

Issue 758

PS

January
2016

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-758

Approved for
Public Release;
Distribution is
Unlimited

I HOPE EVERY SOLDIER
DOES *GREAT* PREVENTIVE
MAINTENANCE THIS YEAR.

AND WE'RE GOING TO
DO *OUR* PART TO HELP
THEM IN EACH MONTH'S
PS MAGAZINE.

HAPPY
NEW YEAR!
2016

HOW ARE
THINGS WHERE
YOU ARE,
CLOE?

CONNIE, THESE SOLDIERS
ARE REALLY EXCITED
ABOUT GETTING THE FIRST
ISSUE OF *PS* FOR 2016!

IN THIS ISSUE:
THE **2015 INDEX**
PAGES 27-34

HOOOAH!



	COMBAT VEHICLES	2
M777A2, M119A2/A3 Towed Howitzers,		3
Covers Protect Level Vials		4-6
M119A3 Howitzer PM Tips		7
M109-Series SP Howitzer Cannon Tube Corrosion		8
M1 Tank Track Tension		9
Stryker Drain Plugs		
	TACTICAL VEHICLES	10
Secondary Cargo Load Planning for Railroad Transport		11-15
	CONSTRUCTION VEHICLES	16
M9 ACE Blade Lock Pin, Retaining Clip NSNs		16
	AVIATION	17
CECOM Now Manages DAGRs UMARK Parts		18-20 21-26
2015 PS Article Index		27-34
	MISSILES	35
Javelin PMCS		36
ITAS Traversing Unit Handling		37-39
M142 HIMARS Dirt Deflector		39
	SMALL ARMS	40
M16-Series Rifle, M4/M4A1 Carbine		40
Ambidextrous Switch		41
M9 Pistol MWO Application Assistance		42
M249 Machine Gun Piston Check		43
AN/PED-5 Laser Target Locator Module I/O Cable Care		43
	TOOLS	43
CROWS Tool Kit		43
TMDE Supports Equipment Accuracy		44
	SOLDIER SUPPORT	45
Space Heater Help		46-51
	LOGISTICS MANAGEMENT	52
Warfighter Training Support Packages Improve Skills		53
PBUSE MSD Entries		54-55
Finding Answers to Your MSD Questions		56-58
RFID Tag Ordering Advice		58
Avoiding GCSS-Army Rejection		59-61
Connie's Post Scripts		61

TB 43-P5-758, 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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USAMC LOGSA (AMXLS-GP)
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Redstone Arsenal, AL 35898

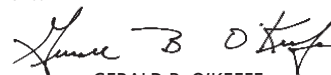
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usarmy.redstone.logsa.mbx.psmag@mail.mil

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General, United States Army Chief of Staff

Official:



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

1530902

Read 'em and Heed 'em



If you think about it, a TM is really the first tool of every mechanic and operator in the Army.

An important part of that No. 1 tool is the short messages emphasized in every TM: the warnings, cautions and notes. These three things are just as important as the maintenance procedures.

Many mechanics and operators pay attention to those messages. As a result, they stay safe and their equipment stays fully mission capable.

But some folks skip right over these words of wisdom. They probably have lots of excuses for ignoring 'em. But they can't ignore the results: a scar here, a limp there, and other assorted dings and scratches, just like those on their equipment.

WARNINGS, CAUTIONS AND NOTES ARE IN TMS TO PROTECT YOU, YOUR BUDDIES AND YOUR EQUIPMENT.

READ 'EM. HEED 'EM. AN EXTRA DAB OF SAFETY GOES A LONG WAY.



WARNINGS signal danger like a red flag. They warn you of conditions that could injure or kill you or co-workers.

WARNING



Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicles. Jewelry and tools can catch on equipment, contact positive electrical circuits, and cause injury.

Table 1. FIELD LEVEL PMCS - BIENNIAL

VAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE
ally	Wheel bearings	CAUTION Use of excessive amount of grease when lu-

CAUTIONS accompany specific operations and maintenance procedures in your TM. If you don't follow them to the letter, you could damage or destroy your equipment.

NOTES highlight important operations and maintenance procedures. If you ignore them, you may miss a step, waste time and effort, or jeopardize safety.

NOTE

Repairable if damage cannot be visually located or if a prior repair has left no wire. Wire is not repairable if after repair, wire is too short to reach next connection point. See system Schematic.

PS COMBAT VEHICLES



- M777A2, M119A2/A3 level vial covers
- M119A3 PM tips
- M109 cannon tube corrosion
- M1 track tension
- Stryker drain plugs

M777A2, M119A2/A3
Towed Howitzers...

WELL, LET'S GET YOU
READY TO TOW BACK HOME.

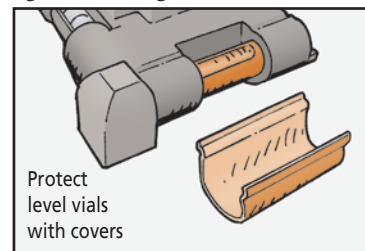
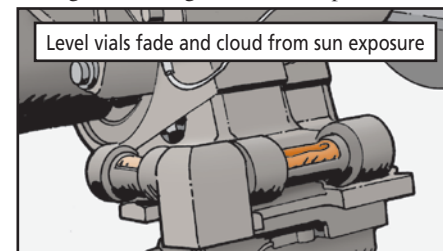
**PROTECT
LEVEL VIALS
WITH
COVERS**



Crewman, leveling your M777A2 or M119A2/A3 howitzer is no easy task with cloudy or faded level vials on the optical fire control. And a howitzer that isn't level is gonna have a hard time putting rounds on target.

Hard-to-read or damaged elevation vials can be replaced by field-level maintenance. But replacing the cant or cross-level vials on the M777A2's M171A1 mount and M18A1 quadrant and the M119's M187A1 mount is not a field-level task. You have to send them to a TACOM-approved repair center or buy a whole new component.

You can help keep your sights in the fight by covering the level vials when they're not in use. The covers, NSN 5340-00-759-7626, help protect the fragile vials from damage and sunlight that causes premature fading and clouding.



The M119's M187A1 mount uses a retaining clip, NSN 5340-01-281-8295, in addition to the covers.

For more on keeping your howitzer's optical fire control in good order, check out TM 9-1025-215-10 (Nov 14) for the M777A2, TM 9-1015-252-10 (Sep 10) for the M119A2 and the TM 9-1015-260-10 (Oct 14) for the M119A3.

Questions? Contact TACOM's fire control team at:

usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil

HOW TO KEEP YOUR HOWITZER HAPPY

Through experience, we know these tips will keep your M119A3 howitzers happy:

Check cables before travel. The cables need to have enough slack so they aren't ripped out during turns, but not so much slack that they drag the ground or can catch on things over uneven terrain. Use your best judgement.

OUCH!
YOU HAD
MY CABLES
TOO TIGHT.

For more water protection, keep the entire howitzer covered with a tarp when it's parked for long periods. And put a tarp over the antenna mast, too.

HEY! I NEED MORE PROTECTION THAN *THIS* IN THE RAIN!

HEY! I
NEED MORE
PROTECTION
THAN *THIS* IN
THE RAIN!

When firing with the sled removed, bury the cables that go to the sled and generator. Just a shallow trench that barely covers the cables is fine. This prevents Soldiers from tripping over the cables and ripping them out. They are expensive to replace.

OUCH!
THERE GOES MY CABLE! THIS WOULDN'T HAVE HAPPENED IF YOU HAD **BURIED** MY CABLES!

OUCH!
THERE GOES
MY CABLE! THIS
WOULDN'T HAVE
HAPPENED IF
YOU HAD **BURIED**
MY CABLES!

BATTERY COVER

1. 本報告は、我が国の経済成長と環境問題との関係について、長期的な視点から検討するものである。2. 本報告は、環境問題の解決には、経済成長と環境保護の両方を追求する必要があることを示している。3. 本報告は、環境問題の解決には、政府、企業、市民の三者が協力する必要があることを示している。4. 本報告は、環境問題の解決には、国際的な協力が必要であることを示している。5. 本報告は、環境問題の解決には、持続可能な開発が必要であることを示している。

1990 年 12 月 10 日, 在巴黎召开的国际环境会议上, 154 个国家签署了《关于持久性有机污染物的巴塞尔公约》, 旨在控制持久性有机污染物的国际贸易, 防止其向发展中国家转移。该公约于 1998 年 5 月 22 日生效。

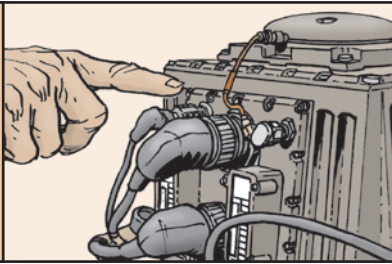
05112	04712	
20711	04777	04777
04777	04777	04777

VACUUM RELIEF VALVE
TURN CW TO ENSURE SEALING
(TURN CCW BEFORE COVER REMOVAL)

Make sure the sled's relief valve is tight during PMCS. Feel the valve for looseness. If the valve is left loose, water leaks in and corrodes the battery terminals.

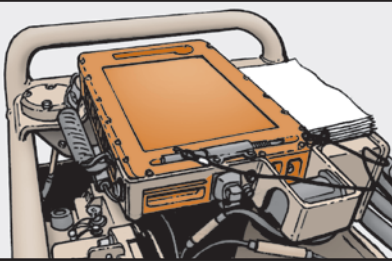
Watch out for the GPS cable.

If you're not careful when installing or removing the GPS cover, you can easily damage the cable. It's difficult to replace. Also take care when rigging the M119A3 for sling loading. If the clevis hits the GPS, **BANG**, you've got major damage. Some units use an old tire to protect the GPS during sling-loading operations.



Give the fire control computer maximum protection.

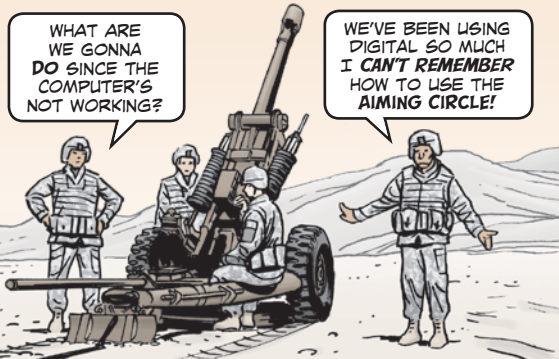
If its screen is even slightly dented, the cursor can freeze. When you're not using it, keep the computer in its case and stored in the truck. Also, don't leave it facing the sun for long periods. That can tint the screen and make it hard to read.



Mark the vent cap's open and closed positions with a permanent marker. That way you can tell at a glance if the cap's closed.

Record firing info before you shut down. The M119A3 doesn't automatically record how much you've fired. If you don't write that info down before you hit **MISSION COMPLETE**, it's lost. Since maintenance and repair are affected by rounds fired, that's bad news for your M119A3.

Don't neglect training with the sight, GLPS and aiming circle. Some units fire only with the digital instruments. But if they fail, you can't accurately fire if you don't know how to use the old instruments.



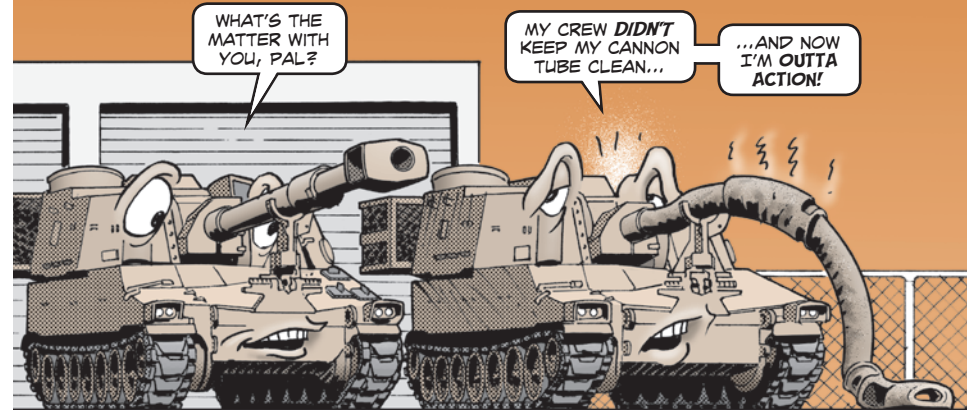
SSG Jason Rosales
SSG Rodney Cunningham
A Co, 1-320th
Ft Campbell, KY

Editor's note: All right!
Great information, sergeants.



M109-Series SP Howitzers...

DON'T NEGLECT CANNON TUBES



Crewmen, your howitzer's cannon tube can end up condemned before its time if you neglect it. Even worse, it can fail and severely injure you and your fellow Soldiers.

That's why it's critical to do after-operation PMCS daily after firing is complete and monthly during periods of non-firing.

For example, after firing you need to slide forward and separate the bore evacuator's pre and main chambers. This allows you to clean and lube the evacuator ball valves and pre-reservoir orifices. Inspect for damage and then give it a thorough cleaning.

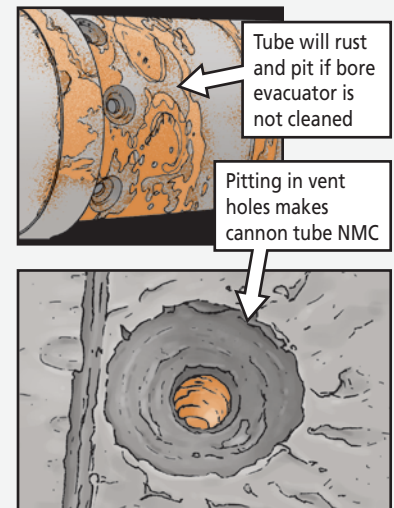
After cleaning the evacuator you'll need to clean and lube the cannon tube, evacuator orifices, metering holes, unpainted tube surface and tube threads.

Neglect any of these areas and the surface of the cannon tube will begin to rust and pit. That'll cost your unit more than \$160,000 for a new tube. Even worse, the damage can let carbon monoxide back into the crew compartment during firing.

So make sure you follow all of the daily after-operation PMCS instructions in WP 0148 of TM 9-2350-314-10-2 (May 14).

Check out TACOM safety of use message 15-002 for more details:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-002.html>



Coast Your Way to Proper Tension

OH MAN,
MY TRACKS
ARE KILLING
ME TODAY!

THAT'S
WHATCHA
GET
FOR *NOT*
COASTING!

Getting the track tension just right is one of the most important maintenance tasks for your M1-series tank. But it's not gonna happen if you don't follow all the steps in the TM.

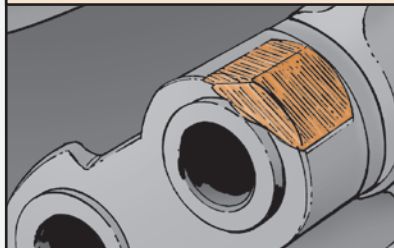
If your tank has constant problems with worn end connectors and cupped sprocket teeth, the problem could be that you're not coasting when it comes to adjusting track tension.

Simply pumping grease into the track adjusting link till it comes out of the relief valve isn't all you need to do to set the tension. Coasting is a small but very important step that a lot of crewmen seem to forget.

The TM says to move the tank backward 20 feet, then forward 20 feet on a level surface. But you need to let it **coast** to a stop before pulling out your grease gun. That way the track adjusting link is the only thing pressing against the track when you add grease.

If you use the brakes, the weight of the tank is thrown forward when you stop. That leaves some track tight and other track loose. Adjusting the track then usually results in overtightened track that wears out end connectors and cups sprockets.

Overtightend track wears end connectors...



...and cups sprockets



IS SOMETHING
WRONG?

YEAH, I'M TAKING ON WATER
'CAUSE SOMEBODY DIDN'T DO
A GOOD JOB *TIGHTENING* MY
DRAIN PLUGS!

TIGHTEN DRAIN PLUGS THE RIGHT WAY

Closing the 15 drain plugs on the hull of your Stryker seems like a simple thing. And it is. But if you get it wrong, you have problems.

Some crewmen close them too loosely. That lets the plugs vibrate loose and they hang below the hull. The plugs end up being knocked off by rocks and brush and their Stryker takes on water at the next fording.

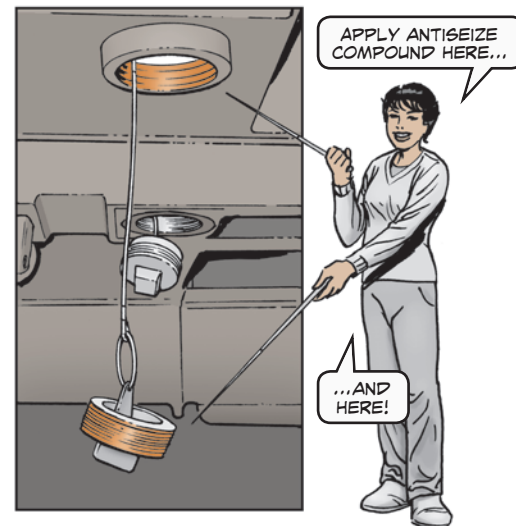
Other crewmen close 'em up real tight, thinking a tight plug won't come loose on rough terrain. You'll see them in the motor pool, huffin' and puffin' trying to get the plugs off.

The right way is to use antiseize compound on the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to loosen when you need to. Get a 4-oz tube of antiseize compound with NSN 8030-00-059-2761.

Make sure you put the compound on the plug's threads and on the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.

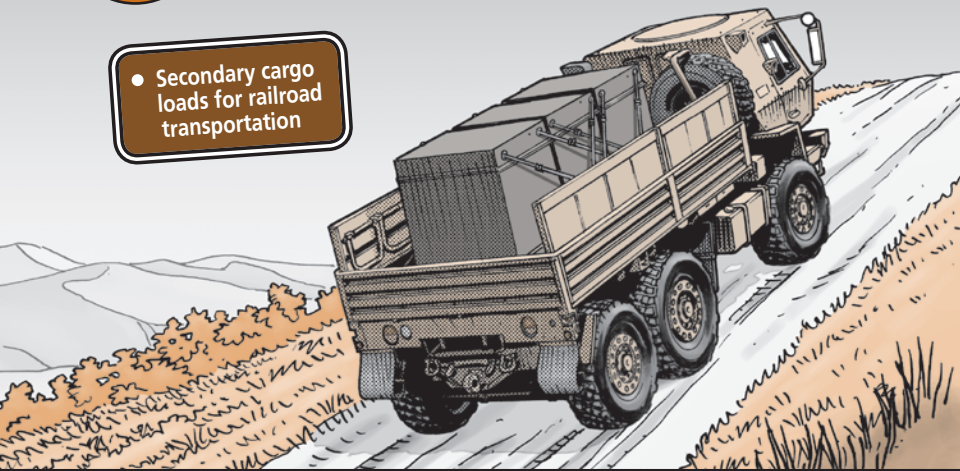
APPLY ANTISEIZE
COMPOUND HERE...

...AND
HERE!



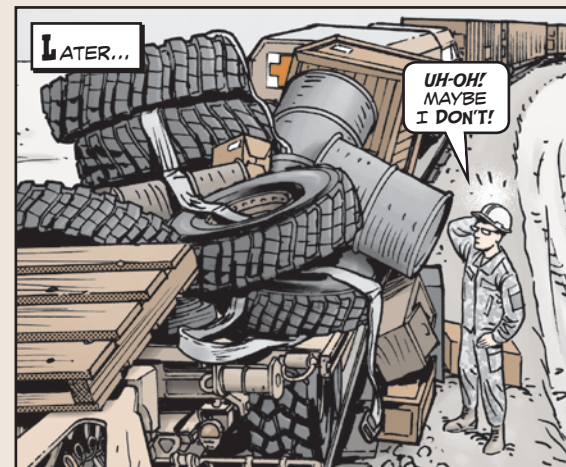
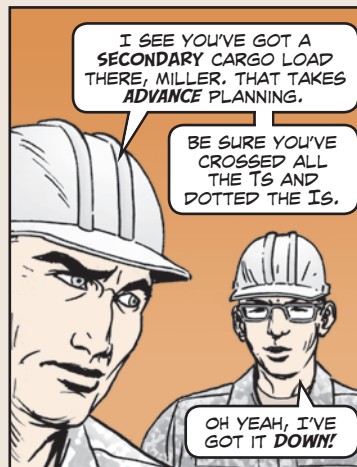
PS TACTICAL VEHICLES

- Secondary cargo loads for railroad transportation



PS CONSTRUCTION

- M9 ACE blade lock pin, retaining pin NSNs

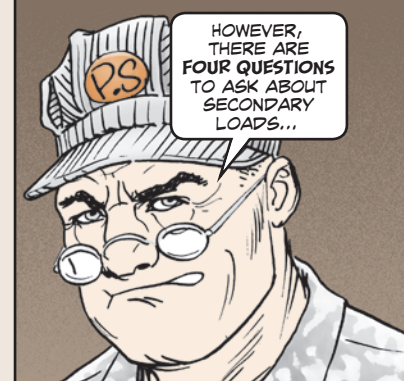


Planning Secondary Cargo Loads

WHEN UNITS LOAD EQUIPMENT, VEHICLES OR SMALLER MATERIAL HANDLING EQUIPMENT (MHE) ON THE CARGO AREAS OF TRAINS OR PLS FLATTRACKS BEING TRANSPORTED BY RAIL, IT'S CALLED A SECONDARY LOAD.



THERE IS NO OFFICIAL GUIDANCE IN THE ASSOCIATION OF AMERICAN RAILROADS (AAR) OPEN TOP LOADING RULES (OTLR) MANUAL OR IN TEA MI 55-19, TIEDOWN INSTRUCTIONS FOR RAIL MOVEMENTS (JUL 15), THAT SPECIFICALLY COVERS SECONDARY LOADS.



THE FOUR QUESTIONS ARE...

1. Has the primary vehicle or trailer been tested and approved to carry a payload for rail transport?
2. Does the secondary cargo or vehicle's weight fall within the approved payload capacity of the primary vehicle or trailer?
3. Can the secondary cargo be adequately secured to the primary vehicle or trailer?
4. Does the load on the vehicle or trailer still fall within the transport envelopes required?

Steps in Secondary Cargo Rail Shipments

DETERMINE THE ACCEPTABLE VEHICLE OR TRAILER PAYLOAD CAPACITY FOR RAIL TRANSPORT.

CHECK FOR A FIGURE IN THE AAR'S OTLR FOR YOUR SPECIFIC VEHICLE OR TRAILER.

IF SO, YOU'LL HAVE THE TESTED AND APPROVED TRANSPORT WEIGHT.

IF YOU DON'T HAVE ACCESS TO THE OTLR OR CAN'T FIND YOUR VEHICLE OR TRAILER IN IT...

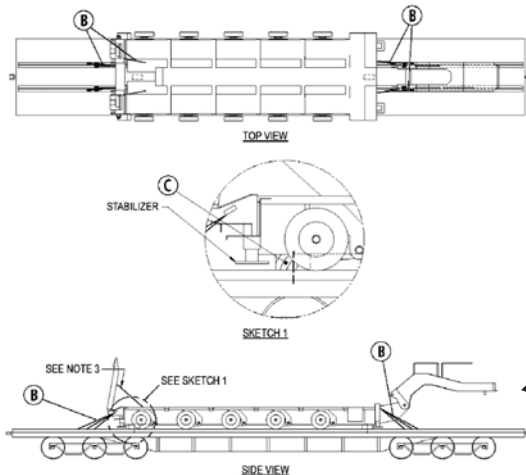
CONTACT THE MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND TRANSPORTATION ENGINEERING AGENCY (SDDCTEA).

CALL (800) 722-0721 OR E-MAIL: usarmy.scott.sddc.mbx.tea-dpe@mail.mil

AAR Open Top Loading Rules Manual

Fig. 88-H (New 08/12)

TRAILERS, M1000 HET—FLATCAR WITH CHAIN TIE-DOWN ASSEMBLY AND CUSHION DEVICE



Item	No. of Pcs.	Description
A	1	Vacant
B	12 each	Chains: 1/4-in. alloy, 55,000 lb MBS.
C	1 each per end	Block: hardwood, 8 in. x 8 in. x 16 in. long, locate at the centerline of the railcar. One block required at each end as shown in Sketch 1; toenail on wood railcar decks before loading trailer.

Notes and Additional Requirements:

1. Stabilizers must not contact railcar.
 2. Lower trailer frame onto item C.
 3. Use chains on the trailer to secure the end and ramps.
- Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

08/2013

177

Section 6, Part 2

NOTE:

SOME VEHICLES OR TRAILERS ARE APPROVED FOR RAIL TRANSPORT WHILE EMPTY.

OTHERS MAY BE APPROVED FOR TRANSPORT WITH ANOTHER EMPTY TRAILER STACKED ON TOP.

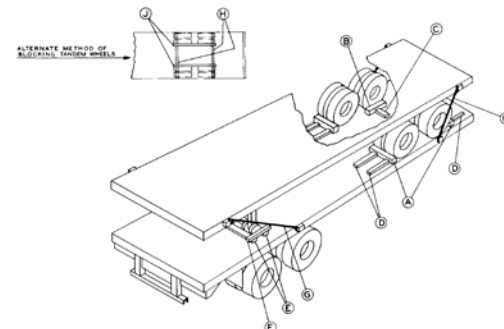
FOR EXAMPLE, THE M1000 HEAVY EQUIPMENT TRANSPORT (HET) TRAILER (SECTION 6, FIGURE 88H IN OTLR) IS ONLY APPROVED FOR RAIL MOVEMENT EMPTY (NO PAYLOAD)...

...WHILE M872 TRAILERS CAN BE DOUBLE-STACKED (SECTION 7, FIGURES 432 AND 434 IN OTLR).

AAR Open Top Loading Rules Manual

Fig. 432 (Rev. 03/01)
(New 1/76)

TRAILERS, FLATBED, DOUBLE DECKED, SECURED WITH CHAINS AND BLOCKING



Item	No. of Pcs.	Description
A	4	Lumber: 4 in. x 4 in. tandem wheel blocks, length equal to one pair wheels. Secure to trailer floor with three 40-D nails.
B	2	Lumber: 4 in. x 4 in. x 16 in. Locate inside rear tandem wheels. Secure to trailer floor with three 40-D nails.
C	1 per ea. Item B.	Lumber: 2 in. x 4 in. x 16 in. Locate against item B and secure to trailer floor with four 16-D nails.
D	2 per ea. Item A.	Lumber: 2 in. x 4 in. x 16 in. Locate against item A and secure to trailer floor with four 16-D nails.
E	2	Lumber: 2 in. x 4 in., length equal to width of trailer. Locate in front and rear of dolly wheels and secure to trailer floor with five 16-D nails.
F	2	Lumber: 2 in. x 4 in., length to extend beyond items E. Locate against and outside of dolly wheels and/or shoes and nail to each item E with four 16-D nails.
G	4	Chains: 3/8 in. HT. Secure each corner of top trailer to bottom trailer, positioning chain at approximately a 45° angle.

Alternate Method of Blocking Tandem Wheels

H	2	Lumber: 4 in. x 4 in., extending from outside to outside of tandem wheels. Secure each to trailer floor with eight 40-D nails.
J	2	Lumber: 2 in. x 4 in., length to extend beyond item H. Locate inside of tandem wheels and nail to each item H with four 20-D nails.

Notes and Additional Requirements:

1. The dolly wheels of the top trailer may be raised to their highest position prior to applying securing chains. (This will result in a "nose down" position of the top trailer.) If this is not done, the dolly wheel elevating screw handle is to be locked by wiring to prevent turning.
- Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

08/2013

61

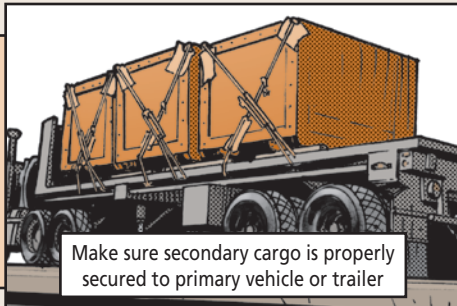
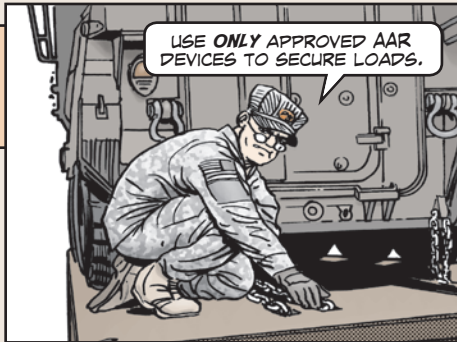
Section 7, Part 2

Tips for Successful Secondary Cargo Shipping

- Determine if the desired secondary cargo falls under the approved vehicle or trailer payload capacity. See the table on Page 15 or contact SDDCTEA if you need help.
- Assess if the secondary cargo can be adequately secured to the primary vehicle or trailer. Note the following:
 - The AAR OTLR, Section 1, Rule 5.3.1, requires that all secondary cargo be secured as a "General Rules Load." That means it must be restrained to three times the weight of the cargo lengthwise, twice the weight of the cargo's width and twice the weight of the cargo's height.

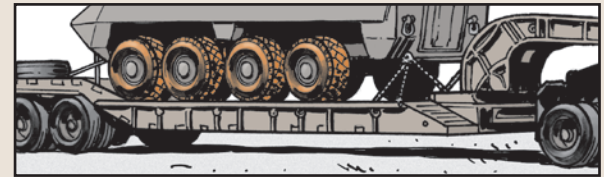
■ Palletized or boxed cargo, as well as smaller wheeled or tracked vehicles, must be restrained using approved AAR restraint devices.

■ Approved AAR restraint devices typically consist of the appropriate size and strength steel banding or chain assemblies that are properly marked. Steel banding requirements are described in AAR OTLR Section 1, Rule 17. Chain requirements are described in Section 1, Rule 21. Web strapping is generally used only for vertical restraint and requires the cargo's length and width be secured by other approved means. Floor blocking can also be used along with AAR-approved restraint devices on commercial flatcars.



- For restraint calculations using both floor blocking and approved restraint devices, check the table in the AAR OTLR manual Section 1, Rule 5.4.3. Request a copy of the AAR OTLR Section 1 General Rules by calling SDDCTEA at (800) 722-0727 or e-mailing: usarmy.scott.sddc.mbx.tea-dpe@mail.mil
- If the secondary cargo is a vehicle, that payload needs to be equipped with the correct size and strength tiedown provisions to properly restrain the vehicle for rail transport. **Warning:** Not all MHE has proper tiedown provisions (number, strength, etc). Commercial MHE not in official Army inventory may not have adequate tiedown provisions for rail transport.
- To properly restrain a vehicle as secondary cargo, the applied restraints (chains) cannot contact any part of the equipment involved, except for the tiedown provision on the secondary vehicle and the cargo tiedown provision on the primary vehicle or trailer. This ensures restraints can be properly tightened and that parts of the secondary vehicle or payload will not buckle, break off or get damaged during rail transport.

- If the secondary cargo is a wheeled vehicle, it must have properly inflated tires.

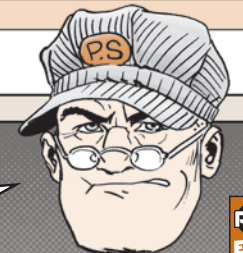


- Generally, secondary cargo that is equipped with International Organization for Standardization (ISO) corner fittings that are secured to ISO twist locks on the primary vehicle or trailer will meet the requirements of the General Rules Load.
- If the secondary cargo includes ammunition or explosives, request additional guidance from the Explosive Safety Engineering Division at the Defense Ammunition Center at: usarmy.mcalester.usamc.mbx.dac-det@mail.mil
- Determine if the load on the vehicle or trailer is within the required rail transport envelope:
 - The originating carrier should be contacted to inspect and measure the secondary loads to ensure they still fit within the required rail clearance envelopes for the rail routes for your specific move. Typically any load more than 11-ft wide or 11-ft high will be checked by the originating rail carrier. Remember, smaller vehicles or forklifts that are properly secured to flattracks on the back of PLS trucks can create very high loads.
- It's a good idea to have the originating carrier coordinate with all subsequent carriers to be sure they will accept the load.

Common Vehicles/Trailers Approved Secondary Payloads

Vehicle or Trailer	Approved Secondary Payload Weight
M870A1 Lowboy trailer	No secondary payload
M870A3 Lowboy trailer	24,950 lbs
M871A3 step deck trailer	45,000 lbs (when attached to prime mover)
M872A4 flatbed trailer	67,200 lbs (when attached to prime mover)
M1074A1/M1075A1 PLS truck w/flatrack	32,250 lbs (40 psi max concentration)
M1076 PLS trailer	32,250 lbs (40 psi max concentration)
M1120 HEMTT truck w/flatrack	22,250 lbs (40 psi max concentration)
Empty stacks of M1077 flatrack	4 high on PLS truck, 5 high on PLS trailer
Empty stacks of M3 CROP flatracks	6 high on PLS truck or PLS trailer
2.5-ton FMTVs (M1078A1 and M1081A1)	5,000 lbs
5-ton FMTVs (M1083A1, M1084A1, M1085A1 and M1093A1)	10,000 lbs

FOR MORE INFO OR HELP IN PLANNING RAIL TRANSPORTATION, CALL SDDCTEA AT (800) 722-0727 OR EMAIL: usarmy.scott.sddc.mbx.tea-dpe@mail.mil



PS
END

BLADE LOCK PIN, CLIP MISSING

TO KEEP YOUR
ACE'S BLADE
TOGETHER,
YOU'LL NEED THE
RIGHT PARTS.

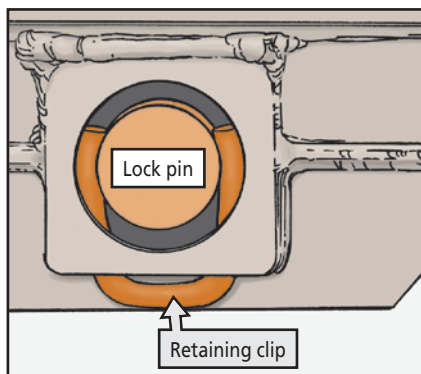


Dear Editor,

Fig 50 of TM 5-2350-262-24P (Jun 12) comes up short on some needed parts for the M9 armored combat earthmover (ACE). The TM shows the blade's bushings (Item 26), but not the lock pin that fits through the bushings. Also missing is the retaining clip that holds the lock pin in place.

Get the lock pin with NSN 5315-01-184-4868. The retaining clip comes with NSN 2590-01-239-1664.

James Carmack
TACOM FMX/Engineer Support
Ft Leonard Wood, MO



Editor's note: Excellent info, Jim. Mechanics, make a note of these NSNs until they're added to the TM.



Read about:

- CECOM Now Manages DAGRs
- Parts for UMARK

DAGRs Now Managed by CECOM!



FOR YEARS, ARMY UNITS RETURNED UNSERVICEABLE DEFENSE ADVANCED GPS RECEIVERS (DAGRs) TO ROCKWELL COLLINS FOR CONTRACTOR DEPOT SUPPORT.

NOT ANYMORE.

WAIT, WHAT?!



ARMY DAGR SUSTAINMENT MANAGEMENT HAS TRANSITIONED FROM POSITION, NAVIGATION AND TIMING (PNT) TO CECOM. CECOM (B16) IS NOW THE SOURCE OF SUPPLY (SOS).

SHIP DAGRS TO THE **WRONG** PLACE AND **YOU** MAY HAVE TO **PAY** TO HAVE THEM FORWARDED TO THE PROPER DEPOT.

HELLO, SARGE? IT'S ME, DAGR. UHH... YOU SENT ME TO THE **WRONG** DEPOT FOR REPAIRS.

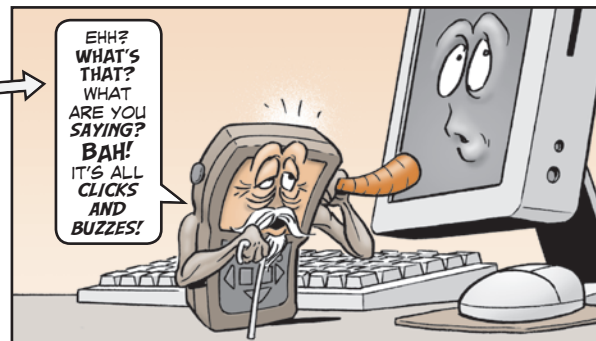
MISDIRECTED DAGRS WILL ALSO MEAN A **DELAY** IN GETTING REPLACEMENT ITEMS TO YOUR UNIT.

AHH, SO I'M GONNA NEED SOME MONEY TO GET TO THE RIGHT PLACE.

AN/PSN-13 DAGRS, NSN 5825-01-516-8038, ARE **OBSOLETE** BECAUSE THEY **CAN'T** BE UPDATED TO THE CURRENT OPERATING SOFTWARE.

FOLLOW THE **PHASE-OUT** INSTRUCTIONS IN MWO 11-5820-1172-50-1 (30 DEC 11). YOU'RE **REQUIRED** TO TURN IN YOUR -13 DAGRS TO THE ELECTRONIC PROVING GROUND (EPG) AT FT HUACHUCA, AZ.

EHH? WHAT'S THAT? WHAT ARE YOU SAYING? **BAH!** IT'S ALL **CLICKS** AND **BZZES!**



FOR FURTHER INSTRUCTIONS AND TO REQUEST A REPLACEMENT AN/PSN-13A DAGR, SEND AN EMAIL TO: usarmy.APG.peo-lewms.dagr-retrofit@mail.mil

IF YOUR UNIT HAS **UNSERVICEABLE** AN/PSN-13A DAGRS AND NEED REPLACEMENTS, CONTACT THE CECOM ITEM MANAGER FOR SHIPPING INSTRUCTIONS: usarmy.apg.cecom.mbx.lrc-dagr-support@mail.mil

Turn in unserviceable DAGRs to CECOM for repair



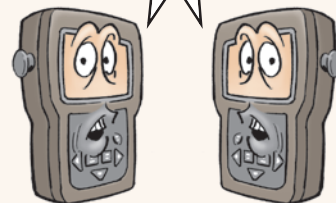
Mixing Up DAGRs

SOME UNITS ARE MISIDENTIFYING DAGRS ON THEIR MTOE.

BEING ABLE TO TELL THE DIFFERENCE BETWEEN THE AN/PSN-13 AND THE -13A DAGR IS **ESSENTIAL...**

...**ESPECIALLY** IF THEY NEED TO BE TURNED IN FOR REPLACEMENT OR REPAIR.

SO HOW DO YOU TELL THE DIFFERENCE?



ALL AN/PSN-13 DAGRS HAVE SERIAL NUMBERS **BETWEEN 1 AND 12415**. DAGRS WITH SERIAL NUMBERS **GREATER THAN 12415** ARE AN/PSN-13AS. LOOK AT YOUR DAGR'S DATA PLATE TO FIND THE SERIAL NUMBER AND NOMENCLATURE.

Packing and Shipping DAGRs

FOLLOW THESE INSTRUCTIONS FOR PACKING AND SHIPPING YOUR DAGRs:

1. Delete the Crypto-key using MENU choices, not the "Emergency Zeroize" function. Reference DAGR TM 11-5820-1172-13&P (Change 1, 03 Aug 15). If your DAGR is inoperable, remove and reinstall the AA memory to make sure you have deleted the crypto-key.
2. Remove the main power batteries from the battery pack and immediately reinstall the empty primary battery pack to seal the DAGR from moisture.
NOTE: If present, leave the 3.6 volt, 1/2 AA memory battery installed. The memory battery allows the repair shop to read diagnostic codes.
3. Package the receiver in a reusable shipping container whenever possible to protect it from damage. Do not stack DAGRs on top of each other without packaging. The DAGR displays may be damaged and you could void any remaining warranty.
4. Make sure you provide all essential information with the DAGR. A DD Form 1149 is recommended, but at a minimum, include:
 - a unit point of contact and a commercial phone number.
 - a complete return shipping address with building number, not just the DODAAC.
 - comments on what you think may be wrong with the DAGR. For example, how long was the DAGR operating prior to failure?

This helps the repair shop with diagnosis and repair.
5. Ship by FedEx, UPS or Certified Mail. Pages 72-75 in Chap 205 of the Defense Transportation Regulation tells how to ship controlled inventory items by code (CIIC). The DAGR falls under CIIC Y on Page 73. No protective services are required, so you can use routine commercial carriers for shipment to a designated US Government location.
6. Remember the following when returning a DAGR:
 - Don't return a DAGR without an empty main battery pack.
 - Don't return DAGR accessories.
 - Don't remove the memory battery.
 - Don't throw DAGRs into a box without adequate packing.
 - Don't send DAGRs to DLA Disposition Services.

NEED ASSISTANCE
OR HAVE QUESTIONS?

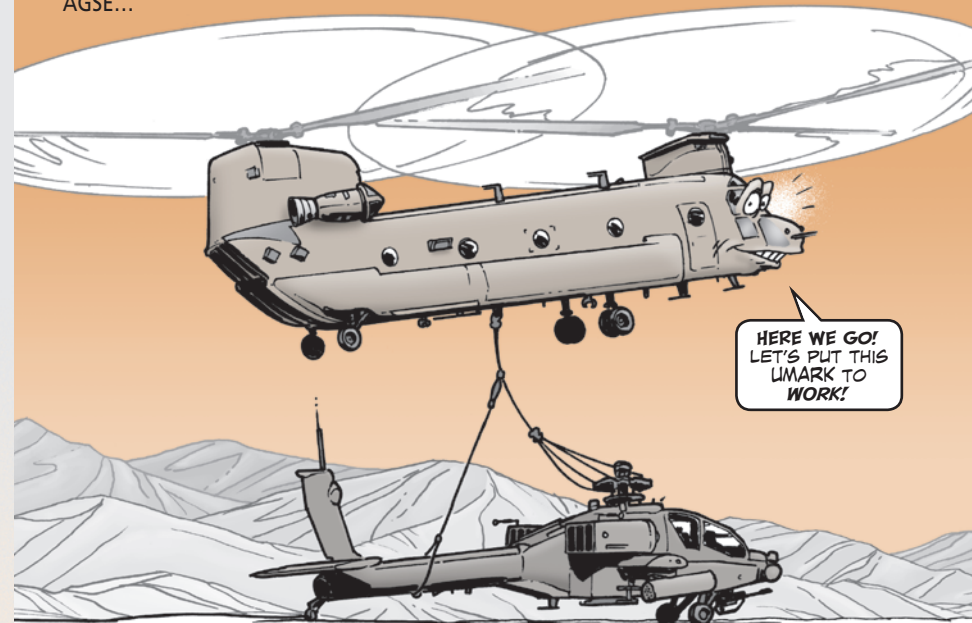
CONTACT THE CECOM ITEM MANAGER AT
usarmy.apg.cecom.mbx.lrc.dagr-support@mail.mil

YOU CAN ALSO FIND ANSWERS TO MANY QUESTIONS OR CONTACT
THE ARMY DAGR SUSTAINMENT MANAGEMENT OFFICE THROUGH
<https://www.pdpnt.army.mil>

PS
END

JAN 16

AGSE...



Everything You Need For UMARK



MECHANICS, THE LAST TIME WE TOLD
YOU ABOUT THE UNIT MAINTENANCE
AERIAL RECOVERY KIT (UMARK)...

...IT WAS ABOUT CHECKING FOR
DEFECTIVE SLINGS (SEE PAGES
38-39 OF PS 703).

ON THE FOLLOWING PAGES
WE HAVE SOME ADDITIONAL
INFORMATION TO KEEP YOUR
UMARK, NSN 1670-01-501-3140,
IN OPERATION.

THE UMARK HAS EVERYTHING YOU
NEED FOR AIRCRAFT RECOVERY.

THE ENTIRE SYSTEM COMES IN THREE BOXES. HERE'S A LIST
OF NSNs TO KEEP HANDY FOR A QUICK PARTS INVENTORY...



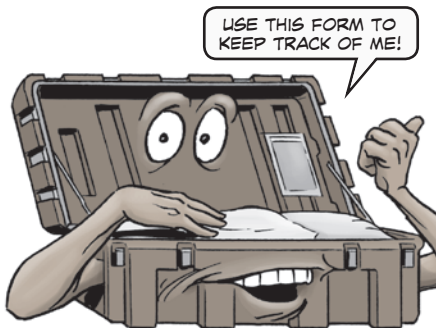
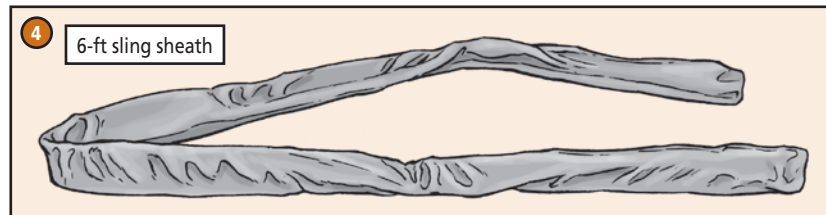
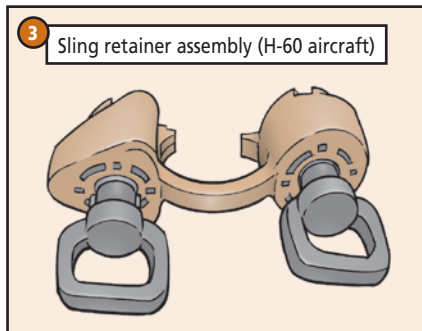
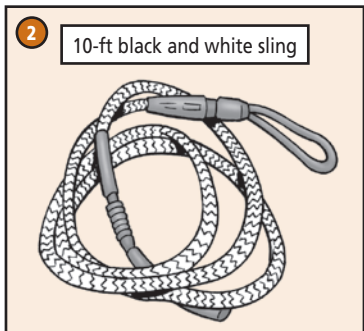
PS 758

21

PS MORE

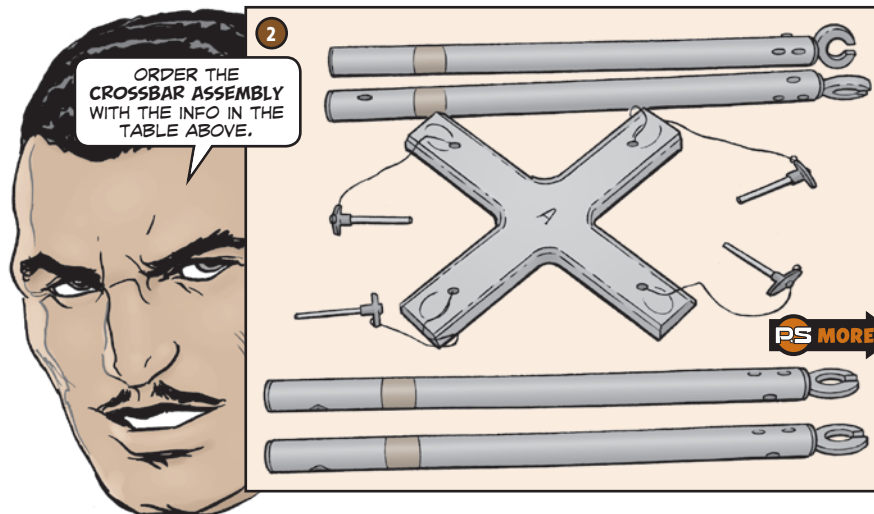
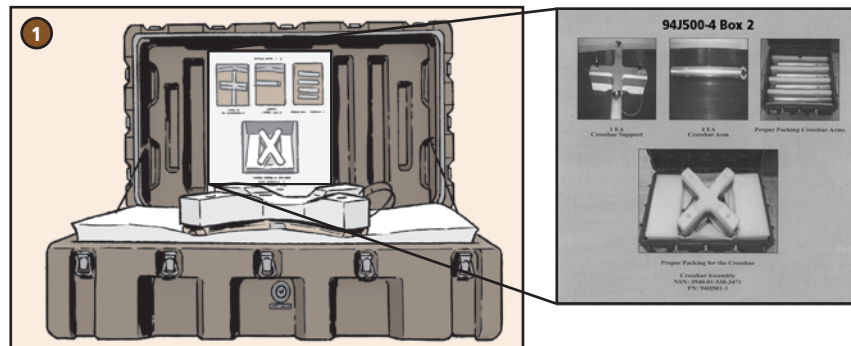
UMARK Box 1, Slings

Item	NSN	Part No.
Case		
1 UMARK usage tracking form		
Green/white sling, 12 1/2-ft	3940-01-538-5739	94D519-1
Blue/white sling, 30-ft	3940-01-538-9499	94D519-4
Red/white sling, 17 1/3-ft	3940-01-539-1505	94D519-3
Yellow/white sling, 13 3/4-ft	3940-01-539-0534	94D519-2
2 Black/white sling, 10-ft	3940-01-538-6784	94D519-5
Black/white sling, 30-ft	3940-01-538-6732	94H520-1
Black/white sling w/bridle attachment, 30-ft	3940-01-538-5218	94H520-2
3 Sling retainer assembly	3940-01-543-9075	10127336
Sling sheath, 34-in	1650-01-632-6759	1024781-1
4 Sling sheath, 6-ft	1650-01-632-6753	1024781-3
Hard card		94J500-401
UMARK inventory card (case 1)		1037403-001

[illegible]

UMARK Box 2, Crossbar Assembly

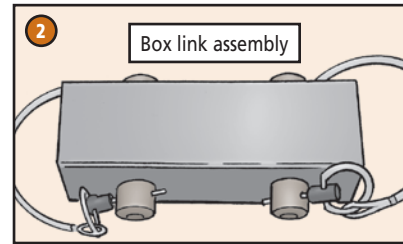
Item	NSN	Part No.
1 Case		
2 Crossbar assembly	3940-01-538-3471	94H501-1
UMARK inventory card (case 2)		1037403-003



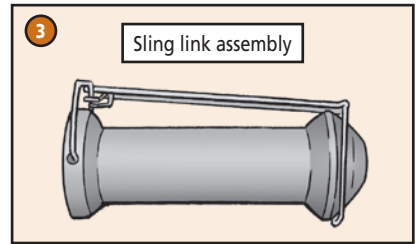
UMARK Box 3, Link/Lifting Assembly

HERE'S
WHAT'S IN
THE LINK/
LIFTING
ASSEMBLY.

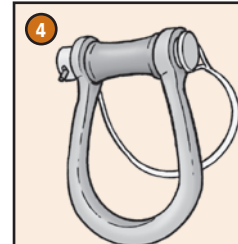
#	Item	NSN	Part No.
1	Case		
2	Box link assembly	3940-01-538-9452	94C524-1
3	Sling link assembly	3940-01-538-0291	94H523-1
4	25K clevis assembly	4030-01-539-0567	94D514-1
5	Lifting clevis assembly	5340-01-539-1932	94D509-1
6	CH-47 hook thimble	4030-01-549-4538	94C533-1
7	AH-1 mast wedge	1680-01-539-3155	94D529-1
8	Blade bag	1615-01-570-5418	94J516-1
9	UH-1 square wedge	5340-01-538-4723	94D528-1
10	Drogue chute	1670-00-391-8499	1670EG029B3
11	OH-58D sight wedge	5430-01-538-5104	94D527-1
	Snapless tie-down	1670-01-541-1132	94C522-2
12	Fixed length tie-down	1670-01-538-2808	94C522-1
	Adjustable length tie-down sling	1670-01-538-2835	94H521-1
13	OH-58C mast wedge	5340-01-538-4862	94D530-1
14	Shackle, 6 1/2-ton	4030-01-568-0061	1020496
15	Sling extension	1670-01-538-8611	94H521-2
16	Blade pole assembly	1730-01-617-3781	94J531-1
17	Sling sheath, 8-ft	1650-01-632-6756	1028532
	UMARK inventory card (case 3)		1037403-005



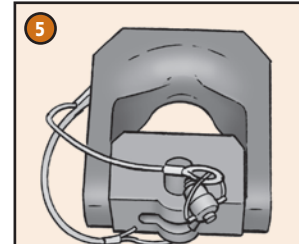
Box link assembly



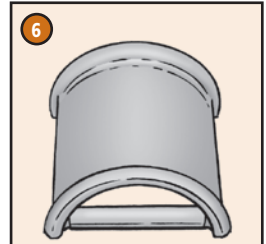
Sling link assembly



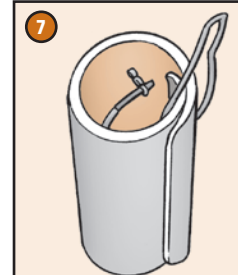
25K clevis assembly



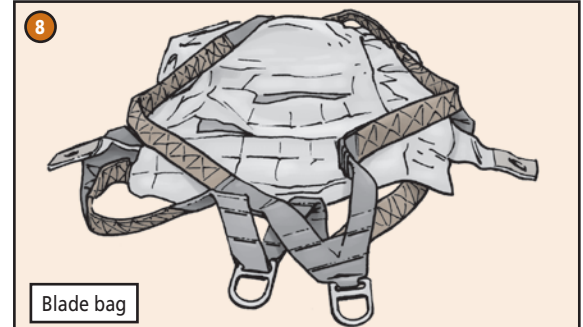
Lifting clevis assembly



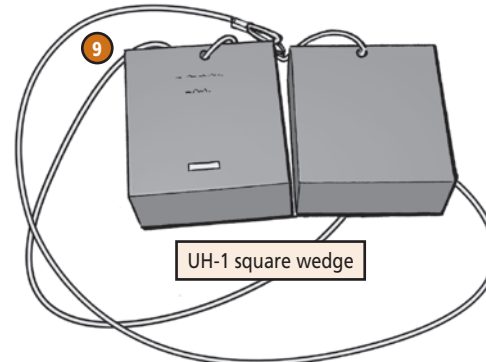
CH-47 hook thimble



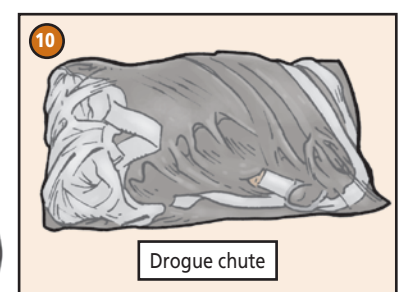
AH-1 mast wedge



Blade bag

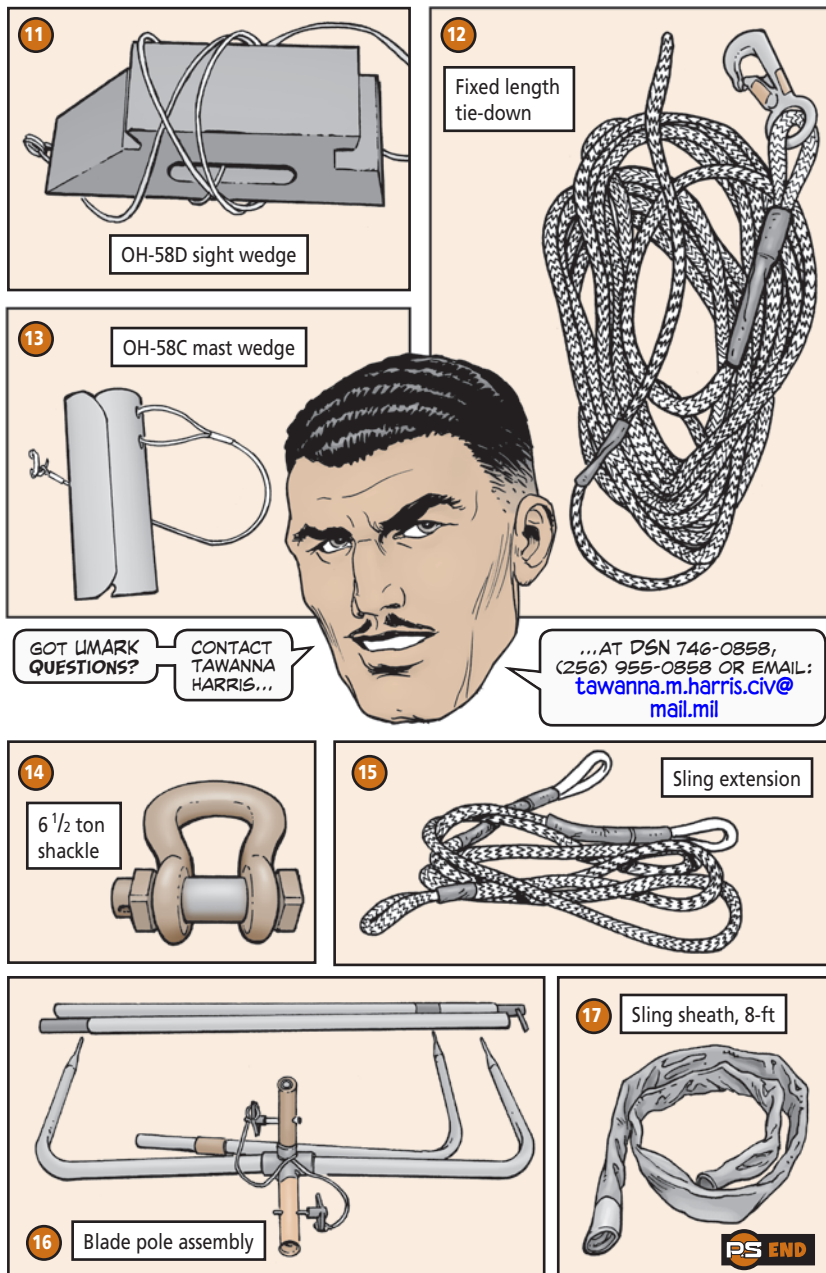


UH-1 square wedge



Drogue chute





PS Magazine Index No. 71, 2015

Subject	Issue/Pg	Subject	Issue/Pg
AIR CONDITIONERS		Engine accessory gearbox seal kits	748 61
R-134 refrigerant NSNs	751 60	Rotor blade touchup with CARC	757 24
Reclaimed R-22 available	751 42	TS-3920C/ASM CTS calibration fix (742-60)	754 21
AIRCRAFT ARMAMENT SUBSYSTEMS		TS-3920C/ASM CTS needed for turn-in	757 24
134 Mini-gun--Barrel bolt changes	746 24	AIRCRAFT, UH-72A, LAKOTA	
M230 Gun--GMD vs TW-25B for lubing	755 45	Turbine outlet temperature spikes	756 22
M230 Gun--Loading tips	751 22	AMMUNITION	
AIRCRAFT, GENERAL		Dummy rounds easily identifiable	750 49
Acrylic window repair	753 23	Fire extinguishers required for transport	748 42
AMCOM Corrosion Program Office	750 35	M855A1 enhanced performance round	748 40
Aviation Dirty Dozen, Part 1	747 21	M855A1, M80A1 not for live fire shoot houses	748 61
Aviation Dirty Dozen, Part 2	748 21	MK 19 and M203 ammo don't mix	746 37
Don't Let FOD Take You Out!	757 27	Propellant management guide	748 61
FOD prevention program	752 15	Yellow Book available online	747 59
General aircraft TMs	750 22	ANTENNAS, GENERAL	
Hydraulic RSU replacement	753 24	AS-4701--Damage during transport	749 50
Transferring aircraft between units	752 16	AOAP	
AIRCRAFT GRD SPT EQUIPMENT (AGSE)		Labels save time and improve tracking	754 52
CATS tools replace old sets	749 23	ARMORED COMBAT EARTHMOVER, M9	
Equipment movement caution	746 26	Roadwheel damage criteria	754 16
Fix equipment problems before turn-in	757 26	ARMORED SECURITY VEHICLE, M1117	
AIRCRAFT LIFE SPT EQUIPMENT (ALSE)		Data plate updated, location info	750 56
PSGC components	751 24	Maintenance questions help by email	751 61
AIRCRAFT, AH-64, APACHE		MWO updates in MMIS	751 61
Canopy window ejection prevention	757 23	Sustainment training from MTTs	755 16
DA Form 2028 to make maintenance changes	746 24	AWARDS	
M230 Gun--Loading tips	751 22	2015 CLEA winners	755 53
AIRCRAFT, CH-47D/F, CHINOOK		BACK COVER	
CARC paint touch-up kits	754 60	Aircraft No-step, No-hand Zones	750 62
Windows, close to protect from elements	749 26	Don't Guess! Use the MSDS!	746 62
AIRCRAFT, HH-60M, BLACK HAWK		FOD Is Your Responsibility!	757 62
Sound-proofing panel, keep in place while packing	751 25	Lighten Your Load with Lithium Batteries	754 62
AIRCRAFT, OH-58D, KIWAA		LOGSAP 746-1, Packaging-the Basics	752 62
Expandable bolt cleaning	752 14	Looking for Training Materials-UTAP	753 62
FOD can, hang on tail stinger for maintenance	751 26	M16/M4 Dirty Dozen	756 62
AIRCRAFT, UAV		Seeing Safety Can Save Your Sight!	747 62
MQ-1C--F-24 approved for use	753 24	Times Change, Batteries Should, Too (Lithium)	751 62
Shadow--GCS and TALS equipment lists	753 26	TM Wise Means PM Wise	749 62
AIRCRAFT, UH-60, BLACK HAWK		Turn Off Vehicle's Battery Disconnect Switch	755 62
DACU stock suspended	757 60	You Can't Take the Cdr Out of Command Maint	748 62

Subject	Issue/Pg		Subject	Issue/Pg	
BATTERY, HAWKER			COMPUTERS & SOFTWARE		
Terminal stud kit	747	11	Computer cleaning kit	747	47
BATTERY, LEAD-ACID			CSS-VSATs to Reset for upgrade	757	61
Terminal washer, rubber cover, silicone	750	39	Heat damage, cleaning	753	44
BATTERY, LITHIUM			PQAS-E--Admin password, pass on	751	53
Lighten your load	754	62	COMSEC EQUIPMENT		
Lithium vs alkaline, differences	752	58	AN/PYQ-10--Fill cable, stylus	752	49
Power preservation tips	752	32	Ordering and accounting for COMSEC	754	59
BATTLE DAMAGE AND REPAIR (BDAR)			CONTAINERIZED KITCHEN		
BDAR kit replaces crew/maintainer kits	747	03	Packing to prevent damage	753	49
BINOCULARS			CONTAINERS		
M24--Eyepiece dust cover, objective lens cover	749	61	Blocking and bracing materials, how-to	752	35
CARBINE, M4-SERIES			DLA container calculator	751	60
Dirty Dozen	756	62	Inspection guidance in MIL-HDBK-138B	751	60
Extractor plugged with cotton swabs	750	48	Labels/placards, don't paint over them	752	42
Firing stoppage, immediate vs remedial action	755	44	MILVAN--Collapsible cntainers, strap/tie-downs	752	22
Individual, improved cleaning kits added	750	46	CONTINUITY		
M12 rack modification made easier	746	40	Attack of the Corrosion Zombies, Part 1	750	27
M12 rack modification, third method	753	40	Attack of the Corrosion Zombies, Part 2	751	27
CARRIER, PERSONNEL, M113 FOV			Clean Up with Cleaning Kit Savings	747	27
Engine, transmission oil level checks	750	08	Cold Weather Hermit	755	27
Final drive oil level check	749	07	Don't Let FOD Take You Out!	757	27
M113A3--IETM now available	746	08	Dukes of HAZMAT	756	27
Oil filter replacement NSN	753	60	Hike the PM Mountain	748	27
Ramp reservoir level check	747	04	Sub Sunk by a Toilet	749	27
Roadwheels: aluminum vs steel	748	09	CORROSION		
Steering control bearing lube	757	08	Attack of the Corrosion Zombies, Part 1	750	27
Track tension gages	747	05	Attack of the Corrosion Zombies, Part 2	751	27
CBRN EQUIPMENT			Types, prevention, inhibitor, pubs	750	40
M4 JCAD--M42 alarm still needed	756	46	DECON		
M4 JCAD--Sieve pack PM	747	41	M12A1--Fuel line installation, NSN changes	755	47
M4 JCAD--Sieve pack shelf life eliminated	748	42	M26--Lube NSN, water pump oil	755	48
M41 PATS--Humidifier adds air particles	749	42	M26--Weight, starter switch, throttle, fuses...	757	43
COMMERCIAL CONSTRUCTION EQUIP (CCE)			EDITORIAL		
AGM batteries for CCE vehicles	749	21	Help Us Help Soldiers	746	01
Diesel vs F-24 use	751	55	Indomitable Foe	750	01
Nuclear density moisture tester PM	757	14	Just Ask Already!	754	01
COMMUNICATIONS EQUIPMENT			Knowledge Is a Powerful Safety Tool	747	01
CAISI 2.0 shifts to sustainment	748	46	Mom, Apple Pie and PM	752	01
CECOM item return addresses	746	58	Pick Up PS Online	753	01
COMPACTOR, 815F			PM Propels Performance	756	01
Air cleaner indicator check	751	58	Protect Yourself Against Heat	751	01

Subject	Issue/Pg		Subject	Issue/Pg	
Put Mechanics in the Spotlight	748	01	120M--Wiper motor NSN	757	61
Unauthorized Mods Are Just That	755	01	GRENAD LAUNCHER, M203		
What's in a Name? (PS, not PM)	757	01	Ammo not for use with MK 19	746	37
You're in the Readiness Driver's Seat	749	01	GUN, MACHINE		
EXCAVATOR, HYEX			M2--Trigger block kit component NSNs	757	42
Lubricity filter service interval changed	746	22	M2, M2A1--One model per unit	746	36
Upper support roller lubing	752	12	M2, M240, M249--Barrels, take extras	746	38
FIRE SUPPORT VEHICLES			M2A1--Barrels interchangeable	754	41
M1200--Battery disconnect before maintenance	748	03	M2A1--Flash suppressor for firing only	755	42
M1200--Maintenance questions email help	751	61	M240L--HMMWV mounting authorized	748	38
FORKLIFTS			M240L--HMMWV mounting authorized	748	61
6K VRRT--Steering cylinders too short	757	13	M240L--Long barrel OK for M240B	756	36
ATLAS, 6K VRRT--CLS manuals	756	20	M240L--MWO 9-1005-313-23-2, -4 end early	754	46
MHE-270--Starter flywheel ring gear teeth	752	11	M240L--Short barrel parts	755	43
MHE-270/271--Tire pressure set at 40 psi	752	10	M240-Series--Two barrels required	748	37
FORMS, GENERAL			M240-Series, M249--Carry MG properly	749	41
DA Form 2028, forward to APD	748	61	MK 19--Bolt/back plate assy spring, setscrews	757	40
DA Form 3999-4 phased out	753	34	MK 19--Helical spring NSN correction	753	39
FORWARD REPAIR SYSTEM, M7			MK 19--M203 ammo not allowed	746	37
Exercise crane, moisture, bay doors...	753	41	MK 19--Mandatory parts list eliminated	749	40
FUEL			MK 19--Training, secondary drive lever tool	755	40
F-24 OK for MQ-1C Gray Eagle UAV	753	24	HARDWARE		
GENERATORS, LARGE			Bolts, standard vs. metric	756	38
30-, 60-kW TQG--Keypad assemblies faulty	746	60	Parts bag NSNs	749	60
Faster requisitioning	753	46	Sealing compound NSNs	753	59
GENERATORS, SMALL			Snap rings and pliers NSNs	754	28
3-kW MEP-831A TQG--Alternator screw size	755	51	HAZARDOUS MATERIALS & WASTE (HAZMAT)		
3-kW TQG--Fuel line clamp	756	49	Dukes of HAZMAT	756	27
3-kW TQG--Muffler mounting hardware	752	60	Spill kit NSNs, components	747	48
5-kW TQG--Air cleaner assembly ordering	749	47	HOWITZER, SP, M109A6 PALADIN		
Faster requisitioning	753	46	Damper spring cracks	757	05
GRADERS			M284 gun tube corrosion check, cleaning	750	10
120M--Air filter cleaning	756	19	Tube temperature sensor cleaning, testing	757	04
120M--Articulation lock pin, wheel lean lock...	753	19	HOWITZER, TOWED, M119-SERIES		
120M--Battery disconnect switch	754	18	A2--Exercise, muzzle cleaning, sight mount...	749	08
120M--Cab entry/exit safety	753	21	A2--Gunner's quadrant corrosion	750	37
120M--Engine oil level checks	755	24	A2--M137A2 telescope, stow for travel	752	03
120M--Hydraulic hose wear	752	07	A2, A3--Firing pin retaining pin	751	08
120M--Joysticks not handholds	753	20	A2, A3--Telescope level vial retaining clips	757	07
120M--Starter, ether canister, fuel/water separator	755	23	A3--8W0 power cable design changed	757	06
120M--Tandem drive oil level check	754	18	A3--Firing pin retaining plunger stuck	756	05
120M--Warm up, cool down, hydraulic oil temp	755	18			

Subject	Issue/Pg	Subject	Issue/Pg
HOWITZER, TOWED, M777A2		GCSS-A turn-in credit requests	755 60
Breech, PFM body, tray cleaning	751 06	GCSS-A Wave 2 data cleanup	749 53
Breech ring sector threads inspection	755 09	GCSS-A website, notifications	746 61
Hoist ring assembly circlips	748 08	LMI DST introduction	753 30
IMPROVED TARGET ACQUISITION SYSTEM (ITAS)		TULSA safety, maintenance messages	749 56
Battery charging program critical	747 40	LUBRICATION	
INTERNET		Silicone grease NSN, uses	753 58
milWiki takes comments on Army doctrine	755 58	MAINTENANCE MANAGEMENT	
KITCHEN EQUIPMENT		Brigade maintenance meetings	748 58
Food service equipment PM	757 48	CMDP knowledge center website	748 51
Joint culinary & food services portal	756 51	Maintenance reports = maintenance dollars	755 56
MBU--Venting checks	753 51	MMIS user roles changed	757 54
LASER OBSERVATION SET		MSD-V2 loses Windows XP support	747 55
AN/PVS-6 MELIOS--Carrying case	746 43	MSD-V2 still needed for some IETMs	749 58
LASER RANGEFINDER		PQDR how-to, pitfalls, web submission	750 58
AN/PED-1/1A/1B--Handle with care	755 50	SMR codes explained	756 55
AN/PED-5--Battery cassette installation	752 54	MAINTENANCE, GENERAL	
AN/PED-5--IR switch check	754 48	Kit creation website	747 60
Model 1600--Commercial manual wrong	754 61	Maintenance focus for PMCS	748 54
LIGHTING SETS		Maintenance standards back to basics	748 52
DISE--MEL drops to zero	756 50	Motor stables reward system	748 55
PDISE--Crates can cause corrosion	757 51	Scrap break definition	747 57
LOADER, BACKHOE (BHL)		MASK, PROTECTIVE	
A/C v-belt NSN	757 60	M40-, M42-Series--Contacts/glasses prohibited	746 44
Alternator impeller fan NSN	754 61	M40-, M42-Series--Retaining clamp zip tie	754 49
Backhoe swing lock pin	757 12	M40-, M42-Series--Use, forms, drink tube...	756 44
Tire and wheel must be ordered separately	746 21	M40, M42, M50-Series--Testing exceptions	747 42
Turbocharger priming before startup	751 56	M40-, M42-Series, M50, M51--C2A1 canister	751 19
Warm up, cool down for 2 minutes	751 57	M42A2--Conversion to M40A1 not allowed	755 48
LOADER, SCOOP-TYPE		M50, M51--Operator cards needed	754 50
924H--Light switch NSN replacement	752 09	M-GATOR	
H100C--Air compressor types	757 16	Starter wire placement fire caution	748 17
LOADER, SKID-STEER, BOBCAT		MINE CLEARING EQUIPMENT	
Pallet assembly NSN	747 16	Husky--Detector heads, hydraulic line QDs	757 11
LOGISTICS ASSISTANCE		Husky--Flat-tow only	754 15
AESD-W email address	749 60	M1272 Buffalo--Fluid warmup, access cover...	756 17
LIW user support in theater	757 61	MINE DETECTOR	
LOGISTICS MANAGEMENT		VMR2 Minehound--Strap, head parallel...	755 20
CTA items available for free from SIAD	746 52	MISSILE, AVENGER	
FED LOG available for downloading	753 28	Caps/covers, tarp, track M3P rounds...	757 36
GCSS-A regs updated by ALARACTS	747 56	MISSILE, HIMARS	
GCSS-A training for record	756 53	Blast shield cleaning, water can cover ties	752 48

Subject	Issue/Pg	Subject	Issue/Pg
Brake line fittings, flat-tow, Cdr's hatch...	749 44	Sight storage, batteries, dust cap/neck cord...	756 40
Hydraulic fluid reservoir air drain	755 46	PACKAGING	
ICP cab web sling NSN	746 15	Desiccant NSNs	753 54
Window laminate NSNs	749 43	Heat-sealable bags, sealers	752 24
MISSILE, JAVELIN		LOGSAP 746-1, Packaging-the Basics	752 62
Exercise, storage case, batteries	756 42	PSCC email change	756 51
MISSILE, PATRIOT		Repair parts, keep inside packaging till needed	752 40
AMG strut security	751 14	Shipping material NSNs (Fast Packs)	752 27
Cables, QEAM, grounding, shroud strap...	751 12	Strapping and sealing kits	747 52
Trailer kingpin, data link terminal, radar...	747 36	PS MAGAZINE	
MLRS		65th anniversary toast request	757 60
1W5 cable, fuel filter priming, heater location	751 10	2014 index	746 27
IEDBs needed for turn-in	754 61	Binders for PS archiving	748 57
Link assembly door rod link, track roller checks	752 51	Pick Up PS Online	753 01
Oil filter cover assembly DPI removed	753 04	PS Mag Live	750 20
PTOs needed for turn-in	753 61	PS Mag Live	751 47
Rearview mirror NSN	754 61	Subscription info	750 55
MOLLE		PUBLICATIONS	
Repair instructions	753 48	Ammo Yellow Book available online	747 59
MORTARS		APD website	757 57
120mm--Cannon bore erosion gage set	754 47	AR 1-201 revised	751 61
Baseplate not a step during firing	752 55	AR 56-4 revised	749 60
M23 MBC--Replaced by M32 LHMV computer	746 39	AR 700-20 updated	754 35
M252A1--Now fielding	754 47	AR 700-139 updated	754 35
M326 MSK--Electrical drive assy quantity	757 42	Army Environmental Command contacts	749 60
M326 MSK--Water inside manual lift drive arm	757 41	CALL CDDP handbook	754 58
Round counts go on gun card	749 40	DA Form 12 in PDF format	757 58
Round inspections	753 38	IETMs now downloadable	746 48
MOUNT, WEAPONS		LOGSAP 746-1, Packaging-the Basics	752 62
M153 CROWS II--Elevation during travel	751 16	milWiki takes comments on Army doctrine	755 58
M153 CROWS II--Training, TM, locks...	754 42	OCP transition pocket guide	757 61
Machine gun mount accountability	752 56	Operator's manuals needed with equipment	746 03
NIGHT VISION EQUIPMENT		Propellant management guide	748 61
AN/AVS-6--Battery cord during packing	751 20	TEA MI 55-19 updated	755 59
AN/PAS-13--Thermal target DIY instructions	746 55	TB 1-1500-348-30 to be destroyed	754 22
AN/PVS-4/4A, AN/TVS-5/5A--Turn in	755 49	PUMPS	
AN/PVS-14--MILES battery, don't use	752 61	65 GPM Water--NSN, Class change	753 48
AN/PVS-14--Neck cord needed	746 41	RADARS	
ANVIS--TB 1-1500-348-30 to be destroyed	754 22	AN/TPQ-36--Wave guide, 801 test	752 50
Lithium batteries only	746 59	AN/TPQ-37--M1048A1 trailer tire belt	747 16
MTM-PI now available	753 61	AN/TPQ-37--Receiver cabinet, RF cables...	752 52
MTM-PI now available	756 36	Sentinel--Mini-grabber test leads for circuit cards	749 43

Subject	Issue/Pg	Subject	Issue/Pg
Sentinel--Slide hammer rust prevention	752 47	SMALL ARMS	
RADIAC EQUIPMENT		Arms room lock NSNs, website	748 38
AN/UDR-13--Software beeping problem	748 44	BFAs for all small arms	750 52
RADIATION SAFETY		Cleaning tank use	750 38
RSO training for radioactive equipment	756 43	Clean Up with Cleaning Kit Savings	747 27
RADIO SET, GENERAL		Desert maintenance tips	751 36
AN/PRQ-7--Repair part NSNs	754 20	Interactive Multimedia Instruction (IMI) course	751 18
JTT-SR--POCs for repair	749 49	Items needed for the field	757 39
RADIO SET, SINCGARS		Lube types and uses	753 56
MEL changes for components	749 48	M2 feed cover, gun card, mortar services...	749 36
RT-1523 turn-in to SSA	756 48	Maintenance tracking spreadsheet	751 15
RIFLE, M16-SERIES		Parts cleaning can	754 61
Dirty Dozen	756 62	P-D-680 replaced by MIL-PRF-680	749 39
Extractor plugged with cotton swabs	750 48	Shipping for deployment	753 36
Firing stoppage, immediate vs remedial action	755 44	Special tools all needed	754 46
Individual, improved cleaning kits added	750 46	STORAGE	
M12 rack modification made easier	746 40	Humidity indicators for LLRCs	752 19
M12 rack modification, third method	753 40	SUPPLY, GENERAL	
RIFLE, SNIPER		Local purchase can save money	754 27
Turn-in, exchange instructions	748 36	Shelf and service life explained	754 24
ROBOTS, GROUND		Unit-provided crests, remove before PCS	754 32
COLTS repair part website	747 15	TANK, M1-SERIES	
SAFETY		Ammo box desiccant to prevent corrosion	753 08
Cold Weather--Frostbite, clothing, heaters...	755 36	Ammo compartment PM	755 04
Don't Guess! Use the MSDS!	746 62	DSESTS turn-in needed	754 03
Explosives Safety Assistance Visits (ESAV)	751 17	DVE stowage box NSN	753 09
Fire extinguishers required for ammo transport	748 42	Exhaust duct seal, rotate to extend life	752 06
Footwear, tripping safety	746 46	Final drive oil level checks	756 03
Jewelry, remove before maintenance	752 45	Flareback prevention	750 03
Railway safety tips	747 58	Fuel tank cover gasket sealant NSN	753 09
Safety board components, NSN	750 50	Hydraulic line kit	753 05
Wet bulb-globe temperature unit parts	751 52	M1A1 SEP--IETM available	755 03
Wet bulb-globe temp unit correction (751-52)	757 47	Mine Blade, Roller--Readiness reporting	746 08
Winter safety tips	755 35	Phone handset NSN	757 60
SCRAPER, EARTHMOVER, 621G		Skirts, don't open two at same hinge point	757 03
EMS fault alarm NSN	757 60	Stub base extraction tools	750 07
SHOTGUN		Turret cracks	756 04
M26, M500 only shotguns authorized	748 41	V-pack damage checks	748 06
SIGHTS & SCOPES		TENTS	
AN/PSQ-23/23A STORM--Battery type	748 39	LME--50-watt fluorescent lamp NSN	751 61
Lens care	747 44	Modular general tent replaces MCPS	749 51

Subject	Issue/Pg	Subject	Issue/Pg
TEST EQUIPMENT		Hot weather PMCS, AoA considerations	751 38
DSESTS turn-in needed	754 03	M915/A1--Air dryer, repair with desiccant	753 60
TMDE app available on LIW	746 42	TRUCK, M1070 HET	
TIRES		Air cleaner assembly mounting stud kit	747 15
DLA tire catalog in EMALL	756 14	Sustainment training from MTTs	755 16
Service life extended for some assemblies	754 34	TRUCK, 1 1/4-TON, HMMWV	
Tire lube NSNs	749 61	4-door conversion kit	747 14
TOOLS		4L80E transmission troubleshooting	746 16
HEPPOE--Breaker drill warranty	752 08	A/C red service port cap NSN	751 61
Repair parts, TM, maintenance question POC	749 61	Battery disconnect kit	747 12
SATS tool listing, locator guide	747 45	Battery type revisited (749-11)	753 61
Urban Ops Set--Assault ladder, inspection kit	756 37	Cargo box nets	752 39
TRACTOR, D7E/F/G/R		Condenser fan intake grille cleaning	751 46
Fuel injector misfire	753 61	Exide batteries not authorized	749 11
Fuel injector misfire	755 19	Geared hub magnetic drain plug	756 13
Fuel injector pump air/fuel line crack	746 20	Hawker, Exide battery update (749-11, 753-61)	754 60
Idler wheel mud removal	755 26	M998-Series--Radiator hose protection	755 11
TRAILERS		Run-flat insert components	750 14
M149A2--Manhole cover seal installation	750 15	Shock absorber kit NSNs	753 11
M989A1 HEMAT--Tow bar lock	750 16	Silicone brake fluid	749 60
M1048A1--Belt damage deadline criteria	747 16	Special equipment, turn off after operation	749 12
M1101, M1102--Shock absorber kit NSN	754 60	Tire and wheel assy, don't mix NSNs	749 15
M1112--Plumbing part mixup	755 17	Transfer shifting	756 12
Safety chains for larger towing shackles	746 14	Up-armored--A/C flow control valve reset	751 47
TRAILERS, SEMI		Up-armored--Exhaust pipe crack check	747 18
M200A1--Landing leg NSN	749 61	Windshield wiper PM	757 18
M870A1--Tire covers to protect from heat	751 41	TRUCK, FMTV	
M871A3--Amber clearance light NSN	754 60	A1P2--Electromagnetic relay NSN	754 61
M967A1, M969A1/A2--Wheel assy change	753 15	Brake air tank draining	754 12
TRAINING		C7 engine waste gate solenoid valve NSN	751 60
CLRT/MAIT offer unit help	753 33	Cab ride height limit switch dust boot	754 11
Driver's training test examples	752 05	GRS selection by armor type	755 13
Looking for Training Materials-UTAP	753 62	Intercom no longer supported	755 12
Master driver trainer qualification course	756 11	Interconnecting box free issue	753 14
RSO training for radioactive equipment	756 43	Interconnecting box free issue correction (753-14)	757 61
Small arms IMI course	751 18	Jack adapter NSNs	754 14
UTAP equipment training	757 56	Lift-towing restrictions	756 61
TRANSPORTATION		M1087A1--Side doors open before expanding	748 11
Rail transport, secure vehicle doors	752 44	M1148A1P2 LHS--Wheel roller stop bar bend	748 12
SDDCTEA website, deployability pubs	756 54	M1157A1P2 LTAS--Seat restraint latch damage	753 12
TRUCK, M915-SERIES		Safety chains for larger towing shackles	746 14
Coolant filter kit	749 61	Securing steering wheel with chain, lock	746 11

Subject	Issue/Pg	Subject	Issue/Pg
Spare tire carrier chain adjuster	749 12	IETM available	756 09
Trailer light breaker check	749 20	M2A3--Unserviceable LRU needed for turn-in	755 07
Up-armored--A/C charge weight	751 44	M242--14-pin connector protection	756 06
TRUCK, HEMTT		Oil filter cover assembly DPI removed	753 04
A0/A1/A2--Air dryer, repair with desiccant	753 60	Subsystem schematics available	757 09
A2, A4 Models--Assembly NSN list	747 13	VEHICLE, MRAP	
A4 Models--Radiator cap NSN	757 60	M-ATV--DVE component match-up	747 19
A4 Models--Universal service kit problems	754 60	M-ATV--Hull drain plugs	750 19
Axle popping explained	746 13	MaxxPro--Headlight NSN	754 13
Fuel system priming explained	754 15	MaxxPro Dash--ESC operation instructions	757 60
M978-Series--HAV hoses, hose reel, fuel nozzle	749 18	MaxxPro Dash--OGPK hatch seal	749 61
M978-Series--Ladder use, PM	748 18	VEHICLE, RECOVERY, M88-SERIES	
M978-Series--Purging pointers	750 18	A1--Boom pivot pin lubing	749 04
M978-Series--Securing steering wheel	753 16	A1--Ground hop kit components	747 09
M985A4--Service kit add-ons	754 60	Hatch lever spring wear	752 04
Sustainment training from MTTs	755 16	Tow bar lifter	755 06
TM listing for all models	746 12	Track shoes, order only what's needed	746 04
TRUCK, PALLETIZED LOADING (PLS)		Winch cable kink prevention	749 06
Air cleaner assembly mounting stud kit	747 15	VEHICLE, STRYKER	
TRUCKS, GENERAL		VV Hull--Water shorts out ABS ECU	753 03
Alcohol evaporator stops brake lines freeze	757 19	M1129A1, M1252--Mortar tube, remove quarterly	755 07
Batteries drained by excessive cranking	751 59	Mirror, headlight cleaning	747 06
Battery box liner NSN	756 15	PECCH coolant supply hose inspection	749 03
Corrosion inhibitor	753 53	Steering system cracks	754 05
Dexron VI NSNs	757 20	Switch guard rubber seal	751 07
Diesel engine slobber	750 17	Transmission service interval extended	755 08
Drip pans, crushproof	749 60	VEHICLES, COMBAT	
Electrical connector NSNs (Packard-type)	754 36	Corrosion inhibitor	753 53
JCIMS update (CIP, TIP, Phoenix)	751 03	Drip pans, crushproof	749 60
Leaks and what to do about them	748 14	JCIMS update (CIP, TIP, Phoenix)	751 03
R-134 refrigerant NSNs	751 60	Operators manuals needed with vehicles	746 03
Reclaimed R-22 available	751 42	Towbars and adapter NSNs	754 06
Towbars and adapter NSNs	754 06	Track shoes, pad kits	748 04
Windshield washing fluid	751 52	VEHICLES, GENERAL	
VEHICLE, FIGHTING, M2/M3 BRADLEY		Slave receptacle cap freeze prevention	757 21
Aluminum transmission housing damage	748 07	WATER SUPPLY	
Ammo box latches	747 07	Canteens, cups, hydration systems	751 48
BUSK--Battery maintenance, charging tips	746 05	WELDING	
Engine hydraulic reservoir check	756 07	SEW--Parts available	751 60
		TMWSS, SEW--Spare tire MWO	754 48

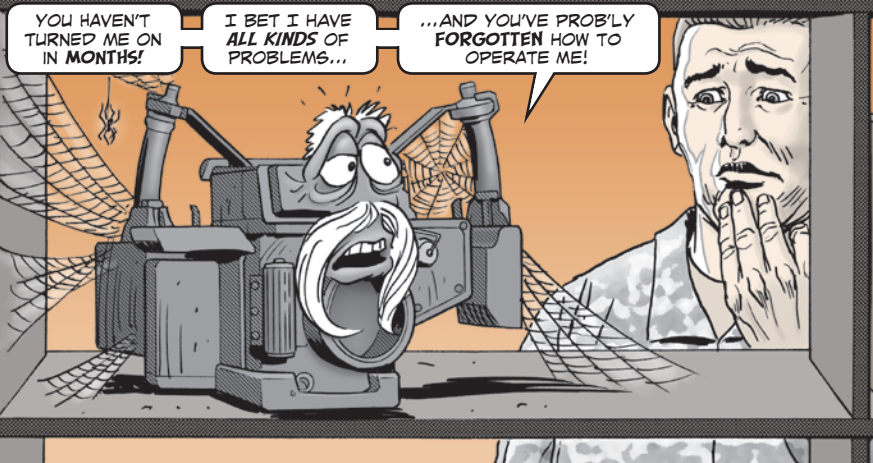
PS MISSILES

ALSO
FEATURING
SMALL
ARMS



- M16/M4 ambidextrous switch
- M9 Pistol MWO
- M249 piston check
- CROWs tool kit
- Laser ID cable
- TMDE calibration

Javelin Needs Monthly PMCS



Dear Editor,

As an electronic systems maintenance warrant officer, my team and I did a 100 percent inspection of the Javelin missile command launch units (CLU).

We found that maintenance wasn't being done on the CLUs and faults weren't being annotated on DA Forms 5988s.

As a result, 26 CLUs had broken components and were not fit for action. We also discovered that many of the Javelin operators had forgotten how to operate the CLU.

We solved this problem by requiring Javelin operators to do a monthly maintenance and training program following Pages 3-18 and 3-19 in TC 3-22.37, the Javelin's training circular. That way operators get monthly refresher training and we spot CLU problems in time to get them fixed.

I suggest all Javelin units adopt this program. It's worth the effort.

CW2 Kelshal Williams

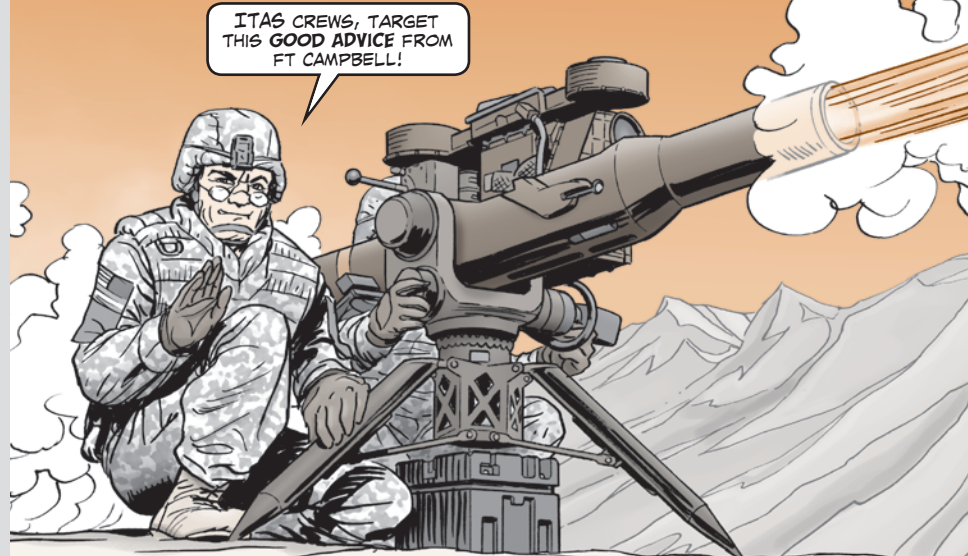
NO EQUIPMENT SHOULD SIT AND SIT. TO HELP PREVENT THIS, A COMPREHENSIVE 360-DAY SERVICE IS BEING ADDED TO THE JAVELIN'S TM.

BUT IT'S AN EXCELLENT IDEA FOR UNITS ALSO TO DO MONTHLY PMCS AND REFRESHER TRAINING. THANKS, CHIEF.



Improved Target Acquisition System...

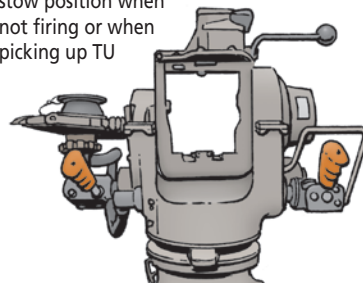
GET A HANDLE ON HANDLING PROBLEMS



Dear Editor,

One of the most important rules ITAS crews need to remember is *never* pick up the traversing unit (TU) by the handgrips, TAS mount, bridge clamp or cables. Doing any of this can severely damage the TU. The right way to move the TU is to first ensure the FCS, TAS and tripod are disconnected. Then lock both the azimuth and elevation locks and rotate the handgrips to the stow position. Pick up the TU with the azimuth lock facing you and your right hand under the automatic elevation brake and your left under the TU equilibrator. This method ensures less damage to the TU and allows for quicker setup, proper positioning, and faster reload.

Put handgrips in stow position when not firing or when picking up TU



Put one hand under automatic elevation brake and the other under the TU equilibrator

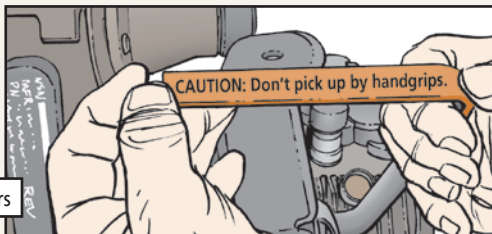


PS MORE

Really, any time you're not firing you should put the handgrips in the stow position. Otherwise, even a hard bump could break buttons or even cause the handgrip to break off its shaft or damage the shaft itself. Damage to the shaft means major repairs.

We think this is so important we've put stickers on the TUs that say **"CAUTION: Don't pick up by handgrips."** You can make them with a label maker.

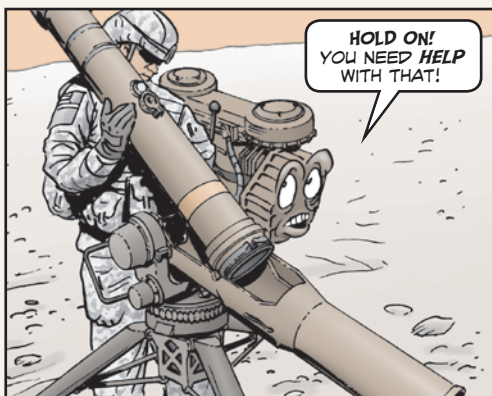
Sticker reminds operators



Here are some more ITAS tips we've picked up:

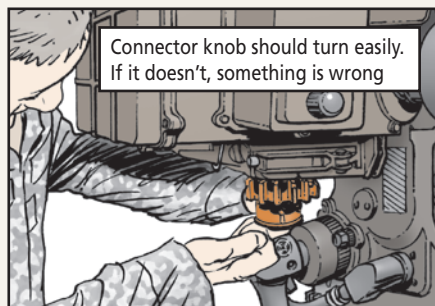
When you set the TU down, **don't** set it on either the azimuth lock or coil cable. Otherwise, they can be damaged, too. Always set the TU down with the azimuth lock facing up, which keeps weight off the azimuth lock and coil cable.

Remember, loading a missile is **always** a two-man job. The missile is just too heavy for one person. One Soldier should remove the missile from the missile rack and hand it to the second Soldier, who then loads the missile. When loading a missile on the truck-mounted ITAS, the TU must be locked down in both azimuth and elevation. Rotate the turret so that back end of the TU is in the 5 or 6 o'clock position. Otherwise, it's an awkward job.



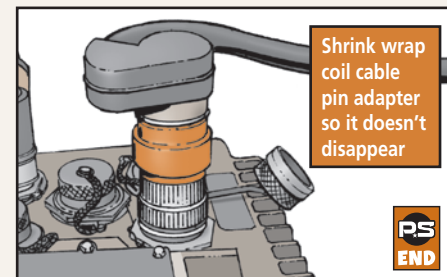
When connecting the TAS interface cable on the TU to the TAS, make sure the locking collar is first rotated all the way to the left. Then rotate it one click to the right. You should hear a click or clunk when the cable is lined up correctly.

When everything is aligned, gently push the connector knob up. You might need to slightly wiggle the cable back and forth to get it to fit. If the connector knob doesn't easily move upward while you rotate the locking collar counterclockwise, don't force it. That bends pins and possibly the locking tab. Reposition the connector knob and try again. Still no luck? Report it. Something is wrong.



Shrink wrap the coil cable pin save adapter (also called the second chance adapter) in place. That keeps the adapter from disappearing and protects the cable's pins from damage. If the coil cable's pins are damaged, the whole TU must be replaced.

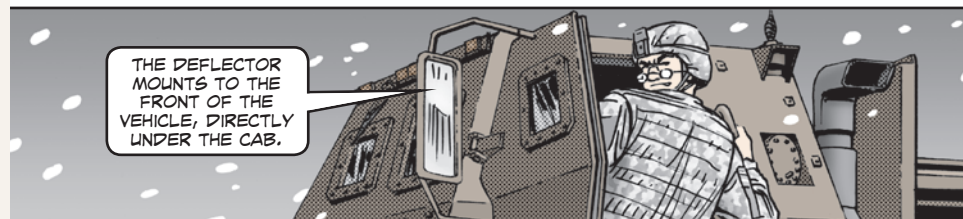
SPC Matthew Wallace
B Co, 526 BSB
Ft Campbell, KY



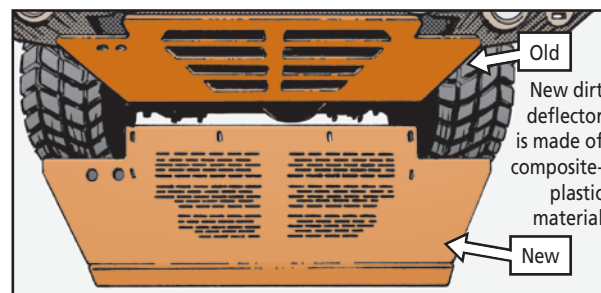
Editor's note: You've IDed some great ITAS tips, Specialist. Thanks for sharing.

M142
HIMARS...

DIRT DEFLECTION DONE RIGHT!



IT REPLACES THE OLD DEFLECTOR, NSN 5340-01-567-8667, THAT'S SHOWN AS ITEM 30 IN FIGURE 1221 OF TM 9-2300-310-14&P (SEP 10).



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

Selector Switch Switched



SORRY, YOUR OLD SWITCH IS STILL GOOD.

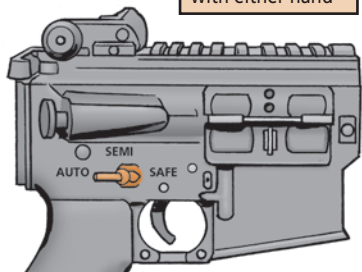
YOU'LL GET A NEW ONE WITH THE MWO OR IF IT BREAKS.



THE SWITCH FROM THE M16/M4'S ONE SIDED-SELECTOR SWITCH, NSN 1005-01-225-8339, TO THE AMBIDEXTROUS SELECTOR SWITCH, NSN 1005-01-585-6042, CONTINUES!

THE ADVANTAGE OF THE AMBIDEXTROUS SWITCH IS THAT IT CAN BE OPERATED WITH *EITHER* HAND.

New selector switch can be set with either hand



If your M16s and M4s still have the old selector switch and it works, continue to use it. The old switch is a terminal item, so you can no longer order it. Order the new switch. A 91F small arms repairman must install the new switch.

MWO 9-1005-319-50-1 is converting all the M4s to M4A1s, which includes installing the ambidextrous switch. The MWO is being done mostly by traveling TACOM teams at no cost to the unit. Units can't perform the MWO themselves.

There is no MWO for the M16 that adds the ambidextrous switch.

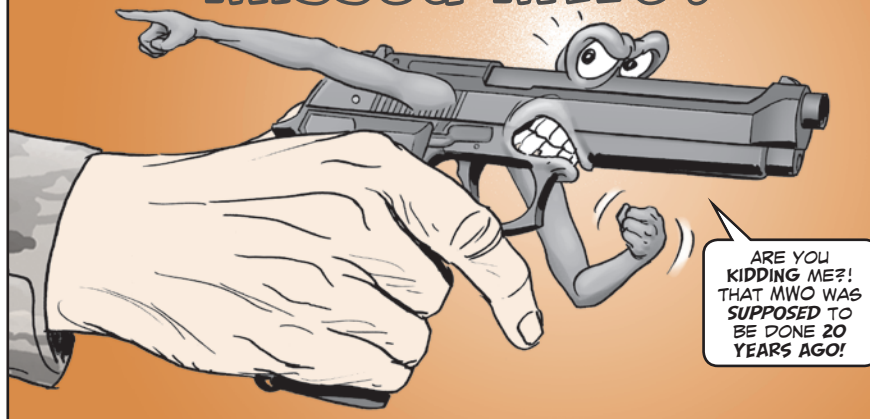
If you want the new switch now, your unit will have to order it. If you install the new switch on an M4, don't report it in MMIS as a completed MWO. The switch swap isn't the complete MWO.

ALL UNITS THAT HAVE THE M4A1 CARBINE WITHOUT THE AMBIDEXTROUS SWITCH WILL GET THE SWITCH THROUGH A SEPARATE -20 LEVEL MWO.



M9 Pistol...

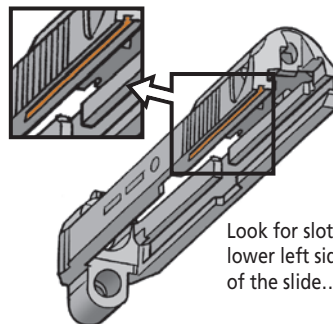
Missed MWO?



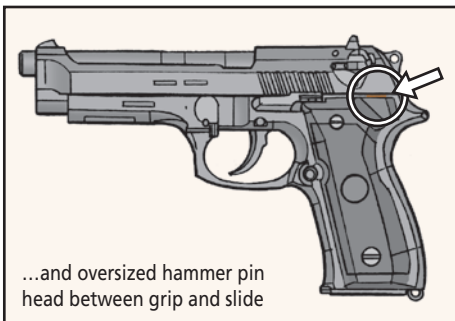
MWO 9-1005-317-30-10-1 (Mar 1989) was supposed to be applied to all M9 pistols by June, 1993. The MWO prevents the rear part of the slide from flying off toward the operator if it breaks during firing.

Recently a Soldier found out the hard way that the MWO hadn't been applied to all M9s when a slide broke and hit him in the face.

All armorers need to immediately check their M9s for the MWO. Look for a slot in the lower left side of the slide when looking at the weapon from the rear. Also look for an oversized hammer pin head between the grip and slide.



Look for slot in lower left side of the slide...



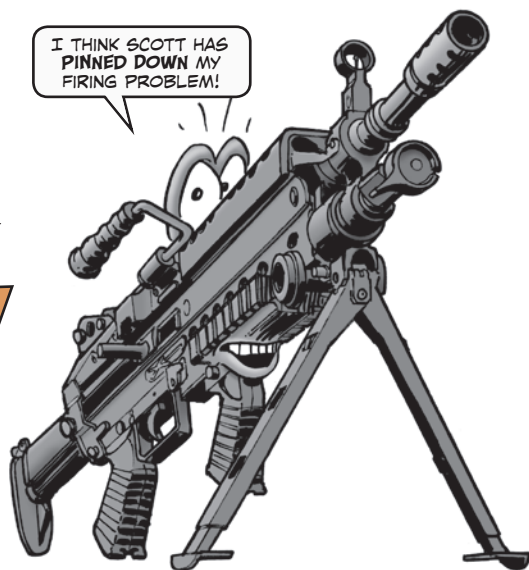
...and oversized hammer pin head between grip and slide

The MWO is long gone. If you find an M9 without the MWO applied, contact the M9 item manager April Freeman for a replacement. Call DSN 786-1262, (586) 282-1262, or email: april.j.freeman.civ@mail.mil

For more info, see TACOM safety of use message (SOU) 15-011 at:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-011.html>

WON'T FIRE? CHECK PISTON PIN



Dear Editor,

Recently I was trying to repair an M249 that wouldn't fire. It would chamber rounds and extract them with no problem when I worked the weapon manually with dummy rounds. But when I had Soldiers test fire it with blanks, it still wouldn't fire. I did the normal troubleshooting, but nothing turned up.

Then I checked the unfired blank round and discovered that it didn't have the normal deep mark on its primer from the firing pin strike. That led me to check the gas piston. I found its roll pin was broken and the gas piston was sticking out too far.

Won't fire? Check roll pin



Once I replaced the pin, the M249 fired great.

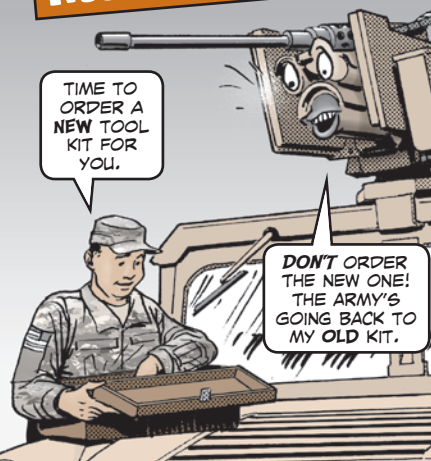
Small arms repairmen might want to keep this in mind when they can't figure out why an M249 won't fire.

Scott Taylor
4th Ranger Training Bn
Ft Benning, GA



Need CROWS Tool Kit?

Order the Old One



I F YOU NEED THE M153 CROWS II TOOL KIT, **DON'T** ORDER THE "NEW" KIT, NSN 5340-01-585-3103. **IT'S GOING AWAY.** INSTEAD, ORDER THE "OLD" KIT, NSN 5180-01-563-4025.

IF YOU USE CROWS ON THE M1-SERIES TANKS, YOU'LL **ALSO** NEED TO ORDER A STUBBY FLAT-TIP SCREWDRIVER, NSN 5120-01-434-9707. IT REPLACES THE #2 STUBBY CROSS-TIP SCREWDRIVER, NSN 5120-01-367-7217. ORDER AN OPEN-END BOX WRENCH, NSN 5120-01-430-2964, AS WELL. BOTH TOOLS WILL BE ADDED TO THE CROWS' AAL AND HAND RECEIPT.

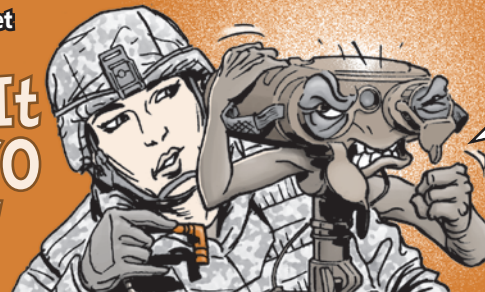
FOR MORE INFO, SEE TACOM LCMC MAINTENANCE INFORMATION MESSAGE 15-028:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M115-028.html>

DON'T ORDER THE NEW ONE! THE ARMY'S GOING BACK TO MY OLD KIT.

AN/PED-5 Laser Target Locator Module...

Watch It with I/O Cable!



YOWCH!

YANKIN' MY I/O CABLE RUINS IT! YA GOTTA BE GENTLE!

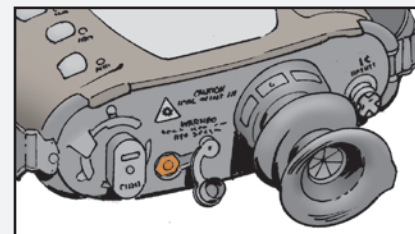
It's very easy to damage the AN/PED-5 laser target locator module's (LTLM's) input/output (I/O) interface connector and external input/output cable.

If you don't correctly remove the 90-degree connector off the LTLM I/O interface connector, you damage both the cable and the connection port.

Avoid that by pulling the connector straight off with a slight rocking motion.

If you have any AN/PED-5 questions, contact TACOM's Engels Arias at DSN 786-1230, (586) 282-1230, or email:

engels.d.arias.civ@mail.mil



Jerking out I/O cable damages cable and port

Keeping TMDE Happy... and Your Equipment Accurate



Dear Editor,

I think I speak for TMDE units everywhere when I say units can do so much to help us and themselves if they remember these rules:

Stay on top of calibration. If units do nothing else, this will make their TMDE happy—very happy. Too often units wait until they're ready to deploy or go to the field before they worry about getting equipment calibrated. So we end up trying to do two months of work in two weeks.

Every week, we report to brigade what equipment in each unit needs to be calibrated. So units should know which equipment needs attention. If they're not sure, they can call us. And TB 43-180 lists all equipment that needs calibration.

Don't forget about equipment you've sent to TMDE. We notify units when their equipment is ready for pick-up, but sometimes units don't bother to come get the items. So that makes even more work for us.

Make friends with TMDE. We're here to help, not cause problems. If you have questions or concerns, call us. We'll be glad to assist.

SSG Anthony Brooks
101st Sustainment Bde
Ft Bragg, NC



Editor's note: From our experience, you're speaking for TMDE units everywhere. All units need to pay attention to what needs calibration and when.

PS SOLDIER SUPPORT



Family of
Space Heaters...

Flushing Out the Finer Points of FOSH



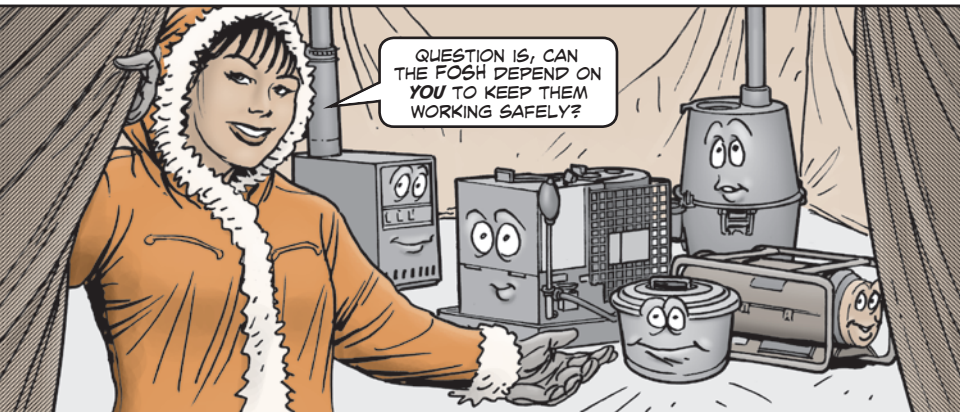
I C-CAN'T
FEEL MY
T-TOES.

ME,
N-NEITHER!
M-MAYBE
WE SH-
SHOULDA'
TAKEN
B-BETTER
CARE
OF THE
H-HEATER!

WHEN YOU'RE **SHIVERING**
IN YOUR TENT AS ANOTHER ICY
WINTER COMES **HOWLING IN...**

...THE FAMILY OF SPACE HEATERS (FOSH)
MAY BE **ALL THAT STANDS** BETWEEN YOU AND
FROZEN TOES—OR WORSE.

QUESTION IS, CAN
THE FOSH DEPEND ON
YOU TO KEEP THEM
WORKING SAFELY?



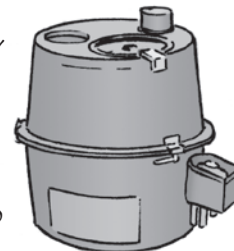
HERE ARE SOME
COMMON ISSUES
FACED BY FOSH
OPERATORS.
THEY COVER
THE VERY
BASICS OF FOSH
OPERATION AND
MAINTENANCE.
FOR THE **WHOLE**
STORY, READ
THE TMS.

FIRST, YOU'LL
NEED THE RIGHT
HEATER FOR THE
TYPE OF TENT
YOU HAVE. HERE'S
A GUIDE...

H-45 SPACE HEATER,
NSN 4520-01-354-1191
(TYPE I, SOLID FUEL)
NSN 4520-01-329-3451
(TYPE II, LIQUID FUEL)

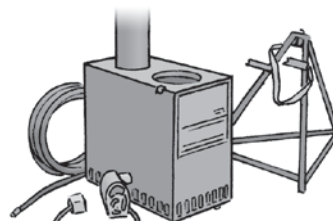
COVERED BY
TM 9-4520-257-
12&P, IT REPLACES
THE OLD POTBELLY
M-1941.

DESIGNED TO
HEAT THE **GENERAL**
PURPOSE AND
TEMPER TENTS.
IT BURNS LIQUID
(JP-8 AND DIESEL)
AND SOLID FUELS.



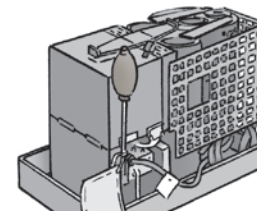
ARCTIC SPACE HEATER,
NSN 4520-01-444-2375

COVERED BY TM 10-4520-261-12&P,
IT REPLACES THE OLD M-1950 YUKON
HEATER. A LIGHTWEIGHT, PORTABLE
HEATER FOR **5-MAN** AND **10-MAN**
ARCTIC TENTS THAT BURNS BOTH LIQUID
(JP-8 AND DIESEL) AND SOLID FUELS.



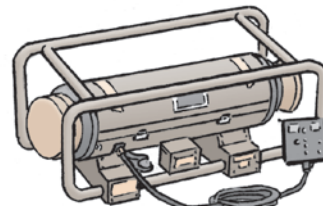
SMALL SPACE HEATER,
NSN 4520-01-478-9207

COVERED BY TM 10-4520-263-12&P, IT'S
IDEAL FOR USE IN SMALLER TENTS LIKE
THE **4-MAN** SOLDIER/CREW TENT. IT BURNS
LIQUID (JP-8 AND DIESEL) FUEL. ALTHOUGH
IT HAS A BUILT-IN FUEL TANK, THE HEATER
CAN ALSO RUN OFF OF AN EXTERNAL FUEL
SUPPLY USING A FUEL CAN AND STAND.



CONVECTIVE SPACE HEATER,
NSN 4520-01-431-8927

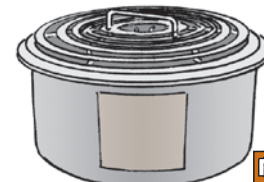
COVERED BY TM 10-4520-262-12&P,
IT PROVIDES FORCED HOT AIR FOR THE
MODULAR COMMAND POST SHELTER.



IT GENERATES ITS OWN ELECTRICAL POWER
AND IT HAS BUILT-IN DIAGNOSTICS. IT BURNS
LIQUID FUEL (JP-8 AND DIESEL).

THERMOELECTRIC FAN,
NSN 4520-01-457-2790

THIS FAN IS A COMPACT,
SELF-POWERED UNIT THAT FITS
ON TOP OF THE H-45 AND
ARCTIC SPACE HEATERS.



THE FAN USES SOME OF THE HEAT
TO TURN THE FAN BLADES, WHICH
CIRCULATE HEATED AIR, IMPROVE
COMFORT AND SAVE FUEL.

PS MORE

Operation

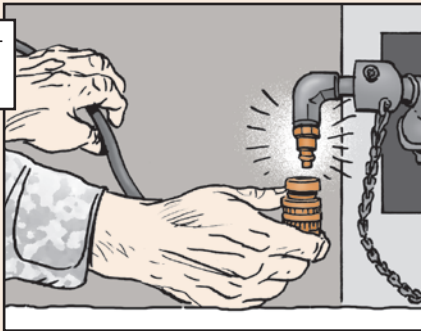
TO OPERATE YOUR HEATER FROM AN EXTERNAL FUEL SUPPLY, YOU'LL NEED:

- HOSES.
- A GRAVITY FEED ADAPTER.
- A 5-GAL FUEL CAN AND
- A FUEL CAN STAND.

EACH ONE DEMANDS YOUR ATTENTION TO ENSURE SAFE FUELING...

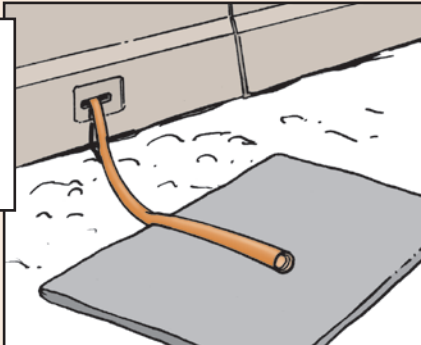
- Inspect fuel hoses for dry rot, cracks, cuts, wear and leaks. Replace them if necessary.
- Keep hoses' quick disconnect fittings clean and unblocked. Brush off snow and ice. They block fuel flow. Wipe off dirt, sand and debris. They can cut O-rings and cause fuel leaks.

Keep quick-disconnects clean



- Inspect the O-rings. Make sure they're not cracked, cut or flattened.
- Run the fuel overflow hose outside, away from the tent and slightly downhill. Put the end of the hose on a petroleum absorbent mat, NSN 7930-01-363-8631, to absorb fuel overflows. That NSN brings a hundred 15x20-in sheets.

Put end of fuel overflow hose on petroleum absorbent mat



- Take care when you screw the gravity feed adapter onto the fuel can. Screw it on slow and easy-like so you don't strip the can's plastic threads. Stripped threads lead to fuel leaks and fires. Take a close look at the adapter and make sure it hasn't been cross-threaded.

- Never try to fuel a hot space heater. You risk a fire or explosion. Instead, shut down the heater and allow it to cool completely before fueling from an external supply.

- Make sure the fuel can stand is stable. Untangle the tripod straps. Fully extend the tripod legs. Tighten the hook-and-pile straps to hold the fuel can to the stand.

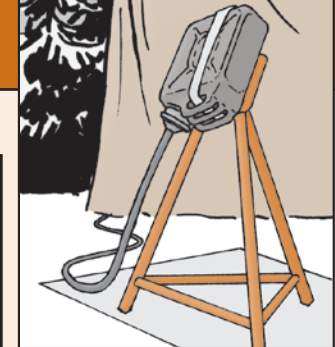
- Store spare fuel cans outside of tents and shelters.

- Open flames or sparks can ignite the external fuel supply. Set up the fuel supply on a cleared, level site about seven to eight feet away from the tent.



- Use only the approved fuels listed in your TM. *Unapproved* fuels—like gasoline, JP-4 or a mixture of fuels—pose a fire hazard.

Make sure fuel can stand is stable



- Keep your eyes peeled for leaks—especially from the hoses, fuel can, gravity feed adapter and quick disconnects.

Use approved fuels only



Lid (Arctic and H-45 heaters only)

CLOSE THE LID WHEN THE HEATER'S OPERATING. THE HEATER DOESN'T WORK EFFICIENTLY WHEN THE LID IS OPEN BECAUSE IT GIVES OFF LESS HEAT.

AN OPEN LID CAN ALSO LET FLAMES EXIT THE HEATER.

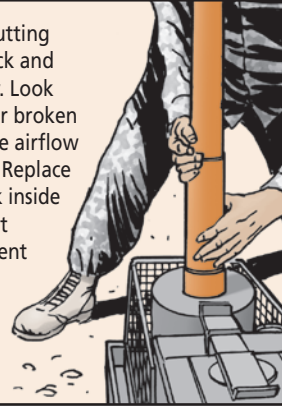
Fire/Carbon Monoxide Prevention (Arctic, H-45 and small heaters only)

CARBON MONOXIDE (CO) IS A DEADLY GAS, YOU **CAN'T** SEE, SMELL OR TASTE IT.

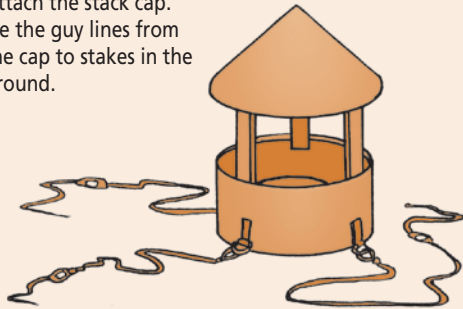
BUT BREATHING CO CAN CAUSE **NAUSEA, DIZZINESS, HEADACHES OR FATIGUE** ...AND CO CAN **KILL** YOU.

TO PREVENT CO POISONING FROM YOUR HEATER, FOLLOW THESE TIPS...

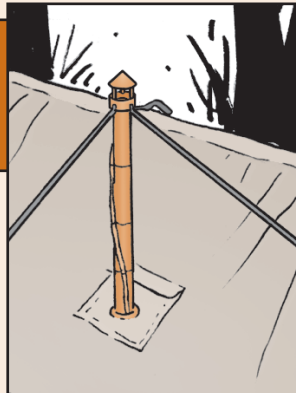
- Use all the pipes when putting together the exhaust stack and make sure they fit snugly. Look for cracks, bent flanges or broken seams that can reduce the airflow needed to burn the fuel. Replace all damaged pipes. Check inside the pipes for clogs or soot build-up that might prevent venting. Clean out any buildup.



- Attach the stack cap.
- Tie the guy lines from the cap to stakes in the ground.



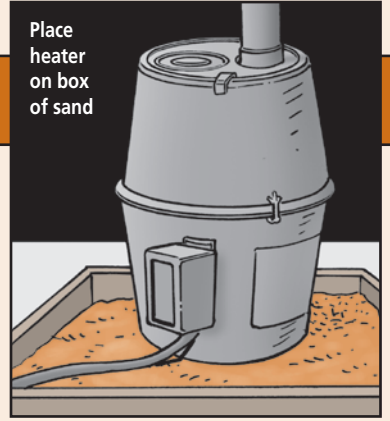
- Make sure the stack is straight up through the exhaust opening and above the tent's peak.
- Allow enough space between the heater and the tent wall. See your heater's TM for guidelines.



- Keep all flammable material at least two feet away from the heater.
- If the tent has a fabric floor or is pitched on snow, put the heater in a box of sand or on a bed of bricks.

- Wait until the heater cools before attempting a re-light. Re-lighting a hot heater could cause a fire or explosion.
- Before burning liquid fuel in the arctic space heater, remove the solid fuel grate, install the burner cover and latch the front door. That helps the heater work efficiently and produce more heat. It also keeps flames from exiting the heater.

Place heater on box of sand



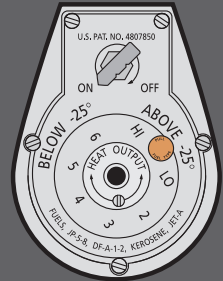
Overfiring (Arctic and H-45 heaters only)

TO PREVENT OVERFIRING, ADJUST THE FUEL FLOW CONTROL VALVE:

SET THE FUEL SELECTOR CONTROL FOR OUTSIDE TEMPERATURE AND TYPE OF FUEL.

ADJUST THE FUEL FLOW ADJUSTMENT KNOB TO REGULATE THE AMOUNT OF FUEL TO THE BURNER.

BOTH HEATERS HAVE INSTRUCTION PLATES THAT EXPLAIN HOW TO USE THE CONTROL PANEL.



WHEN YOU'RE NOT USING THE HEATER, STORE THE FUEL FLOW CONTROL VALVE IN A PLASTIC BAG TO **PROTECT** THE FUEL FITTING.

STORE IT WITH THE ON/OFF CONTROL IN THE **ON** POSITION.

THAT KEEPS THE NEEDLE INSIDE THE VALVE FROM STICKING CLOSED.

TO PARAPHRASE WHAT A WISE MAN ONCE SAID,
WE HAVE THE WORLD'S BEST SPACE HEATERS...
TAKE CARE OF THEM!

PS END



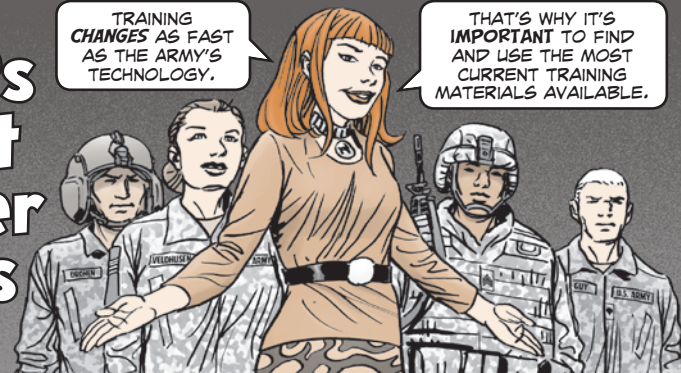
- Improve skills with WTSPs
- PBUSE fix needed for MSD model
- MSD help desk support
- Get RFID tags faster
- Avoid GCSS-Army rejection

Training...

WTSPs Boost Soldier Skills

TRAINING **CHANGES** AS FAST AS THE ARMY'S TECHNOLOGY.

THAT'S WHY IT'S **IMPORTANT** TO FIND AND USE THE MOST CURRENT TRAINING MATERIALS AVAILABLE.



THE **SOLDIER SUPPORT INSTITUTE TRAINING DEVELOPMENT DIRECTORATE** OFFERS WARFIGHTER TRAINING SUPPORT PACKAGES (WTSPs) THROUGH THE ARMY TRAINING NETWORK (ATN).

THE WTSPs OFFER THE **MOST CURRENT** TRAINING MATERIALS. THEY'RE **UPDATED AUTOMATICALLY** ONLINE WHENEVER SOURCE FILES ARE REVISED.

WTSPs CAN HELP SOLDIERS **GAIN, MAINTAIN, AND IMPROVE** THEIR TECHNICAL PROFICIENCY IN **MANY** SUBJECTS.

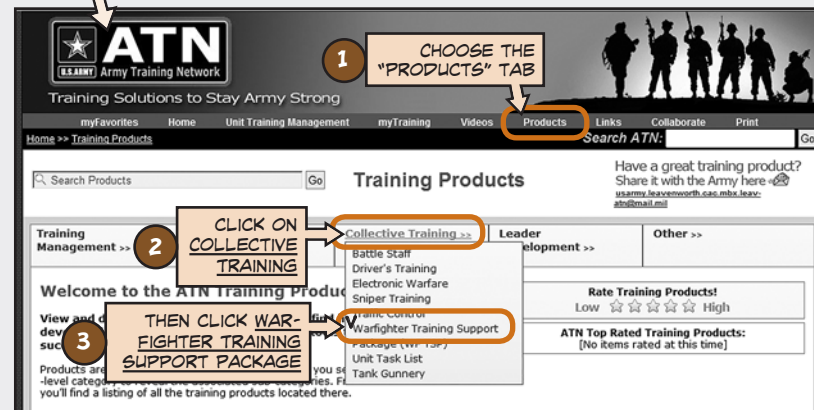
STANDARDIZED TRAINING MATERIALS ARE ESPECIALLY USEFUL FOR **HUMAN RESOURCES** AND **FINANCIAL MANAGEMENT** UNITS THAT ARE CONDUCTING SECTION AND TEAM TRAINING.

USE YOUR CAC OR LOGIN INFO TO ACCESS THE WTSPs ON ATN. GO TO: <https://atn.army.mil>

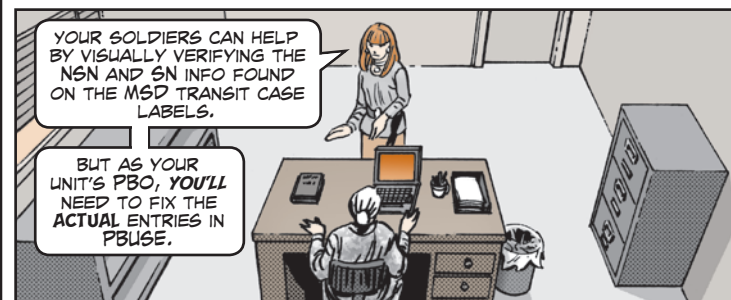
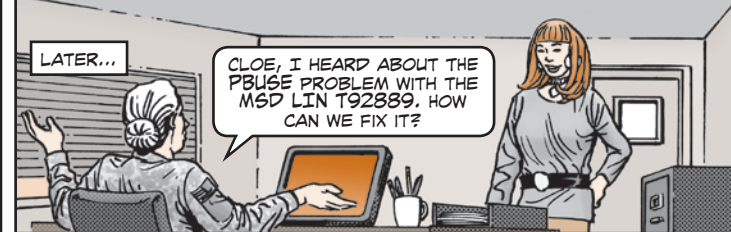
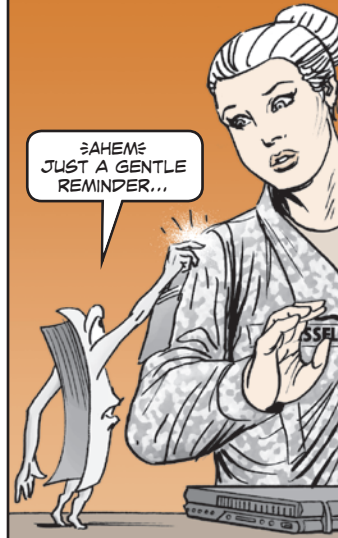
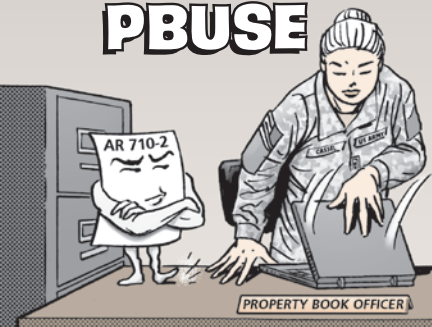
EACH WTSP INCLUDES:

- COLLECTIVE AND INDIVIDUAL TASKS
- LESSON PLANS
- POWERPOINT SLIDES

- PRACTICAL EXERCISES
- HANDOUTS
- REFERENCE MATERIALS ON VARIOUS TOPICS.



Fix MSD Entries in PBUSE



ATTENTION, PROPERTY BOOK OFFICERS (PBOs)! **NUMEROUS** ERRORS IN PBUSE FOR THE MAINTENANCE SUPPORT DEVICE (MSD), LIN T92889, MUST BE **CORRECTED**.

PRODUCT DIRECTOR TEST, MEASUREMENT AND DIAGNOSTIC EQUIPMENT (PD TMDE) REQUESTS EVERY UNIT WITH LIN T92889 CHECK, VERIFY AND CORRECT THEIR MSD DATA IN PBUSE.

THE NSN AND SN FOUND **UNDER** THE CARRYING HANDLE ON THE MSD'S TRANSIT CASE ARE THE END ITEM INFO THAT NEEDS TO BE RECORDED IN PBUSE.

MILTOPE CORPORATION

EID CAGE 54418
NOMENCLATURE: TEST SET, ELECTRONIC SYSTEM: AN/PSM-95C
Model #: MSD-V3-T1C2/US/W/VW
NSN: 6625-01-599-9556

P/N 715947-19
P/N 715947-19

S/N MSD-V3-SP3-009231

THE FOLLOWING NSN AND SN COMBINATIONS ARE THE ONLY CORRECT FORMAT FOR ENTRIES IN PBUSE FOR LIN T92889...

NSN	SN
6625-01-493-8968	MSD-V2-ICE-#####
6625-01-536-1764	MSD-V2-FR-#####
6625-01-562-9904	MSD-V2-FR-#####
6625-01-573-3587	MSD-V2-SP2-#####
6625-01-592-6732	MSD-V3-FR-#####
6625-01-598-2178	MSD-V3-ICE-#####
6625-01-598-2187	MSD-V3-SP2-#####
6625-01-599-9556	MSD-V3-SP3-#####
6625-01-599-9498	MSD-V3-FR-#####
6625-01-599-9659	MSD-V3-FR-#####
6625-01-624-6684	MSD-V3-FR-#####
6625-01-614-6841	MSD-V3-FR-#####
6625-01-624-6549	MSD-V3-FR-#####

PBOs, IF THE NSN/SN ON A MSD'S TRANSIT CASE DOES NOT MATCH THE CURRENT DATA FOUND IN PBUSE, THEN ENTER THE ADMINISTRATIVE ADJUSTMENT REPORT (AAR) SECTION IN PBUSE, CHANGE THE SNS AND/OR NSNS, AND USE THE TYPE ACTION CODE "P" TO POST THE TRANSACTION.



THE COMPUTER DATA LABEL WITH A SN FORMAT SUCH AS MSD-V3-##### AND THE INTERNAL COMBUSTION ENGINE (ICE) KIT DATA LABEL WITH SN FORMAT ARE COMPONENTS OF THE SYSTEM AND CAN BE ADDED AS SUCH IN PBUSE.

A SP3 KIT SHOULD ONLY BE ASSIGNED AS A COMPONENT TO A MSD END ITEM WITH MSD-V3-SP3-##### IN PBUSE.

ALSO NOTE THAT THE FOLLOWING NSNS UNDER LIN T92889 ARE **OBSOLETE**:

6625-01-352-3060,
6625-01-352-7233,
6625-01-445-0085
AND
6625-01-493-8984.

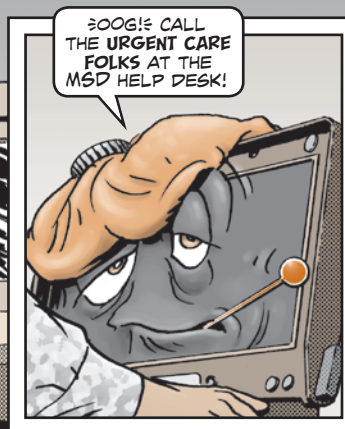
IN ORDER TO RECEIVE REPLACEMENTS FOR THESE NSNS, UNITS SHOULD TURN IN THE OBSOLETE MSDS TO THEIR NEAREST DLA DISPOSITION SERVICES.

THERE'S AN OFFICIAL LETTER OF INSTRUCTION (LOI) WITH GUIDANCE FOR TURNING IN MSDs. THE LOI IS LOCATED ON THE PD TMDE WEBSITE AT:
<https://msd.us.army.mil/>

- Click the green text **Login to MSD Homepage** and log in with your CAC email certificate
- Click the **Customer Support Portal** link
- Click **Technical Bulletins** and download the May 2015 LOI.

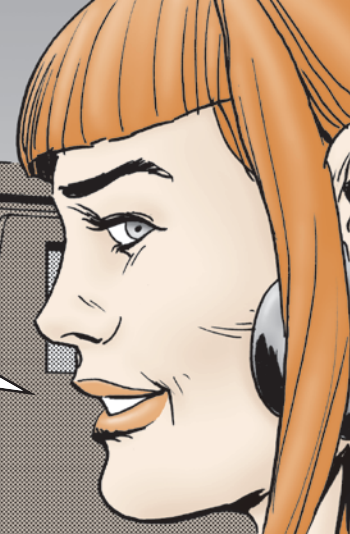
FOR MSD HELP OR QUESTIONS, VISIT THE WEBSITE ABOVE, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: apats@redstone.army.mil

Got MSD Questions? Get Answers!



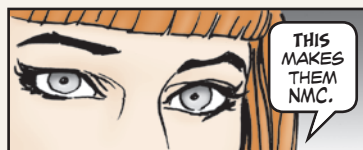
MANY OF YOU KNOW BY NOW THAT THE MAINTENANCE SUPPORT DEVICE (MSD)-V2 IS PHASING OUT AND THE MSD-V3 IS BEING FIELD'ED.

HERE'S MORE INFO ON THESE CHANGES, AND HOW AND WHERE TO GET SUPPORT FOR YOUR MSD OR RELATED EQUIPMENT.



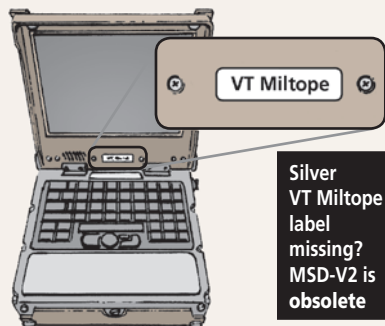
MSD-V2

SOME MSD-V2s ARE NO LONGER SUPPORTED BY THE MANUFACTURER, VT MILTOPE. THEY **CAN'T** BE UPGRADED TO THE WINDOWS 7 OPERATING SYSTEM (OS), WHICH IS NECESSARY TO RUN NEW SOFTWARE UPDATES AND THE LATEST INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMS).



HERE'S HOW TO IDENTIFY UNSERVICEABLE MSD-V2 MODELS, OBSOLETE VERSIONS...

- are missing the silver "VT Miltope" tag on the bottom of the screen bezel.
- are PN 714000.
- have a mother board serial number that ends in 855 or lower.



FOR THE MSD-V2s THAT **AREN'T** OBSOLETE AND STILL IN SERVICE, THE ONLY SOLUTION TO NO WINDOWS 7 OS SUPPORT IS TO **WAIT** FOR THE WINDOWS 7 UPDATE RELEASE, EXPECTED SOON.

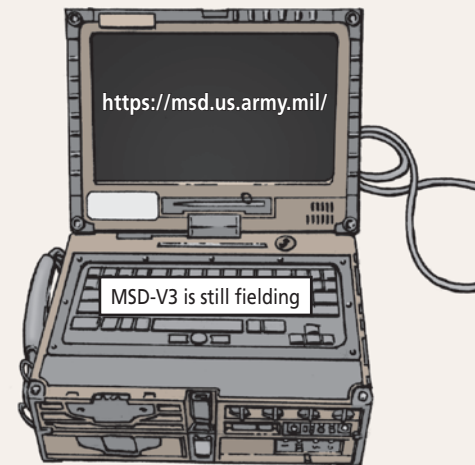
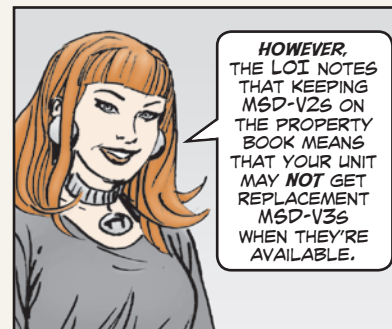
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<https://msd.us.army.mil/>

- Click the green text [Login to MSD Homepage](#) and log in with your CAC email certificate
- Click the [Customer Support Portal](#) link
- Click [Technical Bulletins](#) and download the May 2015 LOI.

MSD-V3

THE FIELDING OF MSD-V3 CONTINUES, BUT THERE **ARE NOT** ENOUGH AVAILABLE FOR **EVERY** UNIT.

SOME UNITS NEED TO KEEP MSD-V2s FOR MISSION SUPPORT.



Where to Get Help

FOR HELP WITH MSDs OR RELATED EQUIPMENT, CONTACT THE MSD HELP DESK. THEY CAN ASSIST WITH...

- the internal combustion engine (ICE) or smart wireless internal combustion engine (SWICE) software, firmware and calibration problems
- login/password resets
- equipment fielding issues
- hardware and software issues
- MSD ULLS-A(E) machine problems
- warranty and maintenance repair services

SUBMIT A CUSTOMER SUPPORT REQUEST (CSR) AT: <https://msd.us.army.mil/>

- Click the green text Login to MSD Homepage (Select email certificate on your CAC)



MSD Home

Customer Support Portal hosts additional info

Customer Service Requests

new CSRs or to view current status and previous CSRs select here.

1. Click Customer Support Portal
2. Click Customer Service Requests
3. Press "Add" button icon to generate a new CSR help ticket
4. Once all fields are completed, select the green text Apply-Save to submit the CSR
5. Your CSR will go to the appropriate tier level of support. A case number will be assigned and emailed to you so you can track the progress at the MSD homepage.

FOR HELP OR QUESTIONS, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: apats@redstone.army.mil

PS END

Supply...

Faster Route to RFID Tags!

NEED RFID TAGS? BE AWARE THAT THE NSN YOU USE TO ORDER 'EM CAN ALSO DETERMINE HOW FAST YOU GET 'EM.

If you need to order radio-frequency identification (RFID) tags, note that the following NSNs are not kept in stock at the Defense Logistics Agency (DLA): NSNs 6350-01-633-7731/7732/7338/7342 and 6350-01-631-2568. If you order these NSNs, you may not get them for 60 days or more.

Here's a workaround. DLA keeps NSN 6350-01-579-3126 (data rich tag with DLA label) in stock, but not 6350-01-633-7342 (data rich tag with bracket and DLA label). These two tags work the same, but the first NSN has no mounting bracket while the latter one does. If the first tag will meet your needs and you've got a high-priority requisition, order the in-stock tag with NSN 6350-01-579-3126. RFID tags will work without the optional mounting brackets.

Dear Cloe

How Can I Avoid Rejection?



Our supply support activity has converted to GCSS-Army Wave 1. For some reason, many of our supply requests keep getting kicked back. What's the deal?

Feelin' Rejected

LIKE ANY NEW RELATIONSHIP, IT TAKES SOME TIME FOR EVERYONE TO GET THE HANG OF THINGS.

THE GCSS-ARMY EXPERTS TELL US THEY'RE SEEING MANY REQUESTS AUTOMATICALLY REJECTED BECAUSE THEY'RE MISSING THE 2A REQUISITION TRANSACTION ADVICE CODE.

THIS ADVICE CODE IS **MANDATORY** WHEN ORDERING MATERIALS WITH ACQUISITION ADVICE CODES (AACs) OF I, J, K OR L:

AAC	Definition
I	Direct ordering from a central contract or schedule (non-stocked items)
J	Not stocked, long lead time. Inventory materiel management service centrally managed but not stocked item. Procurement will be started only after a requisition is received.
K	Centrally stocked for overseas only. Main source is local purchase or direct ordering from a central contract/schedule when the Federal Supply Schedule Number is shown in the catalog management data record.
L	Local purchase (non-stocked items)

SO REMEMBER, WHEN ORDERING ANY MATERIAL (NSN/NIIN) WITH AN AAC OF I, J, K OR L, YOU **MUST** INCLUDE THE 2A ADVICE CODE.

USING ANY OTHER CODE OR LEAVING THE FIELD BLANK EQUALS AN **AUTOMATIC REJECTION** IN GCSS-ARMY.

? QUESTIONS OR NEED HELP? VISIT:
<https://gcss.army.mil/>



PBUSE-Module
Main Menu

You have alert messages. Please view the list below

Administration	Milstrip
1 Total	2 Request
Property Book	Receipt
Hand Receipt	Shipment Status
MILSTRIP/Order Item	Supply Status
Activity Register	Mass Supply Status
Asset Visibility	

HEY, WE ALL KNOW REJECTION **HURTS!** THIS IS ONE WAY TO NIP IT IN THE BUD.

In PBUSE, choose "MILSTRIP/Order Item," then "Request"

Milstrip Request/Receipt

Request MIL-1 | Modify Unsent Request MIL-12 | Receipt MIL-9 | Want List MIL-11

Enter 2A in PBUSE's "Advice Code" field

Type: Property Book | Doc Num: | DIC: A0A |
 UIC: xxxxxx | Find | DODAAC: xxxxxx | NSN: 1005011289936

Continue / Refresh

Qty: 0 | Supplementary Address: | RIC: |
 AUTH LIN: R95035 | SubLIN: | PBIC: 8 |
 ECS: | Media Status: K | Demand Code: |
 Signal Code: A | Project code: | Type Req Code/EIC: |
 Priority Code: 12 | **Advice Code: 2A** | Required Delivery Date(DD): 0
 APC: | Fund Id: |

Catalog - Update

NIIN/Part No: 014596065

SAMS-E can tie the advice code in at the catalog level.

SAMS-E -> Catalog -> Update Catalog Line -> Administration Tab | Advice Code

Fund Code: |
Advice Code: 2A | Item is not locally obtainable

ULLS-A(E) - Supply

File Grid Data Help

Parts Management << | Open | Close

Part Requests | **DCR Management** | Document No

Receipts

In ULLS-A(E), go to "DCR Management" tab, select "Codes" tab and "Advice Code" dropdown

Details | **Codes** | Remarks | History

DoDAAC: XXXXXX

RIC: WGA | Distribution Code: | Required Deliv

Fund Code: 41 | **Advice Code: 2A** | PS END

★ Connie's Post Scripts ★

FUEL TANKER WHEEL ASSEMBLY REVISITED

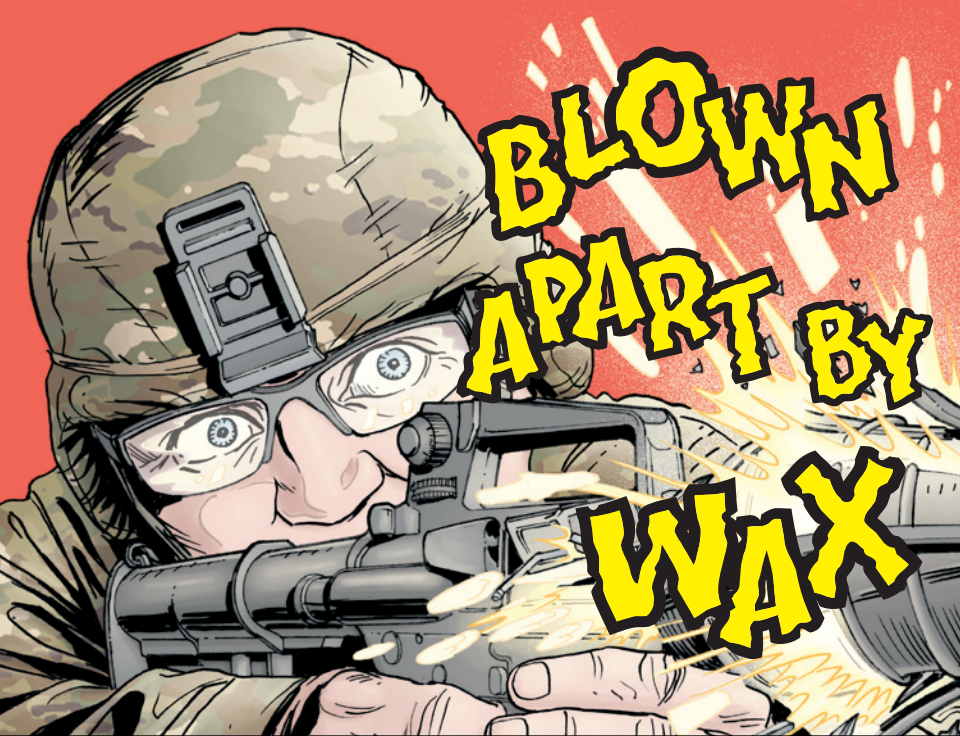
Page 15 of PS 753 (Aug 15) listed NSN 2530-01-527-4609 for the M967A1, M969A1/A2 5,000-gal fuel tankers' tire and wheel assembly. *That's wrong!* The correct stock number is NSN 2530-01-506-4125.

Call DLA For AS-3900A/VRC Antenna Supply Issues

Having trouble ordering the AS-3900A/VRC antenna, NSN 5985-01-308-8988, that goes with SINCGARS installation kits? Keep in mind that the antenna is managed by DLA (SMS), not CECOM (B16). So for supply issues, contact DLA at (877) DLA-CALL (352-2255) or by email at: dlcontactcenter@dlm.mil

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

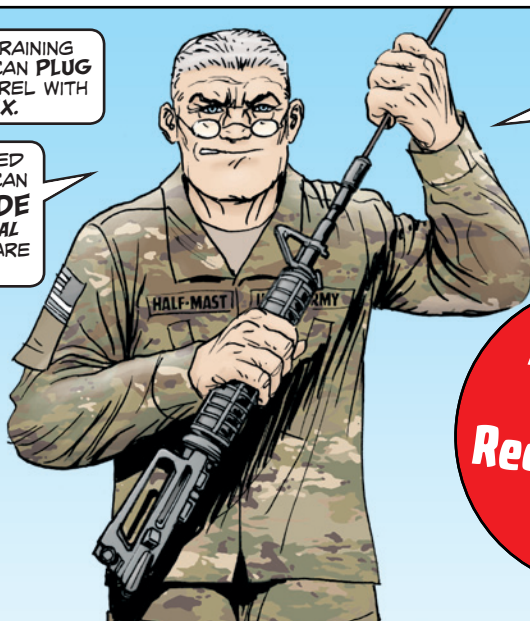
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?



CCMCK TRAINING
ROUNDS CAN **PLUG**
THE BARREL WITH
WAX.

A PLUGGED
BARREL CAN
EXPLODE
WHEN **REAL**
ROUNDS ARE
FIRED.

AFTER
FIRING CCMCK
ROUNDS,
CLEAN YOUR
WEAPON
THOROUGHLY
FOLLOWING
THE -10 TM.



*Training
Rounds
Require Real
PMCS!*