUR OLDER ARTICLES WERE VALID AT THE TIME THEY RAN, BUT PROCEDURES AND PUBLICATIONS CHANGE, AND SOMETIMES THE CHANGES ARE **MAJOR**.



SO IF YOU'RE HANGING ONTO OLD *PS* ARTICLES FOR NOSTALGIA'S SAKE, OR SIMPLY TO ADMIRE MY HANDSOME MUG, NO PROBLEM.

BUT IF YOU'RE REFERENCING THEM FOR **TECHNICAL** INSTRUCTIONS, BE CAREFUL!

IF THERE'S ANY CHANCE SOMETHING MIGHT HAVE CHANGED, THE **SAFEST** BET IS TO CHECK YOUR TM OR ASK ME. YOU CAN CHECK FOR NEWER ARTICLES USING OUR SEARCH ENGINE AT:

<https://www.logsa.army.mil/psmag/searchForm.cfm>

YOU CAN ALSO ASK US TO DO AN UPDATED ARTICLE ON A SPECIFIC SUBJECT. DROP ME A LINE AT:

half.mast@us.army.mil



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 719 OCTOBER 2012

TB 43-PS-719, 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. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.



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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-GP)
5307 Sparkman Circle
Redstone Arsenal, AL 35898

Or email to:

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

Internet address:

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

By order of the Secretary of the Army:

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JOYCE E. MORROW

Administrative Assistant to the Secretary of the Army

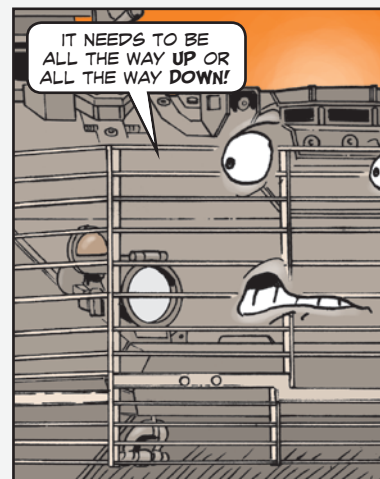
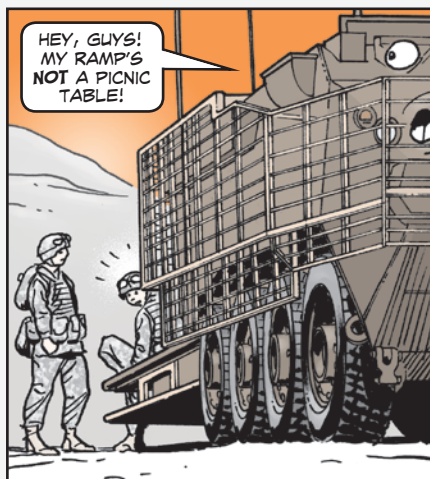
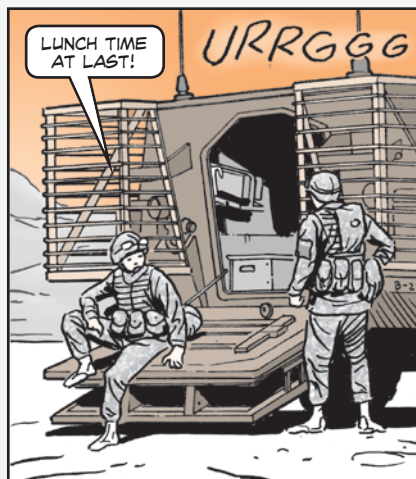
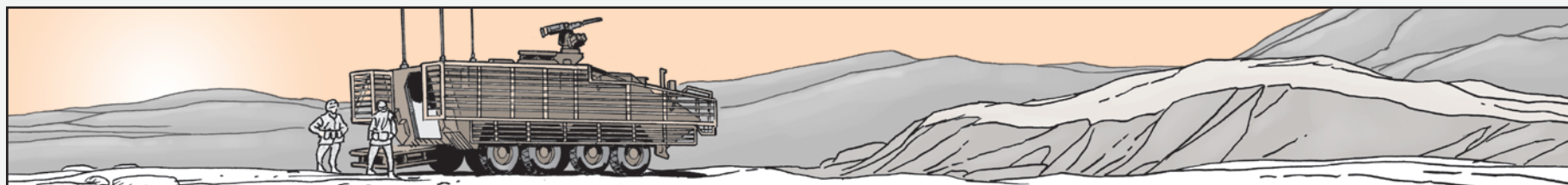
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RAMP BASICS

ARE CRITICAL!



DRIVERS, RAMP PM AND SAFETY ON YOUR STRYKER ARE MIGHTY IMPORTANT.

SO FOLLOW THESE TIPS TO KEEP YOUR RAMP-AND EVERYONE AROUND IT-FUNCTIONING PROPERLY.



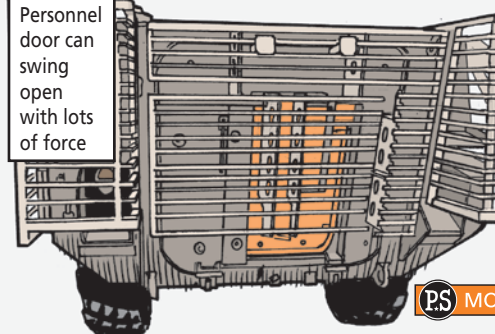
- Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.
- Before closing the ramp, make sure the vehicle has enough air pressure built up. It needs to be above 60 psi without slat armor and above 90 psi with slat armor. If the air pressure's low, the ramp locks may not engage completely. Check to make sure the ramp open LED goes out.
If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.



- A Stryker facing downhill on a slope of more than 15° may need a push from inside the vehicle to help the ramp start opening, especially if slat armor is installed.
- When the vehicle is parked facing an uphill incline, be very careful when opening the ramp's personnel door, especially if slat armor is installed.

The door can swing open suddenly when the latch is released. A few Soldiers have been nearly crushed between the door and the slat armor that covers the right fuel tank cap!

Personnel door can swing open with lots of force



- You cannot lower the ramp fully if the tow pintle is installed. It juts out enough that the ramp will hit and bend the pintle shaft.

Until it's actually needed, remove and stow the pintle and replace it with the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug properly.

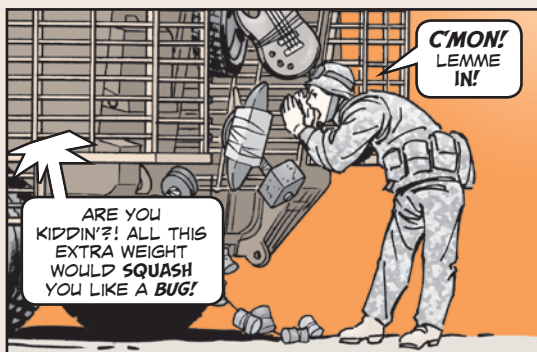
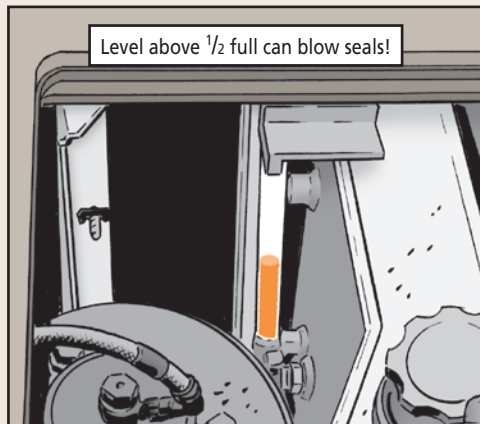
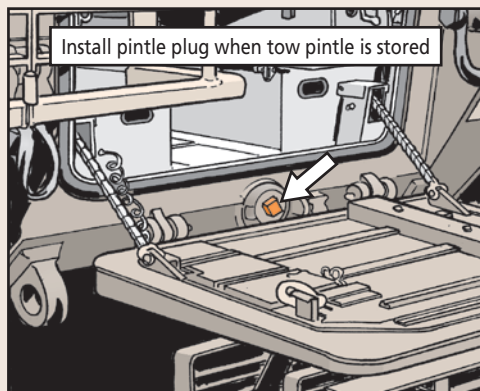
Note that this information is for flat-bottomed Strykers, not the newly fielded double V-hulled (DVH) vehicles. These parts will not fit DVH Strykers.

- If the ramp is slow or balky, it could be a sign of hydraulic problems. Open the rear service hatch and eyeball the vertical tube at the back. If the fluid is $\frac{1}{4}$ to $\frac{1}{2}$ full in the tube, the hydraulic level is OK.

If the hydraulic level is too high (above $\frac{1}{2}$ full), hydraulic seals will blow. Too low (below $\frac{1}{4}$ full) and you'll have trouble raising and lowering the ramp. The annunciator panel should flash and sound if the hydraulic fluid drops below $6\frac{1}{2}$ gallons.

- Never exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics. The ramp door seal or hinges could be damaged.

With slat armor, the ramp's load capacity is 1,000 pounds and the door's load capacity is 500 pounds.



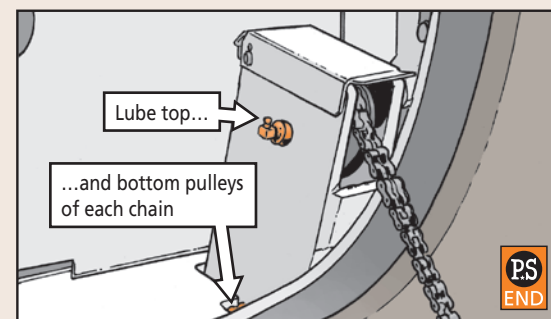
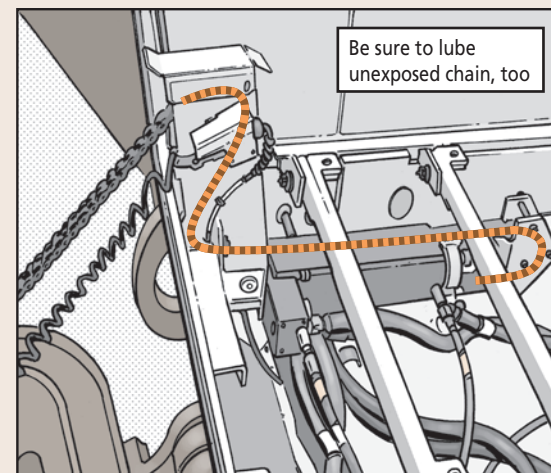
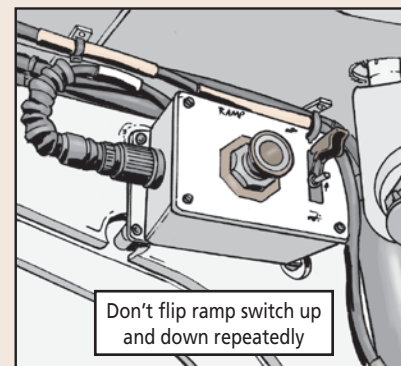
- Always raise or lower the ramp completely. Don't lower the ramp partially to give Soldiers a seat or to carry equipment, especially when slat armor is installed. Just leaving the ramp partially opened for a while can stretch the chains. Extra weight from you and your buddies just makes it worse.

And make sure you open and close the ramp smoothly. Flipping the ramp switch up and down will make the ramp jump and jerk as it moves. That puts extra strain on the hydraulic rams and can blow the seals.

- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust.

Sometimes only the portion of the chain that shows when the ramp is down gets lubed. There's quite a bit more wrapped around the pulleys and hidden beneath the floor plates. So make sure he lubes all of the chain.

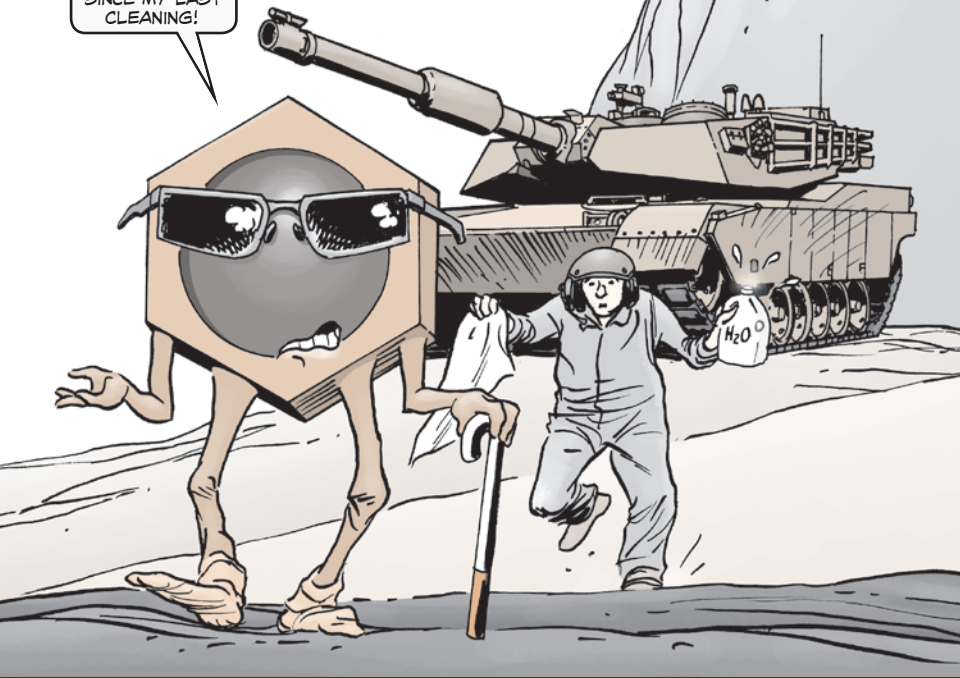
- Give the ramp chain pulleys a few shots of GAA, too. A well-greased ramp chain won't do much good if the pulleys seize up. There's a lube point at the top and bottom of both housings holding the pulleys. The bottom ones are easy to miss.



PS
END

SEEING IS BELIEVING!

I HAVEN'T HAD
A CLEAR VIEW
SINCE MY LAST
CLEANING!



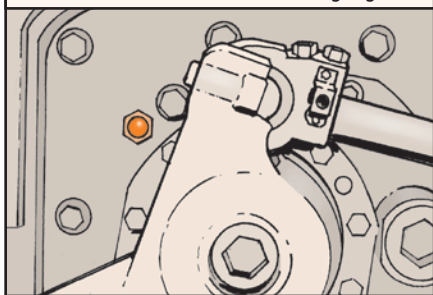
Clean the shock absorber sight glass on an M1-series tank the wrong way and you'll see damage beyond belief.

That's because the wrong cleaning method scratches and clouds the sight glass surface. Then figuring out the oil level is a shot in the dark.

Never use wire brushes, knife blades or screwdrivers to clean the glass. All you need is your hand, a little water and a piece of clean cloth.

So avoid the rough stuff. Keep that "eye" open and you'll see what you've been missing!

Use water and soft cloth to clean sight glass



M1200 Armored Knight FSV, M707 Knight FSV, M7 BFIST & M1131 Stryker...

Software Updates a Breeze on AKO

I'M NOT SURE IF THE SOFTWARE IN MY MISSION PROCESSOR UNIT (MPU) OR TARGETING STATION CONTROL PANEL (TSCP) IS UP-TO-DATE!

YOU CAN **STOP** SCRATCHING YOUR HEAD, SOLDIER!

THERE'S NOW A **ONE-STOP AKO** WEBSITE THAT LISTS THE MOST CURRENT SOFTWARE.

IF YOUR SOFTWARE HAPPENS TO BE OUT-OF-DATE, YOU CAN DOWNLOAD AND BURN THE NEW MISSION LOADER/VERIFIER (MLV) SOFTWARE FILES TO A CD FOR INSTALLATION ON YOUR MPU AND TSCP. JUST GO TO:
<https://www.us.army.mil/suite/page/453627>

IF YOU **CAN'T** BURN CDS, YOU CAN GET THE SOFTWARE UPDATES BY CALLING DRS SUSTAINMENT SYSTEMS, INC.'S (DRS-SSI) BRAD NAUMER AT (314) 553-4082 OR EMAIL:
bnaumer@drs-ssi.com

QUESTIONS? CONTACT TACOM'S RICARDO HALL, DSN 786-4256, (586) 282-4256, OR EMAIL:
ricardo.j.hall4.civ@mail.mil

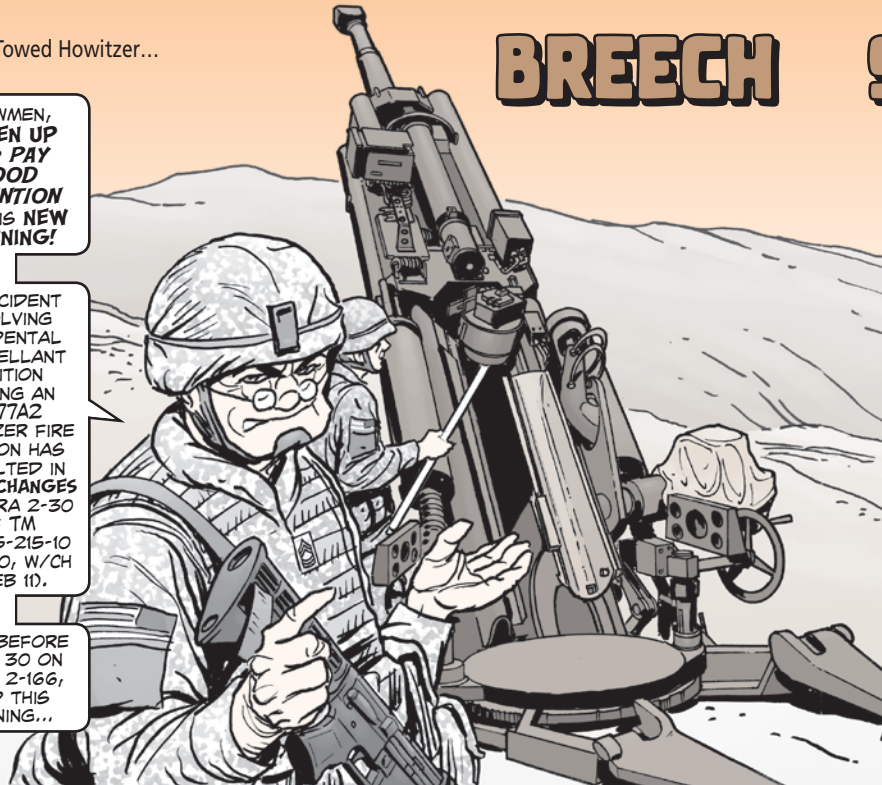
BREECH

SWABBING WARNING

CREWMEN,
LISTEN UP
AND **PAY
GOOD
ATTENTION**
TO THIS **NEW
WARNING!**

AN INCIDENT
INVOLVING
ACCIDENTAL
PROPELLANT
IGNITION
DURING AN
M777A2
HOWITZER FIRE
MISSION HAS
RESULTED IN
SOME **CHANGES**
TO PARA 2-30
OF TM
9-1025-215-10
(MAY 10, W/CH
1, FEB 11).

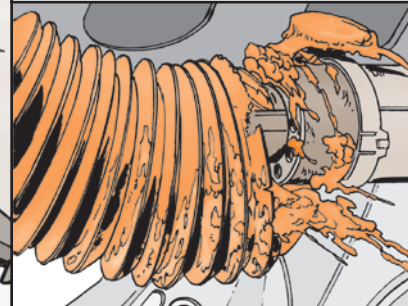
JUST BEFORE
STEP 30 ON
PAGE 2-166,
ADD THIS
WARNING...



WARNING

Crewman must swab the bore after each round fired to clear chamber of hot embers. Failure to swab the bore after each round fired may cause explosion or fire outside the breech area and cause injury or death to personnel and damage equipment.

Forgetting to swab bore after each round can ignite propellant and damage equipment



HERE ARE
FOUR **OTHER**
CHANGES
YOU NEED
TO MAKE
RIGHT AFTER
THE NEW
WARNING.

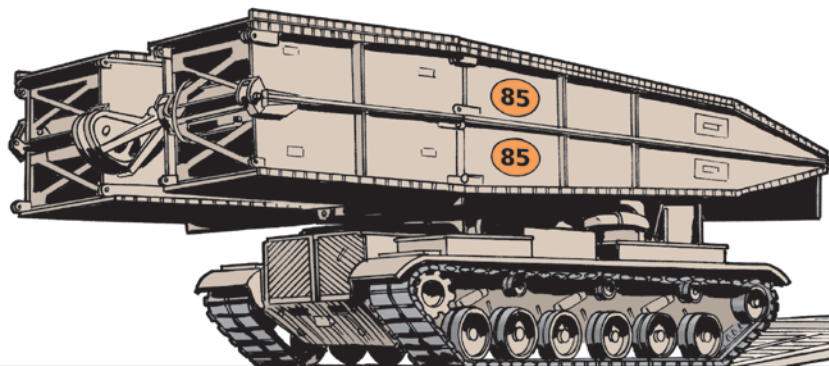
KEEP 'EM
HANDY UNTIL
THE TM IS
UPDATED!



1. Change Step 30 to: Cannoneer No. 2 swabs powder chamber, spindle assembly, and gas check seat using chamber swab (30) after each round fired.
2. Change Step 31 to: Driver inspects cannon tube (31) and will announce BORE CLEAR after the last round of the mission.
3. Delete Step 32.
4. Renumber Step 33 as Step 32.

M60A1

AVLB R&classification



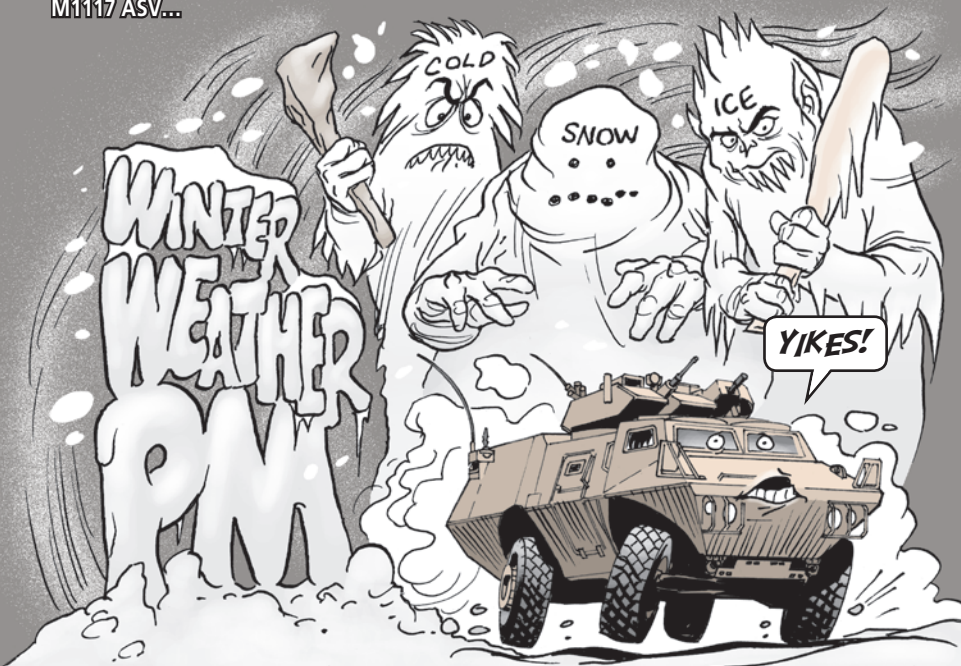
THE MLC FOR
FULLY MISSION
CAPABLE BRIDGES
HAS CHANGED FROM
70 TO 85!



The military load classification (MLC) for the armored vehicle launched bridge (AVLB) has changed.

Follow the PMCS in TM 5-2420-203-24 to completely inspect the bridge. If the bridge is fully mission capable, you can change the stencil marking in four places on the side of the bridge from 70 to 85, and the numbers on the load-disk assemblies from 70 to 85.

The numbers on the load-disk are black, 5 inches tall and on a yellow background.

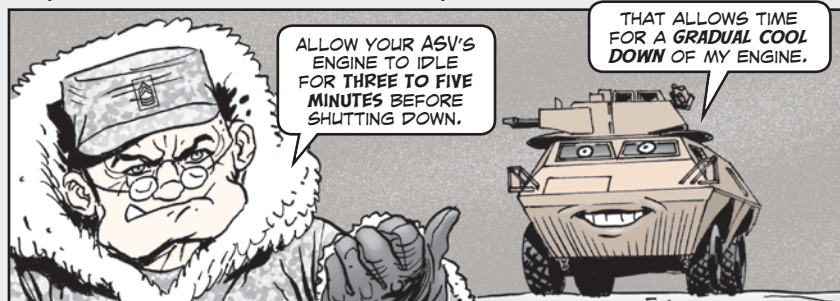


Operators, cold weather is no excuse to chill on PM. If you do, you'll be hot under the collar if your Armored Security Vehicle (ASV) breaks down!

Your ASV should run fine if you follow the PMCS guidance in TM 9-2320-307-10. Here are some basics you need to follow.

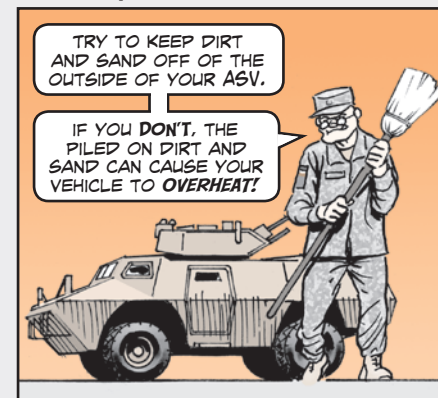
PMCS Considerations

- Check the heating system before you go out on a mission. If it doesn't blow hot air, get your unit's maintenance folks to check the system for leaks.



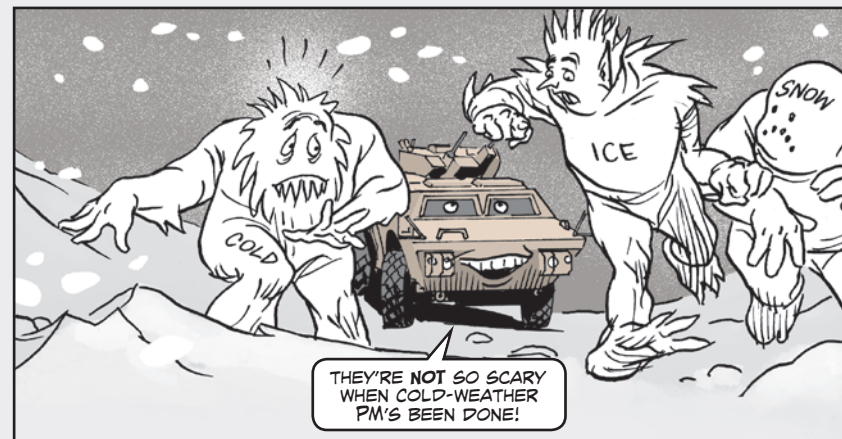
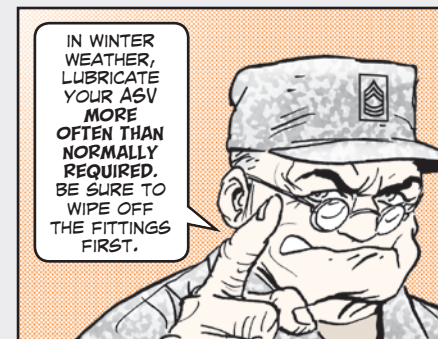
Extreme Temperature Operations

- Check fluid levels daily. That includes the old lead-acid batteries that aren't maintenance-free.
- Check all batteries for cracks.
- Replace engine belts that show any sign of wear.
- Clean air filters and radiator fins daily.
- Wipe dirt away from the fuel tank lid before you open it. That keeps dirt from mixing with the fuel.
- Watch all gauges and indicator lights for proper readings.
- Cover the windows when they're not in use. That should prevent ice and snow from building up on them.



Recommended Fluids and Lubricants

- Engine lubricating oil is prescribed according to temperature ranges. Make sure you follow the engine lubrication guidance in TM 9-2320-307-10.
- Use OE 15W40 for your transmission.
- Use a mixture of 40% water and 60% antifreeze in the radiator, based on outside temps. Refer to your TM for specifics.
- Keep fuel tanks full during cold temperatures to prevent condensation that can turn into ice.



Annual Service Kit NSNs

MECHANICS,
ARE YOU GETTING READY
TO DO ANNUAL OR
SEMIANNUAL MAINTENANCE
ON YOUR UNIT'S TACTICAL
VEHICLES?

USE THIS LIST FOR THE
SERVICE KITS YOU NEED TO
PERFORM THOSE REQUIRED
CHECKS AND SERVICES FOR
THE FOLLOWING VEHICLES...

Vehicle System	NSN (Annual except as noted)
ASV	4910-01-526-7869
M1074/M1075 PLS	2590-01-521-9978 2590-01-521-9985 semiannual
M1000 HET semitrailer	4910-01-523-1410
M1070 HET tractor	4910-01-523-1645 4910-01-523-1408 semiannual
HMMWV	2590-01-495-6900* 2590-01-496-0055 semiannual
M977, M985 HEMTT (cargo)	2530-01-496-2588 2530-01-496-3052 semiannual
M978 HEMTT (tanker)	2530-01-496-1974 2530-01-496-4057 semiannual
M984A1 HEMTT (wrecker)	2530-01-496-2839 2530-01-496-2097 semiannual

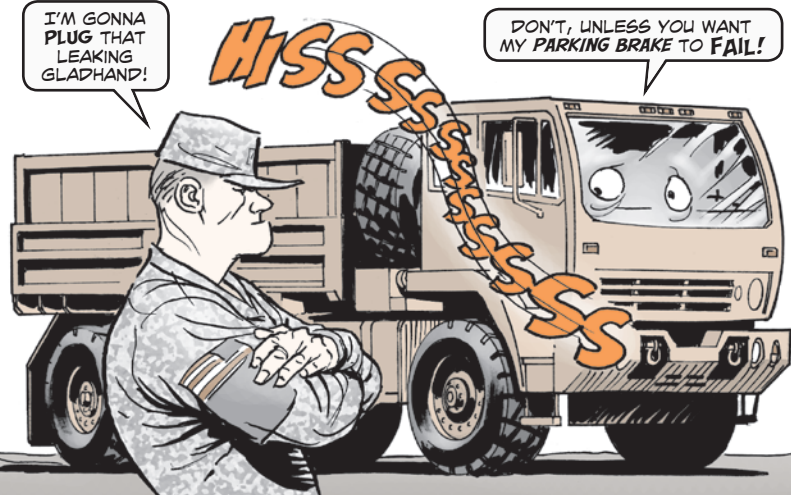
Vehicle System	NSN (Annual except as noted)
M977A2, M985A2 HEMTT (cargo), M1120A2 HEMTT (LHS), M1977A2 HEMTT (CBT)	4910-01-591-4454
M978A2 HEMTT (tanker)	4910-01-591-5409
M983A2 HEMTT (LET)	4910-01-591-4463
M984A2 HEMTT (wrecker)	4910-01-591-4489
M977A4, M985A4 HEMTT (cargo), M1120A4 HEMTT (LHS)	4910-01-588-1344
M978A4 HEMTT (tanker)	4910-01-588-1366
M983A4 HEMTT (LET)	4910-01-588-1407
M984A4 HEMTT (wrecker)	4910-01-588-1415
M985A4 HEMTT (GMT)	4910-01-588-1421
M915 tractor truck	4330-01-538-9910
M915A1	4330-01-538-9934
M915A2	4330-01-538-9919
M915A3	4330-01-538-9926
M915A4	4330-01-539-1488

Vehicle System	NSN (Annual except as noted)
M916, M920	4330-01-538-9955
M917, M918, M919	4330-01-538-9946
M916A1, M916A2, M917A1, M917E1	4330-01-538-9923
M916A3, M917A2, M917E2	4330-01-538-9930
M939/A1-series trucks	2590-01-541-4620
M939A2-series trucks	2590-01-541-4611
FMTV MTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7507
FMTV LMTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7239
FMTV MTV A1R Serial numbers 100,001 and up	2590-01-533-6748

Vehicle System	NSN (Annual except as noted)
FMTV LMTV A1R Serial numbers 100,000 and up	2590-01-533-6745
FMTV MTV Serial numbers 0001 – 11,437	2590-01-528-7508
FMTV LMTV Serial numbers 0001 – 11,437	2590-01-528-7243
MRAP RG-33 RG-33 Plus	2990-01-570-3733
MRAP RG-31A2/ A2M1/A2RTR	2990-01-570-3759
MRAP RG-31A3	2990-01-578-9652
MRAP Cougar	4910-01-576-3422
MRAP MaxxPro	2990-01-570-3792
MRAP MaxxPro Plus (Ambulance and Dash Service Kit)	2990-01-578-9655
MRAP Caiman/ Caiman Plus	2990-01-570-3716

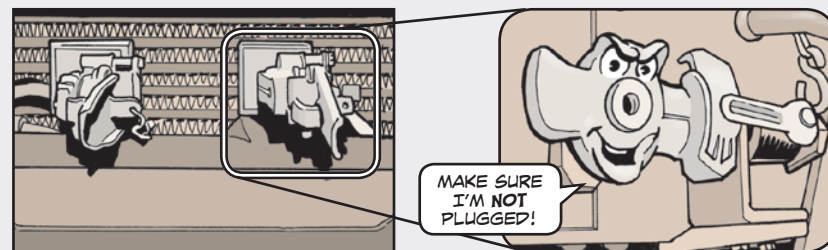
*Does not include engine oil filter, NSN 2940-00-082-6034, or fuel filter element, NSN 4330-01-190-3579. Order those items separately.

FMTV... Plugged Gladhand Can *Lock* Brakes



Resist the urge to plug a leaking front air system gladhand on your FMTV truck. If it's plugged, the parking brake won't be able to lock the spring brakes on the rear wheels.

The gladhands must vent as designed when the truck is placed in SYSTEM PARK so it won't roll away. Any plug used to seal off a gladhand takes away the venting.



If the spring brake system doesn't work right, the truck will roll when put in SYSTEM PARK. Then that truck you were sure would stay where you left it could end up really close to you—maybe too close!

So when you've got a front gladhand leak, get a mechanic to fix it. Most of the time, the problem can be fixed by servicing or replacing the one-way check valve inside the front gladhands.

Note that your truck's rear brake could also seize in freezing temperatures. If your rear brake seizes, check to see if there is snow or ice on the front bumper's service gladhand vent.

If there is, remove the snow and ice by lightly tapping the gladhand vent. That may solve the problem.

If it doesn't, wait about 10 minutes to see if that makes a difference. That short delay can sometimes produce good results.

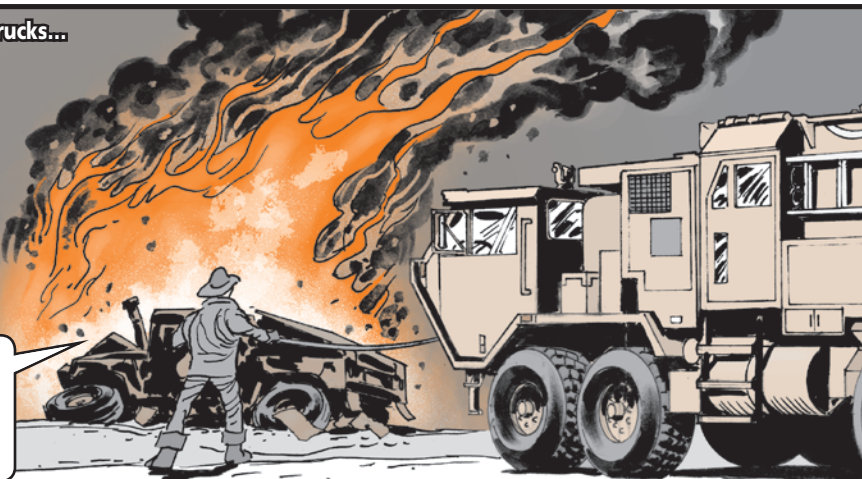
Still have the brake problem? Time for a mechanic to do some brake troubleshooting.



M1142 TFFT, M1158 HEWATT Trucks...

AVOID FROZEN PIPES!

HELLO, SOLDIERS!
I WAS ON MY
FACEBOOK PAGE THE
OTHER DAY AND ONE
OF MY FRIENDS ASKED
US TO TALK ABOUT
FIREFIGHTING.



HE WANTED US
TO REMIND YOU
FIREFIGHTING
ENGINEERS THAT
IT'S TIME TO
BLOW OUT YOUR
TACTICAL FIRE
FIGHTING TRUCKS
(TFFTS) AND
HEMTT-BASED
WATER TENDER
TRUCKS (HEWATTS)
BEFORE THE COLD
WEATHER HITS.

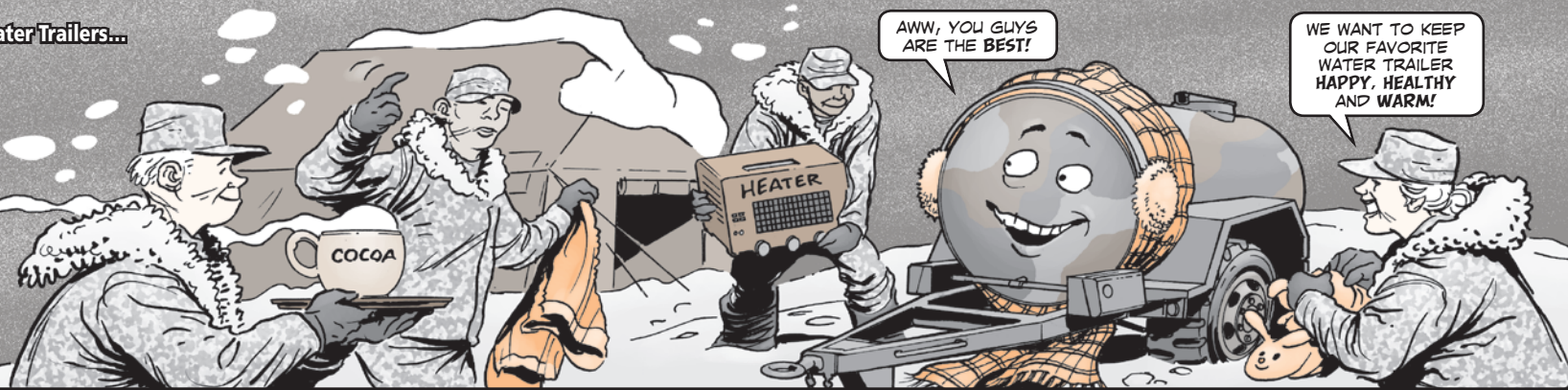
TOO
EASY!

IF YOU **DON'T** BLOW
WATER OUT OF THE
PUMP AND PIPES IN
YOUR TFFT AND HEWATT
TRUCKS, COLD WEATHER
BELOW 32°F COULD
DAMAGE THEM WHEN
THEY AREN'T IN USE.

YOU CAN FIND THE BLOWOUT PROCE-
DURES FOR THE TFFT IN WP 0044 OF
TM 5-4210-249-13&P-1 (FEB 09).

BLOWOUT PROCEDURES FOR
THE HEWATT ARE IN WP 0033 OF
TM 9-2320-328-13&P-1 (MAR 09).

USE SPECIAL CARE IN THE COLD

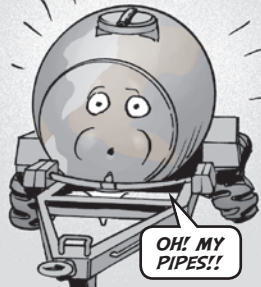


ADD COLD TO WATER
AND YOU GET ICE. THAT'S
GREAT IF YOU NEED A FEW
ICE CUBES FOR A COOL,
REFRESHING DRINK.

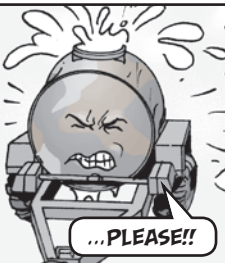


BUT IT'S NOT
GREAT FOR YOUR WATER
TRAILER!

WATER
EXPANDS
AS IT
FREEZES.



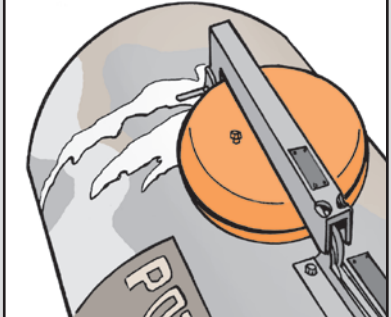
THAT MEANS THE
WATER PIPES ON
YOUR TRAILER COULD
BURST IF YOU DON'T
TAKE CARE OF 'EM. SO
FOLLOW THESE TIPS...



PLACE THE WATER TRAILER IN
A SHELTER, ESPECIALLY IF THE
TEMPERATURE IS BELOW 0°F. A WARM
TENT OR ANY SHELTER THAT HAS A
FIELD RANGE OR OTHER HEATER IN USE
IS BEST. AT THE VERY LEAST, KEEP THE
TRAILER COVERED WITH CANVAS.



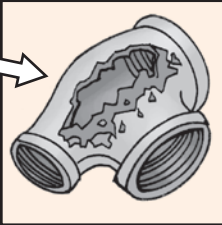
ALWAYS KEEP THE MANHOLE AND
FILLER COVERS **TIGHTLY CLOSED**. THAT
HELPS SEAL OUT COLD AIR.



AFTER EACH USE, DRAIN THE PIPES
BY SHUTTING OFF THE WATER WITH
THE MAIN T-VALVE IN FRONT OF
THE TANK. THEN OPEN ALL OF THE
FAUCETS. PROP THEM OPEN WITH A
PIECE OF WOOD.
NO WATER, NO FREEZING!

Shut off
water
with
T-valve...

...or
pipes
may
burst!



IF YOU'RE STORING THE
WATER TRAILER, MAKE
SURE YOU DRAIN ALL OF
THE WATER REMAINING
INSIDE.

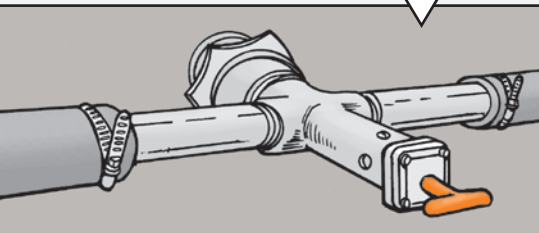
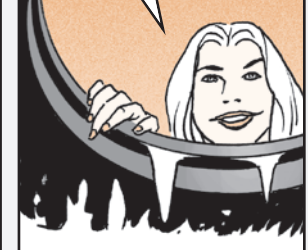
PARK THE TRAILER ON A **SLIGHT
INCLINE** SO THAT THE WATER IS
TILTED TOWARD THE DRAIN PLUG.



OPEN
ALL
OF THE
FAUCETS
AND
THE MAIN
T-VALVE.

THAT PREVENTS A VACUUM
IN THE
PIPES
AND LETS
ALL
OF THE
WATER
DRAIN.

WHEN THE WATER
STOPS DRAINING, **DON'T**
ASSUME IT'S ALL GONE.
OPEN THE MANHOLE
COVER AND **CHECK**.



What to Do With a **SMART** Idea



Do you have a super solution to a pressing Army problem? Your ideas on supply, maintenance, transportation, food service or any other aspect of Army logistics are welcomed and encouraged.

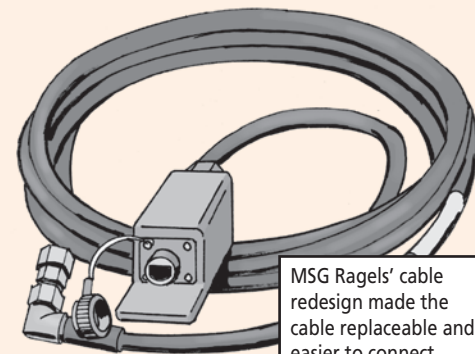
The only cost for you is the time it takes to jot down and submit an idea to the Army's Supply and Maintenance Assessment Review Team (SMART). The SMART team reviews and then assigns your idea to the right agency for evaluation.

Likewise, the Tools Improvement Program Suggestions (TIPS) also invites Army users to submit tool improvement suggestions directly to SMART for evaluation.

So if your logistics-related suggestion or tool tip can save the Army time, money or lives, it's worth sending in. Approved or even partially approved ideas can earn cash awards.

Winner Went the SMART Route

MSG Lathe Ragels with the National Guard's HHB 1/147th field artillery battalion in Watertown, SD, was awarded \$5,000 for his cable upgrade idea on the field artillery data system computer. He figured out a connector redesign that makes it possible to replace expensive, non-reparable cables with standard cables. The new cable set-up is also easier to connect. His idea is now being implemented Army-wide.



General SMART Tips and Guidelines

The best SMART suggestions often solve everyday problems. They include solutions that fix issues requiring extra man-hours to repair and alternatives to items or components that are expensive and/or impossible to fix.

You won't have to look far to find problems that need solving—they're everywhere. The real issue is that many of us are in the habit of just coping with a recurring problem. But odds are that if one Soldier is having a problem with supply, equipment or maintenance procedures, so are others! Now's the time to share your solution.

When you submit your SMART idea, include the following:

- Problem title (your choice)
- NSN (end item NSN)
- End item information (what is the end item?)
- References (TM, part numbers, etc.)
- Current procedure (and the problem with it). Please include parts/NSNs, if applicable.
- Recommendation (your suggested fix for the problem with the current procedure). Be as specific as possible. Include any cost savings estimates that might be realized with your solution.
- You may attach files to your suggestion that contain pictures, sketches, charts, etc., to better illustrate your suggestion. The total file size should not exceed 5 MB.

Download the SMART handbook online and use it to help prepare your submission. Visit the SMART website to submit your suggestion:

<https://smart.lia.army.mil/smart/smarthome.cfm>

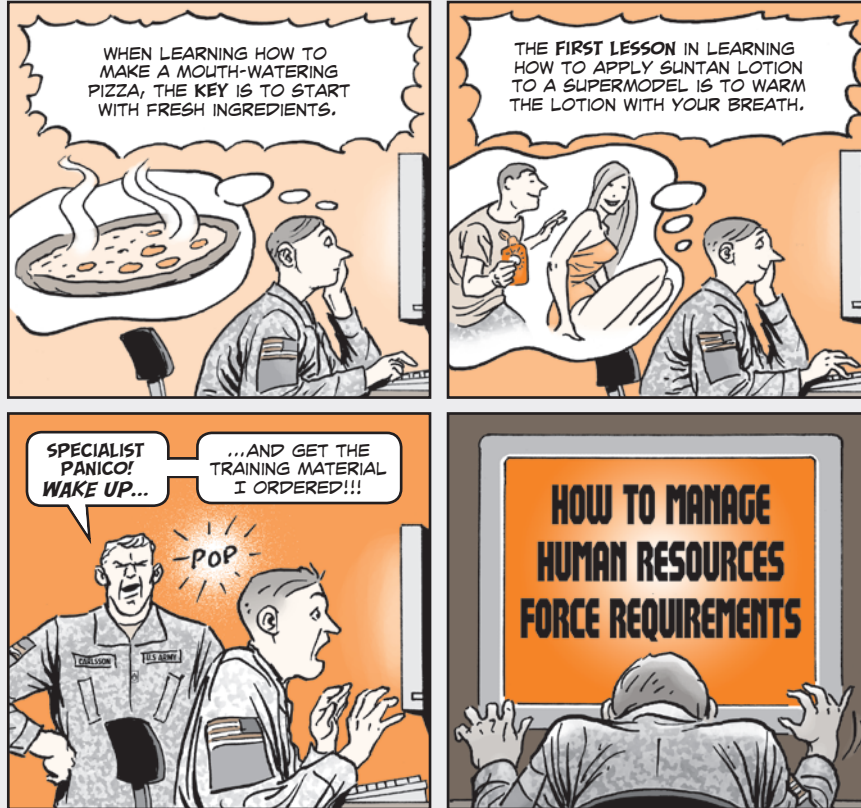
After you submit your suggestion to SMART, you can:

- track its status on the website.
- receive email updates during the SMART evaluation process.
- resubmit a rejected suggestion within 60 days, if the original evaluation did not take essential information into consideration.

If you have questions, visit the website or contact the SMART team at DSN 687-0595/0485, (804) 734-0595/(804) 734-0485, or email:

christopher.s.cigal.civ@mail.mil or kim.a.powers2.civ@mail.mil

WTSPs Keep Training Current



Training evolves as rapidly as the Army's technology. So why risk using outdated training materials in your unit when you can click a mouse and get the latest and greatest ones?

The Soldier Support Institute offers Human Resources (HR) and Financial Management (FM) Warfighter Training Support Packages (WTSPs) on the Army Training Network (ATN).

The WTSPs have the most up-to-date training materials available, and are updated automatically online whenever source files are revised. Each WTSP includes collective and individual tasks, lesson plans/PowerPoint slides, practical exercises, handouts, and reference materials.

ATN
Army Training Network

YOU **MUST** HAVE AN AKO ACCOUNT TO ACCESS TRAINING MATERIALS. CHECK OUT WTSPs ON THE ARMY TRAINING NETWORK (ATN) AT <https://atn.army.mil>

Training Solutions to Stay Army Strong

UNDER THE PRODUCTS TAB, CHOOSE GO TO PRODUCTS, COLLECTIVE TRAINING, AND THEN WARFIGHTER TRAINING SUPPORT PACKAGE.

Products Videos

CHECK OUT THESE RECENT HUMAN RESOURCES AND FINANCIAL MANAGEMENT TITLES!

Training Products

Recent HR WTSP "how to" titles include:

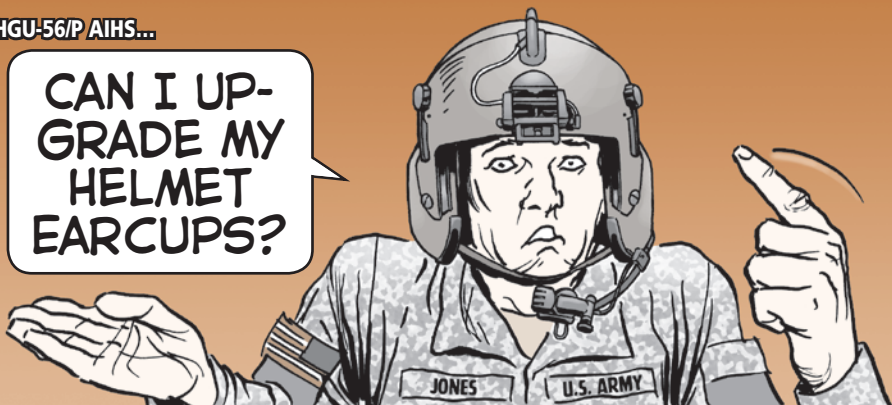
- Conduct Casualty Liaison Team Activities
- Conduct Casualty Operations
- Conduct Human Resources Sustainment Center Planning
- Conduct Personnel Accountability
- Conduct Strength Reporting
- Conduct Unit Mail Services
- Establish/Operate a Military Mail Terminal
- Maintain Theater Postal Services
- Maintain Unit Strength
- Manage Casualty Reporting
- Manage Human Resources Force Requirements
- Manage Military Mail Terminal and Postal Services
- Manage Morale, Welfare, and Recreation (MWR) Support
- Manage the Theater Casualty Assistance Center
- Manage Theater Database
- Manage Theater Gateway
- Monitor Casualty Reporting
- Monitor Personnel Accountability
- Monitor Postal Operations
- Perform Essential Personnel Services
- Perform Transient Personnel Accountability
- Plan Theater Postal Support
- Provide Postal Services

Recent FM WTSP "how to" titles include:

- Conduct Commercial Vendor Operations
- Conduct Finance Operations
- Conduct Internal Control Operations
- Conduct Resource Management Operations
- Establish Theater Financial Support
- Execute Management Internal Control
- Manage FM Operations (SPO)
- Perform Automated Financial Operations
- Perform Disbursing Operations
- Plan Financial Support for Theater Operations
- Plan Theater RM Operations
- Provide Funding Support to Financial Elements
- Provide Technical Guidance to Financial Elements

EACH WFTSP CONTAINS LINKS AND POCS FOR HELP ON ITS SUBJECT MATTER TOPIC.

CAN I UP-
GRADE MY
HELMET
EARCUPS?



THE
SHORT
ANSWER
FROM THE
HELMET
HEAD-
SHED IS
"NO!"



ALSE Techs, no matter what you've heard out there in the helmet world, the aircrew integrated helmet system (AIHS) earcup configuration cannot be altered.

The stock earcup is the only authorized cup for your helmet. That's because it was designed, developed and qualified as a crushable earcup that absorbs energy and protects your noggin in case of a helicopter crash. The bottom line is the standard configuration lowers aviator's risk of skull fractures and death.

The hushkit and softseal combo earcup replacements should not be used on HGP-56/P helmets because they have **not** been tested for crash worthiness. Everything you need is listed in WP 0065 00 of TM 1-1680-377-13&P-1.

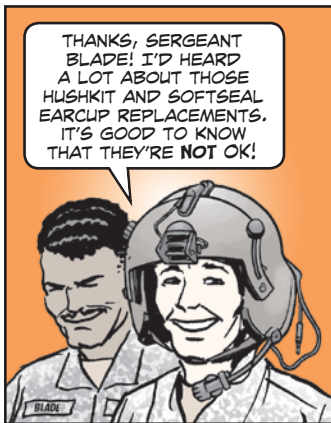
SO
REMEMBER,
YOUR HELMET
IS ALREADY
OUTFITTED
TO **PROTECT**
YOUR HEAD.



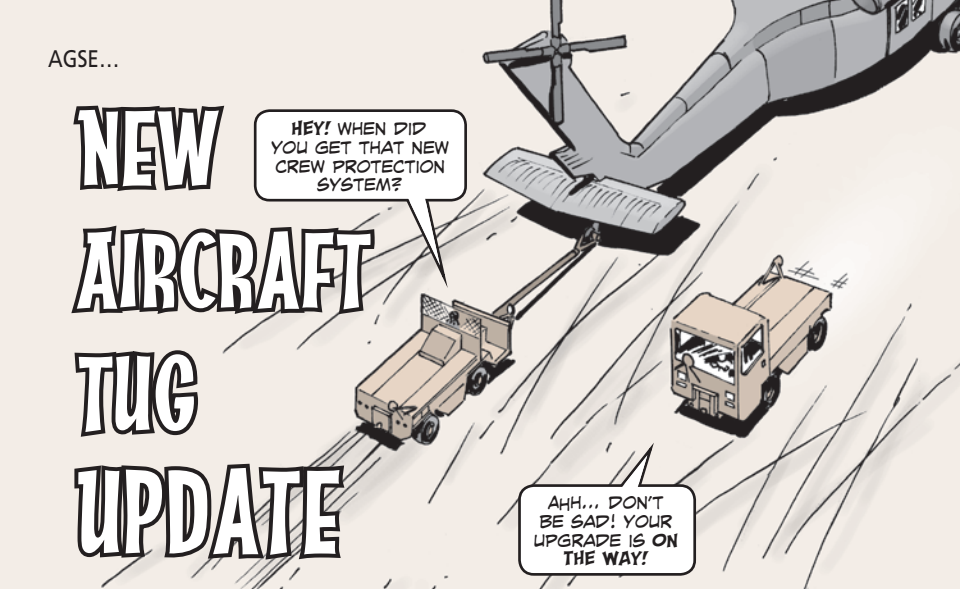
DON'T TRY TO
REFIT IT WITH
UNAUTHORIZED
COMPONENTS. THAT
WILL DO NOTHING
BUT INCREASE YOUR
RISK OF INJURY.



THANKS, SERGEANT
BLADE! I'D HEARD
A LOT ABOUT THOSE
HUSHKIT AND SOFTSEAL
EARCUP REPLACEMENTS.
IT'S GOOD TO KNOW
THAT THEY'RE **NOT** OK!



NEW AIRCRAFT TUG UPDATE



HEY! WHEN DID
YOU GET THAT NEW
CREW PROTECTION
SYSTEM?

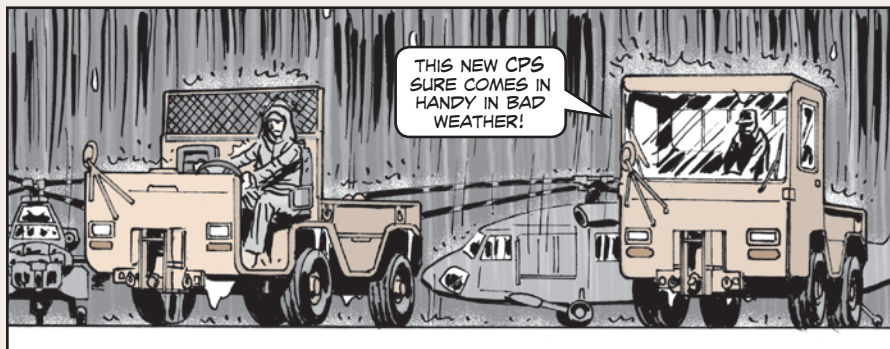
AHH... DON'T
BE SAD! YOUR
UPGRADE IS ON
THE WAY!

On Page 23 of PS 709 (Dec 11), we told you that the old standard tug and the John Deere tug are taking a hike. They are being replaced by a new tug called the standard aircraft towing system (SATS), NSN 1740-01-575-5662.

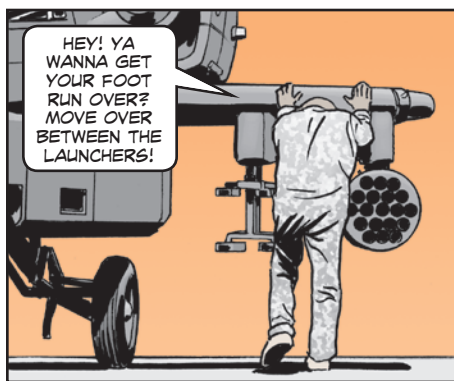
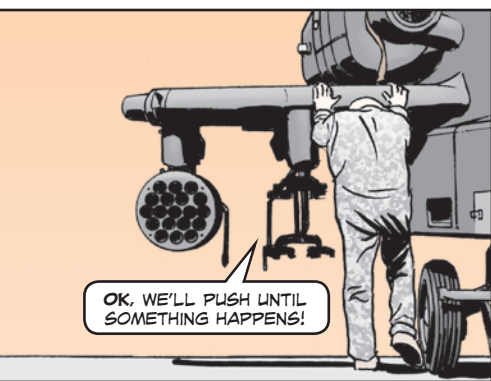
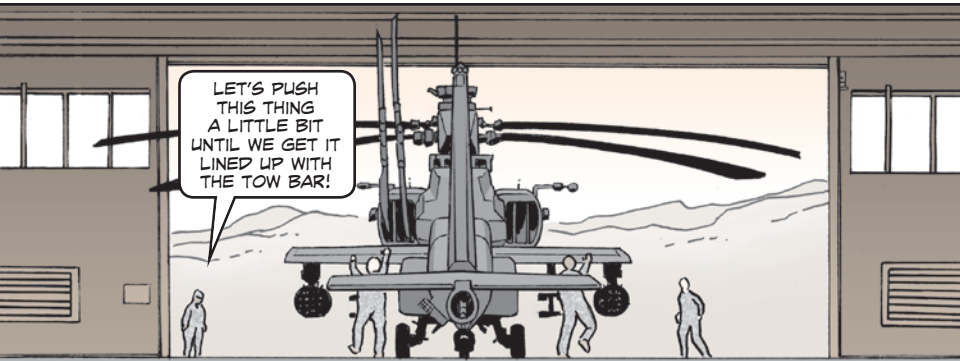
Well, here's some more good news! The SATS now has a full-length crew protection system (CPS) to protect its occupants. If you have a SATS without a CPS, don't worry. It will be upgraded with the new CPS soon. You'll be able to tow aircraft without being exposed to the elements while moving around on the flight line.

So while you wait for your upgrade to come in, keep up on the good maintenance and PMCS found in TM 1-1740-221-13&P.

Make a note that the TM is being revised to include the CPS along with updates to the repair parts and special tools list (RPSTL).



Moving Your Aircraft

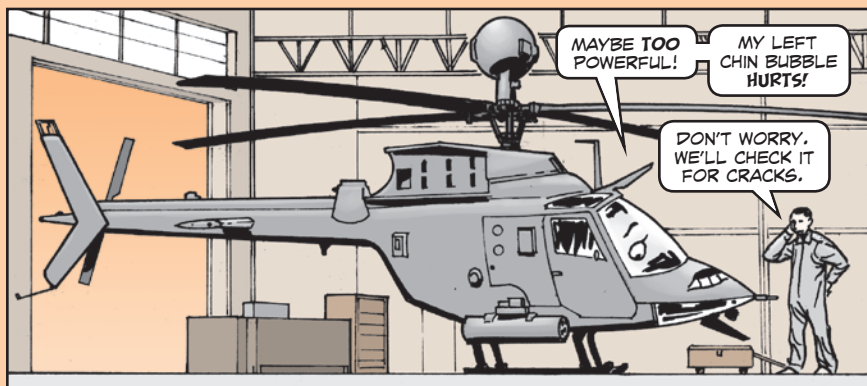
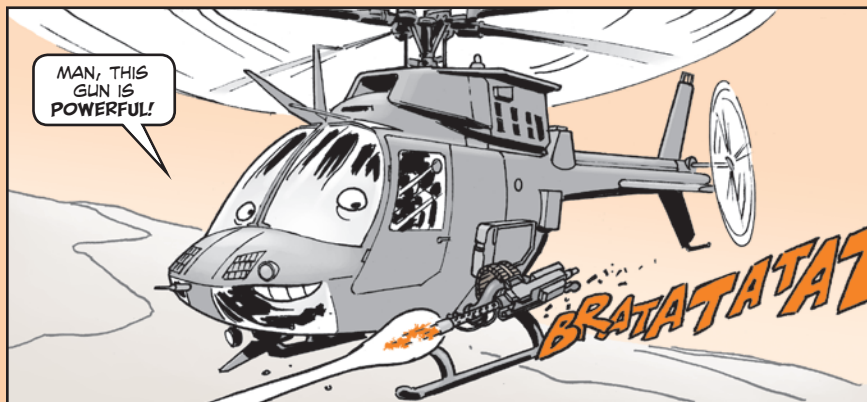


Mechanics, your AH-64 aircraft is not a lightweight. So position yourself correctly if you have to use brute strength to move it slightly.

When aircraft sit lined up in a hangar, there are times when there is no room to maneuver with a towbar and tug to remove the aircraft. So your only option is to push the aircraft to a position where towing is possible.

Pushing takes a minimum of five people: One to ride the brakes, two to wing watch, and two on both sides of the helicopter (using more reduces the risk of injury). The trick is where to position yourself on the stubby wings. Push the aircraft between the missile launcher and the rocket launcher using the stubby wings. If you wedge yourself between the inner pylon and the EFAB, you'll get your feet run over by the tires.

Put some muscle and your back into it and **push until something happens** (P.U.S.H.). After you've moved the aircraft into the open, attach the towbar and tug to finish moving the aircraft.



INSPECT YOUR AIRCRAFT

Pilots, now that the Kiowa Warrior has the new M3P .50 cal machine gun, NSN 1005-01-303-5250, strapped to its pylon, things just got a little more interesting.

After each firing of the gun, check your aircraft chin bubble and the area around the static port for damage.

Unlike the old M296 .50 cal machine gun with its shorter barrel, the M3P gun's longer barrel, plus vibration and rapid firing, can cause cracks in the chin bubble. Any time the gun is fired, it sends out powerful shock waves. The chin bubble on the pilot's side of the aircraft takes the brunt of the rapid firing of 1,100 rounds per minute.

If you find cracks in the chin bubble, call your airframe shop to fix the cracks or replace the chin bubble. They may also need to repair the aircraft skin if there's damage.

GOT A LIGHT BUDDY?

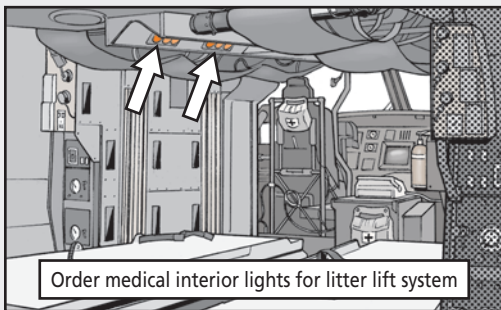


Tired of holding a mini-light in your teeth? If you've been looking for light bulbs or dome light assemblies for the interior in the medical Black Hawk, look no further.

For **light bulbs**, order NSN 6240-12-344-8188, which brings you a single halogen light bulb.

Dome assemblies? NSN 6220-12-381-0172 brings you the two-bulb dome light assembly found in the medical side panels.

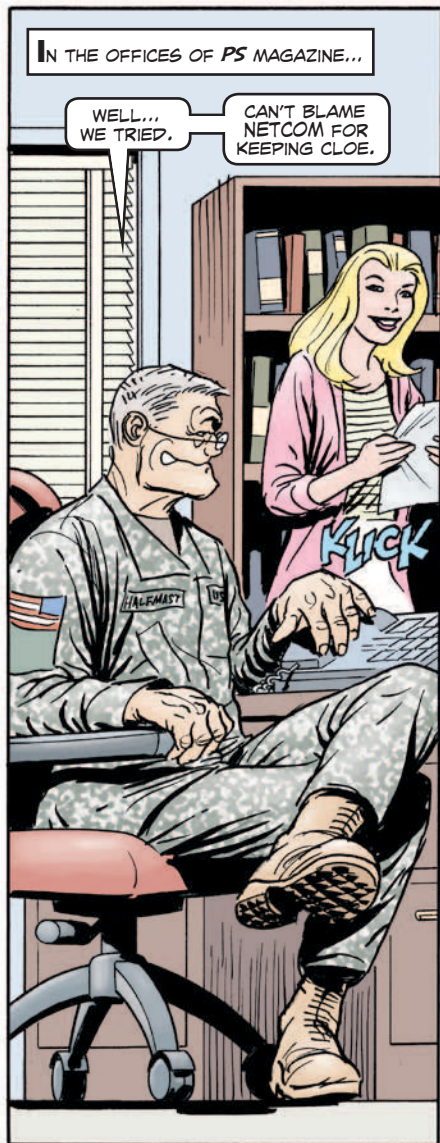
NSN 6220-01-569-0543 gets you the **three-bulb dome assembly** used in the center overhead light bar and the left/right aft facing controls panels.



Want to decrease your workload? When replacing a halogen bulb, do not touch the bulb with your bare hands. The oils from your skin will damage the quartz surface when the light is turned on.

Always handle halogen bulbs with a clean towel or clean, lint-free cloth. If you accidentally touch a bulb with your bare hands, clean it with rubbing alcohol, NSN 6505-00-656-8366, and ensure it is dry it before installation. Keeping it clean will light up your world!

2012: a Logistics Odyssey

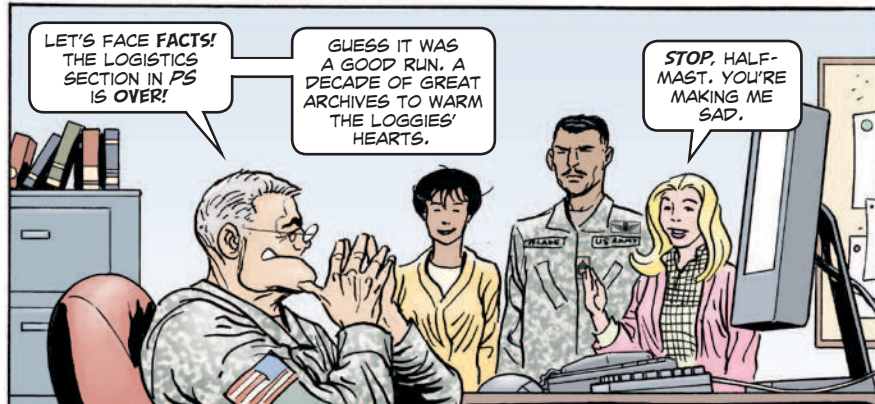
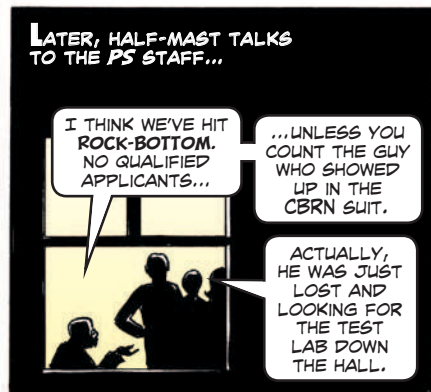
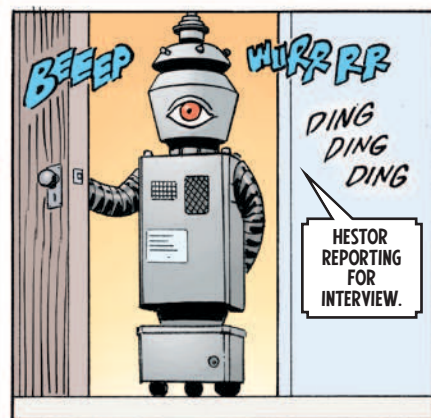
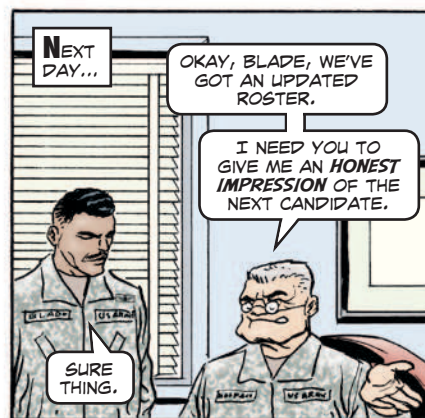
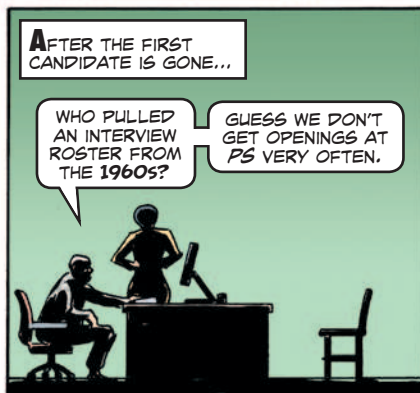


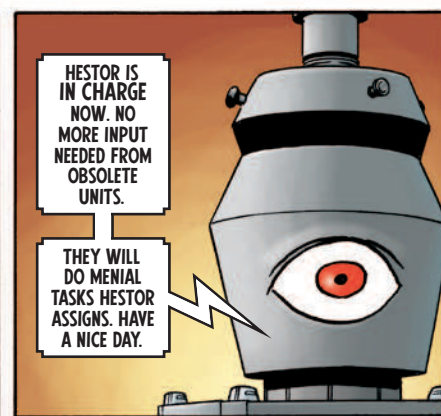
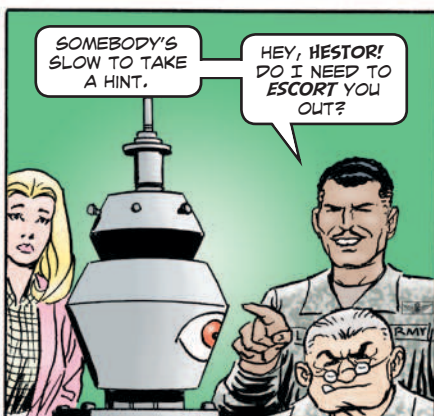
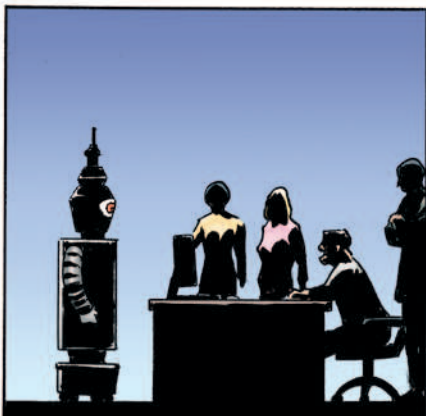
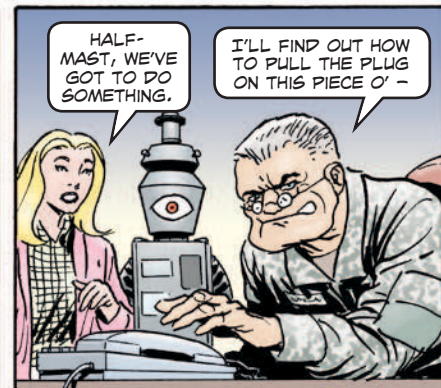
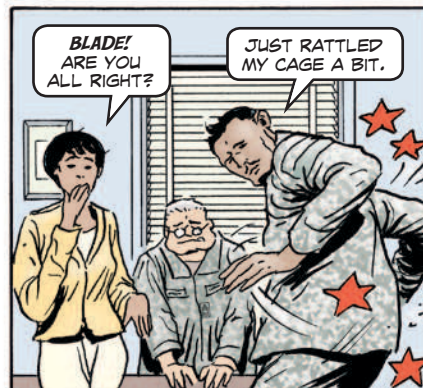
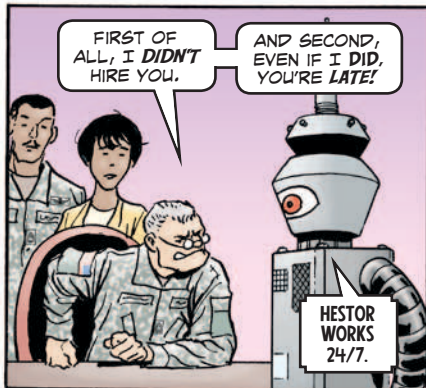
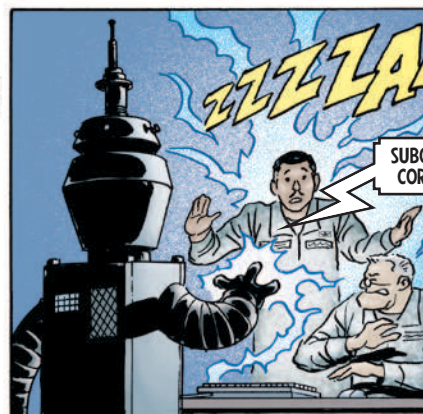
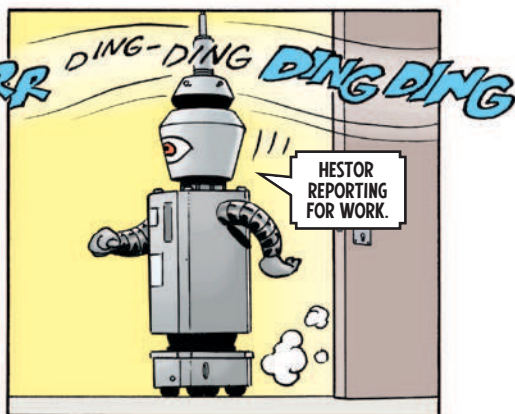
PS 719

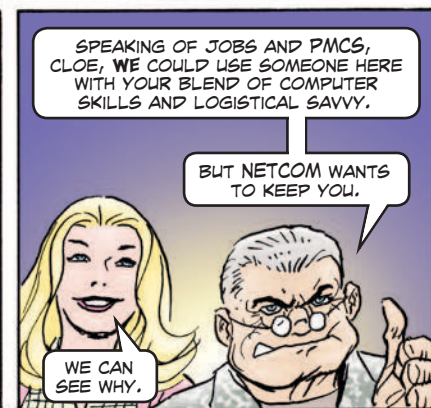
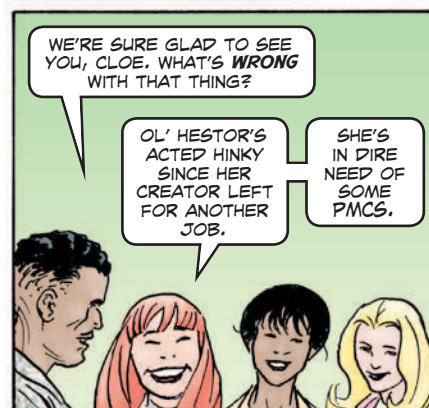
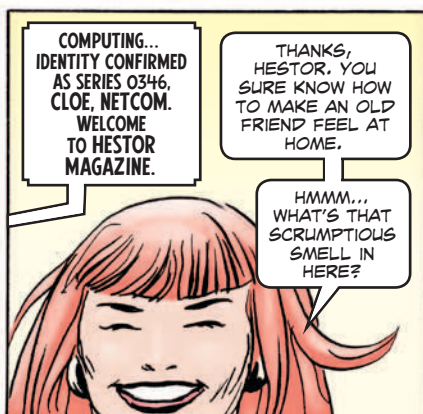
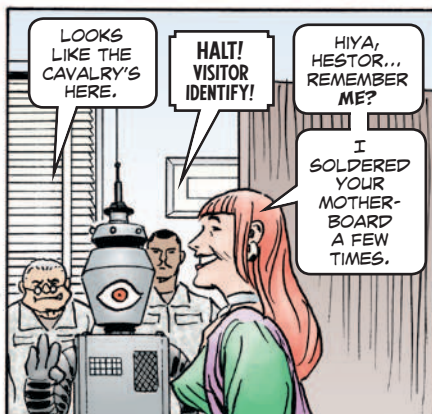
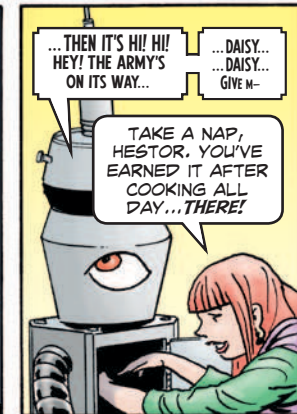
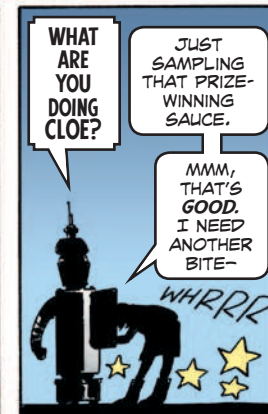
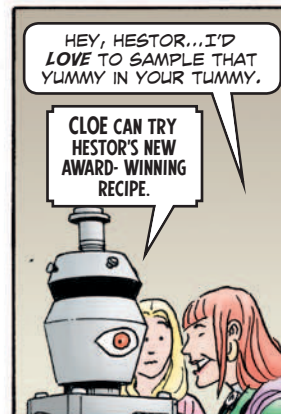
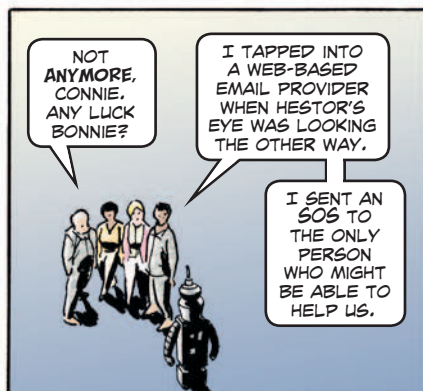
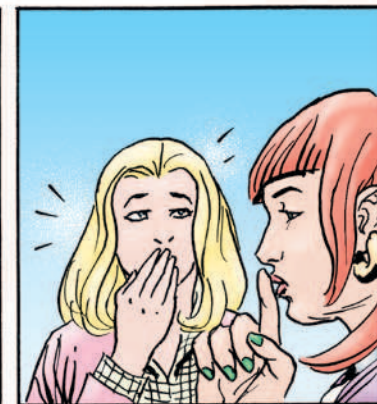
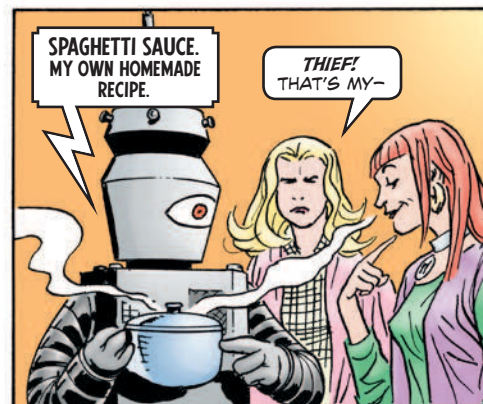
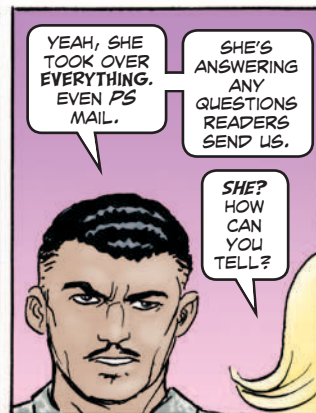
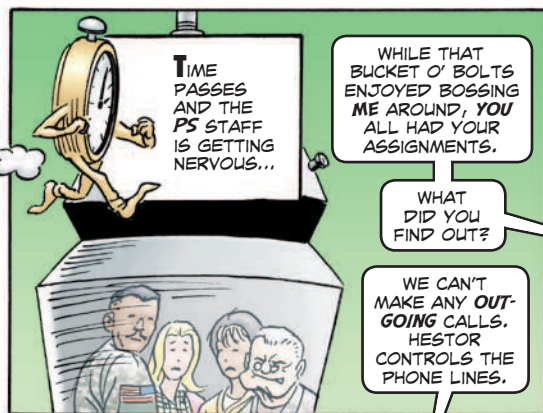


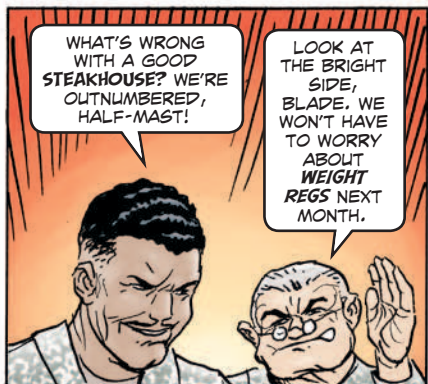
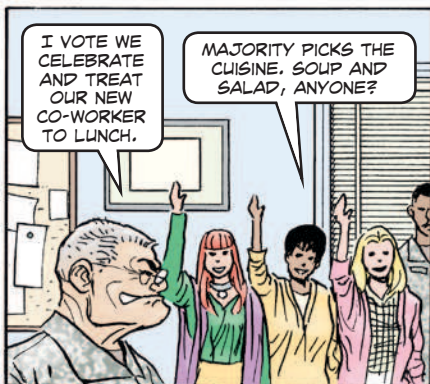
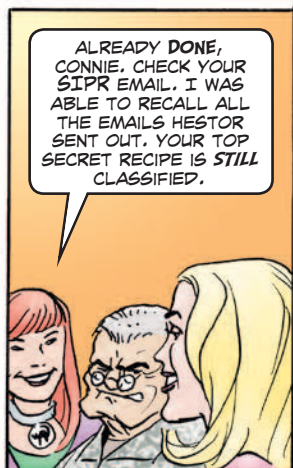
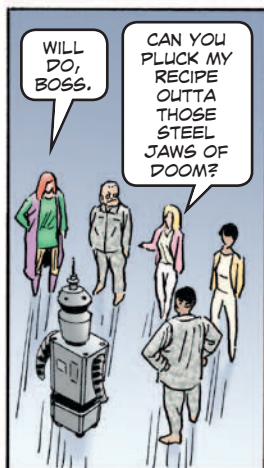
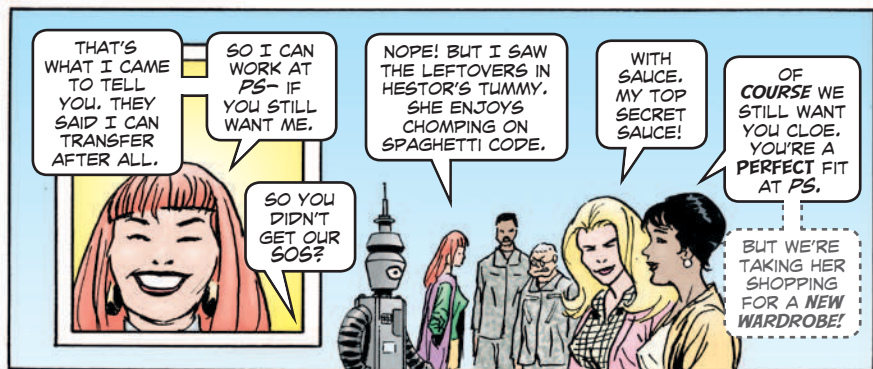
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Rack Help for M16A4 and M4A1

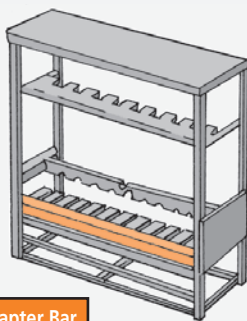
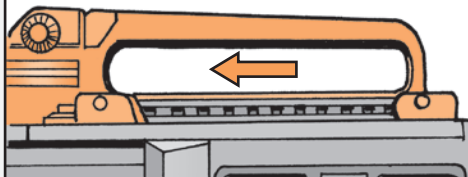
HEY!
WE **DON'T**
HAVE AN
ADAPTER
BAR!

YEAH,
ANYBODY
CAN PULL
US OUT
OF THIS
RACK!

The M12 rack, NSN 1095-00-407-0674, for the M16 rifle and M4/M4A1 carbine won't hold the M16A4 or M4A1 unless you modify the rack first.

To lock M4A1s in the M12 rack, you need an adapter bar on the rear of the arms rack. Your support (or field maintenance) makes the bar following the instructions beginning in WP 0036-1 in TM 9-1005-319-23&P (Nov 08).

Move M16A4 carrying handle back one notch



To lock an M16A4 with a carrying handle in the M12 rack, you may need to move the carrying handle back one notch to the rear. The carrying handle must be returned to the original position for firing to maintain the zero.

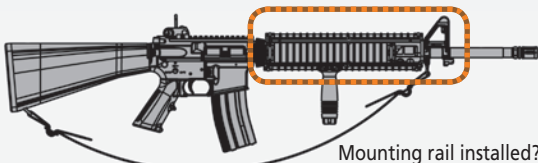
The standard adapter rail system installed on the M16A4 or M4/M4A1 will prevent the rack from closing. In that case, a single locking bar is needed. To get instructions for fabricating a single locking bar, contact TACOM's Gene Meade at DSN 786-1277, (586) 282-1277 or email:

eugene.v.meade2.civ@mail.mil

or John Kelty at DSN 786-1275, (586) 282-1275, or email:

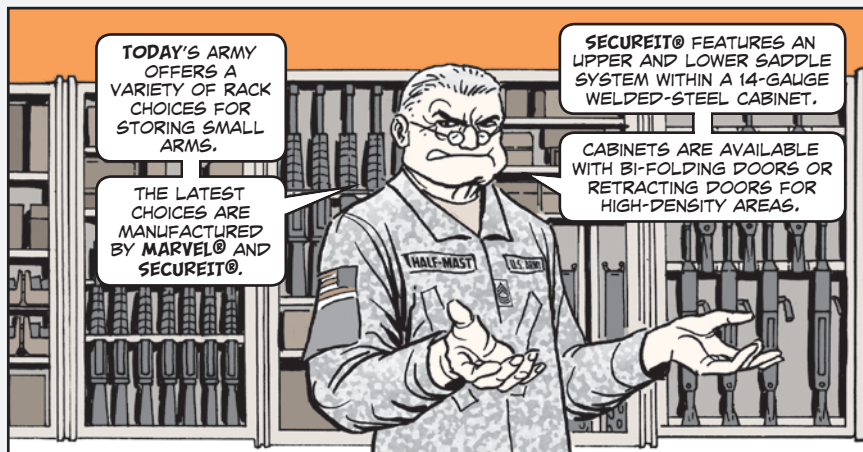
john.m.kelty.civ@mail.mil

Any M12 racks that are fitted with the adapter bar or single locking bar must be certified as secure. Contact your local TACOM logistics assistance representative for details.



Mounting rail installed?
Rack locking bar may be needed

Racks for the Arms Room



Here's what is available from Secureit®...

24-rifle and 24-pistol storage cabinet:

Features adjustable saddle system with 12 bins with dividers for handguns or optics. Bi-fold door version comes with NSN 1095-01-599-5325 and retractable door version with NSN 1095-01-599-4882.

Crew-served weapon storage cabinet:

Can hold four M2s or MK 19s or six M240/M249s or six M107 sniper rifles, plus the spare barrels. Features adjustable saddle system with three shelves. Bi-fold door cabinet, NSN 1095-01-599-4865. Retractable door cabinet, NSN 1095-01-599-4878.

Handgun, optics and gear storage cabinet:

Can store 120 pistols, optics, NVGs, or radios. Features 60 bins with removable dividers. Bi-fold door cabinet, NSN 1095-01-599-4871. Retractable door cabinet, NSN 1095-01-599-4886.

High density pistol peg storage cabinet:

Stores 220 handguns on steel peg system that protects the barrel and prevents weapons from being stored with a round in the chamber. Bi-fold door cabinet, NSN 1095-01-599-4782. Retractable door cabinet, NSN 1095-01-599-4887.

Machine gun storage cabinet:

Stores 12 M249s or six M240s and six M249s with each weapon on a single shelf. Bi-fold door cabinet, NSN 1095-01-599-4868. Retractable door cabinet, NSN 1095-01-599-4880.

For more information about Secureit® racks, call (800) 651-8835 or go to:
<http://www.secureittactical.com>



- factory assembled and ready to use
- Quicklok® system gives one-handed entry into the rack
- rounded diamond pattern allows for inventory without opening racks
- holes in bottom rear corners of racks make it easy to run a chain through several racks for added security
- racks do **not** need to be certified by your local TACOM LAR
- racks carry a limited lifetime warranty
- Marvel® provides free on-site consultation

For more information, call
(800) 862-7835 or visit:

<http://www.universalweaponracks.com>

For a list of the racks available from SpaceSaver, Stanley Vidmar, and WAR-TAC, see Pages 24-26 of PS 692 (Jul 10):

<https://www.logsa.army.mil/psmag/archives/PS2010/692/692-24-26.pdf>

Marvel®

NSN 1095-01-	Weapons held
565-2809	10 M16/M4s or M500s
571-7636	10 M16/M4s or 9 M9s on pegs
571-7275	10 M16/M4s or 9 M9s in a tray
571-7306	10 M16/M4s on a caster cart
571-7309	6 M249s
571-7348	combination of 6 M16/M4s and 2 M249s
571-7357	2 M2s plus 4 barrels
571-7344	6 M240Bs
571-7367	4 MK 19s
571-7342	61 inches tall with 4 full shelves
571-7321	34 inches tall with 12 bins for optics/NVG
571-7353	30 M9s on pegs
571-7313	60 M9s on pegs
571-7343	90 M9s on pegs
571-7378	120 M9s on pegs
571-7350	2 Javelin CLUs
571-7310	2 120mm mortars
603-0349	4 MK 19s with rack bins
603-0375	1 MK 19 and 4 M240Bs
602-9206	6 M240Bs with rack bins
603-0649	10 M203s or M500 shotguns
602-9204	12 M4/M16s
603-0169	10 M4s
603-0154	12 M4s
602-9345	20 M4s with bins
602-9559	20 M4s
602-9393	24 M4s
603-0054	24 M4s with back panel for M9s
603-0655	30 M4s
603-0656	6 guns with 6 storage bins
602-9378	10 weapons in any combination
602-9382	4 M2s plus spare barrels
602-9389	4 M2s with bins
603-0357	12 M249s
603-0000	4 60mm mortars
603-0652	4 60mm mortars with shelves
603-0150	4 81mm mortars
603-0151	4 81mm mortars with shelves
603-0346	2 TOWs
602-9572	10 bins for optics
602-9574	21 bins for optics
603-0147	30 bins for optics
603-0058	10 bins
602-9994	45-in tall rack with 2 full shelves
603-0008	61-in tall locker with shelves
603-0162	cart with casters for 34, 45, 61-in tall racks

Check Bipod for Slippage

HEY! THOSE LAST MISSES WEREN'T MY FAULT! MY BIPOD'S STARTING TO SLIP! SOME-BODY HELP ME!

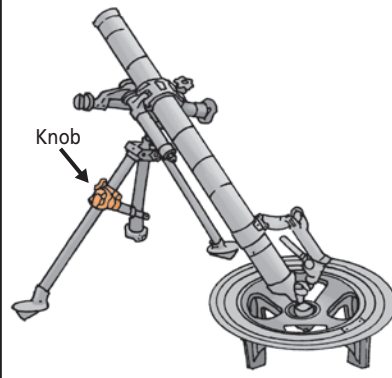
SOME M170A1 BIPODS FOR THE NEW M224A1 MORTAR AREN'T STAYING LOCKED IN POSITION.

A SLIPPING BIPOD DESTROYS ACCURACY AND COULD BE DANGEROUS!



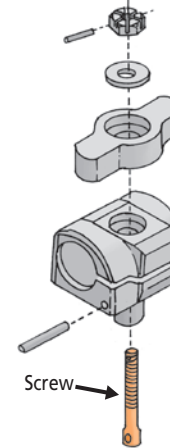
Operators, test immediately any M170A1 bipods, NSN 1010-01-561-9234, in your unit for slippage of the cross-leveling mechanism. With either the M224A1 fully assembled or the bipod standing alone, tighten the clamping block's locking knob. Lift up on the block clamp while checking for movement along the bipod's leg.

Lock block clamp knob and test for slippage



If the bipod won't stay in the clamped position, your mortar is NMC. Send it to support. Support should inspect and possibly repair the clamping block. The problem is usually a stripped machine screw (Item 6 in Fig 17 of TM 9-1010-233-23&P). TACOM will provide a repair kit that includes the screw.

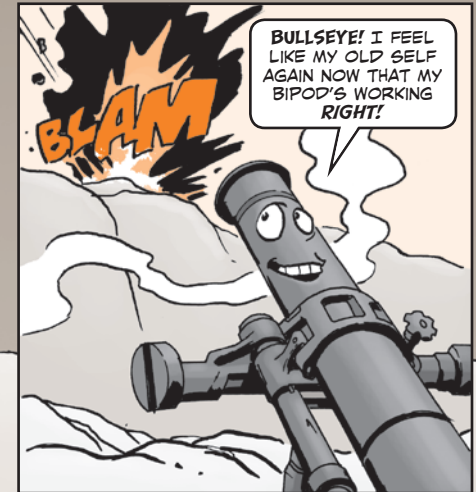
Slippage may be caused by stripped machine screw in block clamp



See TACOM maintenance action message 12-024 for more info:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA12-024.html>

Questions? Contact TACOM's Michelle Heinrich at DSN 786-1222, (586) 282-1222, or email michelle.n.heinrich.civ@mail.mil

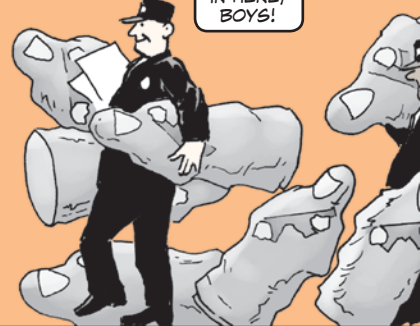


MANNEQUIN TARGET ALERT!

BUT...BUT... I ONLY ORDERED ONE MANNEQUIN!

MAYBE SO, BUT IT SAYS RIGHT HERE THAT YOU'RE GETTING 35 OF 'EM!

IN HERE, BOYS!



A big change has happened with the mannequin target, NSN 6920-01-164-9625, armorers. Previously that NSN brought one—**just one**—target. But now that NSN brings 35 targets at a cost of about \$450. The unit of issue has changed from EA to BX (35).

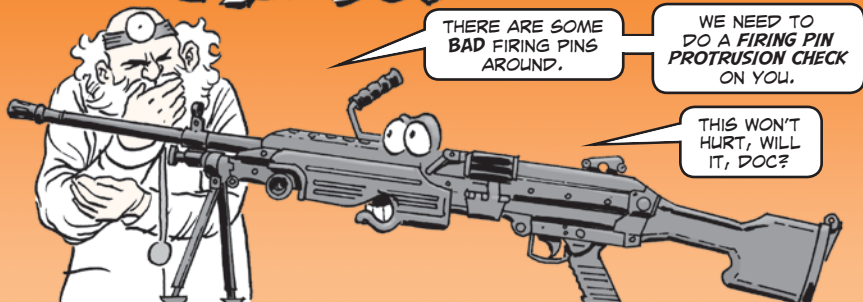
So unless you want to end up with enough targets for a lifetime and a hefty bill, remember this change in quantity when you put in your next target order.

If you've already made the mistake of ordering way more mannequins that you need, you can get the extras shipped back. Contact Cathy Boultinghouse at DSN 786-1363, (586) 282-1363, or email:

catherine.j.boultinghouse.civ@mail.mil



PIN DOWN BAD FIRING PINS



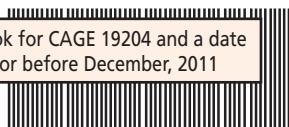
A small number of bad M249 machine gun firing pins have gotten into the field. The bad pins may not protrude completely through the bolt or may protrude too far, causing probable misfires.

Armorsers need to check all their replacement firing pins for a CAGE code of 19204 on their packages. If these pins are dated on or before December 2011, they should be demilled.

But any time you replace an M249 firing pin, do the protrusion check on Page 3-54 of TM 9-1005-201-23&P (Jun 02). That way you know you're installing a good firing pin.

Questions? Contact TACOM's Andre Pilgrim at DSN 786-1256, (586) 282-1256, or email: andre.v.pilgrim.civ@mail.mil

Look for CAGE 19204 and a date on or before December, 2011



1005011285705

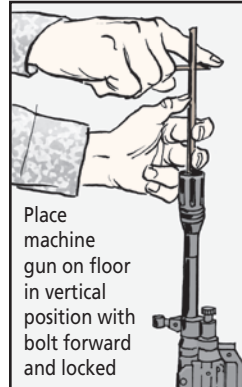
1005 01-128-5705

CAGE 19204-PIN:9348395

PIN: FIRING

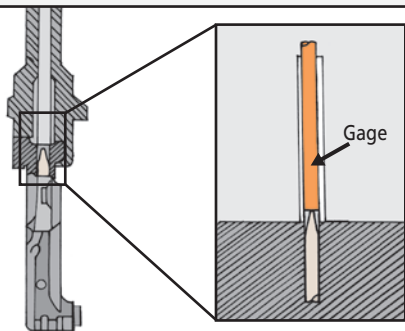
MOP: M31 - 8/10 1 EA

Do protrusion check when replacing firing pin



Place machine gun on floor in vertical position with bolt forward and locked

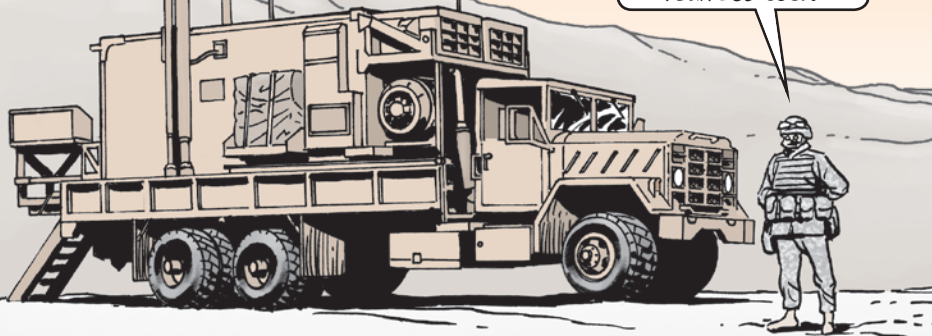
Insert firing pin protrusion gage in barrel until bottom end of gage seats firmly against bolt face



Patriot Missile
System...

Keep ECS A/C A-OK

LISTEN TO THESE
COOL IDEAS FROM FT
BLISS ON HOW TO KEEP
YOUR ECS COOL!



Dear Editor,

Through our experience keeping the Patriots at Ft Bliss primed for action, we've come up with a few ways to ensure the engagement control station's (ECS) air conditioning stays A-OK:

Run one A/C unit at a time.

The ECS has two A/C units, but running them both at the same time actually hurts their effectiveness. Running both causes back pressure to build up in the van, which means the units work harder and against each other. A very good way to help the units last is to run the units one at a time. Just alternate them every two hours.

Check that condensation is draining out of the A/C units at least daily.

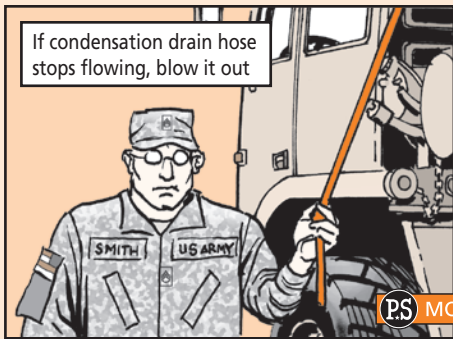
If condensation can't properly drain, the A/C will eventually shut down and that shuts down the ECS. If any kind of work has been done on the A/C, make sure the elbow fittings where the drain hoses connect point down. If they don't, condensation can't drain properly. For the same reason, check that the drain hoses aren't kinked.

HEY! WE DON'T
NEED BOTH A/C
UNITS RUNNING.

ONE AT A
TIME WILL DO
JUST FINE!



If condensation drain hose
stops flowing, blow it out



PS MORE

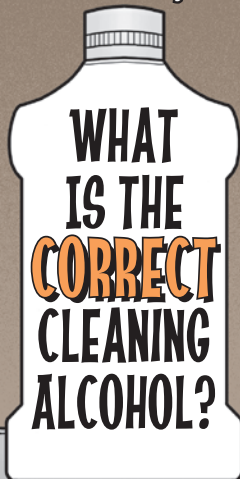
But sometimes a drain hose plugs up and the condensation backs up. The easiest fix is to suck on the end of the hose to clear it, which of course isn't very sanitary. So instead, disconnect the drain hose and blow it out with an air hose.

CW2 Michael Smith
SGT Joshua Rogers
SPC Nicholas Griffin
2/43 ADA
Ft Bliss, TX

Editor's note: You've just made things much cooler for the ECS with your cool suggestions.



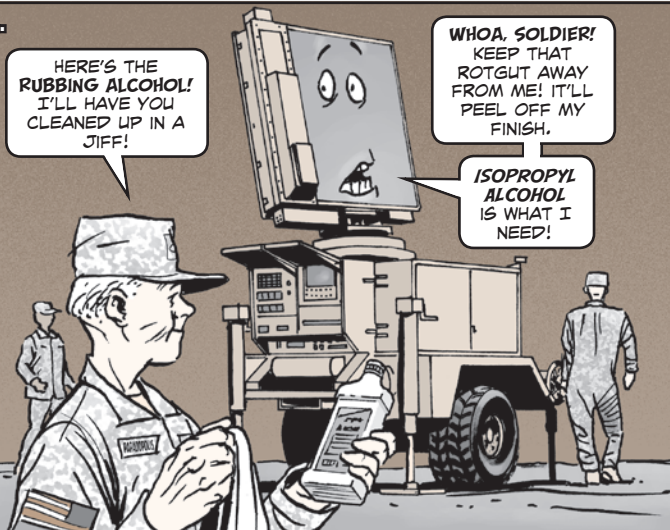
Sentinel Radar System...



HERE'S THE
RUBBING ALCOHOL!
I'LL HAVE YOU
CLEANED UP IN A
JIFF!

WHOA, SOLDIER!
KEEP THAT
ROTGUT AWAY
FROM ME! IT'LL
PEEL OFF MY
FINISH.

ISOPROPYL
ALCOHOL
IS WHAT I
NEED!



Dear Half-Mast,

On Page 59 in PS 712 (March 12), you said to use only isopropyl alcohol to clean inside the Sentinel's compartments. Rubbing alcohol shouldn't be used because it removes the protective coating on the compartments' walls, which leads to corrosion and arcing. What I find confusing is that rubbing alcohol is mostly isopropyl. Please clarify this.

SFC James Bishop
CAARNG
Stockton, CA

Dear Sergeant Bishop,

We are always glad to clarify.

Rubbing alcohol does indeed contain 70 percent isopropyl. It's the acetone that makes up the other 30 percent that causes the problem. Acetone is what strips off the protective coating.

TM 9-1430-Sentinel (1 Apr 2010) says to use technical isopropyl alcohol, NSN 6810-00-753-4993, for cleaning because it's 70 percent isopropyl and 30 percent water. No acetone, no problem.

Half-Mast

M40/M42-Series Masks...

NOSECUP PARTS REVERSED REVERSED



UH-OH!

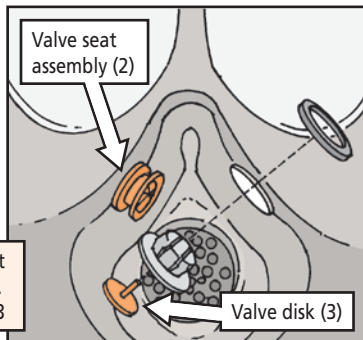
THEY MADE
A MISTAKE ON
MY NOSECUP
PARTS.
I GOTTA
GET THIS
STRAIGHTENED
OUT!

Dear Editor,

I noticed in the M40/M42 mask's TM 3-4240-346-23&P (Aug 10), the nosecup valve disk and the nosecup valve seat assembly are reversed in both Fig 2 and Fig 4 of WP 0031. The valve seat assembly is actually Item 2 in both figures and the valve disk is Item 3. I've submitted a DA Form 2028, but CBRN specialists might want to correct their TMs in the meantime.

MSG Andrew Wilde
MOARNG
Jefferson City, MO

Nosecup valve seat
assembly is Item 2.
Valve disk is Item 3



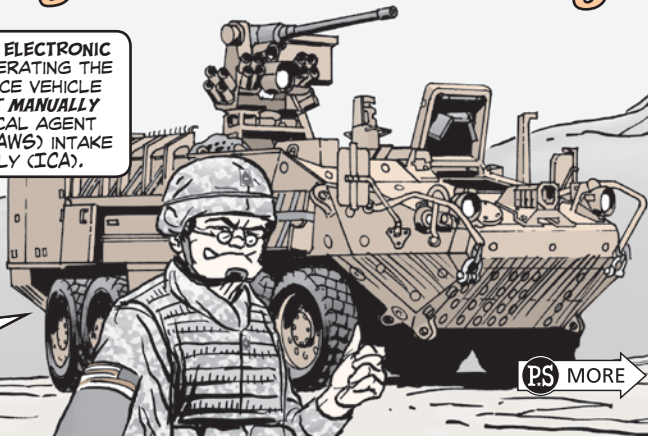
Editor's note: Good eye, Master Sergeant. CBRN specialists, make a note of this correction to save yourself parts confusion.

M1135 NBCRV Stryker...

Opening BAWS Manually

IF THERE IS A **FAILED ELECTRONIC ACTUATOR** WHILE OPERATING THE NBC RECONNAISSANCE VEHICLE (NBCRV), YOU **MUST MANUALLY OPEN** THE BIOLOGICAL AGENT WARNING SENSOR (BAWS) INTAKE CLOSURE ASSEMBLY (ICA).

UNFORTUNATELY, THE NBCRV'S TM DOESN'T EXPLAIN HOW. TURN THE PAGE TO FIND OUT!

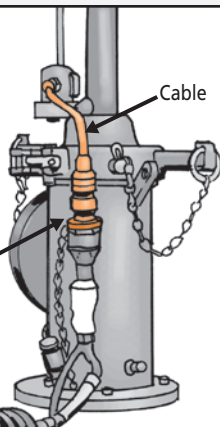


PS MORE

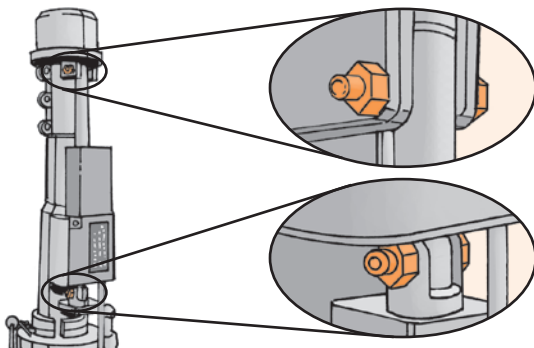
- Disconnect the BAWs ICA power cable from the harness guard connector.
- Put the protective cap on the connector.
- Use a cross-tip screwdriver and a $\frac{7}{16}$ box-and-open-end wrench to remove the two nuts and screws from the BAWs ICA actuator.
- Remove the actuator from the BAWs ICA stack and put it in stowage.
- Reinstall the two screws and two nuts on the BAWs ICA stack.
- Pull down the sleeve of the stack until the stack is fully open.
- Continue the mission and notify field maintenance as soon as possible.

Disconnect BAW ICA power cable from harness guard connector

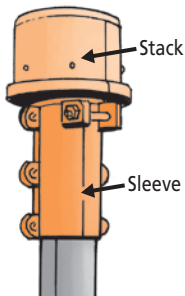
Connector



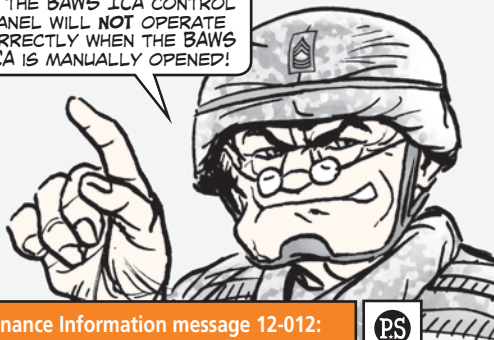
Remove two nuts and screws from BAWs ICA actuator



Pull down sleeve until stack is fully open



NOTE: THE INDICATOR LAMPS ON THE BAWs ICA CONTROL PANEL WILL **NOT** OPERATE CORRECTLY WHEN THE BAWs ICA IS MANUALLY OPENED!



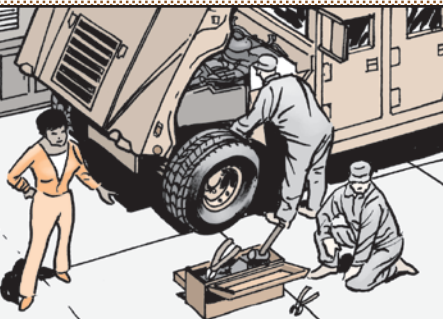
For more info, check out TACOM Maintenance Information message 12-012:
https://tulsa.tacom.army.mil/safety/mam/tacom_wn/MI12-012.html



New Tool Cart Available

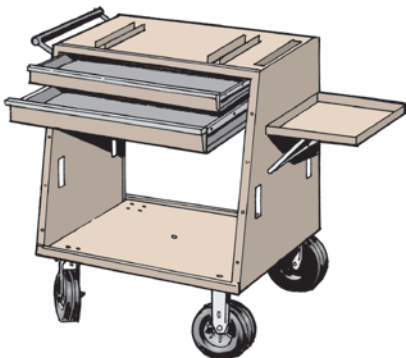
A NEW MOBILE TOOL CART CALLED THE MILITARY CART, ARMSTRONG TOOL (MCAT) IS NOW AVAILABLE.

IT IS SPECIFICALLY DESIGNED FOR THE GENERAL MECHANICS TOOL KIT (GMTK), AND CAN ALSO BE USED FOR OTHER TOOL KITS THAT COME IN THE ARMSTRONG/ PELICAN TOOL CHEST.



Here are some of the features of the cart:

- Tool chest can easily be positioned in the top or bottom of the MCAT
- Removable mounting rails provide a large, versatile work surface area
- Recessed area for small parts and hardware
- Side work surface with a 50-lb capacity can be mounted on either side of MCAT at two height locations
- Two roller-bearing slide drawers, each with 75-lb capacity, can be locked with a bar
- Powder-coated, 14-gauge industrial grade steel with welded construction can withstand harsh environments
- 8-in semi-pneumatic wheels provide easy movement and 1,000-lb load rating
- Large, open bottom for multiple storage options
- Push handle can be mounted on either side



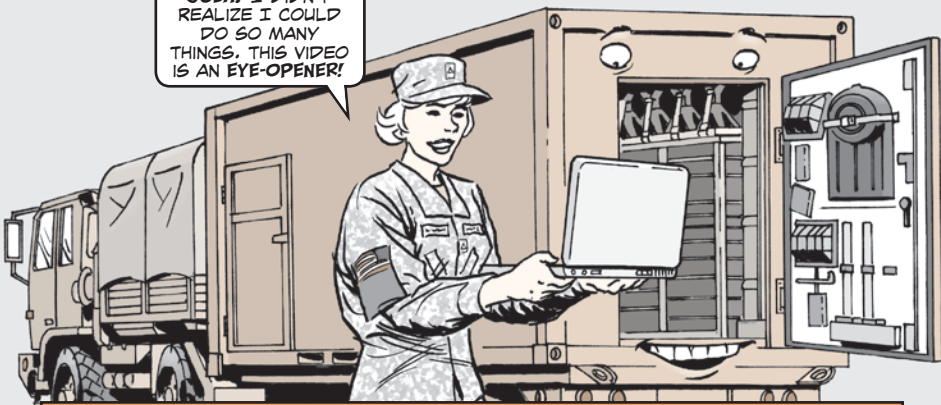
Accessories available for the MCAT include:

- laptop stand
- creeper
- magnetic tool holder
- third drawer
- power strip
- mechanic's rolling stool
- fully pneumatic tires
- multi-cavity drawer organizer
- other accessories available

Order the MCAT using NSN 5140-01-586-3669. For more info about the MCAT, contact Armstrong Tools at 1-800-234-0838, or email: militarytools@apextoolgroup.com

SATS Video Available

GOSH! I DIDN'T
REALIZE I COULD
DO SO MANY
THINGS. THIS VIDEO
IS AN EYE-OPENER!



IF YOU WANT TO LEARN **MORE** ABOUT THE
STANDARD AUTOMOTIVE TOOL SET (SATS), A
SATS VIDEO IS NOW AVAILABLE AT THE LIBRARY OF
TACOM TRAINING INFORMATION SITE (LOTTIS):

<https://utap.army.mil>

USE YOUR CAC CARD TO
REGISTER WITH LOTTIS. ONCE
YOU'VE HIT **AGREE**, GO TO THE
SATS TAB TO WATCH THE VIDEO.

YOU CAN **EITHER**
WATCH THE VIDEO
DIRECTLY THROUGH
THE SITE...



Organized Videos: [File Videos](#) [Customer Feedback](#) [HOME](#) [ARMY](#) [MARINES](#) [NAVY](#) [VIDEOS](#) [CBIT](#) [CUSTOMER ASSISTANCE](#)

... OR SAVE IT TO
YOUR COMPUTER.

Click Here For Instructions

Select Service: ☐ Army ☐ Marines ☐ Navy

Now Playing:

Two Army SATS

INTRODUCTION
TO THE
STANDARD
AUTOMOTIVE
TOOL SET

Place Institutional training or New Equipment Training by the Program Manager
if any Additional Skill Identifier (ASI).
could be used to SUPPLEMENT training in the operational domain.

Army Items With Videos

Item:

TO **SAVE** THE VIDEO, CLICK
ON THE **SATS** TAB ON THE
HOME PAGE AND THEN CLICK
ON **INTRO TO SATS.WMV** AND
CLICK **SAVE**.

Added: 1/24/07 10:00:00
Status: Under Review
Thumbnail: mms://44-101-111-111/111111
Videos for Standard Automotive Tool Set (SATS)

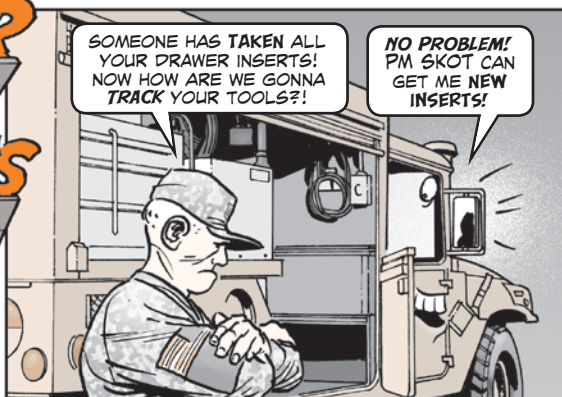
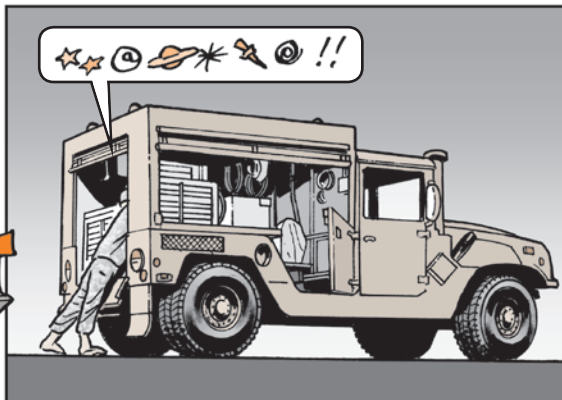
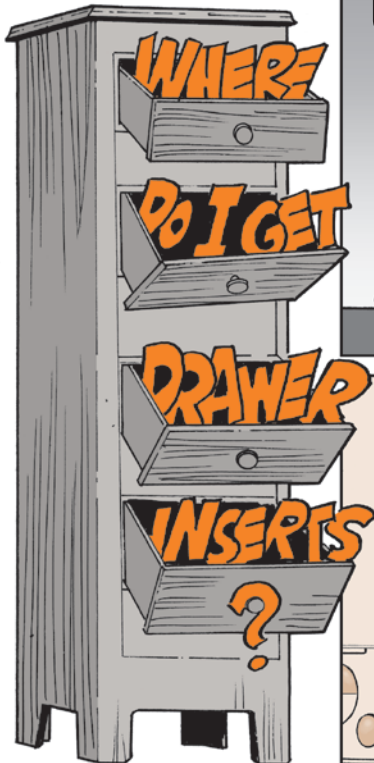
View: [Intro To SATS.wmv](#)
6.1.1

Notification Page 876

OR YOU CAN REQUEST A COPY OF THE VIDEO BY CLICKING ON
THE **CUSTOMER ASSISTANCE** TAB AND SUBMITTING A REQUEST
TO THE CUSTOMER ASSISTANCE TEAM (CAT) OR BY EMAILING:

TACOM-LCMC.ILSC_UTAP@mail.mil

SECM...



Dear Half-Mast,

We recently got an SECM (shop equipment, contact maintenance) that is missing the foam inserts for its drawers. Without the inserts, it's difficult to organize the tools and do inventory. We've looked all through TM 9-4940-563-13&P and can't find anything on getting new inserts. Can you help?

SFC P.H.

Dear Sergeant P.H.,

Of course I can help. Order new inserts at <https://pmskot.army.mil> using PN SECMLT-FM. This brings the whole set of inserts.

To order SECM tools, you need to identify which SECM you have. NSN 4940-01-333-8470/8471 is identified on the PM-SKOT website as SECM heavy. NSN 4940-01-548-9064 is SECM lightweight. You can then search the site for tools by part number or description or you can search through the tool listing for each SKO.

If you still have problems, contact PM-SKOT at (877) 476-7568 or email:

usarmy.detroit.peo-cs-css.mail.pm-skot@mail.mil

Half-Mast

NOOO!

ELECTROSTATIC DISCHARGE (ESD), THE DISCHARGE OF STATIC ELECTRICITY, DESTROYS OR DEGRADES TRANSISTORS, RESISTORS AND INTEGRATED CIRCUITS OF CIRCUIT CARDS.

ESD CAN HAPPEN DURING PACKING, SHIPPING, HANDLING OR INSTALLATION OF CIRCUIT CARDS.

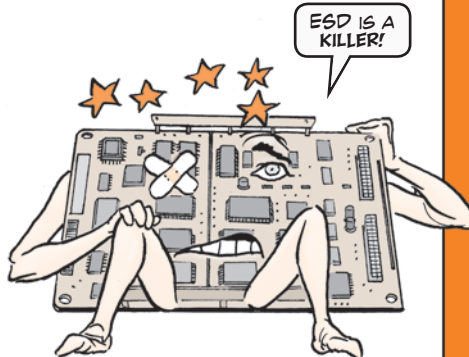
CIRCUIT CARDS CAN'T STAND THE SHOCK!

What Causes ESD?

ESD comes from electrically charged objects in your work area: Clothing, rugs, chairs, paper, ordinary packaging materials, or the work surface itself.

But the main source of ESD is you. You build up thousands of volts of static electricity by doing things like walking across the floor or combing your hair. Then, just by touching a circuit card, you'll discharge static electricity, often without realizing it.

A spark as little as 30 volts ruins a sensitive electronic device. You may not feel the discharge or see the damage, but you can bet it has happened. The circuit card may fail now or be weakened enough to fail later.

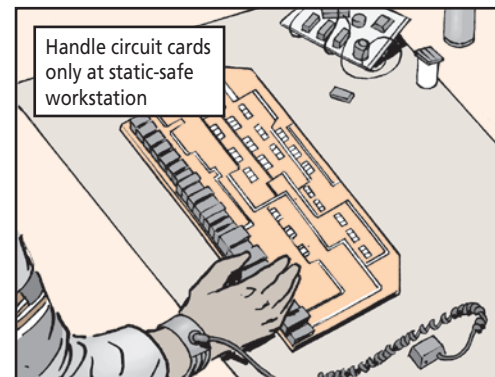


Static-safe Workstations

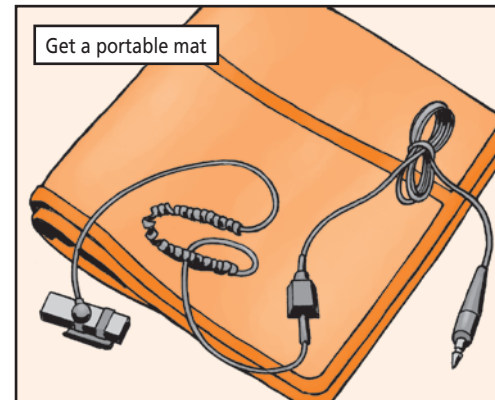
Protect your circuit cards from ESD. Handle them only at a static-safe workstation that includes a grounded, static-dissipative table mat, floor mat and wrist strap. They are designed to limit static buildup and carry already existing charges to ground. Here's what's generally available:

- NSN 5920-01-250-4236 will bring you a static-dissipative **table mat**, common point ground system, and an adjustable wrist strap for use in all areas other than clean rooms or laminar flow booths.
- NSN 5920-01-250-4237 gets you a **portable work surface**, common point ground system, and an adjustable wrist strap for use where other static control stations are not available.
- NSN 5920-01-253-5368 brings a **field service kit** that has:
 - three pouches, MIL-DTL-81997, type II, NSN 8105-01-197-7846, 12 x 10 inches
 - three barrier bags, MIL-PRF-81705, type III, NSN 8105-01-385-6281, 12 x 10 inches
 - two wrist straps, one grounding cord and a work surface mat

Handle circuit cards only at static-safe workstation



Get a portable mat



Use safe pouches



Instructions for a self-test and how to use the kit are printed on the work-surface mat.

PS MORE

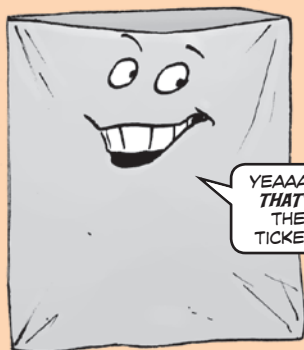
IF YOU'RE GOING TO BE PACKAGING ESD SENSITIVE (ESDS) CIRCUIT CARDS, HERE ARE A COUPLE OF WAYS TO PROTECT THEM...



FIRST, WRAP THE CARDS IN ANTISTATIC BUBBLE WRAP. NSN 8135-01-234-6649 BRINGS A 500-FT ROLL.

THEN MAKE A BAG FROM STATIC-SHIELDING BARRIER MATERIAL, NSN 8135-01-185-6816.

HEAT SEAL THE BAG WITH A HANDHELD SEALER, NSN 3540-01-456-4286.

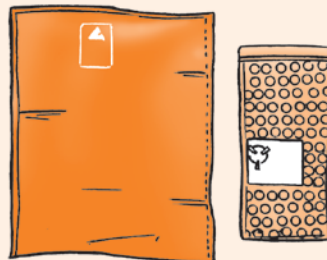


YEAHH. THAT'S THE TICKET!

YOU'LL NEED TO ORDER IT ON A DD FORM 1348-6 FROM RIC GSA AND PUT "NSN NOT ON AMDF" IN THE REMARKS BLOCK.

IF THE PIECE OF ELECTRONIC EQUIPMENT IS SMALL ENOUGH, PUT IT INTO ONE OF THESE ESD-FREE FLEXIBLE CUSHION POUCHES...

Use flexible cushion pouches



Pouch Size (inches)	NSN 8105-01-
12x12	197-2965
11x15	215-4752
10x10	197-2966
10x12	197-7846
8x8	215-0462

Whichever way you go, finish the job with a fast pack. NSN 8115-01-019-4084 brings you an ESD fast pack that measures 12 x 18 x 3 1/2 inches. NSN 8115-01-057-1244 brings you an ESD fast pack that measures 10 x 10 x 3 1/2 inches.

There's much more to know about packaging, and you can get the word from LOGSAP 746-1, *Packaging—The Basics*.

To get your copy, write to:

LOGSA PSCC
ATTN: AMXLS-AT-P
11 Hap Arnold Blvd
Tobyhanna, PA 18466-5097

Or call DSN 795-7763, (570) 615-7763, or email:

toby.pt@us.army.mil

You can also download a copy from the LOGSA website:

<https://www.logsa.army.mil/index.cfm>

From the home page, expand the Publications link on the banner across the top of the screen. The link to Packaging—The Basics is at the bottom.

IT'S ALSO A GOOD IDEA TO CHECK WITH YOUR COMMAND FOR THE NAME OF AN ESD POC.

IF YOUR COMMAND DOESN'T HAVE ONE, YOUR ELECTRONIC REPAIR DEPOT WILL.



AN ESD POC CAN ADVISE YOU ON THE BEST METHODS AND EQUIPMENT TO PROTECT YOUR CIRCUIT CARDS.

High Charge

The slow discharge path of a static-safe workstation can protect your circuit card from discharging conductors such as metal or your body. Unfortunately, a workstation can't protect against common, highly charged, non-conducting items. Candy wrappers, folders, paper, foam cups, cigarette packs, plastic and masking tape, plastics, vinyl, heat guns with blowers and common packing material can have a high static charge. Keep them away from the work site.

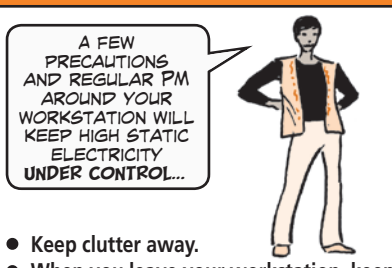
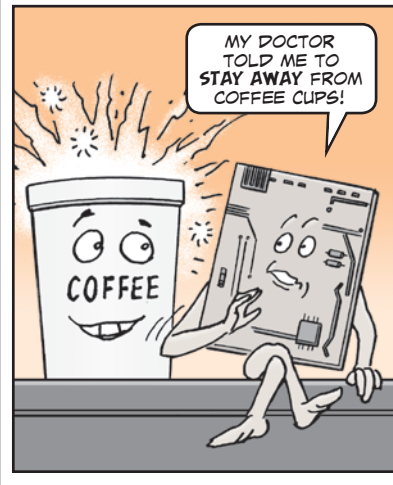


THESE HAVE HIGH STATIC CHARGE.

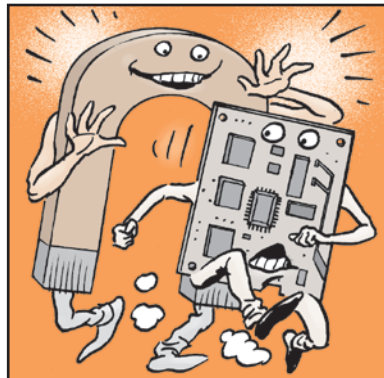
PS MORE



- Direct contact between the circuit card and the charged item triggers a discharge. A sudden flow of electric current rushes from the charged item and through the card's circuitry.
- A circuit card is placed near a charged item—a foam cup, for example. The cup could have a static charge of up to 20,000 volts. And that charge creates an electrostatic field. If the circuit card lies within the field, it takes on a charge. The damage comes later, when an unsuspecting technician reconnects (grounds) the card. BAM! The card is zapped by its own discharge as surely as if it were touched directly by the charged foam cup.



- Keep clutter away.
- When you leave your workstation, keep the circuit card protected, even if you're coming right back. Put it in an ESD-free pouch or wrap it in static-shielding barrier material.
- If you must have technical manuals and paperwork at the workstation, store them in anti-static bags. Put an ESD-safe rubber band or conductive ESD-safe tape around the bag. Never use ordinary tape or ordinary rubber bands to fasten it. The tape and rubber hold static electricity.
- Magnets, radios and telephones can create an electromagnetic field. Keep them clear of the workstation.



- If you must package an item in stretchwrap or shrinkwrap, do it away from your workstation. Packaging an item with these materials generates static electricity.

Clean Means Safe

Dirt and dust on the table and floor mats act as insulators, making it harder for the mats to carry electrical charges to ground. Clean the mats with a soft cloth, or brush them with a whisk broom.

Use only brushes made with natural bristles, such as horse hair. Brushes made with nylon or other synthetic bristles will generate static electricity.

Never wax or polish the table or floor mats. That leaves a residue that insulates the mats.



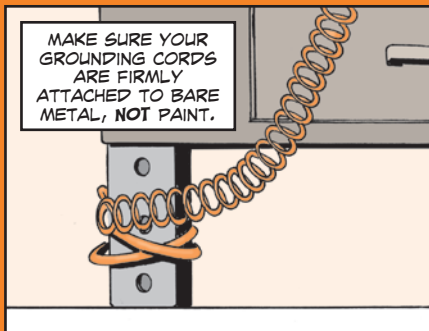
Grounding

CONNECT TABLE AND FLOOR MAT GROUNDING CORDS DIRECTLY TO SHOP GROUND. GROUND EACH WORKSTATION INDIVIDUALLY.

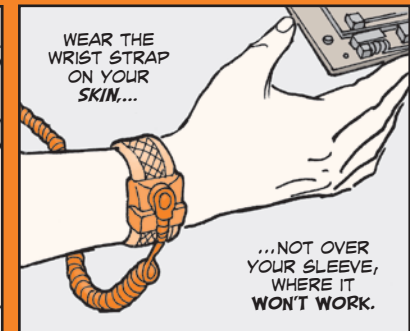
NEVER CONNECT WORKSTATIONS IN A SERIES TO GROUND THEM.



MAKE SURE YOUR GROUNDING CORDS ARE FIRMLY ATTACHED TO BARE METAL, NOT PAINT.

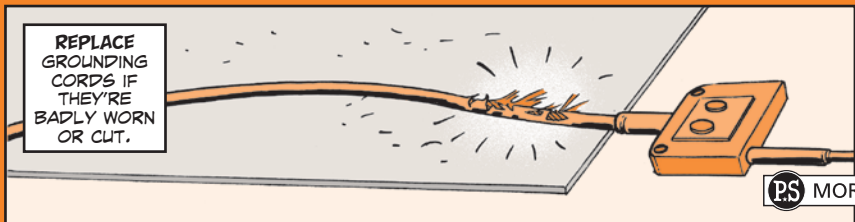


WEAR THE WRIST STRAP ON YOUR SKIN...



...NOT OVER YOUR SLEEVE, WHERE IT WON'T WORK.

REPLACE GROUNDING CORDS IF THEY'RE BADLY WORN OR CUT.

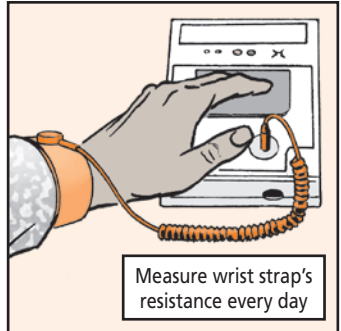


Resistance Checks

Follow the manufacturer's instructions for measuring the resistance of your workstation components. That's the only way to be sure your workstation's doing its job of carrying static charges to ground.

Measure the mat's resistance with a test kit for static control surfaces. Get the kit from the GSA Advantage website: <https://www.gsaadvantage.gov/> From the home page, do a search on the test kit's part numbers: **701C**.

Kit for static control surfaces checks mat's resistance



Measure wrist strap's resistance every day

Measuring resistance in the wrist strap is especially important. The strap takes more wear and tear than any other part of your workstation. Measure it at least daily. Get a wrist strap tester with NSN 4940-01-388-1693. Order it on a DD Form 1348-6 from RIC SMS and put "NSN not on AMDF" in the REMARKS block.

The wrist strap has a resistor to protect you against high-voltage shocks. If the resistance is too low, the strap can't protect you. Too much resistance means the strap can't draw static electricity away from your body. Either way, you'll need to replace it.

Have your workstation tested for resistance from the surface of the table or floor mats to ground. That takes special testing equipment and special support. Contact your local TMDE support folks or a CECOM LCMC LAR for help.

For more information on ESD protection, see these publications:

- MIL-HDBK-773A, *Electrostatic Discharge Protective Packaging*
- MIL-HDBK-263B, *Electrostatic Discharge Control Handbook*
- MIL-STD-1686C, *Electrostatic Discharge Control Program*

Discharge Control Program

IF YOU **CAN'T** FIND COPIES LOCALLY, THEY'RE AVAILABLE ON THE DEFENSE LOGISTICS AGENCY (DLA) DOCUMENT SERVICES ASSIST QUICK SEARCH WEBSITE:

<https://assist.daps.dla.mil/quicksearch/>

THE DLA ASSIST WEBSITE ALLOWS YOU TO DOWNLOAD AND PRINT THESE PUBLICATIONS. UPDATES AND NEW MATERIAL CAN BE FOUND THERE, TOO.



DON'T TANGLE WITH THOR

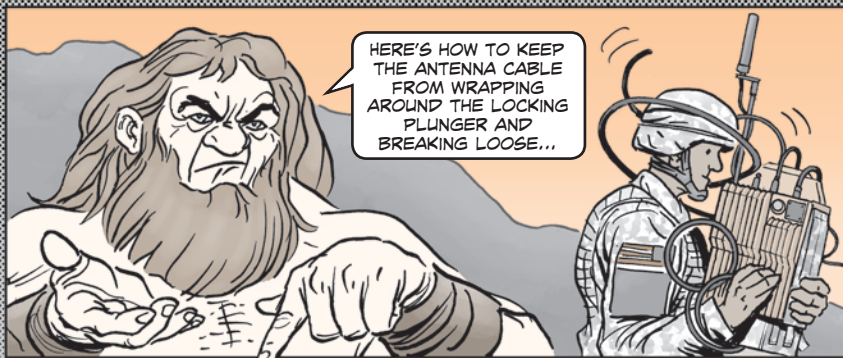
BY ODIN'S BEARD,
IF YOU WANT TO
KEEP YOUR
AN/PLQ-9(V)1
UNTANGLED
AND WORKING
PROPERLY, HEED
THE FOLLOWING
INFORMATION!

Here's sound advice for operating your AN/PLQ-9(V)1 countermeasure receiver-transmitter (also known as THOR III): Take care when handling the antenna and the receiver-transmitter antenna cable. If you don't, the cable could break loose from the THOR III's J5 connector. It happens this way:

When you rotate the antenna 180° in either direction, the antenna cable wraps around the locking plunger. That's the knob sticking out from the antenna mount. The plunger sticks out just far enough for the cable to get tangled around it. If you rotate the antenna too far, it puts stress on the tangled cable. With enough stress, the cable breaks loose from the THOR III, and the RF connector pulls apart from the cable.

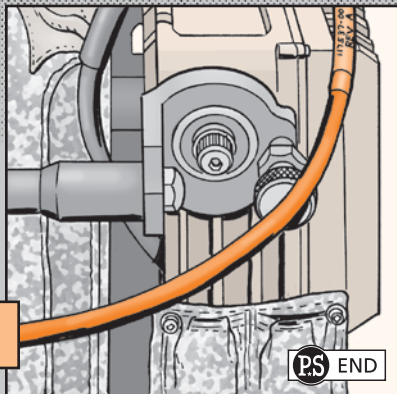
Antenna cable placed INSIDE can wrap around plunger

PS MORE



Pull the plunger out of the locking detent until it stops (about $\frac{1}{4}$ inch). That unlocks the antenna so it can rotate. Make sure the antenna cable is placed to the outside of the plunger. That prevents it from wrapping around the plunger. With the cable out of the way, you can then safely rotate the antenna to positions for operation or stowage.

Put cable OUTSIDE plunger to keep it from wrapping and breaking loose



Safety Center Offers Lite Website for Deployed Soldiers

The U.S. Army Combat Readiness/Safety Center can help leaders and Soldiers reduce risk, even when they are deployed to areas with limited Internet connectivity. Their homepage is available in a "lite" version, so it loads only necessary elements to help users with slow Internet connections find what they need. Visit the Safety Center's lite website:

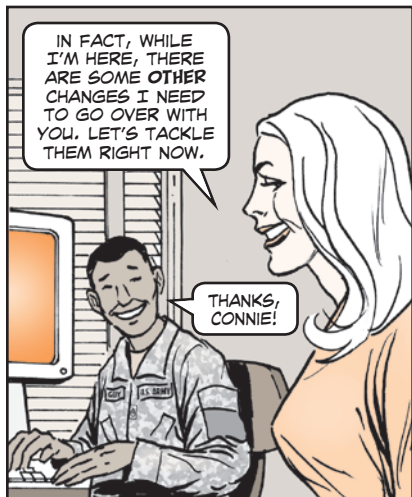
<https://safety.army.mil/lite>

Keep PS in the Loop

Does your unit or organization publish a logistics newsletter, supply or maintenance bulletin, or something similar? If so, please add PS to your distribution list. We're always looking for PM problems and solutions. Email a copy or the subscription info itself to:

half.mast@us.army.mil

Name Changes to PM DCGS-A Systems



Program Manager (PM) Distributed Common Ground System-Army (DCGS-A) recently adopted a new naming convention for its systems. Make note that these systems now have new names in FED LOG, SLAMIS and other Army cataloging databases. To maintain systems accountability, units should update their records to reflect the new names. See the table below for details:

LIN	Old name	New name
A35397	All Source Analysis System: AN/TYQ-93(V)4 (DCGS-A IFS)	Server, Intelligence Fusion: AN/TYQ-94 (DCGS-A IFS)
A35329	All Source Analysis System: AN/TYQ-93(V)2 (DCGS-A PMFWS)	Workstation, Portable Multifunction: AN/TYQ-93 (DCGS-A PMFWS)
A53063	Analysis and Control Element (ACE)	Processing Center, Intelligence Version 1: AN/TYQ-90 (DCGS-A IPC-1)
C18176	Analysis Control Team—Enclave (ACT-E)	Processing Center, Intelligence Version 2: AN/TYQ-103(DCGS-A IPC-2)
D11498	Digital Topographic Support System—Deployable (DTSS-D)	Workstation, Geospatial Intelligence: AN/TYQ-71 (DCGS-A GWS)
S68285	Surveillance Intelligence Processing Center (SIPC)	Ground Station, Operational Intelligence: AN/TYQ-224 (DCGS-A OGS)
T37036	Common Ground Station (CGS)	Ground Station, Tactical Intelligence: AN/TSQ-179B (DCGS-A TGS)

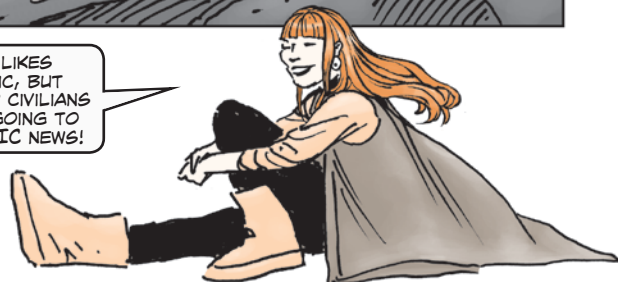
Questions? Contact Joe Pickerd at DSN 848-2412, (443) 861-2412, or email:

joseph.e.pickerd.ctr@mail.mil

LIA Rolling Out Enhanced EPIC



EVERYONE LIKES
A GOOD EPIC, BUT
SOLDIERS AND CIVILIANS
ARE REALLY GOING TO
LOVE *THIS* EPIC NEWS!



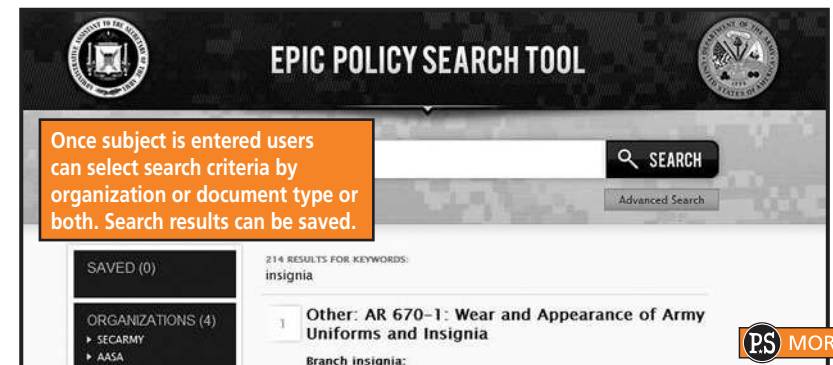
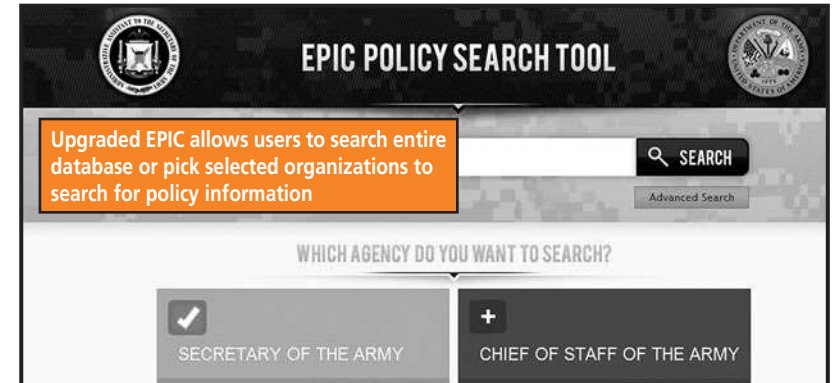
In 2010, the Logistics Innovation Agency (LIA), a field operating agency of Army G-4, launched the Enterprise Policy Interactive Capability (EPIC) to help Army logisticians quickly find G-4 administrative publications. We told you about it on Pages 56-57 in PS 694 (Sep 10).

The web-based, quick-reference tool was designed to save logisticians time searching for relevant pieces of policy from Army Regulations, Army Pamphlets, Army All Army Activities (ALARACTs) and DOD transportation regulations (DTRs).

Now LIA, with the sponsorship from the Office of the Administrative Assistant to the Secretary of the Army, has developed an enhanced version of their policy search tool that includes administrative publications for the entire Army.

Just like the original logistics version, this enhanced EPIC version functions like popular commercial search engines, but concentrates its searches on Army and DOD policy publications.

Users are able to search by words or phrases and the tool will retrieve relevant paragraph(s) or ALARACT(s).



← BACK TO RESULTS

DOCUMENT INFO

View Entire Publication

Print Document

Paragraph results allow users to print results. Results may include tables, drawings and pictures

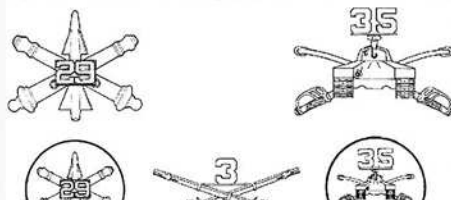
AR 670-1 : Wear and Appearance of Army Uniforms and Insignia

28-10. Branch insignia

a. Regimental collar insignia.

1. Regimental collar insignia is the soldier's branch insignia on which the numerical designation of the regiment is affixed. Regimental collar insignia is worn in lieu of the branch insignia by officer and enlisted soldiers affiliated with infantry, armor, field artillery, air defense artillery, cavalry, special forces, or aviation regiments. Soldiers affiliated with these regiments also will wear the regimental collar insignia when not assigned to the regiment, except as provided in paragraph 28-9, above. A soldier affiliated to a regiment but having a branch other than the currently assigned branch will wear the assigned branch insignia without a numeral. Soldiers will not wear numerals designating battalions on regimental collar insignia. Regimental collar insignia is locally procured and furnished as an organizational item to affiliated enlisted soldiers. Commanders will permit enlisted soldiers who are affiliated with the regiment to retain regimental collar insignia when reassigned from the affiliated regiment.

2. The regimental number for the combat arms branches is positioned as shown in figure 28-176. For armor, cavalry, special forces, infantry, aviation and field artillery officer branches, personnel may wear the regimental number as a separate item, positioned in the same location as illustrated for the one-piece insignia. Regimental numbers attached to insignia



Policies can be grouped by administrative types (regulations, PAMS, ALARACTS, etc.). EPIC also allows users to save or print their results.

Now users from the various staff elements (Secretary of the Army staff, G-1, G-2, etc.) will be able to cross-check policies with other Army staff to ensure policies on similar subjects don't conflict with each other.

For instance, if G-1 has a policy on clothing items, G-1 staffers will be able to see policies from other staff elements on the same subject.

This enhanced version of EPIC will start to be released by the end of FY12.

Check out the enhanced EPIC at:

<https://epic.lia.army.mil/>

For more information about EPIC, contact Donna Huggins at DSN 771-6037, (717) 770-6037, email:

donna.m.huggins.civ@mail.mil

or Demetrius Glass at DSN 771-4776, (717) 770-4776, email:

demetrius.d.glass.civ@mail.mil





AH-64 Night Flying Smoke Visor

Listen up Apache ALSE techs. If you need a tinted visor lens better known as the smoke lens for the AH-64's integrated helmet and display sight system (IHADSS) NVG visor, order NSN 1270-01-584-9443. You'll also need a clear lens, NSN 1270-01-584-4912, for night flying. Just be prepared to cough up 564 greenbacks for each of the two lenses.

HMMWV Legacy Group Email Address Change

Got issues or concerns about your unit's legacy HMMWVs? TACOM LCMC can help. Just make sure you're using their new email address. It's been changed to:

tacom-lcmc.ilsc_hmmwv@mail.mil

M871A3 Semitrailer Converter Box

If you order an electrical converter box, NSN 6130-01-504-7552, for your M871A3 22-ton flatbed semitrailer, you'll get a bit of a surprise. Instead of the old box that's shown as Item 1 in Fig 4 of TM 9-2330-326-14&P (Feb 06), you'll get a newly redesigned one that helps keep out water and has a special door for easy-access maintenance. Best of all, installation doesn't require any mechanical or electrical modifications. Order the new box only when the old one needs to be replaced.

M1-Series Tank Fuel Nozzle Studs

Pages 2-3 of PS 703 (Jun 11) told you about some new studs that can be used to align and hold the fuel nozzle when attaching it to the combustor cover on your M1-series tank engine. Turns out the thread size on those studs is larger than the existing holes on the combustor cover. So installing the studs is now a depot-level task.

AN/PVS-14 Single Battery Compartment

After a long wait, the single battery compartment, NSN 5855-01-523-4058, for the AN/PVS-14 night vision device is now available. The NSN is in FED LOG with an AAC of B. The AN/PVS-14 double battery compartment, NSN 5855-01-444-1233, is a terminal item. Call the CECOM LCMC inventory manager, Allison Dutton, if you have questions: DSN 648-1408, (443) 395-1408, or email:

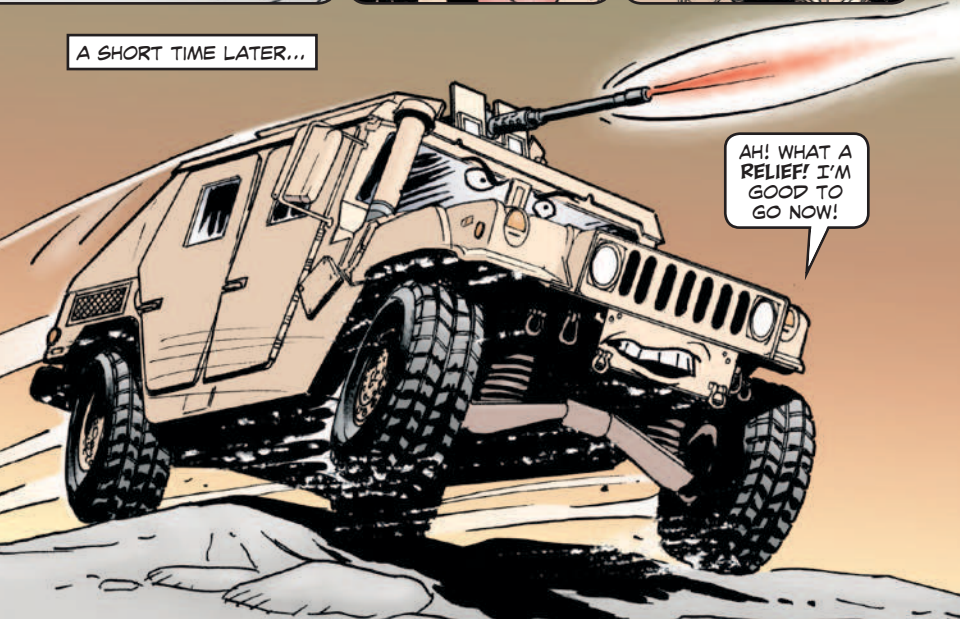
allison.m.dutton.civ@mail.mil

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

**Would You Stake Your Life *right now* on
the Condition of Your Equipment?**



A SHORT TIME LATER...



**GOOD FILTER PM KEEPS YOUR
EQUIPMENT IN THE BATTLE!**