



**THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

**ISSUE 782 JANUARY 2018**



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

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By order of the Secretary of the Army:

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

Official:

**GERALD B. O'KEEFE**

Administrative Assistant to the Secretary of the Army

1728652

Issue 782

**PS**

★  
January  
2018

**THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

TB 43-PS-782

Approved for  
Public Release;  
Distribution is  
Unlimited

STILL  
NO CELL  
SERVICE.

MAN, I KNOW  
WHAT MY  
NEW YEAR'S  
RESOLUTION IS  
GONNA BE.

OH, YEAH.  
PREVENTIVE  
MAINTENANCE,  
EVERY DAY,  
ALL YEAR  
LONG!



**Looking for the 2017 Index? See Pages 27-34**



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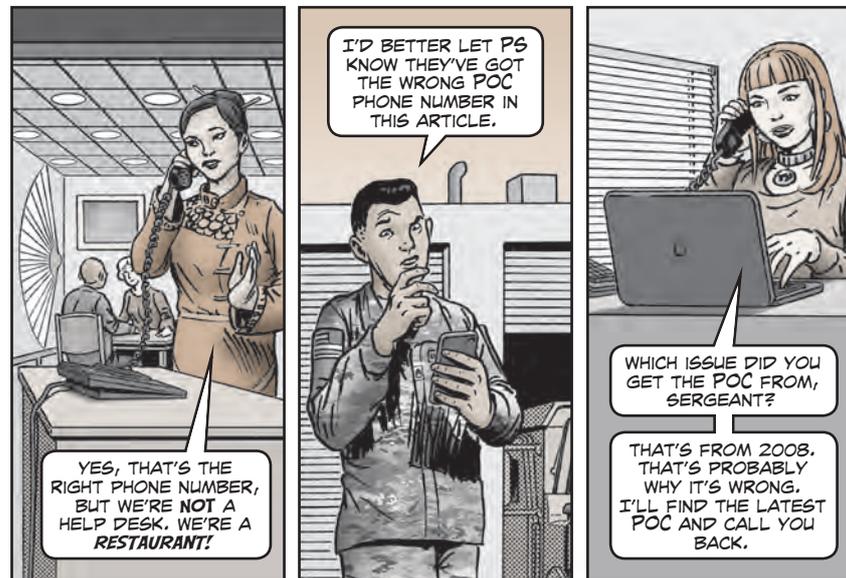
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By order of the Secretary of the Army:  
**MARK A. MILLEY**  
General, United States Army Chief of Staff

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

1728652

# Is The Word Still GOLDEN?



ALMOST EVERYONE LIKES GETTING MAIL. PS IS NO EXCEPTION. WE LOVE HEARING FROM OUR FANS! BUT NOW AND THEN, WE GET EMAILS CITING PS ARTICLES THAT ARE REAL "GOLDEN OLDIES."

HEY, WE'RE FLATTERED THAT YOU KEPT THE INFO FOR SO LONG. BUT REMEMBER, THE ARMY IS CHANGING FASTER THAN EVER. OUR OLDER ARTICLES WERE VALID WHEN THEY RAN, BUT PROCEDURES, PUBLICATIONS AND POCs CHANGE.

SO IF YOU'RE HANGING ONTO OLD PS ARTICLES JUST FOR NOSTALGIA'S SAKE, GREAT. BUT IF YOU'RE REFERENCING 'EM FOR TECHNICAL INFO, BE CAREFUL!

IF THERE'S ANY CHANCE SOMETHING MIGHT HAVE CHANGED, THE BEST BET IS TO CHECK YOUR CURRENT TM OR ASK PS.

YOU CAN ALSO LOOK FOR NEWER ARTICLES USING OUR SEARCH ENGINE AT:  
<https://www.logsa.army.mil/psmag/pshome.cfm>

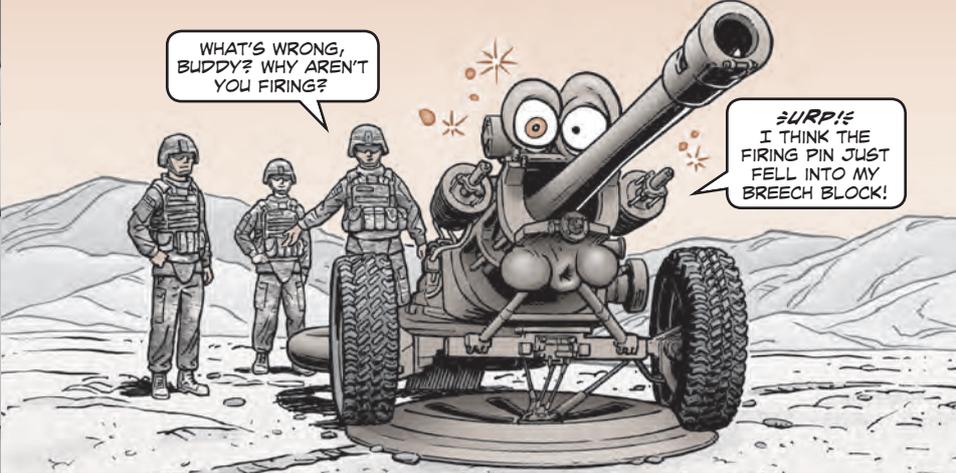
OR ASK US TO DO AN UPDATED ARTICLE ON A SPECIFIC SUBJECT. IT'S EASY! SEND A REQUEST TO:  
[usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)



- Make Sure Next Fire Mission is a Blast!
- Don't Forget Hydraulic Wrench PM!
- Lower Boom on Hydraulic Problems
- Close Door to AC Inverter Damage
- Watch Out For Gun Tube Pitting!
- Plug Up Leaky Wheel Drive Assembly
- Hub Help

M119A2/A3 Towed Howitzers...

## MAKE SURE NEXT FIRE MISSION IS A **BLAST!**



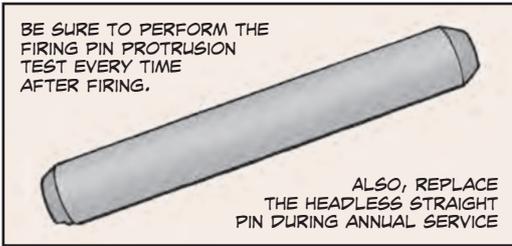
CREWMEN, SOMETIMES **BIG PROBLEMS** ARE CAUSED BY THE **SMALLEST** OF THINGS. FOR EXAMPLE, YOUR M119A2/A3 HOWITZER'S FIRING PIN CAN LOOSEN BECAUSE OF SOME TINY, WORN-OUT HEADLESS STRAIGHT PINS.

THAT MEANS YOUR NEXT FIRE MISSION COULD BE A REAL DUD!

A **WORN HEADLESS STRAIGHT PIN**, NSN 5315-01-342-0442 FOR THE A2 AND NSN 5315-01-616-3475 FOR THE A3, CAN ALLOW THE FIRING PIN TO **SLIP OUT** OF POSITION AND FALL INTO THE BRECH BLOCK.



WHEN THAT HAPPENS, IT'S TOUGH TO GET THE FIRING PIN BACK INTO THE RIGHT POSITION. ALSO, THE FIRING MECHANISM CAN'T BE TURNED OR REMOVED AS LONG AS THE FIRING PIN IS OUT OF POSITION.



ALSO, REPLACE THE HEADLESS STRAIGHT PIN DURING ANNUAL SERVICE

YOU'LL FIND **INSTRUCTIONS** FOR THE FIRING PIN PROTRUSION TEST IN...

...WP 0043 10 OF TM 9-1015-252-10 (SEP 10) FOR THE A2...

...AND WP 100 12 OF TM 9-1015-260-10 (OCT 14) FOR THE A3.

# DON'T FORGET HYDRAULIC WRENCH PM!



ALL DONE WITH TODAY'S PM!

HOLD ON, THERE! DIDJA PM MY HYDRAULIC WRENCH?

## MECHANICS, LISTEN UP!

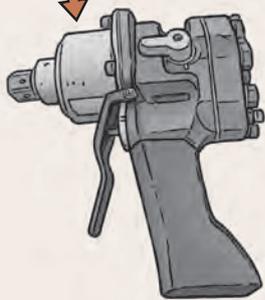
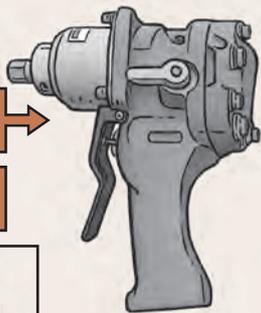
YOUR M88-SERIES RECOVERY VEHICLE'S HYDRAULIC WRENCH NEEDS PREVENTIVE MAINTENANCE JUST LIKE ANY OTHER PIECE OF EQUIPMENT.

THE HYDRAULIC WRENCH PROVIDED WITH YOUR VEHICLE'S COMPONENT OF END ITEM (COEI) CAN GET RUSTED OR CORRODED WITHOUT REGULAR CARE. GOOD PM WILL KEEP IT IN TOP SHAPE, PLUS SAVE YOUR UNIT MONEY AND HEADACHES.

IF YOUR VEHICLE IS STILL EQUIPPED WITH THE OLD-STYLE HYDRAULIC WRENCH, NSN 5130-00-790-2284, CHECK OUT TM 9-5130-338-12&P (DEC 97) FOR THE SCOOP ON PM PROCEDURES.

Old-style hydraulic wrench, NSN 5130-00-790-2284 and...

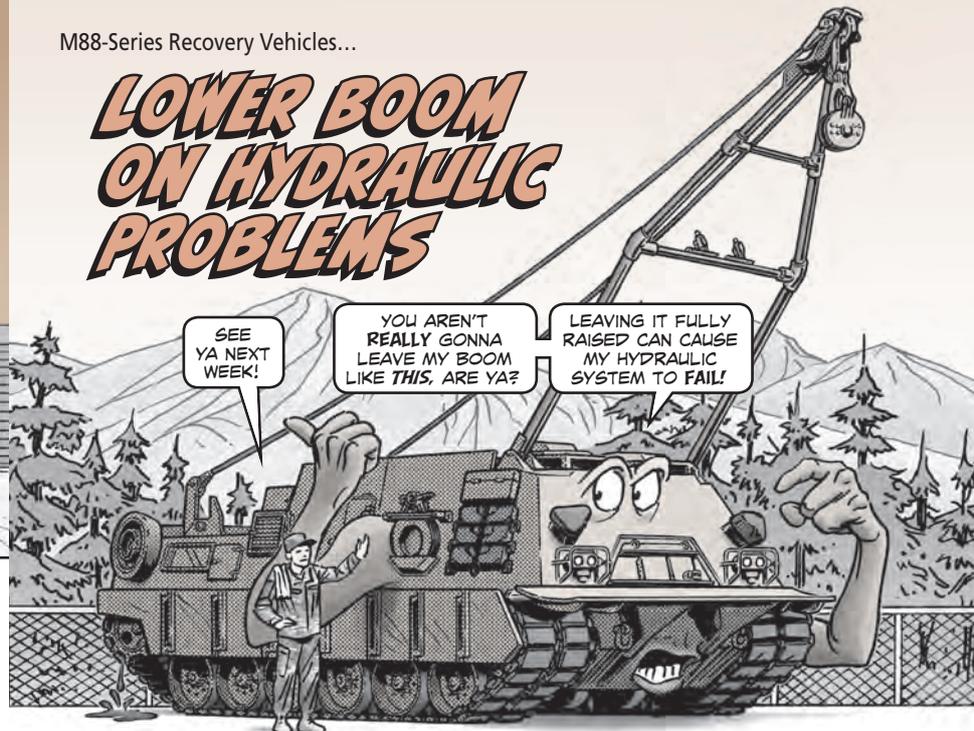
...new-style hydraulic wrench, NSN 5130-01-471-1328...



...need regular PM to prevent rust and corrosion

THERE ISN'T A TM AVAILABLE FOR THE NEWER HYDRAULIC WRENCH, NSN 5130-01-471-1328. INSTEAD, FOLLOW THE SERVICE RECOMMENDATIONS FOUND IN THE MANUAL THAT'S PROVIDED BY THE MANUFACTURER. IF YOU NEED A COPY OF THE MANUFACTURER'S MANUAL, SEND US AN EMAIL AT: [usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)

# LOWER BOOM ON HYDRAULIC PROBLEMS



SEE YA NEXT WEEK!

YOU AREN'T REALLY GONNA LEAVE MY BOOM LIKE THIS, ARE YA?

LEAVING IT FULLY RAISED CAN CAUSE MY HYDRAULIC SYSTEM TO FAIL!

Dear Editor,

Leaving the boom up on your M88-series recovery vehicle while parked for an extended period can lead to a big headache—or worse.

If the boom is left up too long, the hydraulic fluid from the lift cylinders drains into its reservoir, leaving behind an air pocket. The next time the boom is lowered, any air pockets can cause the boom to fall suddenly. Equipment that's in the way can get damaged. And Soldiers in the way can be injured or killed!

Always leave the boom in the stowed position when it's not being used. If the boom has been left up for an extended period, follow the steps in the -10 TM to get rid of the air pocket and to keep the hydraulic system from failing. The procedure starts on WP 0078-6 of TM 9-2350-256-10 (Oct 14) and WP 0077-6 of TM 9-2350-292-10 (Sep 14).

SFC David Sapp  
Ft Carson, CO

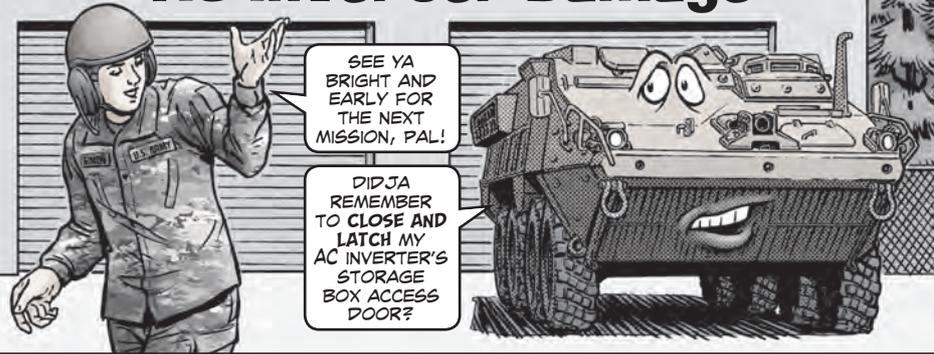
**Editor's note:** Thanks for lowering the boom on that boom problem, Sergeant.

IF THE BOOM ISN'T BEING USED, STOW IT.



Stryker...

# Close Door to AC Inverter Damage

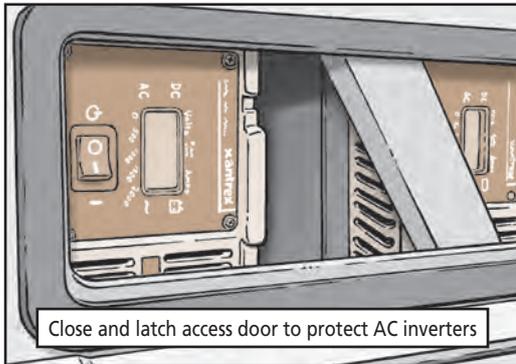


**C**rewmen, always remember to close and latch your Stryker's AC inverter access door. If you leave the door open, the AC inverter can get damaged.

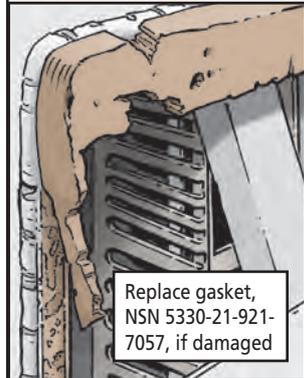
The 120V inverter, NSN 6130-20-000-3771, costs almost \$1,000, and the 230V inverter, NSN 6130-20-000-3784, costs nearly \$1,300.

Leaving the stowage box door open during a mission can lead to a torn or dislodged access door gasket. That opens the door to dirt, dust or water getting into the AC inverter.

Only open the door when you need access to the AC inverter for maintenance or to power on or off the inverter. Anytime the vehicle will be moving or if the mission's done and your vehicle is parked, close and latch the access door. Also, keep the door closed and latched whenever the vehicle is being cleaned to avoid dirt and water getting inside.

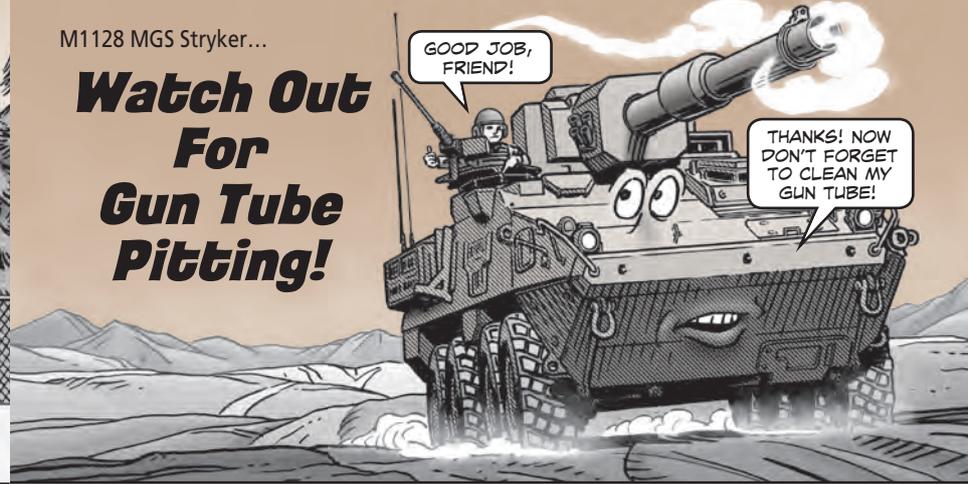


Eyeball the gasket, NSN 5330-21-921-7057, during PMCS and make sure it's in place and making a good seal. Order a new one if it's damaged or unserviceable.



M1128 MGS Stryker...

# Watch Out For Gun Tube Pitting!



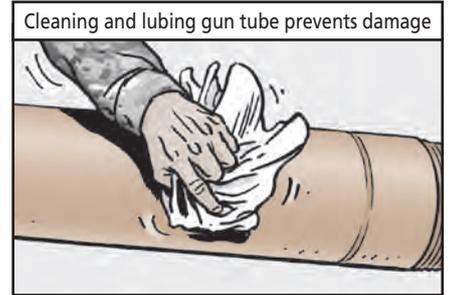
**Q**uite a few Stryker MGS gun tubes have had to be condemned lately because of pitting around the bore evacuator.

Pitting can lead to catastrophic cannon tube failure! Cleaning and lubing those tubes, paying special attention to the evacuator holes, will help prevent gun tube damage, improve combat readiness and keep Soldiers from possibly getting hurt.

Crewmen, after firing the main gun, be sure to service the bore evacuator just like it says in the -10 TMs.

Pay special attention to the O-rings at the front and rear of the bore evacuator. Let your mechanic know right away if the O-rings are damaged or missing.

The instructions for servicing the bore evacuator are in WP 1018 of TM 9-2355-321-10-7 (Sep 16).



Stryker...

OH, MAN!  
THAT DOES  
NOT LOOK  
GOOD!

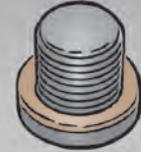
OF COURSE,  
IT'S **NOT GOOD!**  
THAT'S A CLASS  
III LEAK...AND  
NOW I'M NMC!

MECHANICS, SERVICE THOSE WHEEL DRIVE ASSEMBLIES SEMIANNUALLY OR EVERY 12,000 MILES, WHICHEVER COMES FIRST.

REMOVE THE FILL/DRAIN PLUGS AND REPLACE THEIR GASKETS, NSN 5330-12-156-4524.

ADD SYNTHETIC OIL IF NEEDED.

CHECK OUT THE FULL PROCEDURE IN TM 9-2355-311-13&P (IETM 0269 (SEP 16)).



Replace gasket and torque to 22-25 lb-ft when reinstalling drain plugs

# Plug Up LEAKY Wheel Drive Assembly

CREWMEN, A LEAKY WHEEL DRIVE ASSEMBLY ACCESS COVER CAN SIDELINE YOUR STRYKER IN A HURRY!

IF THE LEAK GETS TO THE CLASS III LEVEL, THE ASSEMBLY, NSN 5340-21-921-5586, CAN BE SEVERELY DAMAGED AND YOUR VEHICLE IS NMC.

BUT REGULAR PREVENTIVE MAINTENANCE WILL KEEP YOUR STRYKER IN THE FIGHT AND SAVE YOUR UNIT SOME EXPENSIVE REPAIRS.

CHECK OUT THE -10 FOR THE SCOOP ON HOW TO PROPERLY CHECK AND ADD OIL TO THE WHEEL ASSEMBLIES.

NOTE THAT A SIGHT GLASS, NSN 6680-21-912-5746, THAT'S STAINED WITH OIL CAN PREVENT YOU FROM GETTING AN ACCURATE OIL LEVEL READING.

ASK YOUR MECHANIC FOR HELP IF A STAINED SIGHT GLASS HAS YOU DOUBTING WHETHER THE OIL LEVEL IS CORRECT.

Stryker...

## HUB HELP

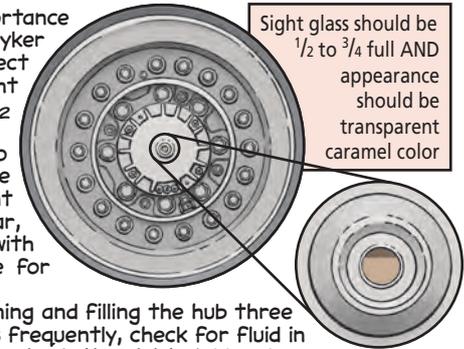
CHECK THE APPEARANCE OF THE HYDRAULIC FLUID IN THE WHEEL HUBS TO MAKE SURE YOU DON'T HAVE CONTAMINATED FLUID.

Dear Editor,

PS has pointed out the importance of regularly checking the Stryker wheel hubs for the correct hydraulic fluid level. The hub sight glass for each wheel should be  $\frac{1}{2}$  to  $\frac{3}{4}$  full.

But it's **also** important to check the appearance of the fluid. It should be a transparent caramel color. If it's milky or clear, the fluid may be contaminated with water. That could spell trouble for the wheel hubs.

We get the water out by draining and filling the hub three times. If contamination happens frequently, check for fluid in the hull. Drain any fluid out. Also check the eight slobber boxes (deaerator tanks) for fluid. Dry them out with low pressure air.



Sight glass should be  $\frac{1}{2}$  to  $\frac{3}{4}$  full AND appearance should be transparent caramel color

David Potter  
SGT Mitchell Parker  
Ft Hood, TX

Editor's note: Remember to check fluid level and appearance, crewmen.

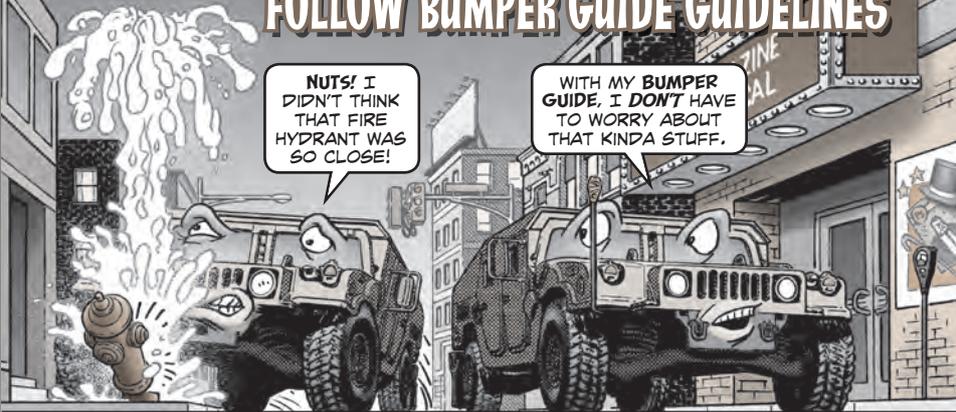
# PS TACTICAL VEHICLES

- Follow Bumper Guide Guidelines
- Know What's Under Back Seat
- Rust Busters Tip of the Month
- Tire and Wheel Assembly NSNs?



HMMWVs...

## FOLLOW BUMPER GUIDE GUIDELINES



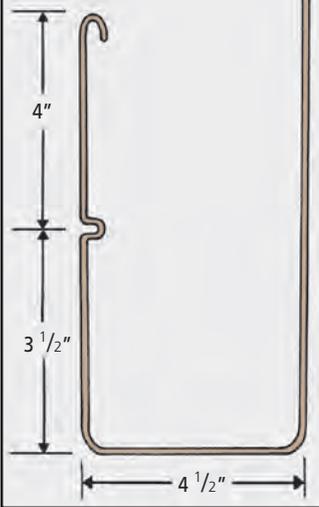
NUTS! I DIDN'T THINK THAT FIRE HYDRANT WAS SO CLOSE!

WITH MY BUMPER GUIDE, I DON'T HAVE TO WORRY ABOUT THAT KINDA STUFF.

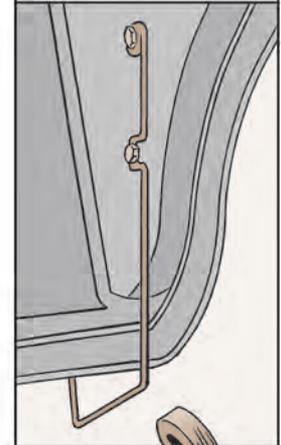
JUDGING THE RIGHT DISTANCE BETWEEN THE FRONT BUMPER AND AN OBSTACLE (LIKE A CURB OR ANOTHER VEHICLE) IS HARD, ESPECIALLY SINCE YOU **CAN'T** SEE THE BUMPER!

FIX THAT PROBLEM BY ADDING A **HOMEMADE BUMPER GUIDE ROD** TO THE CURB SIDE OF YOUR VEHICLE. GET YOUR COMMANDER'S OK FIRST, THEN HAVE YOUR MECHANIC MAKE AND INSTALL THE GUIDE ROD LIKE SO...

1. Get a 2-ft length of 1/8-in welding rod. Bend it like so:



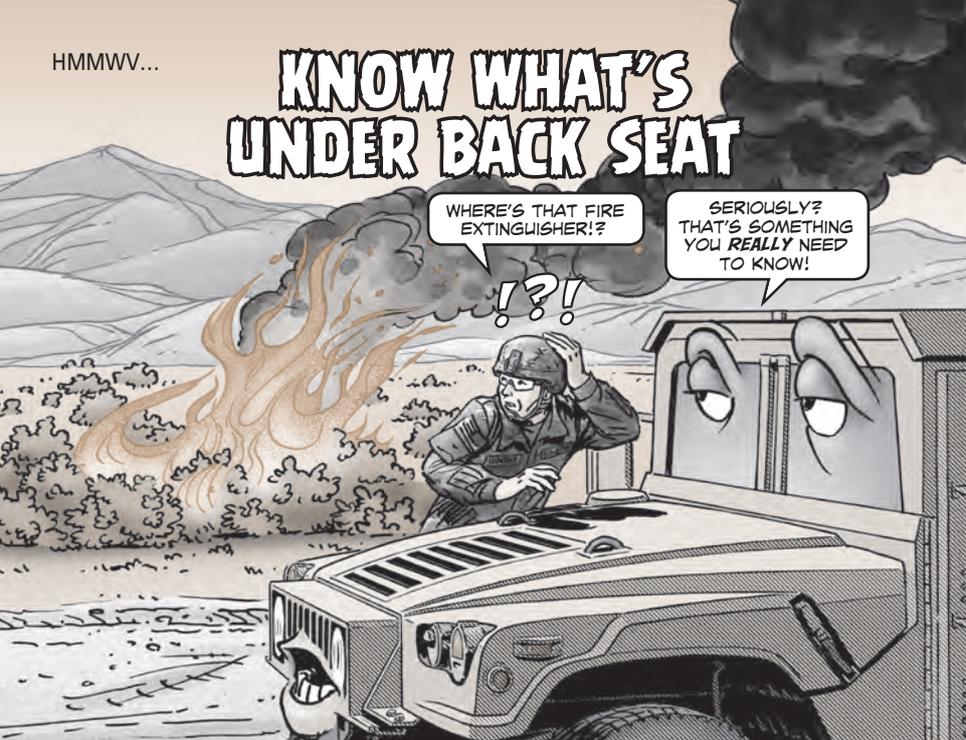
2. Take the nuts off the inside of the right fender reflector. Put the small loops over the screws and install new nuts, NSN 5130-01-152-0598. Torque the nuts to 60 in-lbs.



3. Top the rod with an antenna cap, NSN 5985-00-930-7223. Tape it in place with electrical tape, NSN 5970-00-816-6056. The cap keeps anyone from getting speared by the rod.



# KNOW WHAT'S UNDER BACK SEAT



WHERE'S THAT FIRE EXTINGUISHER!?

!!?!

SERIOUSLY? THAT'S SOMETHING YOU REALLY NEED TO KNOW!

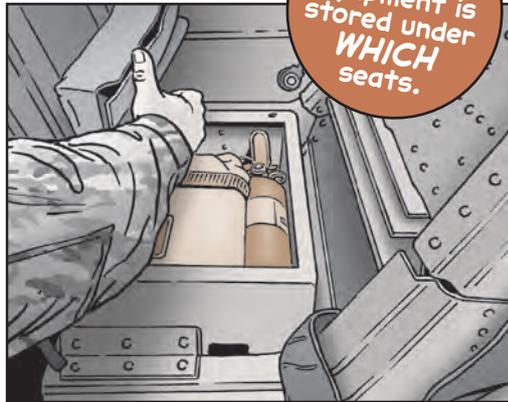
Dear Editor,

Some Soldiers don't realize there's a storage compartment under the HMMWV's rear passenger seat. To get to the compartment, all you have to do is lift up on the back seat cushion.

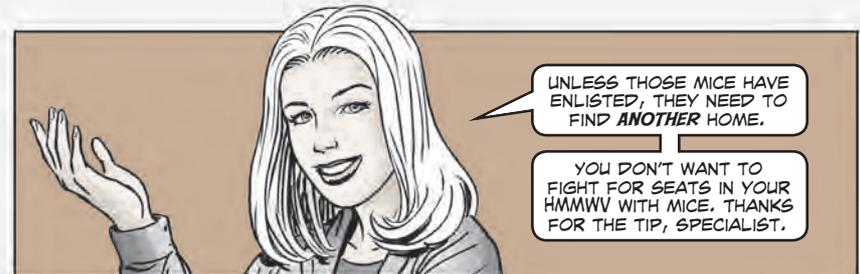
It's a good idea to make sure all Soldiers know about the compartment because a lot of stuff is stored there.

It's also a good idea to check the compartment when you're in the field for long periods. While in the field at Ft Carson, we discovered that mice felt the compartment was an excellent place to call home.

SPC Tyrone Lymos  
Ft Carson, CO



Know WHAT equipment is stored under WHICH seats.



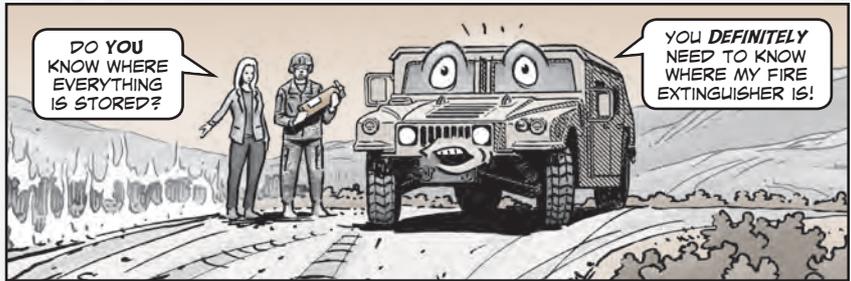
UNLESS THOSE MICE HAVE ENLISTED, THEY NEED TO FIND ANOTHER HOME.

YOU DON'T WANT TO FIGHT FOR SEATS IN YOUR HMMWV WITH MICE. THANKS FOR THE TIP, SPECIALIST.

BUT ACTUALLY THERE ARE ALL SORTS OF STORAGE AREAS UNDER THE DIFFERENT HMMWV SEATS AND IT'S A GOOD IDEA TO KNOW WHAT'S STORED WHERE...



- ON THE LEGACY VERSION, HERE ARE WHERE ITEMS ARE STORED:
- Pamphlet assembly bag: under driver's seat
  - Jack and tools storage bag: on right splash shield in jack stowage box
  - Tool bag: behind the driver's seat on the M1042 and under the driver's seat on all other versions
  - First aid kit: under driver's seat
  - Fire extinguisher: under driver's seat
  - Jack handle, scissors hand jack and wheel lug wrench: under rear seat in four-door vehicles and under driver's or commander's seat in two-door vehicles
- ON THE UP-ARMORED VERSION:
- Pamphlet assembly bag: behind driver's seat
  - Jack and tools storage bag: in footwell area for M1113 and behind the driver's seat for the other models
  - Tool bag: behind driver's seat
  - Hand combination tool kit: in rear tailgate area on M1151A1; in tunnel in M1152 and M1152A1; in rear footwell in M1165, M1165A1 and M1167; in right side stowage compartment in M997A3
  - Fire extinguisher: under driver's seat
  - First aid kit: under driver's seat in the M1113, M115A1, M1152, M1152A1 and M997A3; under passenger's seat in M1114, M1165, M1165A1, M1167
  - Hydraulic jack: in right rear footwell in M1152 and M1152A1; on cargo floor near tailgate in M1151, M1151A1, M1165, M1165A1 and M1114



DO YOU KNOW WHERE EVERYTHING IS STORED?

YOU DEFINITELY NEED TO KNOW WHERE MY FIRE EXTINGUISHER IS!

Corrosion...



THAT ABOUT DOES IT. ALL THE MUD AND GRIME FROM OUR MISSION IS WASHED AWAY!

YOU BET! CORROSION DOESN'T STAND A CHANCE AGAINST A THOROUGH CLEANING!



# RUST BUSTERS

## TIP OF THE MONTH

THE ARMY ESTIMATES THAT 25 PERCENT OF ALL MAINTENANCE COSTS ARE CORROSION RELATED.

THAT MEANS OPERATORS, CREW AND MAINTAINERS NEED TO GO BEYOND GOOD PM AND THE PMCS TABLES TO KEEP THEIR VEHICLES MISSION-READY.

SIMPLE EFFORTS CAN PRODUCE AMAZING RESULTS IN SLOWING CORROSION.

HERE ARE A FEW DOWN-AND-DIRTY TIPS YOU CAN FOLLOW TO HELP ENSURE YOUR EQUIPMENT REMAINS IN GOOD WORKING ORDER. THEY'RE QUICK, EASY AND WON'T COST YOUR UNIT MUCH, BUT CAN SAVE MEGA-DOLLARS IN THE LONG RUN.

- **Cleaning.** Any type of contaminant combined with moisture can lead to corrosion. So when you return from the field, rinse off any dirt, mud, and salt ASAP.

If deployed, you might not have the time or a place to properly wash your vehicle. So at a minimum, make sure you give it a thorough cleaning within five days after you return.



Good cleaning includes underside of vehicle

- **Location, location, location.** Where you clean is almost as important as the cleaning itself. Your best bet is a dedicated motor pool wash rack. Make sure there's a good source of pressurized water for proper rinsing and always follow local environmental regulations for water and detergent runoff.
- **Frequency.** How often you clean will depend on the environment, equipment use and storage practices. Follow these guidelines:
  - Clean monthly for routine use of equipment.
  - If your vehicle is based within 1 1/4 miles of saltwater, clean at least every 15 days.
  - Clean as soon as possible after any adverse vehicle use. This includes exposure to mud, saltwater, mold or fungus, use of fire extinguishers, and CBRN contact (but only after proper decontamination procedures).

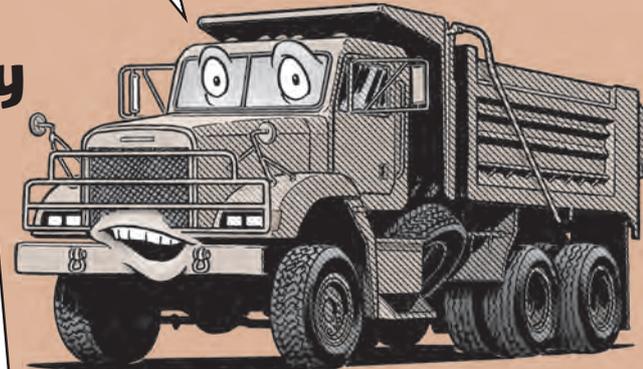
COMING IN THE NEXT ISSUE OF PS: ANOTHER RUST-BUSTING TIP!

REMEMBER: ALWAYS THOROUGHLY DRY THE VEHICLE AFTER WASHING.

M917A2 Dump Truck...

## Tire and Wheel Assembly NSNs?

I DON'T HAVE TIRE AND WHEEL ASSEMBLIES, SO YOU'LL HAVE TO BUILD THEM YOURSELF!



Dear Half-Mast, What are the NSNs for the front and rear tire and wheel assemblies on the M917A2 dump truck? I can't find them anywhere. Mr. L.W.

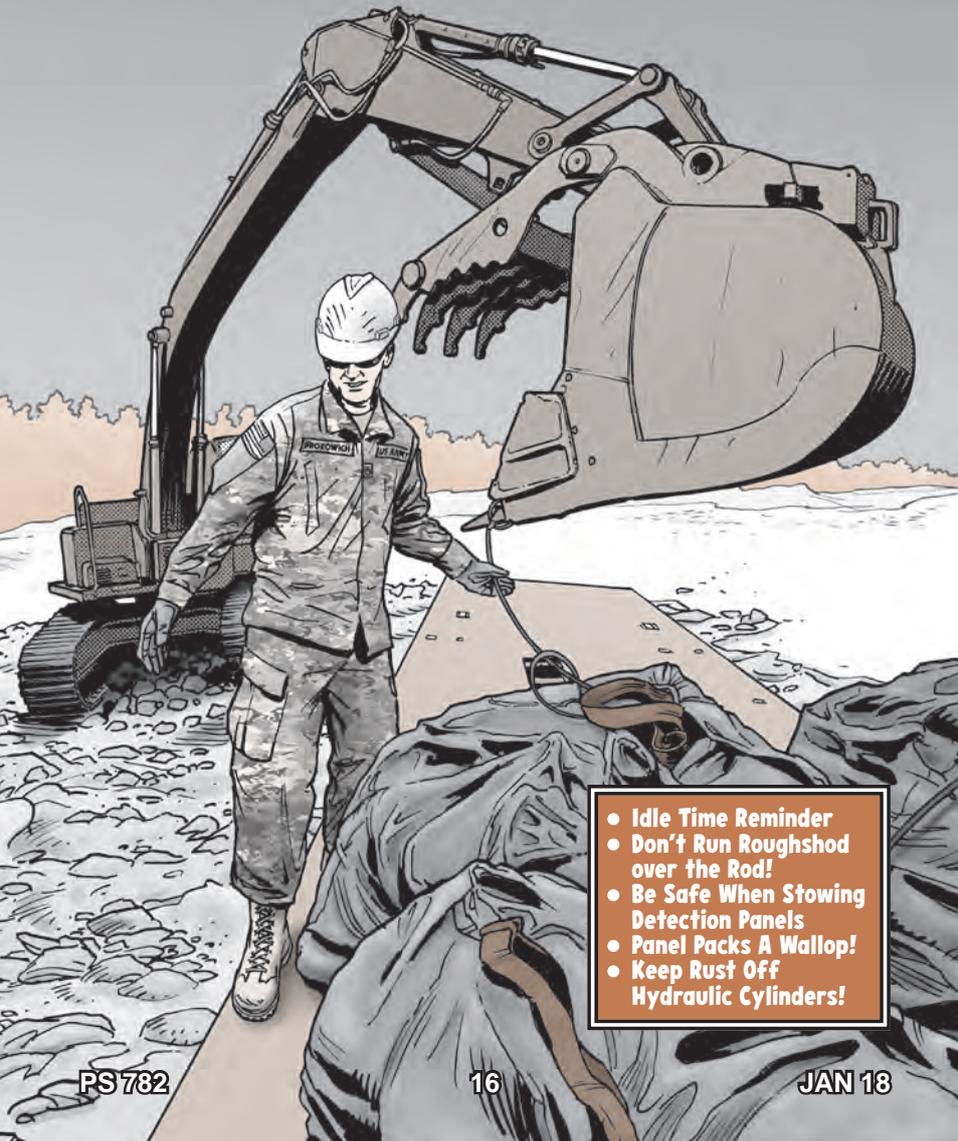
UNFORTUNATELY, SIR, TIRE AND WHEEL ASSEMBLIES AREN'T AVAILABLE FOR THE M917A2 DUMP TRUCK.

UNTIL THEY ARE, YOU'LL HAVE TO BUILD THE ASSEMBLIES FROM THE TIRE AND WHEEL INFORMATION IN FIGS 184 AND 186 OF TM 9-2320-302-24P (FEB 06, W/CH2, AUG 12).



HERE'S WHAT'S LISTED...

Item	NSN
Front tire	2610-01-436-3332
Rear tire	2610-01-436-3334
Front rim	2530-01-518-7626
Rear rim	2530-01-518-6544



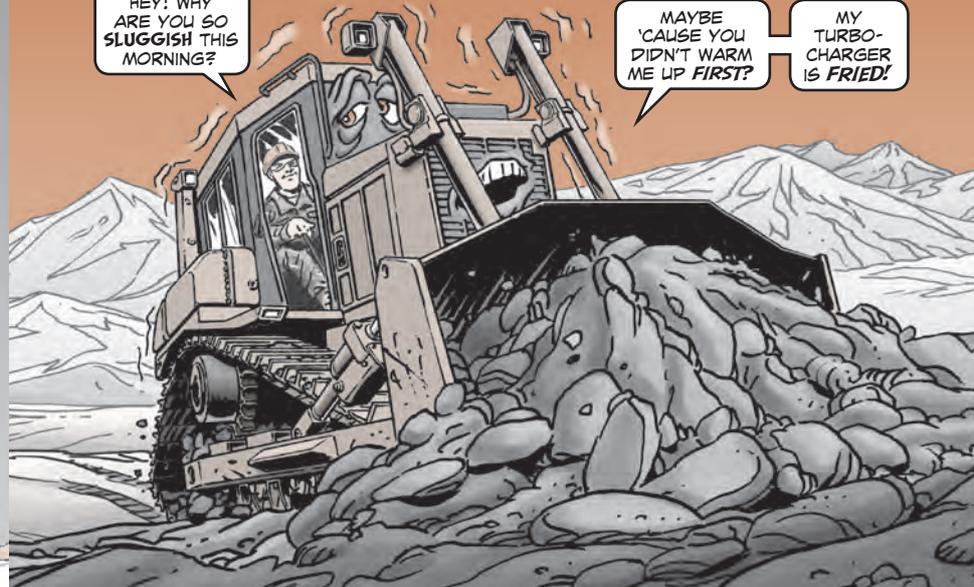
- Idle Time Reminder
- Don't Run Roughshod over the Rod!
- Be Safe When Stowing Defection Panels
- Panel Packs A Wallop!
- Keep Rust Off Hydraulic Cylinders!

## Idle Time Reminder

HEY! WHY ARE YOU SO SLUGGISH THIS MORNING?

MAYBE 'CAUSE YOU DIDN'T WARM ME UP FIRST?

MY TURBO-CHARGER IS FRIED!

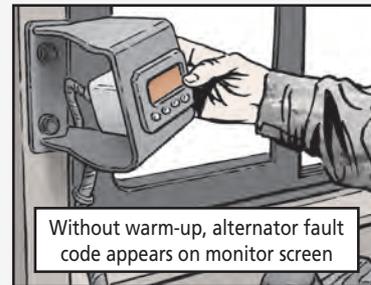


OPERATORS, YOU JUST STARTED YOUR CAT DOZER AND YOU'RE READY TO MOVE SOME DIRT AROUND... RIGHT?

### SLOW IT DOWN A SEC!

THE VEHICLE'S TURBOCHARGER PACKS LOTS OF NECESSARY AIR INTO THE ENGINE. BUT BEARING OIL STARVATION KILLS THAT TURBO WHEN YOU START THE ENGINE AND MOVE TO HIGH IDLE BEFORE THE OIL WARMS UP. THE DAMAGE IS JUST AS SEVERE IF YOU SHUT DOWN A HOT ENGINE WITHOUT A COOL-DOWN PERIOD.

YOU'LL KNOW SOMETHING'S UP IF AN ALTERNATOR FAULT CODE APPEARS ON THE VEHICLE'S MONITORING SCREEN WHEN YOU HEAD OUT.



Without warm-up, alternator fault code appears on monitor screen

### HERE'S THE WAY IT SHOULD WORK:

IMMEDIATELY AFTER START UP, RUN THE ENGINE AT LOW IDLE FOR FIVE MINUTES. THAT GIVES THE OIL TIME TO LUBRICATE PARTS. IT ALSO LETS THE ENGINE WARM UP ENOUGH TO BOIL OFF CONDENSATION CAUSED BY NORMAL ENGINE BREATHING.

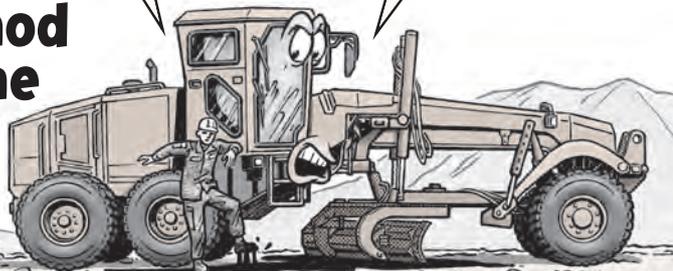
AFTER YOU'VE RUN THE DOZER HARD, IDLE-COOL THE ENGINE FIVE MINUTES BEFORE SHUTDOWN. THE ENGINE NEEDS TO COOL DOWN SLOWLY OR THE SUDDEN RISE IN HEAT CAN CRACK THE BLOCK, WARP THE VALVES AND HEAD, OR BAKE THE OIL UNTIL IT'S NO LONGER SLICK ENOUGH TO LUBE THE BEARINGS.

120M Road Grader...

# Don't Run Roughshod over the Rod!

UH-OH! WHAT HAPPENED HERE?!

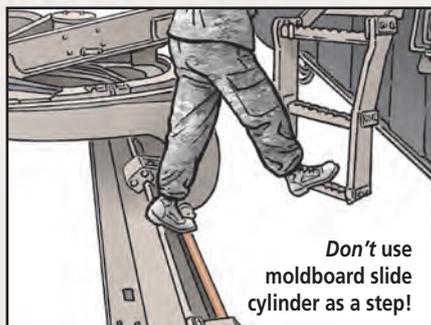
YOUR BIG FEET HAPPENED! YOU SCARRED MY MOLDBOARD SLIDE CYLINDER ROD AND NOW I'VE GOT AN OIL LEAK!



Operators, the 120M road grader's moldboard slide cylinder makes a handy step for getting into the cab. But that doesn't mean you should use it!

Your boot can easily scratch the slide cylinder rod. A scarred rod ruins the cylinder's wiper seal, causing a hydraulic fluid leak when the vehicle's moldboard is moved back-and-forth.

So save costly repairs and downtime. Use the cab steps to get up and down the grader.



M1231 Husky...

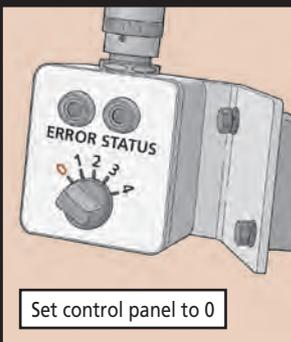
# BE SAFE WHEN STOWING DETECTION PANELS

Operators, make sure to follow these steps when placing the M1231 Husky's detection panels in the stowed position.

1. Set the detector head control panel to 0.
2. Wait for the panels to elevate to the up/stowed position and stop completely.
3. Turn the battery isolator switch to OFF.

Just make sure the engine and transmission access doors are completely closed before elevating the vehicle's detection panels. If you forget, the panels get damaged.

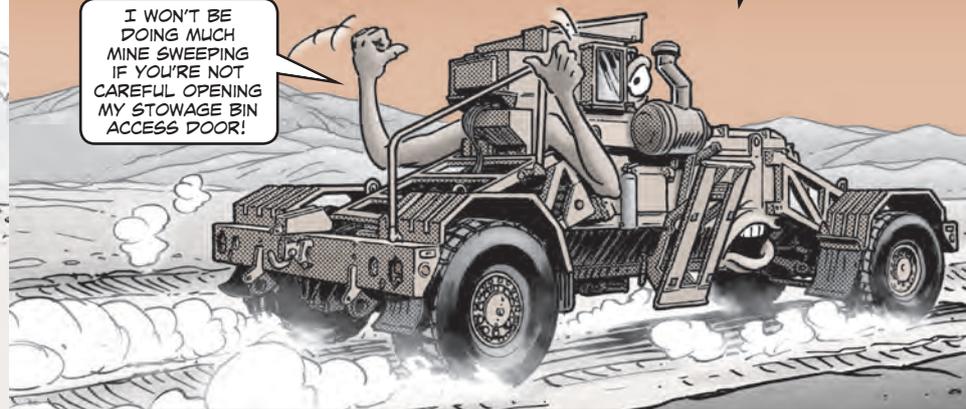
By the way, you'll find this information in WP 0016 of TM 9-2355-316-10 (Apr 16).



M1231 Husky...

# PANEL PACKS A WALLOP!

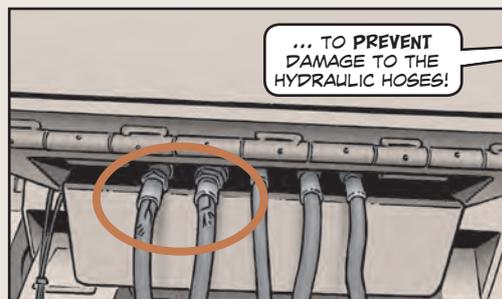
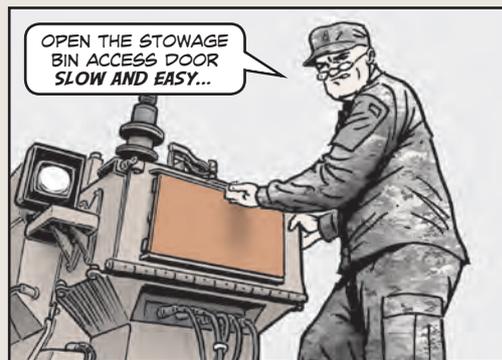
I WON'T BE DOING MUCH MINE SWEEPING IF YOU'RE NOT CAREFUL OPENING MY STOWAGE BIN ACCESS DOOR!



Operators, easy does it when taking off the stowage bin access panel on your M1231 Husky. That's the stowage bin up top, right behind the cab.

Don't let the panel drop on the hydraulic hose bank just below the stowage bin. The panel's heavy enough to damage the hoses and connectors, creating an oil leak. And if you drop the panel several times over the course of a few days or weeks, the damage can actually go all the way down to the metal braid on the hoses.

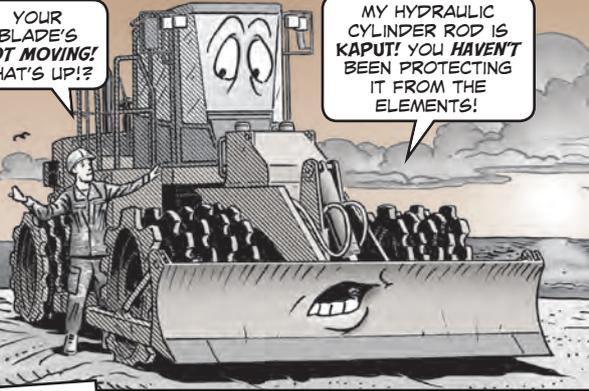
That can create a leak bad enough to cause a loss of hydraulic pressure. You won't be doing many mine sweeps if that happens.



Construction Equipment...

# KEEP RUST OFF HYDRAULIC CYLINDERS!

YOUR BLADE'S NOT MOVING! WHAT'S UP!?



MY HYDRAULIC CYLINDER ROD IS KAPUT! YOU HAVEN'T BEEN PROTECTING IT FROM THE ELEMENTS!

Dear Half-Mast,  
The hydraulic cylinder rods on construction equipment used near salt water environments suffer from constant corrosion problems. Many of the TMs don't address this issue. What's the best way to protect a vehicle's cylinder rods?

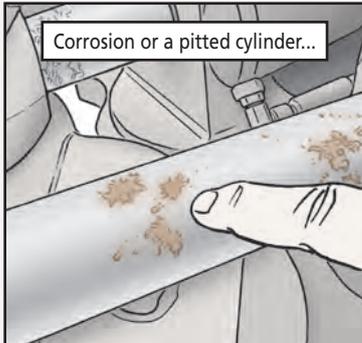
CW3 C.L.L.



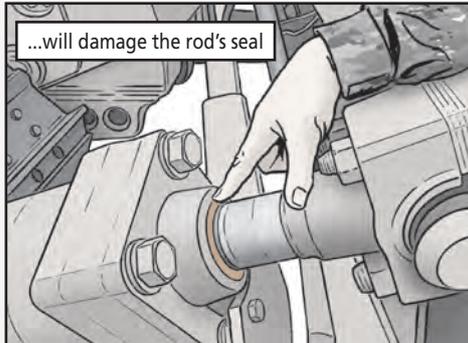
YOU'RE RIGHT, SIR! SALT WATER CAN PLAY HAVOC WITH THE HYDRAULIC CYLINDER RODS ON CONSTRUCTION EQUIPMENT.

HERE ARE A FEW THINGS YOUR OPERATORS WILL WANT TO KEEP IN MIND BEFORE AND AFTER THE DAY'S RUN...

- EYEBALL EXPOSED RODS FOR CORROSION AND PITTING THAT WILL SCRAPE OR DAMAGE THE ROD'S SEAL. A DAMAGED SEAL CAUSES FLUID LEAKS WHICH LEAD TO NMC EQUIPMENT. IF YOU FIND A ROD OR SEAL IN BAD SHAPE, NOTIFY FIELD MAINTENANCE.



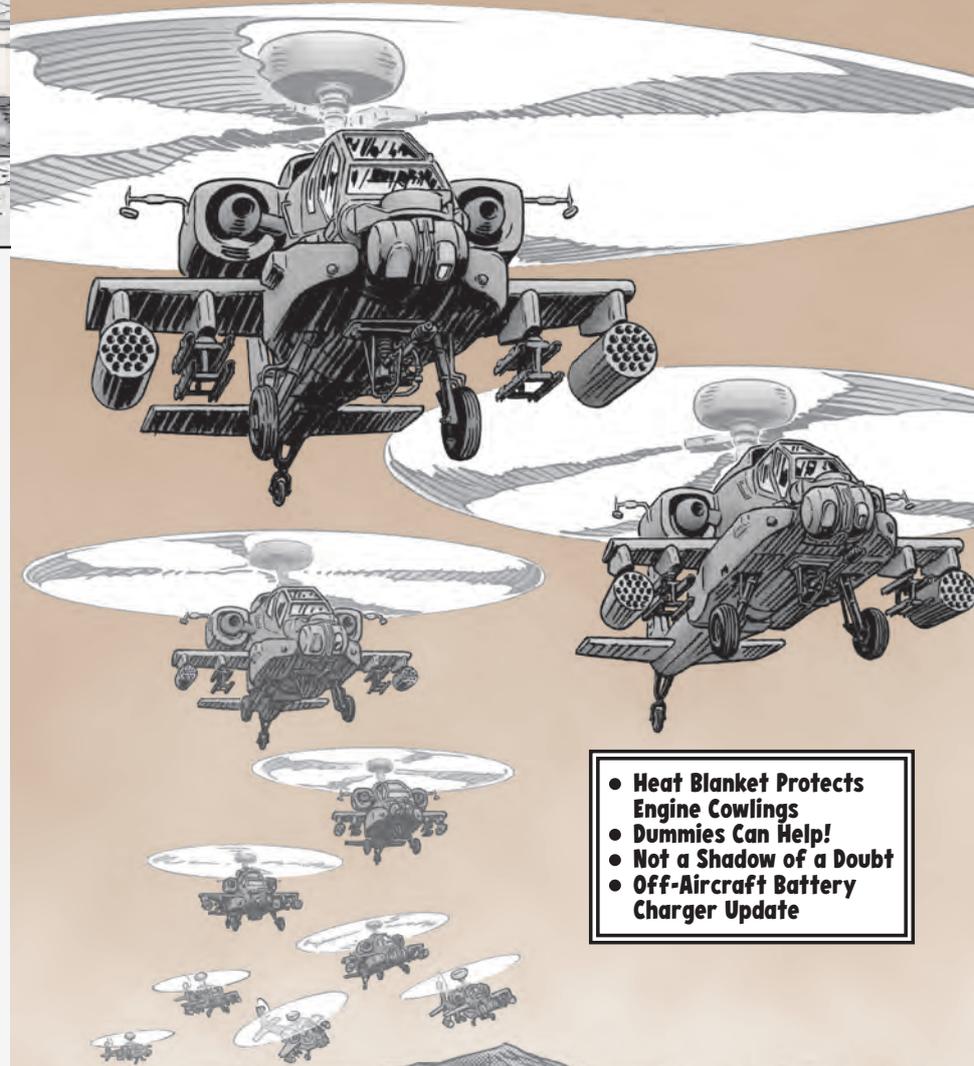
Corrosion or a pitted cylinder...



...will damage the rod's seal

- EXERCISE THE CYLINDERS WEEKLY NO MATTER WHAT THE ENVIRONMENT. MOVING THE CYLINDER BACK-AND-FORTH A FEW TIMES SPREADS A THIN COAT OF PROTECTIVE OIL ON THE ROD.
- COAT THE CYLINDER ROD WITH A LIGHT COAT OF GAA IF THE EQUIPMENT WILL SIT FOR LONGER THAN A MONTH.

# PS AVIATION



- Heat Blanket Protects Engine Cowlings
- Dummies Can Help!
- Not a Shadow of a Doubt
- Off-Aircraft Battery Charger Update

# HEAT BLANKET PROTECTS ENGINE COWLINGS



CHECK ENGINE COWLINGS FOR DISCOLORATION. IF YOU HAVE LIGHT DAMAGE OR BLISTERING, REPAIR THE DAMAGE BEFORE INSTALLING HEAT BLANKET.

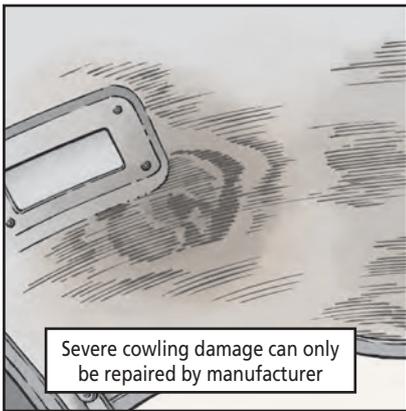
**P**ILOTS AND MAINTENANCE PERSONNEL, HAVE YOU NOTICED DISCOLORATION OR BLISTERING ON THE INSIDE OF THE LAKOTA'S ENGINE COWLINGS NEAR THE EXHAUST?

THAT DISCOLORATION IS CAUSED BY THE INTENSE HEAT GENERATED DURING PROLONGED HOVERING AND GROUND RUN OPERATIONS. AVOID THAT DAMAGE BY ENSURING THE HEAT PROTECTION BLANKETS ARE PROPERLY INSTALLED ON THE ENGINE COWLINGS LIKE IT SAYS IN TASK 71-11-00 AND 8-11 OF THE AIRCRAFT MAINTENANCE MANUAL (AMM).

BEFORE INSTALLING THE BLANKETS, REPAIR ANY DAMAGE ACCORDING TO THE AMM. IF THE DAMAGE IS TOO EXTENSIVE AND CAN'T BE REPAIRED AT FIELD LEVEL, THE COWLINGS **MUST** BE RETURNED TO THE MANUFACTURER FOR DEPOT-LEVEL REPAIR OR REPLACEMENT. THE DEPOT-LEVEL COWLING REPAIR/REPLACEMENT WILL GENERATE AN OVER AND ABOVE COST THAT MUST BE FUNDED BEFORE WORK CAN START.

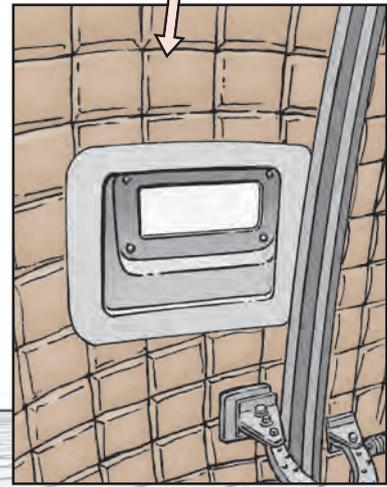


Light cowl damage can be repaired



Severe cowl damage can only be repaired by manufacturer

IF YOUR AIRCRAFT GOES IN FOR A MODIFICATION AND THEN IS RETURNED TO YOUR UNIT, ALWAYS CHECK TO MAKE SURE THE HEAT PROTECTION BLANKETS ARE PROPERLY INSTALLED.



FOR QUESTIONS ABOUT INSTALLING OR RECEIVING REPLACEMENT HEAT PROTECTION BLANKETS, CONTACT YOUR REGIONAL MANAGER IN THE LIGHT HELICOPTER PROJECT OFFICE OR A FIELD SUPPORT REPRESENTATIVE.



M230 Automatic Gun...

# DUMMIES CAN HELP!

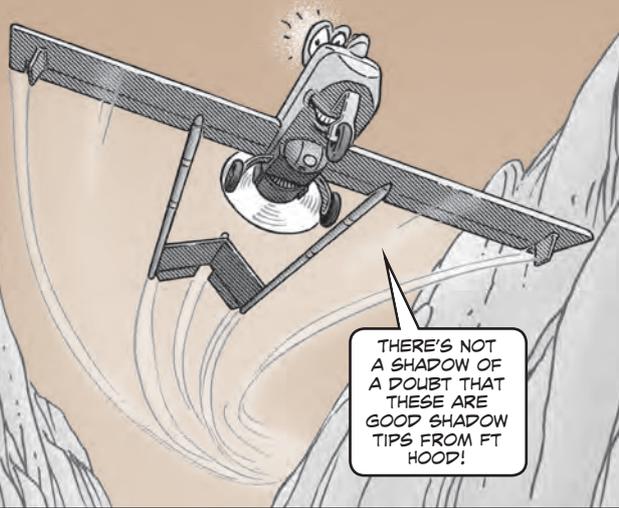
Dear Editor,  
Dummies can help your M230 automatic gun—dummy rounds that is. A dummy test round makes it much easier to do the continuity checks on the entire gun system. But in my work as an armament LAR, I find many units don't have a dummy test round.  
Fortunately it's easy to fabricate one. First get a standard M230 dummy round, NSN 1305-01-268-7273. Then follow the directions under "Manufactured Components, Tools, 30mm Continuity Test Round 7-3640726530-1 Manufacture" in IETM 1-1520-Longbow/Apache.  
Make one test round for each M230.

Garry Smith  
Ft Hood, TX



WE LIKE MAKING PMCS EASIER FOR REPAIRMEN. THANKS FOR THE TIP, GARRY!

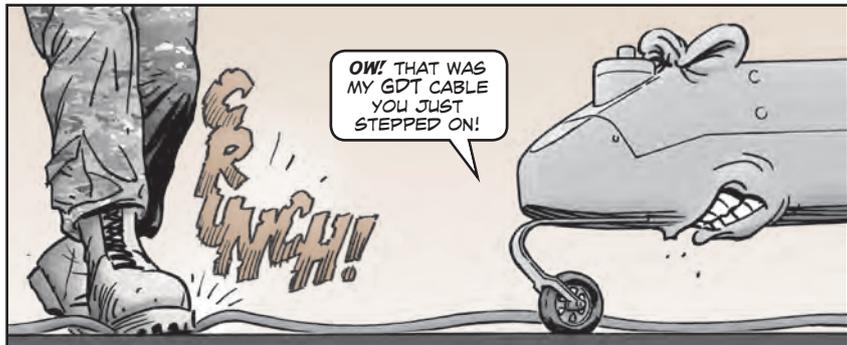
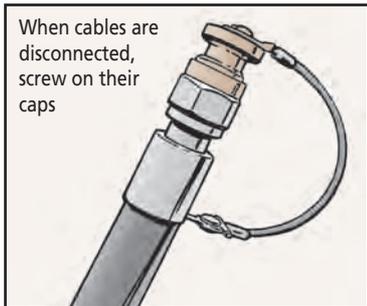
NOT A SHADOW OF A DOUBT



THERE'S NOT A SHADOW OF A DOUBT THAT THESE ARE GOOD SHADOW TIPS FROM FT HOOD!

Take care with all the cables, particularly those for the ground data terminal (GDT). Some of the cables can easily be KOed by rough handling, dirt or a big foot. Before connecting cables, check connectors for dirt and sand. Use low-pressure air to blow the RF and power cable connectors clean if necessary. See WP 1343 of DTM 1-1550-1689-23&P for special procedures to clean fiber optic cable connectors. When cables are disconnected, install their dust caps to seal out dirt and sand.

When cables are disconnected, screw on their caps

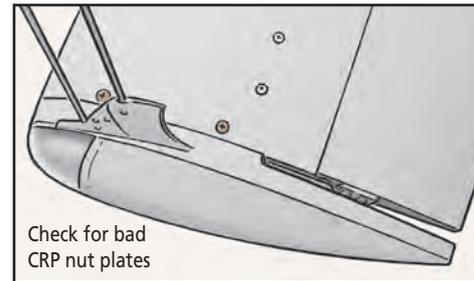


OW! THAT WAS MY GDT CABLE YOU JUST STEPPED ON!

CRUNCH!

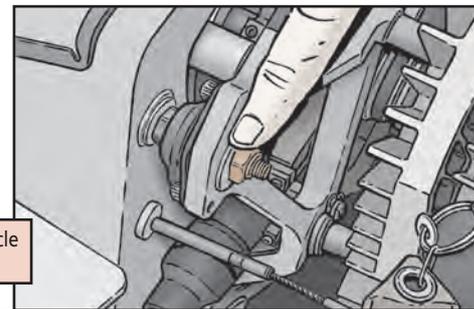
Use flags and chem lights to mark the location of cables so no one steps on or drives over them. Zip tie cables together so they're easier to see.

Keep an eye on Comms Relay Package (CRP) nut plates. They sometimes go bad. If you notice when you install a screw onto a nutplate that it's pushed down and away from the Shadow's body, report it. The nut plate may need to be replaced.

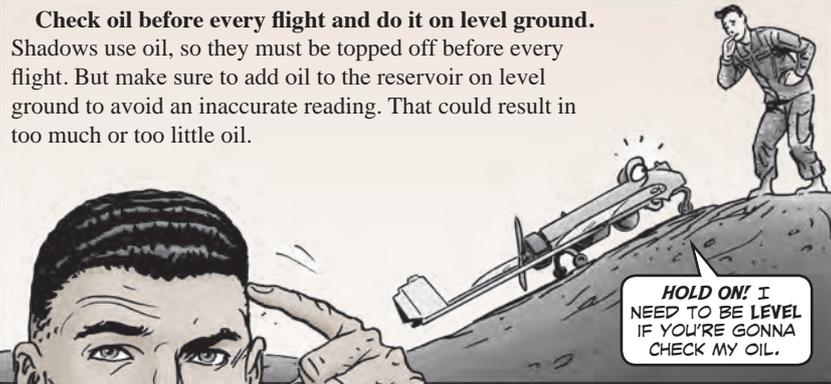


Check for bad CRP nut plates

Don't muscle up on the engine locking nuts. If you over-tighten them, the throttle cable settings are thrown off. Install nuts like it says in DTM 1-1550-1689-23&P: Tighten them slightly until the washers no longer turn.



Don't use too much muscle on engine locking nuts



Check oil before every flight and do it on level ground. Shadows use oil, so they must be topped off before every flight. But make sure to add oil to the reservoir on level ground to avoid an inaccurate reading. That could result in too much or too little oil.

HOLD ON! I NEED TO BE LEVEL IF YOU'RE GONNA CHECK MY OIL.



REMEMBER TO REMOVE THE 2 PSI RELIEF VALVE AFTER FUELING.

IF YOU FORGET, THE FUEL PORT GETS DAMAGED IF THE RELIEF VALVE HITS SOMETHING.

# OFF-AIRCRAFT BATTERY CHARGER UPDATE

OOH! I NEED A GOOD CHARGING.

I GOTCHA. THIS CHARGER WILL DO THE TRICK.

**NOT SO FAST!** THE CECOM HEADSHED HAS FINALLY PUT THE NAIL IN THE COFFIN ON OFF-AIRCRAFT BATTERY CHARGING.

FOLLOW THE TM INSTRUCTIONS FOR CHARGING THE BATTERY.



MECHANICS, PAGE 25 OF PS 732 (NOV 13) SAID CECOM ENGINEERING AND THE MANUFACTURER WOULD EVALUATE THE USE OF THE OFF-AIRCRAFT BATTERY CHARGER. NSN 6130-01-465-2674, FOR THE APACHE.

THE HEADSHED HAS DECIDED THAT USING THE OFF-AIRCRAFT CHARGER IS A **NO-GO**.

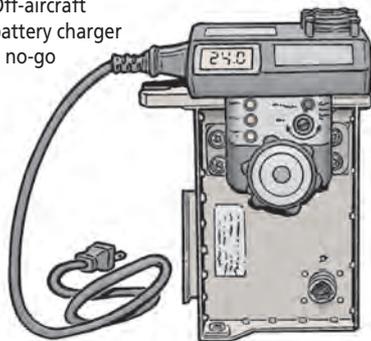


SO DON'T USE IT.



IT'S NOT AUTHORIZED.

Off-aircraft battery charger a no-go



ALSO, MAKE A NOTE IF YOU HAVE THIS BATTERY CHARGER THAT THE APACHE PM WILL **NOT** INCLUDE IT IN THE IETM SINCE THERE ARE NO PROCEDURES TO ADDRESS "OFF-AIRCRAFT" CHARGERS.

IF YOUR AIRCRAFT BATTERY, NSN 6140-01-425-7235, IS DRAINED OR DEAD AND IN NEED OF CHARGING, FOLLOW THE GOOD WORD FROM TM 1-1520-LONGBOW/APACHE IN IETM EM 0126 (JUN 16). IT SAYS TO CHARGE THE BATTERY ON THE AIRCRAFT FOR ONE HOUR USING AN AVIATION GROUND POWER UNIT (AGPU).

TO KEEP BATTERY DRAIN FROM BECOMING A PROBLEM, **ALWAYS** MAKE SURE THE AIRCRAFT POWER SWITCHES ARE **TURND OFF** AFTER COMPLETING MAINTENANCE.

Subject	Issue/Pg	Subject	Issue/Pg
<b>AIR CONDITIONERS</b>		<b>AIRCRAFT, HH-60M, BLACK HAWK</b>	
A/C, refrigeration certification	777 46	Authorized MEDEVAC devices listed	772 22
<b>AIRCRAFT ARMAMENT SUBSYSTEMS</b>		Black Hawk Aircrew Trainer (BAT)	779 23
M144 Mounts--Ammo can pin, E-clip replaced	775 26	Co-pilot seat tilt breaks dome light	774 25
M230--GMD, loading, recoil adapter fluid...	775 19	Data analysis controller turn-in needed	771 26
TACOM help email address	774 60	Drive shaft assembly turn-in	776 52
<b>AIRCRAFT, GENERAL</b>		Dynamic rollout dangers	772 27
ACPRS inspection, safety	774 22	EMRH hoist adapter mounting bolts	780 20
AR 95-4 released	773 21	Engine parts needed for turn-in	779 22
Genex interface communications unit NSN	771 61	External rescue hoist TM updates	778 22
Navsolve cleaner approved for use	772 31	MEDEVAC direct email address	781 61
Solvent types, when and where to use	776 52	MEDEVAC news online	777 23
<b>AIRCRAFT GRD SPT EQUIPMENT (AGSE)</b>		Pro-seal removal tool	775 25
AGPU--Cocoon cover NSN, instructions	778 24	Rescue basket safety issue	778 20
B-1 maintenance stand caster w/lock assembly	775 22	T700-GE-700 engine excess components	779 20
Equipment list with NSNs	780 24	T700-GE-701D engine igniter separation	775 23
SATS wheel installation guidance	777 22	Tinted overhead windows available	780 23
Sewing machine oil NSN	771 26	Utility helicopter safety help	781 23
Zephyr approved for rescue hoist	771 24	<b>AIRCRAFT, UA</b>	
<b>AIRCRAFT LIFE SPT EQUIPMENT (ALSE)</b>		Shadow--Pre-flight, communication, logs...	781 24
ASE ordering, installation for deployment	777 24	<b>AIRCRAFT, UH-60, BLACK HAWK</b>	
<b>AIRCRAFT, AH-64, APACHE</b>		Co-pilot seat tilt breaks dome light	774 25
Armor transparent barrier	776 47	Distribution box turn-in	776 53
Connecting link turn-in	777 60	Dynamic rollout dangers	772 27
Engine oil requirements	771 23	EBAPS kits need part number change	775 23
Hardware storage board kits	781 19	Engine oil requirements	771 23
Hellfire rack, no spares allowed	777 26	Engine parts needed for turn-in	779 22
Helmet shell NSNs	771 22	External rescue hoist TM updates	778 22
IAFS combo pak turn-in	777 60	FLIR a 2-man lift	775 24
Main rotor blade phase adjustment tool	771 21	Flutter dampeners needed for turn-in	774 24
Main rotor blade unserviceables	775 21	Gyroscopes needed for turn-in	773 20
Parts turn-in list	781 22	Parts needed for turn-in	774 26
Quadrant part turn-in	777 60	Pro-seal removal tool	775 25
Servocylinder, ship in original containers	776 51	T700-GE-700 engine excess components	779 20
Support actuator turn-in	775 21	Tinted overhead windows available	780 23
Tools and test equipment turn-in	779 26	Tools and test equipment turn-in	779 26
Trailing arm turn-in	778 60	UHPO access on JTDI website	780 21
<b>AIRCRAFT, CH-47D/F, CHINOOK</b>		Utility helicopter safety help	781 23
Cockpit sun shade NSNs	778 26	<b>AIRCRAFT, UH-72A, LAKOTA</b>	
Headshed email help	777 23	Deck dampers installed backwards	772 25
Transmission corrosion treatment before shipping	773 18	UHPO access on JTDI website	780 21

Subject	Issue/Pg	Subject	Issue/Pg
<b>ALARM, CHEMICAL</b>		<b>BATTERY, RECHARGEABLE</b>	
M42--TM 3-6665-338-13&P available	773 40	Battery types, chargers	773 50
<b>AMMUNITION</b>		<b>BODY ARMOR</b>	
Dummy rounds updated	775 40	Authorized sources only for purchase	780 60
M855A1--Gaging different for M4/M4A1	779 39	<b>CAN, FUEL</b>	
<b>ANTENNAS, GENERAL</b>		Color-coding caps	777 57
AB-1386 QEAM--Lubrication	779 45	<b>CARBINE, M4-SERIES</b>	
<b>AOAP</b>		Cleaning, selector vs takedown/pivot springs	776 36
AOAP explained, supply NSNs, forms	770 47	Conversion to M4A1	771 38
<b>ARMORED COMBAT EARTHMOVER, M9</b>		Enhanced performance magazine issued	771 36
Hydraulic parts kit	778 61	Loose parts check after firing	779 36
<b>ARMORED SECURITY VEHICLE, M1117</b>		M855A1--Bore erosion gage change	779 39
Alternator belt NSN	781 61	<b>CARRIER, PERSONNEL, M113 FOV</b>	
Drain plug use, location	780 12	Battery charging	779 08
Side door foothold tripping hazard	774 15	M113A3--Engine fire prevention	781 06
<b>AVLB, M104 WOLVERINE</b>		M113A3--Ramp system, armor vs unarmored	776 08
DECU health check	778 60	Ramp cable PM	772 04
<b>AWARDS</b>		Extinguisher bottle hydrostatic testing	771 61
2017 LEA winners	781 55	Glow plug engine conversion	774 06
CSA Deployment Excellence Award info	770 53	Hull water draining	772 03
<b>BACK COVER</b>		Oil check, fuel cap, ramp reservoir, steering...	778 04
Be a Double-Dipper (oil dipstick accuracy)	770 62	<b>CBRN EQUIPMENT</b>	
Don't Destroy That DA Form 348!	777 62	CBRN room checklist	774 43
Give Machine Gun Barrel a Rest!	780 62	JACKS website	772 41
Got a Question About Vehicle Batteries?	776 62	M20 SCPE--PMCS keeps it working	778 42
Loud Noise Harms Your Hearing!	772 62	M41 PATS--18-month calibration needed	773 38
Maintenance: what not to wear	773 62	M41 PATS--No smoking, perfumes, lotions...	773 39
No Matter How Old the Vehicle...PMCS	781 62	M159 DR SKO--Air compressor check	773 41
PS mobile app	771 62	M159, M164 DR SKO--Air setting wrong	779 42
Something Out of Reach? Use a Ladder!	778 62	<b>CLOTHING</b>	
Stop Private Mix-a-Lot	774 62	Aviation boots	777 20
Wanted: Know-it-All Murphy	779 62	Cleaning procedures	779 49
<b>BATTERY, HAWKER</b>		OCP uniform patch NSNs	772 51
Got a Question About Vehicle Batteries?	776 62	<b>CLOTHING, PROTECTIVE</b>	
Battery box coating compound	779 61	JSLIST--Overboot sizing changes	781 42
Battery hookup guidance	777 12	JSLIST--Training suits	781 43
<b>BATTERY, LEAD-ACID</b>		<b>COMMAND AND CONTROL</b>	
Got a Question About Vehicle Batteries?	776 62	AN/TYQ-103 IPC-2--Backup batteries	771 48
Battery box coating compound	779 61	<b>COMMERCIAL CONSTRUCTION EQUIP (CCE)</b>	
Battery hookup guidance	777 12	CAT ether start valve filter NSN	776 19
<b>BATTERY, LITHIUM</b>		CAT service kits not available	774 60
Shipping rules for air transportation	772 46	CAT service kits now available	781 16
		Maintenance Expenditure Limits (MEL)	772 17

Subject	Issue/Pg	Subject	Issue/Pg
Rocks wedge between tire and wheel	774 17	<b>DETECTOR, CHEMICAL</b>	
Tire wear limits	776 18	M4 JCAD--Confidence sample, sieve pack...	776 44
<b>COMMUNICATIONS EQUIPMENT</b>		M42--TM 3-6665-338-13&P available	773 40
Cable protectors	779 46	<b>EDITORIAL</b>	
Equipment codes decoded	775 49	Buyer Beware!	772 01
NSN primer from DLA	773 53	Decisions, Decisions	781 01
<b>COMPUTERS &amp; SOFTWARE</b>		Excess Equipment: Going, Going, Gone!	770 01
CHESSE the source for hardware, software	780 57	Excess Equipment: Rest of the Story (770-01)	775 02
JBC-P keyboard NSN	772 47	Good PM Take More Than Just the TM	774 01
JV5 display replacement	779 44	Help Your Fellow Soldiers	779 01
MSD--EMS downloads	778 61	LARs: Familiar Faces in the Field	777 01
MSD--Software version listing	781 59	Positively Presidential	771 01
MSD--Software version matched to system	778 55	Readiness Starts with You	780 01
MSD-V2--OS upgrade to Windows 7	778 57	Stock Current TMs...and Use Them!	778 01
MSD-V2--Software glitch fix	778 60	Walk the Line	773 01
MSD-V3--Warranty support info	773 44	You Can Prevent Low Stock!	776 01
PCMCIA cards can be tossed	779 56	<b>FED LOG</b>	
<b>COMSEC EQUIPMENT</b>		LIW address system being updated	773 55
AN/PYQ-10--Software download support	773 49	<b>FIRE SUPPORT VEHICLES</b>	
KGV-72--Battery mixup	777 51	M1200--SMA clamp adjustment change	781 61
KGV-72--Locking block damage	771 46	<b>FIRST AID KITS</b>	
<b>CONTAINERIZED KITCHEN</b>		Combat application tourniquet updated	772 55
Hinge rust, cracks, jack damage, winches...	774 50	<b>FORKLIFTS</b>	
Water pump NSN	776 60	5K LCRTF--Tarp NSN	781 60
Water pump NSN	778 53	ATLAS, ATLAS II--Wheel differences	777 17
<b>CONTINUITY</b>		ATLAS II--Tire size correction (766-15)	781 60
As Times Change, So Does PS!	775 27	ATLAS II--TMs updated	774 61
Dogfight Over Berlin	774 27	<b>FORMS, GENERAL</b>	
Don't Let Good Idea Fairy Lead You Astray!	781 27	DA Form 348, don't destroy	777 62
Dungeons and Dragons	778 27	DA Form 2028, Help Your Fellow Soldiers	779 01
Flight of the Tranquility	776 27	DA Form 2028 submission addresses	779 58
Game of Drones	777 27	DA Form 2404 still authorized	777 58
Mount Problems? Not Anymore!	773 27	DA Form 3161 to prevent property loss	770 03
PM Portal	771 27	SF 368 PQDR	770 19
Race for PM	779 27	Supply Discrepancy Report (SDR)	770 16
Readiness Problems? BLST Them Away!	780 27	<b>FORWARD REPAIR SYSTEM, M7</b>	
<b>CORROSION</b>		PMCS, crane hydraulic fluid, bay doors...	774 44
Monitoring, prevention, publications	770 35	<b>GENERATORS, LARGE</b>	
<b>DECON</b>		100-, 200-kW--AOAP enrollment	770 51
M12A1--Terrain decon spray bar (TDSB)	778 45	150-kW--250-, 1,000-hour service kits	772 44
M26--IUID MWO rescinded	775 61	840-kW TQG--AOAP enrollment	772 48
M26--PMCS keeps it working	778 42	Shut down powered equipment first	778 48
M26--PPE, oil level, fuel can, start button...	771 41		

Subject	Issue/Pg	Subject	Issue/Pg
<b>GENERATORS, SMALL</b>			
2-kW--Shutdown cable control assembly	771 60	A3--W16 cable with grips NSN	776 07
10-kW--MEP-803A in-line fuel filter NSN	778 61	A3--W16 cable with grips NSN	776 61
		Breechblock pin necessary	775 08
<b>GRADERS</b>			
120M--Cab step damage, circle drive hose	775 16	<b>HOWITZER, TOWED, M777A2</b>	
120M--Centershift lock assembly O-ring	777 60	Breech block pin, alignment	771 04
120M--Hub draining tool	781 16	Hub assembly wheel bearing preloading	771 06
120M--Manifold pressure sensor NSN	774 61	LRUs needed for turn-in	774 04
120M--Service kit NSN	781 16	MSD-V2 still needed for TMs	779 61
120M--Tie rod boot NSN	777 61	<b>IMPROVED TARGET ACQUISITION SYSTEM (ITAS)</b>	
		MITAS--Training, missile lock handle...	779 40
<b>GUN, MACHINE</b>			
Barrels, don't mix and match	773 26	<b>KITCHEN EQUIPMENT</b>	
M2/M2A1--Bolt wear prevention	776 40	M59A Range--10-gal stock pot bracket fix	775 47
M2/M2A1--Bushing gage not needed	774 39	MTRCS--Oil drain line rub fix	774 53
M2/M2A1--Sear spring check	776 39	MTRCS--Rear door parts	778 51
M2A1--Cover latch, file/stone to fit part	771 39	Ventilation hood cleaning	778 52
M2A1--Second mounting rail installation	776 38	<b>LAUNDRY ADVANCED SYSTEM (LADS)</b>	
M240B--Bipod and parts listing	780 40	PDISE, not between LADS and generator	778 50
M240B--Stuck round removal procedure	779 38	<b>LOADER, BACKHOE (BHL)</b>	
M240B--Trigger pin spring NSN	775 45	Front drive axle steering cylinder NSN	771 60
M240L--Gas port erosion tool	771 40	Fuel/water separator filter NSN	779 61
M240-Series--Jamming issue bolt-related	780 39	HMEE-1--Backhoe lube fitting	778 18
M240-Series, M249--BFA for each barrel	775 41	HMEE-1--Front fender bracket tube cracks	771 17
M240-Series, M249--BFA tips	773 24	HMEE-1--Headlamp removal	779 16
M249--Scraper NSN	772 34	<b>LOADER, SCOOP-TYPE</b>	
MK 19--Loading procedure in TM wrong	772 34	924H--Precleaner repair parts	777 16
MK 19--LSAT/GMD, rear sight, timing screw...	775 42	924H--Service kit NSN	781 16
		966H--Service kit NSN	781 16
<b>HAZARDOUS MATERIALS &amp; WASTE (HAZMAT)</b>			
DLA Disposition Services HAZMAT disposal	778 58	<b>LOADER, SKID-STEER, BOBCAT</b>	
Shipping help from PSCC	775 61	M400W--Battery drain prevention	779 17
Shipping help from PSCC	778 56	<b>LOGISTICS ASSISTANCE</b>	
Stop Private Mix-a-Lot!	774 62	AMSAA field studies	770 60
<b>HELMETS, AVIATION</b>			
IHADSS--Modification check	774 23	DLA document services	781 58
<b>HELMETS, GROUND</b>			
ECH--HMWA to attach night vision goggles	773 43	DLA support for SMS-coded items	770 26
		JLLIS training	778 60
		LARs, how to find	770 24
		Readiness Problems? BLST Them Away!	780 27
		Tobyhanna Evaluation Inspection Program	777 52
<b>HOWITZERS, GENERAL</b>			
Cannon cleaning tools	776 06	<b>LOGISTICS MANAGEMENT</b>	
Check tubes after EOD stuck round removal	771 03	DLA fraud, waste and abuse reporting	777 47
Digital video borescope available	773 23	Equipment drawdown guidance	775 61
		Furniture turn-in to DLA	777 56
<b>HOWITZER, TOWED, M119-SERIES</b>			
A3--Fire control computer PQDRs	774 03	GCSS-Army--AOAP data cleansing	775 61
A3--Firing platform wear normal	775 08	GCSS-Army--Early services impact	777 59
A3--VMS bellows coupling kit NSN	777 61		

Subject	Issue/Pg	Subject	Issue/Pg
GCSS-Army--End User Manual +	780 61	Gen 1 & 2 FLIRs replaced by Gen 3	774 60
GCSS-Army--Training info	779 55	W103 ECU/PPU cable, check for tightness	774 42
GCSS-Army--Turn-in credit explained	771 56	<b>MISSILE, HIMARS</b>	
Lateral transfer tips	770 04	Door hinge, seal damage	777 39
Property turn-in to DLA Disposition Services	770 08	Driveshaft U-joint kit replaced	773 16
<b>MAINTENANCE MANAGEMENT</b>			
Bench stock management	770 56	Engine K16 relay NSN	774 61
CMDP Knowledge Center	770 43	Exercise, cleaning, slaving, wheel torque...	780 36
Expert ASL role and responsibilities	770 09	Hydraulic relief valve update (718-40-41)	778 36
FedMall	771 53	Pivot joint lube point MWO	775 38
Low-use equipment maintenance	770 38	Rear leaf spring clamp fix	771 14
Maintenance terrain walk how-to	770 40	Starter bolts loosen, crack housing	772 10
Maintenance walk-thru checklist-motor pool	770 41	<b>MISSILE, JAVELIN</b>	
Maintenance walk-thru checklist-property	770 59	PMCS, services tracking, storage case	775 36
Maintenance walk-thru checklist-SSA	770 57	<b>MISSILE, PATRIOT</b>	
Two-level maintenance explained	770 44	Component cleaning	778 37
WIN-T items reconfigured in MMDF	775 60	ECS PPG cable, A/C covers, ECS filter...	772 35
<b>MAINTENANCE, GENERAL</b>			
Annual services time guidelines	779 57	Outrigger PMCS, leaks, cracks, lubing...	777 36
PMCS terms explained	773 58	Spare tire PMCS	775 39
Two-level maintenance explained	770 44	<b>MLRS</b>	
Unauthorized mods against regulations	771 50	Exercise, W19/20 cables, hoist cables...	773 04
		HMPT-800 transmission inspection	779 07
<b>MASK, PROTECTIVE</b>			
M40-, M50-Series--Canister expiration dates	778 43	<b>MORTARS</b>	
M50--Faceform needed for shipping, storing	773 40	Digital video borescope available	773 23
M50--Outlet valve cover removal	778 42	M252--Bipod washers decreased	771 38
M50--Testing intervals explained	773 39	M326 MSK--Hawker batteries unauthorized	773 23
<b>MEDICAL EQUIPMENT</b>			
MIRCS--Air filter NSN	777 61	<b>MOUNT, WEAPONS</b>	
MIRCS--Generator mounting bracket pin	776 60	GRS a part of machine gun mounts	781 12
<b>MINE CLEARING EQUIPMENT</b>			
M1231 Husky--A/C filter cleaning	777 18	M3 Tripod--Serial number not available	776 41
M1231 Husky--Cab air filter cleaning	774 18	M153 CROWS II--4-3-2-1 rule, covers...	778 40
M1231 Husky--Step, no-step zones	778 16	M153 CROWS II--Cover replacement NSN	781 41
M1231 Husky--Hydraulic lines, A/C filter...	776 20	M153 CROWS II--PMCS for refresher training	780 42
M1231 Husky--Ink spray hoses, secure w/ties	774 19	M153 CROWS II--Software upgrade MWO	777 43
M1231 Husky--Storage info	776 21	MK 64--MK 93 Mod 2 replaces	773 25
M1272 Buffalo--Battery disconnect switches	775 15	Machine gun mount PM	776 42
<b>MINE DETECTOR</b>			
AN/PSS-14--Cord clip, cable, battery seal...	772 38	Machine gun mount tips	781 36
<b>MINE DISPENSER, M139 VOLCANO</b>			
Repair parts have long lead time	771 19	Mount not allowed on A4 HEMTT, A1 PLS	781 61
		Mount Problems? Not Anymore!	773 27
<b>MISSILE, AVENGER</b>			
		<b>NIGHT VISION EQUIPMENT</b>	
		AN/PSQ-20--Battery connector damage	778 47
		AN/PSQ-20, -20A--HMWA to mount on ECH	773 43
		AN/PSQ-20B--Batteries, TM (766-50)	774 49
		Pouch protects goggles	772 49
		<b>POL</b>	

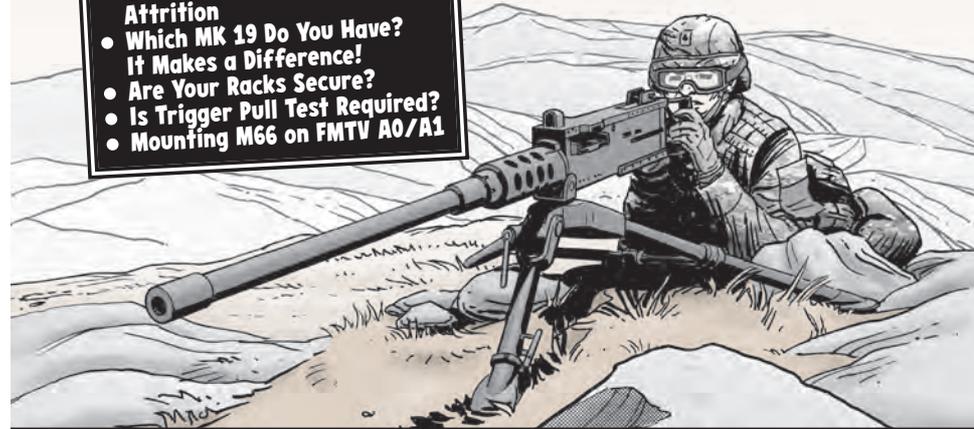
Subject	Issue/Pg	Subject	Issue/Pg
Flammable storage cabinets	777 48	<b>RIOT CONTROL</b>	
POL products guide	772 15	LES D Taser--DPM stays for storage	774 39
SCPL update (768-11-14)	779 60	<b>ROLLER, VIBRATORY</b>	
<b>PS MAGAZINE</b>		CS563D--Fuel line NSN	771 60
As Times Change, So Does PS!	775 27	<b>SAFETY</b>	
Back issue ordering	777 47	Eye wash stands	776 56
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AR 702-16 updated	773 43	<b>SCRAPER, EARTHMOVER, 621G</b>	
AR 750-59 published	771 61	Air dryer filter	777 61
AR 2016-21 published	771 60	Cab air filter moisture problem	774 20
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Electronic warfare smartbook	771 47	Securing sights to mounting rail	774 40
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TMs part of BII for turn-in	770 52	Various length NSNs	771 13
<b>RADARS</b>		<b>SMALL ARMS</b>	
Sentinel--FMTV platform safety measures	780 38	Battery leaks, CLP brush, bolt catch, PMCS...	774 36
<b>RADIO SET, GENERAL</b>		BFA guide available by email	779 37
EPLRS--Packaging for shipment	779 60	Demil done by DLA	776 41
LS-671--Loudspeaker turn-in	779 60	Demil done by DLA	777 55
RT-1967, Manpack--Low power defect check	774 48	Gaging and paperwork important	781 40
<b>RADIO SET, SINGCARS</b>		Gaging publications	772 33
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<b>RATIONS</b>		Secure sights to mounting rail	774 40
MRE expiration dates	774 50	Secure sights to mounting rail correction (774-40)	777 61
<b>RIFLE, M16-SERIES</b>		Water-resistant target NSNs	777 42
BUIS, fix instead of replace	772 33	<b>SMART SUGGESTION PROGRAM</b>	
Cleaning, selector vs takedown/pivot springs	776 36	Tips and guidelines	771 54
Enhanced performance magazine issued	771 36	<b>SUGGESTION PROGRAM</b>	
Hybrid and collapsible buttstocks not the same	771 37	AI2 replaced old Army suggestion program	776 55
Loose parts check after firing	779 36	<b>SUPPLY, GENERAL</b>	
<b>RIFLE, SNIPER</b>		COSIS inspections identify storage problems	772 58
M2010--Loose sling insert fix	779 39	COSIS inspection worksheet	773 61
Turn-in guidance	777 44	CSDP, PA knowledge centers	770 02

Subject	Issue/Pg	Subject	Issue/Pg
Property classification	770 14	D7R II--Service kit NSN	781 16
Religious supply catalog	771 49	D7R II--Winch cable NSN	771 60
Shelf-life management	770 12	<b>TRAILERS</b>	
SMR codes explained	775 55	Caged brakes info	773 12
Unserviceable item turn-in	770 42	M149A2--Frame SMR correction	776 60
<b>TANK, M1-SERIES</b>		M149A2--Tire and wheel assembly	779 14
Battery drain, replenisher check	777 06	M1048A1 brake shoes and wheel cylinders	776 13
Engine inlet screen not repairable	779 06	M1082, M1095--Wheel assembly (766-12-15)	771 61
Gun tube disposal caution	777 05	M1112--Tire and wheel assembly components	781 61
Ice cleats NSN, tips	771 09	Wheel assemblies for small trailers	771 15
Ice cleats revisited (771-09)	775 61	<b>TRAILERS, SEMI</b>	
M1A1, A2 SEPv2--Start up, shut down	777 04	Caged brakes info	773 12
Main hydraulic pump O-rings	771 08	M860A1--Pre-colored outrigger NSNs	781 60
NBC filter fire prevention	780 04	M872A3--Brake shoe kit NSN	771 61
Reactive armor manuals available	774 61	<b>TRAINING</b>	
Roadwheel chunking	780 03	Army serial number tracking (ARSNT)	771 58
Wire race ring lubing	776 03	COMET teams	770 23
WTA only for lubing	777 07	Digital master gunner course	771 59
WTA only for lubing	777 60	MILES mobile apps	774 58
<b>TENTS</b>		<b>TRUCK, 1 1/4-TON, HMMWV</b>	
DRASH, HDT, PSI--ID help available	771 51	Air cleaner dust boot	777 11
LAMS support available	776 23	Alternator replacement hardware NSNs	772 14
<b>TEST EQUIPMENT</b>		Load range D and E differences	772 11
DSESTS help	774 07	M998-Series--M7 pedestal for MG mounting	774 11
DSESTS help	776 61	M1097R1--Protective control box NSN	778 11
Gage cases with foam cutouts	771 44	M1151/A1, M1167--Cargo hatch hinge brackets	778 12
Gage case update (771-44)	778 39	M1152, M1165--Main body harness P-clamp	776 12
HT402--TM location damages selector switch	780 43	Pinle hook kit bracket not needed	779 11
Obsolete set turn-in	776 61	Serpentine belt NSNs	778 11
Obsolete set turn-in	777 03	Steering shaft needs lube	775 12
TMDE calibration requirements, app	770 58	Towing tips	780 14
<b>TOOLS</b>		Transmission filter NSN uncovered	774 12
Aviation tools under RIA warranty program	780 22	Weather cap check for damage	776 11
Electrical safety board requirements	777 40	Windshield washer hose loop clamps	780 17
HT402--TM location damages selector switch	780 43	<b>TRUCK, 5-TON, GENERAL</b>	
SATS--Lifting strap NSNs	781 44	Dump Trucks--Tailgate chain covers	780 11
SATS--Ramp safety straps NSN	775 45	M934/A1/A2--MEL drops to zero	781 61
SECM--Websites/email for help	778 13	<b>TRUCK, FMTV</b>	
<b>TRACTOR, D7E/F/G/R</b>		A1/A1P2--C7 engine fuel hose NSN	778 61
D6K--Service kit NSN	781 16	A1/A1P2--Engine K16 relay NSN	774 61
D7R II--Decelerator pedal saves transmission	775 17	A1/A1P2/A1R--Air inlet heater relay NSN	777 61
D7R II--Frame bolts, check for looseness	776 17	A1P2--EHPU breather cap NSN	779 13
D7R II--Parking brake, winch handle, cleaning	771 18	A1P2 LTAS--Cab door shock absorber	779 61
D7R II--Seat adjustment knob bolt NSN	774 60	A/C compressor leaks	778 14

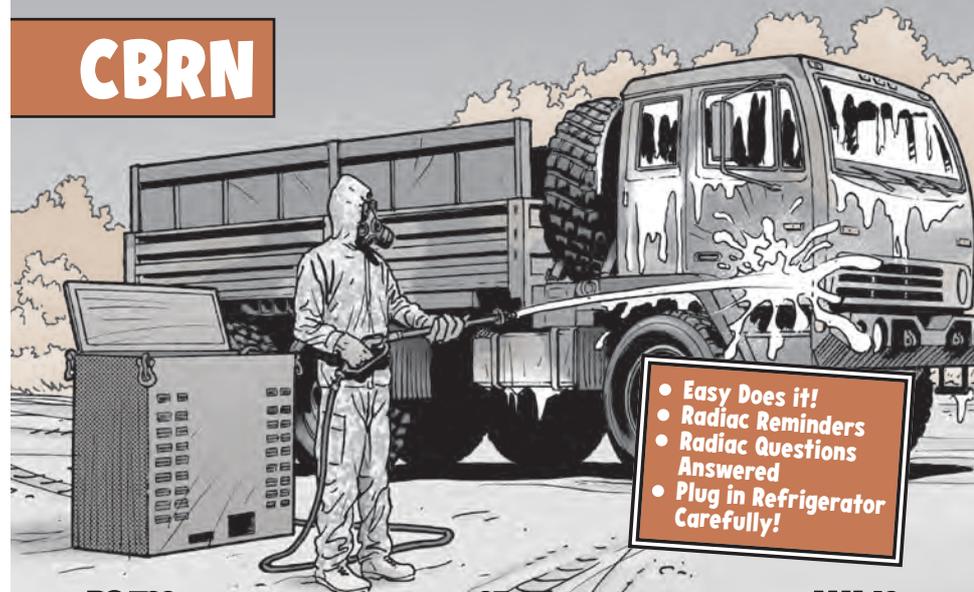
Subject	Issue/Pg	Subject	Issue/Pg
A/C V-belt pulley spacer plate installation	776 14	Fuel cap gasket kit NSN	776 60
Driveshaft U-joint kit replaced	773 16	Fuel cap, inspect rather than replace	773 08
Hydraulic manifold decal NSN	780 13	Fuel pumps, match to correct engine	773 07
M1078A1--100-amp alternator pulley NSN	779 61	LRU TMs available	776 61
M1078A1P2--Rear cab mount cylinder NSN	779 61	M242--14-pin connector, GMD, rounds fired	777 08
M1083A1P2--Flange bolt inspection for axle	774 14	M242--Cover correction (766-9)	774 05
M1088A1P2--Brake plunger seal NSN	778 61	M242--Indicator rod, don't push	778 09
M1088-Series, M1157A1P2--Rear leaf spring	771 14	M242--Stand plans available	775 10
M1094--Drive shaft assembly NSN	778 60	Reactive armor manuals available	774 61
M1157A1P2--Dump bed legs, lube points	771 12	Test set turn-in, PMCS, battery charging	776 04
M1157A1P2--Tailgate release valve NSN	773 16	TM revisions available	776 05
Starter bolts loosen, crack housing	772 10	Turret jams from spent rounds	781 08
Tire and wheel assembly mixing	781 11		
<b>TRUCK, HEMTT</b>		<b>VEHICLE, MRAP</b>	
A4 Models--Hydraulic manifold solenoids	779 12	MaxxPro Dash--Battery box/fuel cap access	775 13
A4 Models--Weapons mount unauthorized	781 61	MaxxPro Dash--Steering gear output shaft boot	774 13
HTARS--Fuel and oil servicing nozzle	779 60	Rollover prevention	771 11
M978A4--FTSS repair kit NSN	771 61		
M1120A2/A4--E-CHU shear pins snapping	777 14	<b>VEHICLE, RECOVERY, M88-SERIES</b>	
Winch cable safety	773 14	A1--Final drive sprocket bolts	775 04
		A1--Ground hop components	778 03
		A2--Engine maintenance tips	775 05
		Winch cable safety	773 14
<b>TRUCK, M915-SERIES</b>		<b>VEHICLE, STRYKER</b>	
M915A5--Air horn NSN	778 61	Air intake, keep water out	774 09
M915A5--Module NSNs	781 13	AOAP enrollment mandatory	772 06
M915A5--Radiator NSNs	776 60	Battery boxes, secure against rollover	776 07
M915A5--Rear wheel seal NSN	774 60	Battery voltage, coolant, PECCH hose...	781 03
M915A5--Service interval upped to 12K miles	781 61	DVE surge threat	779 03
		Engine service kits	773 10
<b>TRUCK, M1070 HET</b>		Idle for warm-up, cool-down	779 04
A1--Alternator NSN	779 61	M1128--A/C refrigerant leaks	781 05
<b>TRUCK, PALLETIZED LOADING (PLS)</b>		M1135--Drain plugs, JBPDS items...	773 36
A1 Models--Hydraulic manifold solenoids	779 12	M1135--ACADA correction (773-36-37)	779 41
A1 Models--Weapons mount unauthorized	781 61	Ramp hydraulic fluid levels	774 08
M1074, M1075--Alternator replacement	780 18	Ramp PM tips	780 06
M1074, M1075--DDEC II engine upgrade	774 60	Recovery lug shackle hardware installation	779 06
M1074A1, M1075A1--Steering pressure sensor	778 60	RWS lens caps prevent damage	778 09
M1074A1, M1075A1--Prop shaft boot NSN	777 60	Tow bar for flat towing	779 05
M1075--Proximity switch NSN	781 60	Winch solenoid hook-up	773 09
M1075/A1--E-CHU shear pins snapping	777 14	Winch solenoid hook-up correction (773-09)	776 60
PLS team email	781 13	Winch solenoid hook-up GPA message	776 60
<b>TRUCKS, GENERAL</b>		<b>WATERCRAFT</b>	
Battery box coating compound	779 61	Discharge standards update	781 15
Caged brakes info	773 12	LCU-2000--Anchor corrosion	779 18
<b>VEHICLE, FIGHTING, M2/M3 BRADLEY</b>			
BUSK III battery info	779 60		

# PS SMALL ARMS

- New M249 Buttstock Parts
- M203 Being Replaced by Attrition
- Which MK 19 Do You Have? It Makes a Difference!
- Are Your Racks Secure?
- Is Trigger Pull Test Required?
- Mounting M66 on FMTV A0/A1



## CBRN



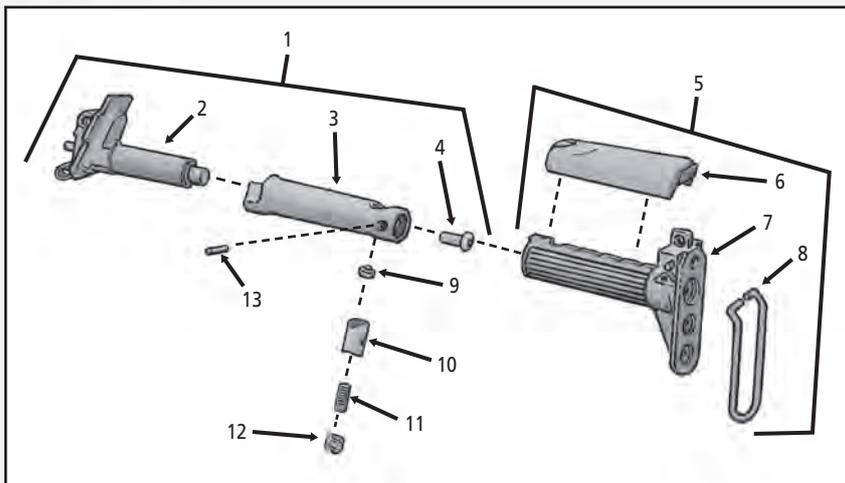
- Easy Does it!
- Radiac Reminders
- Radiac Questions Answered
- Plug in Refrigerator Carefully!

# New M249 Buttstock Parts

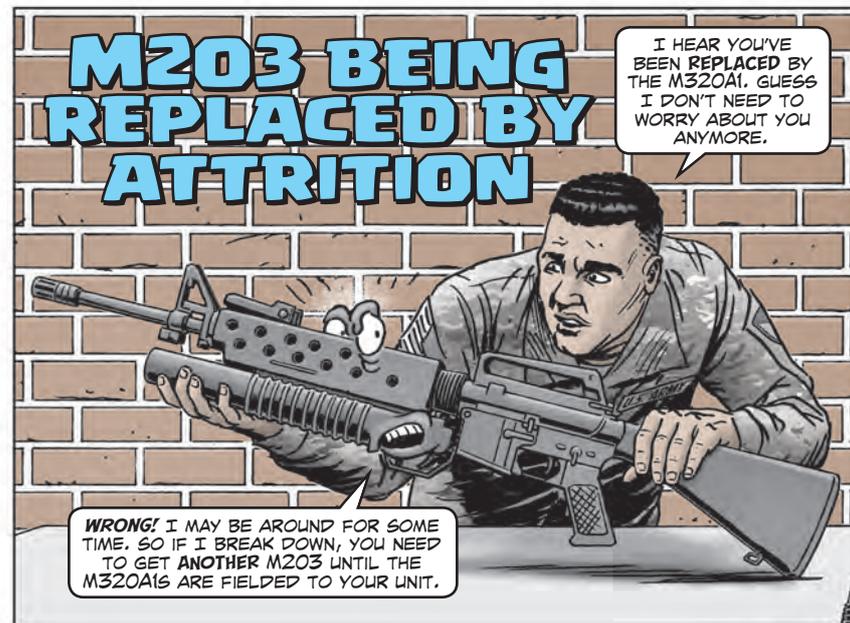
THE NSNs FOR THE M249 MACHINE GUN BUTTSTOCK'S PARTS HAVE **CHANGED**. HERE ARE THE NSNs...



Item	Nomenclature	NSN	SMR
1	Backplate assembly	N/A	AFFF
2	Buffer and backplate	1005-01-306-2700	PAFZZ
3	Inner stock	1005-01-619-4736	PAFZZ
4	Cap screw	5340-01-622-5372	PAFZZ
5	Gun stock	1005-01-576-2492	PAFZZ
6	Cheekrest assembly	1005-01-577-3035	PAFZZ
6	Cheekrest assembly extended	1005-01-591-5779	PAFZZ
7	Buttplate and stock assembly	N/A	XAFZZ
8	Wire rest	1005-01-577-2088	PAFZZ
9	Retaining detent	5340-01-577-3036	PAFZZ
10	Sleeve	5365-01-576-4662	PAFZZ
11	Helical compression spring	5360-01-299-7826	PAFZZ
12	Adjustment detent	5340-01-577-3037	PAFZZ
13	Straight pin	5315-01-366-2977	PAFZZ



**SMALL ARMS REPAIRMEN!** MAKE A NOTE OF THESE CHANGES IN FIG 4 IN TM 9-1005-201-23&P UNTIL THE TM IS REVISED.



THE M320A1 GRENADE LAUNCHER IS REPLACING THE M203-SERIES GRENADE LAUNCHER BY **ATTRITION**.

**THAT** MEANS IT MAY BE SOME TIME BEFORE YOU GET M320A1s.

IN THE MEANTIME, IF YOUR M203 **CAN'T** BE FIXED BECAUSE PARTS **AREN'T** AVAILABLE, YOU SHOULD TURN IT IN USING THE LEAD MATERIEL INTEGRATOR (LMI) DECISION SUPPORT TOOL (DST) IN LIW:

<https://liw.logsa.army.mil>

YOU WILL RECEIVE EITHER AN M203 FROM ANOTHER UNIT OR AN OVERHAULLED M203.

DISPOSITION INSTRUCTIONS AND TRANSPORTATION ACCOUNT CODE (TAC) CODE FUNDING FOR M203 TURN-IN WILL BE PROVIDED BY DST. INSTALLATION PROPERTY BOOK OFFICERS (IPBO) AND UNIT LEVEL MATERIEL INTEGRATORS (MI) CAN ASSIST WITH THE TURN-IN.



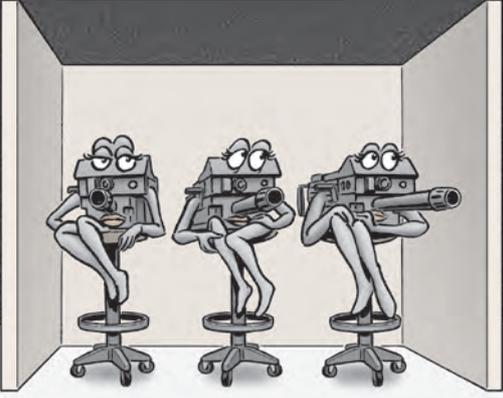
## QUESTIONS

CONTACT VERONICA COOK AT DSN 786-1263, (586) 282-1263 OR EMAIL:

[veronica.l.cook4.civ@mail.mil](mailto:veronica.l.cook4.civ@mail.mil)

WELCOME BACK TO  
**Which  
 MK 19  
 Do YOU  
 Have?**

WHERE THE QUESTION IS *IMPORTANT* BECAUSE  
**It Makes a  
 Difference!**

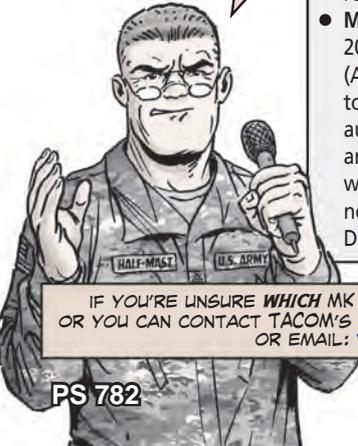


NOW, SOLDIER, CAN YOU IDENTIFY WHICH MK 19 IS WHICH?

AS LONG AS I CAN REFER TO THIS, I CAN!



THERE ARE SEVERAL MK 19 MODELS IN THE FIELD. UNITS NEED TO KNOW WHICH MODELS THEY HAVE SO THEY CAN CORRECTLY RECORD THEM IN THE PROPERTY BOOKS.



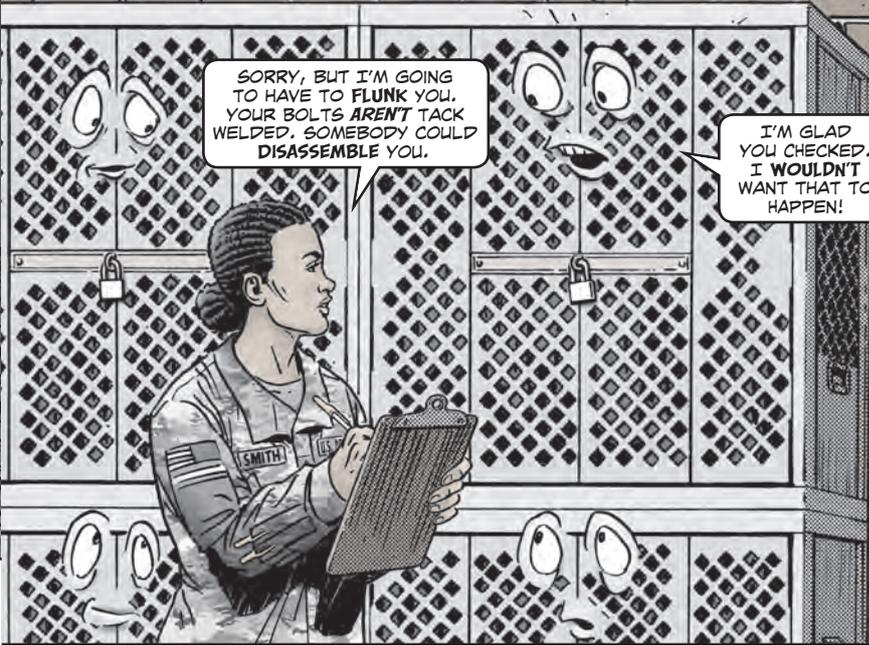
IF YOU'RE UNSURE WHICH MK 19 YOU HAVE, CONTACT YOUR LOCAL TACOM LAR. OR YOU CAN CONTACT TACOM'S WAYNE WAROWAY AT DSN 786-1254, (586) 282-1254, OR EMAIL: [wayne.d.waroway.civ@mail.mil](mailto:wayne.d.waroway.civ@mail.mil)

**HERE'S THE LOWDOWN...**

- MK 19 MOD 3, NSN 1010-01-126-9063, is the basic model
- MK 19 MOD 3 with an adjustable sight bracket resulted from MWO 9-1010-230-50-1. Its NSN is 1010-01-490-9697. The sight bracket was added to the right side of the receiver.
- MK 19 MOD 4, NSN 1010-01-362-6513, was added in 2013. It's used with the M1117 armored security vehicle (ASV). Unit MTOEs have probably not been updated to include the MOD 4. Property book officers are authorized to add the MOD 4. The MOD 4's data plate and item unique identification (IUID) will be updated when the MK 19 is sent for overhaul. The MOD 4 does not have its own TM yet. Order spare parts for it through DLA. They are listed in TM 9-1010-230-23&P.

Small Arms...

**ARE YOUR RACKS SECURE?**



SORRY, BUT I'M GOING TO HAVE TO FLUNK YOU. YOUR BOLTS AREN'T TACK WELDED. SOMEBODY COULD DISASSEMBLE YOU.

I'M GLAD YOU CHECKED. I WOULDN'T WANT THAT TO HAPPEN!

Dear Editor,

As part of the Army Award for Maintenance Excellence competition, I've evaluated more than 38 organizations during the last year. In too many cases, I found units weren't meeting the requirements for securing small arms called out in Para 4-2 in AR 190-11, *Physical Security*.

If a weapons rack weighs less than 500 pounds, it must be secured to the building or to other racks so that the combined weight is more than 500 pounds.

Chains must be made of hardened steel that is at least 5/16-in thick with straight links. The chains must be secured with padlocks.

Any bolts or machine screws must have a minimum diameter of 3/8 inch and must be tack welded, brazed or peened to prevent easy removal. This is the rule I see violated most often.

Physical security inspectors need to make a point to check for these things when they go through arms rooms. Please spread the word.

SFC Dustin Forgey  
 Ft Lee, VA

Editor's note: We'll be glad to, Sergeant.

M9 Pistol...

# IS TRIGGER PULL TEST REQUIRED?

THAT DOES IT! YOU'RE GOOD FOR ANOTHER YEAR!

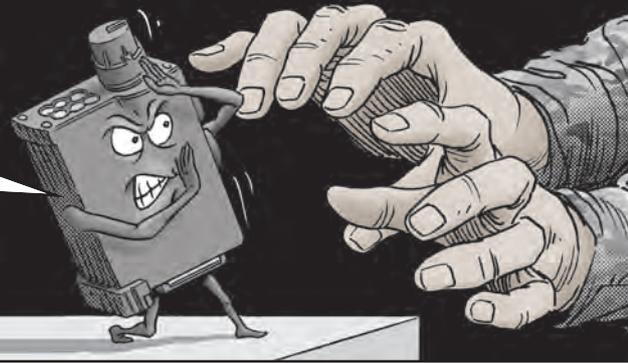
WAIT, DOC! YOU'RE S'POSED TO DO THE TRIGGER PULL TEST. IT'S MANDATORY!

RIGHT YOU ARE! OK, TURN YOUR HEAD AND COUGH.



JCAD...

# EASY DOES IT!

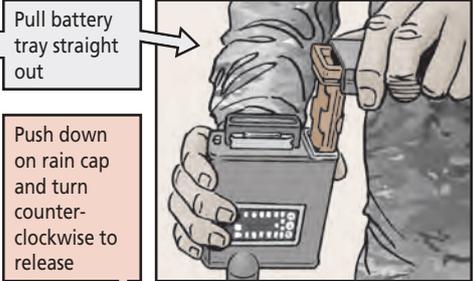


**E**asy does it when you remove the joint chemical agent detector (JCAD) battery tray and the rain cap. Forcing them leaves you with an NMC JCAD.

To remove the battery tray, pull the locking cover to the side, away from the body of the detector, to unlock it.



Then pull the tray away from the detector. If you pull the tray without unlocking it, it'll break.



To remove the rain cap, rotate the rain cap counterclockwise so that pointer on the rain cap aligns with the ON raised mark on the top of the detector.

Push down on rain cap and turn counterclockwise to release

Press down lightly on the rain cap and rotate counterclockwise until the rain cap pops up. Lift the rain cap to remove it. It should come right off. If it doesn't, something's wrong. **Don't** twist the cap back and forth. That can break it and your JCAD is NMC.



Dear Half-Mast,  
PS 703 (Jun 11) said a trigger pull test is required for the M9 pistol, but there's still nothing in TM 9-1005-317-23&P saying that. Is the test required?

CW2 M.E.

Dear Chief,  
Yes, the pull test is required. Your small arms repairman can find the test procedure in WP 0017 00-2.

If your unit fires the M9 frequently, the test should be done every few months. But at the least it should be done annually.

*Half-Mast*

# Mounting M66 on FMTV AO/A1



Dear Editor,  
Pages 27-35 in PS 773 (Apr 17) said to mount the M66 ring mount on the FMTV AO/A1 cab with ring mounting kit, NSN 1005-01-381-5431. Unfortunately, that NSN now has an AAC code of V, which means it's a terminal item.

Units should instead order NSN 2540-01-570-2405. And be prepared for sticker shock. Right now the kit costs close to \$27,000. By the way, TM 9-1005-451-13&P is the new TM for the M66.

Ricardo Iriarte  
Eugene Szumski  
Wilkes-Barre, PA

**Editor's note:** Thanks for the update, Eugene and Ricardo. Hopefully, the price will drop soon.

Radiacmeters...

# RADIAC REMINDERS

SHHH!



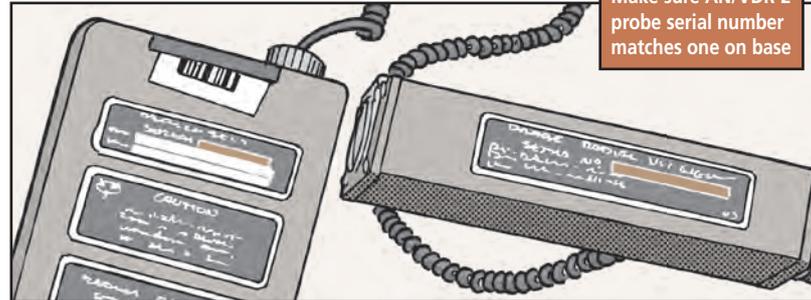
SORRY, SORRY!  
IT'S A SOFTWARE  
GLITCH!



## AN/VDR-2

When your AN/VDR-2s come back from calibration, make sure the serial number of the probe matches that of the base. Sometimes they get switched and that can make trouble for property book accounting. And sometimes the probe has been replaced. This will be noted in the DA Form 7372.

Make sure AN/VDR-2  
probe serial number  
matches one on base



THERE ARE  
TWO ISSUES WITH  
RADIACMETERS THAT  
CBRN SPECIALISTS  
NEED TO BE  
REMINDED OF.



## AN/UDR-13

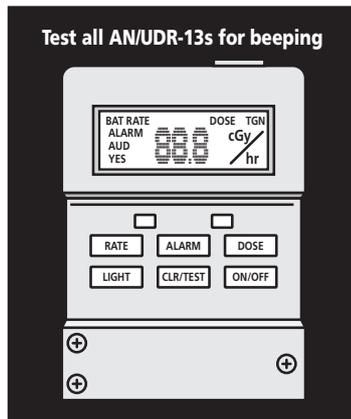
A software problem is causing some AN/UDR-13s to beep. You don't want beeping in a combat situation.

Weed out beepers like this: Turn in all -13s with serial numbers from 6800C to 32855C. But don't turn in any that have an "F" at the beginning of the serial number. Those have been repaired and are good to go.

Test all other -13s for beeping. Turn them on away from a radiation source and let them run for at least 20 minutes. Make sure the audio indicator is turned on. If any beep, turn them in and requisition a replacement from depot.

For more info, contact CECOM's Chrisie Longo DSN 648-1375, (443) 395-1375, or email: [chrisie.a.longo.civ@mail.mil](mailto:chrisie.a.longo.civ@mail.mil)

### Test all AN/UDR-13s for beeping



# RADIAC QUESTIONS ANSWERED

HALF-MAST, WE  
HAVE A FEW RADIAC  
QUESTIONS WE HOPE  
YOU CAN HELP WITH!



WE'VE GOT  
RADIAC ANSWERS.

BOTH THE  
QUESTIONS AND  
THE ANSWERS  
ARE ON THE  
NEXT PAGE.

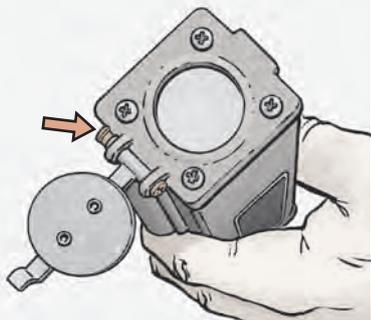


PS MORE

**Q:** On the AN/VDR-2, the screw that secures the beta shield is constantly coming out. The beta shield falls off and disappears. Can we replace the beta shield at unit level? We can't find the parts in the TM.

**A:** IF THE AN/VDR-2'S BETA SHIELD COMES OFF, THE **ONLY** FIX IS TO SEND IT TO THE NEXT HIGHER MAINTENANCE. CBRN SPECIALISTS CAN AVOID THAT BY TIGHTENING THE BETA SHIELD'S SCREW **BEFORE** THE AN/VDR-2 LEAVES THE CBRN ROOM AND TELLING OPERATORS TO PERIODICALLY CHECK FOR A LOOSE SCREW IN THE FIELD.

Make sure beta shield screw is tight before AN/VDR-2 leaves the CBRN room



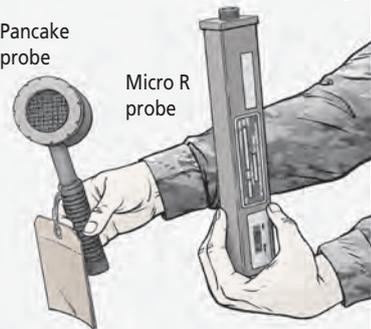
**Q:** On the AN/PDR-77, is TMDE supposed to be calibrating the beta pancake and the micro R probe? We can't find any mention of this in the TM and TMDE doesn't show much enthusiasm for checking them out.

**A:** **TMDE WON'T CALIBRATE THE AN/PDR-77'S PANCAKE OR MICRO R PROBE UNLESS** A UNIT SPECIFICALLY REQUESTS AND JUSTIFIES IT IN WRITING. FOR MORE INFORMATION, SEE SECT 6.a(3)(b) IN TB 43-180, CALIBRATION AND REPAIR REQUIREMENTS FOR THE MAINTENANCE OF ARMY MATERIEL.

TMDE *doesn't* calibrate beta pancake and micro R probe unless requested in writing

Pancake probe

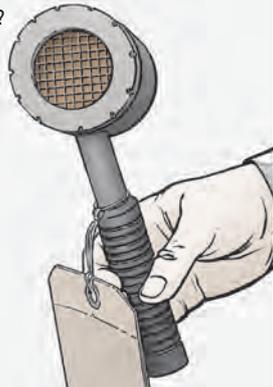
Micro R probe



**Q:** Should we get a 0 or 9 on the preop test for the AN/PDR-77? Especially with the pancake probe, we rarely get a 9.

**A:** THE PRE-OP TEST FOR THE AN/PDR-77, SHOULD ALWAYS PRODUCE A FLASHING 9. A 0 MEANS FAILURE. IF THE PANCAKE PROBE TEST IS YIELDING 0, GENTLY BLOW ON THE SURFACE OF THE MICA WINDOW. IF YOU HEAR A FLUTTERING SOUND, THE PROBE'S FILL GAS HAS ESCAPED. THIS IS A COMMON PROBLEM. BUT ANY TIME YOU GET 0s WITH ANY OF THE PROBES, YOU SHOULD TURN IN YOUR AN/PDR-77 TO TMDE. SOMETHING IS **WRONG**. USUALLY A DEFECTIVE BATTERY CABLE.

0 on pre-op? Try blowing on mica window



M159 CBRN, DR SKO...

# Plug in Refrigerator CAREFULLY!

WHAT JUST HAPPENED?



YOU PLUGGED IN MY HMC-MIL-1 FRIDGE'S POWER CABLE TO THE VDC PORT INSTEAD OF THE VAC PORT.

YOU GOT ZAPPED!

**T**HE ENVIRONMENTAL HMC-MIL-1 REFRIGERATOR/FREEZER FOR THE M159 CBRN DISMOUNTED RECONNAISSANCE SETS, KITS AND OUTFITS (DR SKO) CAN BE REMOVED AND OPERATED REMOTELY.

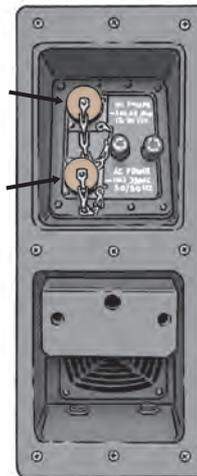
THE PROBLEM COMES WHEN OPERATORS REINSTALL THE REFRIGERATOR/FREEZER IN THE QUAD-CON/CONTAINER. IF YOU ACCIDENTALLY PLUG IN THE REFRIGERATOR/FREEZER'S POWER CABLE TO THE VDC PORT INSTEAD OF THE VAC PORT, YOU CAN DAMAGE NOT ONLY THE REFRIGERATOR/FREEZER BUT ALSO RISK ELECTROCUTION.

IT'S EASY TO MAKE THE MISTAKE BECAUSE ONCE THE REFRIGERATOR/FREEZER IS POSITIONED IN THE QUAD-CON/CONTAINER YOU CAN'T SEE THE VDC AND VAC PORTS.

**YOU MUST CONNECT THE POWER CABLE BY FEEL.**

**JUST REMEMBER THE VAC PORT IS THE BOTTOM ONE.**

VDC  
VAC



Plug refrigerator/freezer in VAC port, not VDC



# PS SOLDIER SUPPORT

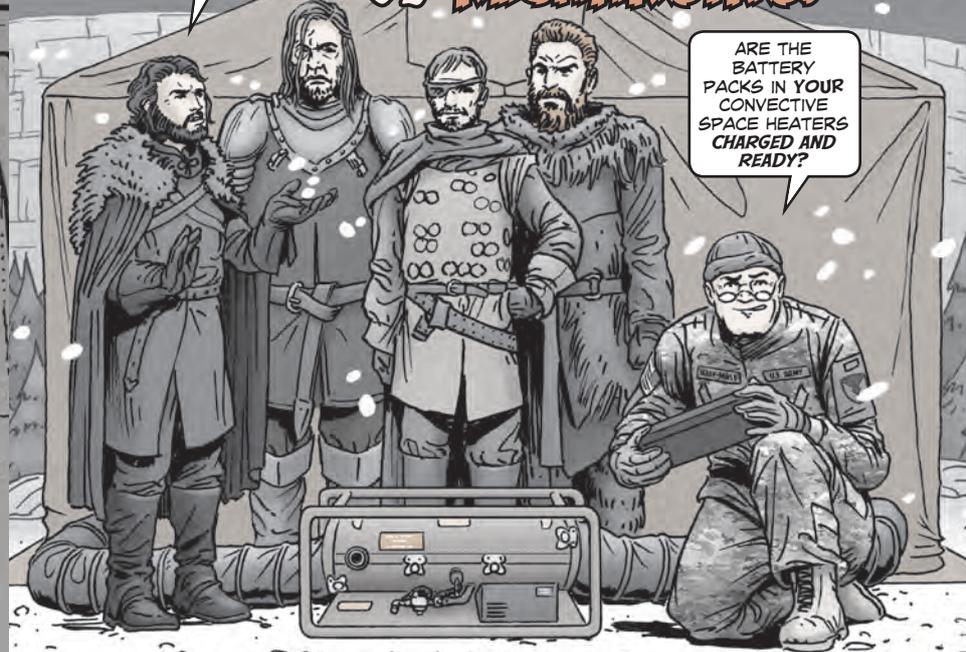
• Get a Charge out of Recharging!



Convective Space Heater...

## Get a CHARGE out of RECHARGING!

WINTER IS COMING.

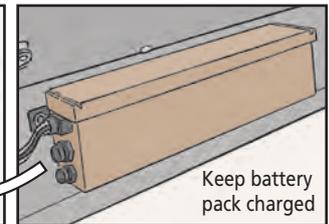
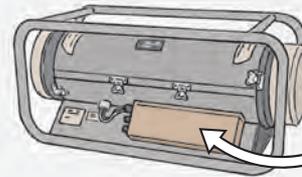


ARE THE BATTERY PACKS IN YOUR CONVECTIVE SPACE HEATERS CHARGED AND READY?

**O**PERATORS, EVERY SIX MONTHS YOU NEED TO RECHARGE THE BATTERY PACK, NSN 4520-01-493-2796, IN YOUR 35,000-BTU AND 60,000-BTU CONVECTIVE SPACE HEATERS.

A DISCHARGED BATTERY PACK THAT SITS AROUND FOR A LONG TIME MAY BE IMPOSSIBLE TO RECHARGE. AND REPLACING THE PACK COSTS MORE THAN \$850.

WHEN YOU OPERATE THE CONVECTIVE SPACE HEATER, THE BATTERY PACK GETS RECHARGED BY THE THERMO-ELECTRIC GENERATOR (TEG) ON THE HEATER.



Keep battery pack charged

THAT'S FINE DURING COLDER MONTHS WHEN THE HEATER'S RUNNING A LOT.

BUT IT'S A DIFFERENT STORY DURING WARMER MONTHS WHEN THE HEATER SITS IDLE FOR A LONG TIME.

THAT'S WHEN THE PACK TYPICALLY GOES UNCHARGED.

## Battery Pack Recharging Methods

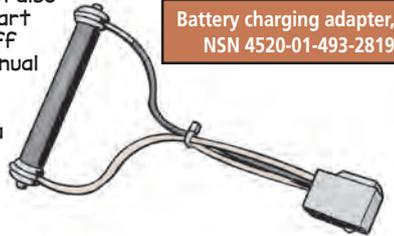


**1. During heater operation.** As mentioned before, you can recharge the battery pack by operating the heater. It usually takes about 30 minutes. If the pack is deeply discharged, or if you're recharging in cold weather, it will take longer.

**2. Standard automotive tool set (SATS).** The SATS 12V battery charger, NSN 6130-01-500-3401, will recharge the heater's battery pack.

**3. Commercial battery charger.** You can also use a commercial 12V smart charger. A smart charger is one that automatically shuts off when charging is complete. Don't use a manual charger, though. It could overcharge the pack and make it unserviceable.

All convective space heaters come with a **battery charging adapter**, NSN 4520-01-493-2810, that must be used with a commercial or SATS 12V battery charger. The adapter is a component of end item.



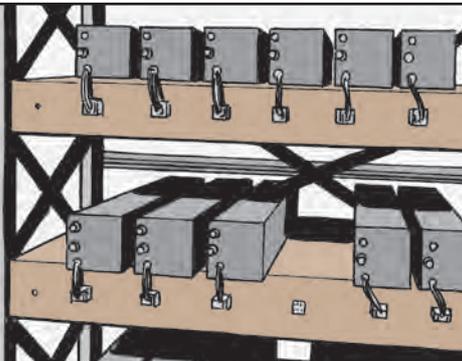
**4. NATO charging system.** The NATO charging system, NSN 4520-01-533-0607, lets you charge the pack by connecting it to any vehicle outfitted with a 24V NATO adapter. The charging system can be attached to any 24V NATO slave receptacle. The charging system's battery connector fits onto the pack's connector.

The NATO charging system is an additional authorized list item. It's a complete charging system, not just a jumper cable. When the system is attached to the heater's battery pack and DC power, a small LED blinks to indicate that the pack is charging. When the pack is fully charged, the LED stops blinking and stays lit. The charging system can't be hooked up incorrectly and won't drain the vehicle battery below 18V.

**5. Series battery charger rack.** The charger rack is used for bench charging the battery packs. The rack has three charging trays that allow you to charge a total of 18 packs at one time.

The rack isn't in the Army supply system. It's a commercial item available through HDT Global. The HDT part number is 301-H003005. To order, call HDT Global at (800) 977-3647, or email:

[sales@hdtglobal.com](mailto:sales@hdtglobal.com)



## Battery Pack Charging Tips

- Keep the pack fully charged. The convective space heater battery pack works just like a vehicle battery. The heater uses the pack to start itself. Then, during operation, the heater recharges the pack. If the pack becomes discharged, recharge it right away. Storing a discharged pack will shorten its life and degrade performance. Later, you may not be able to recharge it. Charge the pack every six months while it's in storage.
- Under normal conditions, a pack that's been recently discharged can usually be recharged in about an hour or two. It will take longer if the air is cold (20°F or less).
- Use a 110VAC to 12VDC commercial smart charger. You can also use the NATO charging system. Attach the charger to the pack like it says in TM 10-4520-262-12&P (35K BTU) and TM 10-4520-264-12&P (60K BTU). When recharging the pack under normal conditions, check the pack's standing voltage with a multimeter every 30 minutes.
- When charging the pack in a deeply discharged condition (less than 11.5V), it will usually take about 24 hours to recharge. Use a commercial 12V smart charger. Attach the charger to the pack like it says in the TMs and start charging. Every four hours, check the pack's standing voltage with a multimeter to find out if it's fully charged.

**NOTE:** While checking voltage, also check battery temperature. If the battery is warm, allow it to cool for one hour before continuing to charge.

## Battery Pack's Standing Voltage

TO CHECK THE STANDING VOLTAGE, DISCONNECT THE PACK FROM THE CHARGER. THEN...

...LET IT STAND DISCONNECTED FOR 30 MINUTES. THEN CHECK THE VOLTAGE WITH A MULTIMETER.

IF THE STANDING VOLTAGE IS **NOT** AT 100 PERCENT OF CHARGE, RECONNECT THE PACK TO THE CHARGER AND CONTINUE CHARGING.

AFTER DISCONNECTING THE PACK FROM THE CHARGER, THE FIRST VOLTAGE READING WILL BE **HIGHER** THAN NORMAL. THE VOLTAGE WILL DECREASE SLOWLY, THEN STABILIZE AT THE STANDING VOLTAGE.

IF, AFTER CHARGING THE PACK, THE STANDING VOLTAGE WILL NOT STABILIZE, THE BATTERY PACK ISN'T WORKING.

THIS TABLE RELATES BATTERY PACK STANDING VOLTAGE TO THE PERCENT OF CHARGE IN THE PACK.

Voltage Reading	Percent of Charge in Pack
12.4 - 12.5	80
12.5 - 12.6	90
12.6 - 12.7	100

IN OTHER WORDS, IF THE MULTIMETER READS THE VOLTAGE BETWEEN 12.4V AND 12.5V, IT MEANS THE PACK IS 80 PERCENT CHARGED.



- Maintenance Help is Online
- Know the Rules of the Road
- New Purging Procedure



AN/TSC-154A SMART-T...

## MAINTENANCE HELP IS ONLINE

DO YOU NEED MAINTENANCE HELP?

GO ONLINE TO THE ALPS WEBSITE!



Dear Editor,

I've noticed some issues when it comes to the Army's signal systems maintenance program. In particular, maintenance of the AN/TSC-154A Secure Mobile Anti-Jam Reliable Tactical Terminal (SMART-T). Soldiers are unaware of the Acquisition Logistics Performance Scorecard (ALPS) website and its ability to help them maintain their systems.

ALPS is a web-enabled, high technology tool that improves overall system asset availability by enhancing the efficiency and effectiveness of asset management and repair tracking. It helps relieve the administrative burden while also reducing costs for fielding and maintenance, both for the Army and the contractor depot. ALPS simplifies communications between the Soldier, PM and the contractor depot responsible for repair, replacement and return of defective parts.

To access ALPS, you must have a CAC-enabled computer and an active account. Go to:

<https://www.kc.army.mil/ALPS.Net/Default.aspx>

For initial access to the system, contact the ALPS Warranty Manager, Cyril Chupko, at (443) 395-7118 or by email:

[cyril.s.chupko.ctr@mail.mil](mailto:cyril.s.chupko.ctr@mail.mil)

Or contact the System Administrator, Jacqueline Aaron, at (443) 395-7131 or email:

[jacqueline.aaron.ctr@mail.mil](mailto:jacqueline.aaron.ctr@mail.mil)

GOOD INFORMATION, CHIEF. THANKS FOR YOUR HELP!



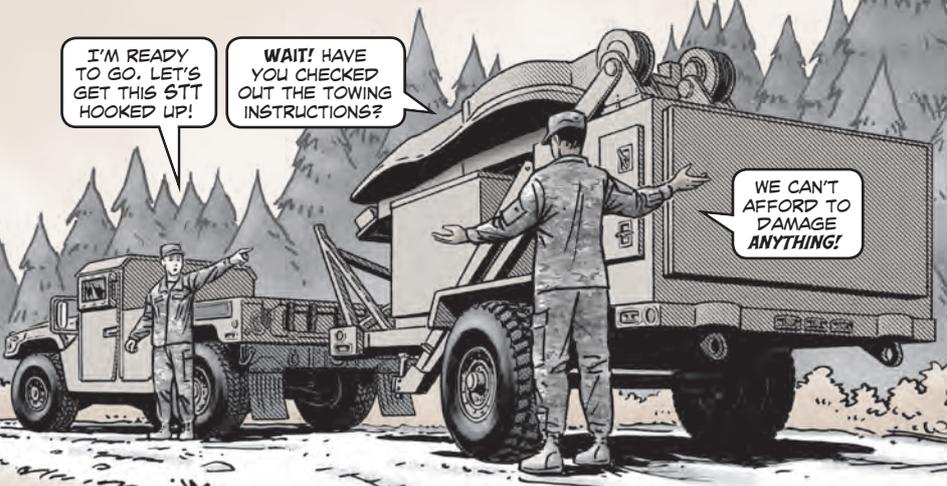
CW2 Kel Williams  
Schofield Barracks, HI

# Know the Rules of the Road

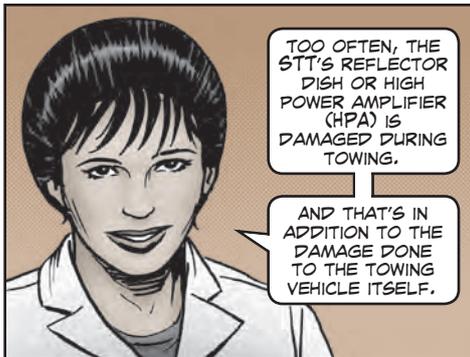
I'M READY TO GO. LET'S GET THIS STT HOOKED UP!

WAIT! HAVE YOU CHECKED OUT THE TOWING INSTRUCTIONS?

WE CAN'T AFFORD TO DAMAGE ANYTHING!



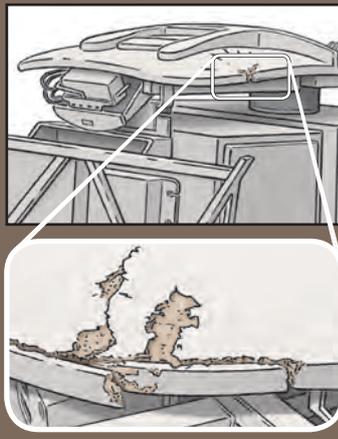
**F**OR YOUR WARFIGHTER INFORMATION NETWORK-TACTICAL'S (WIN-T) SATELLITE TRANSPORTABLE TERMINAL (STT) TO DO ITS JOB, YOU'VE GOT TO FOLLOW THE RULES OF THE ROAD WHEN TRANSPORTING IT TO THE FIELD.



TOO OFTEN, THE STT'S REFLECTOR DISH OR HIGH POWER AMPLIFIER (HPA) IS DAMAGED DURING TOWING.

AND THAT'S IN ADDITION TO THE DAMAGE DONE TO THE TOWING VEHICLE ITSELF.

## Improper towing leads to STT damage



**MOST STT DAMAGE CAN ONLY BE REPAIRED AT SUSTAINMENT LEVEL.**

THAT'S NOT ONLY EXPENSIVE, BUT IT MEANS A LOT OF DOWNTIME FOR THESE REPORTABLE SYSTEMS.

KEEP YOUR SYSTEM **UP AND RUNNING** BY FOLLOWING THE TOWING INFORMATION IN EACH OF THE STT TMS:

STT	STT Lot	TM	Work Package for Movement
AN/TSC-167v1 and v2	STT Lot 9	TM 11-5895-1869-13&P-1	WP 0074, 0075 and 0101
AN/TSC-185v1 and v2	STT Lot 10	TM 11-5895-1868-13&P	WP 0020 and 0043
AN/TSC-185v3	STT+	TB 11-5999-206-13	See STT Lot 10 for towing
AN/TSC-202	STT-HP	TM 11-5895-1957-13&P-1 TM 11-5895-1957-13&P-2	WP 0054
AN/TSC-208	STT-HP	TM 11-5895-2010-13	WP 0052

## Additional Tips

HERE ARE TWO MORE TIPS FOR TOWING AN STT...

- **Tactical Communication Node (TCN) protection.** When towing an STT with a heavy TCN, make sure the rear door of the shelter is properly secured. If it swings open during towing, the door can damage the STT's reflector dish.
- **HMMWV towing.** If you're using a HMMWV as the towing vehicle, make sure the cargo bed is free of anything that can snag or interfere with the STT's full range of motion.

QUESTIONS ABOUT TOWING YOUR STT?

SEND AN EMAIL TO: [usarmy.apg.peo-c3t.mbx.pao-peoc3t@mail.mil](mailto:usarmy.apg.peo-c3t.mbx.pao-peoc3t@mail.mil)

AN/TAS-8(V)1, (V)2 LRAS3...

## New Purging Procedure

HEY, PS SAYS THERE'S A NEW PURGING PROCEDURE FOR YOU.



GREAT! LET'S WRITE HALF-MAST AND GET IT NOW.

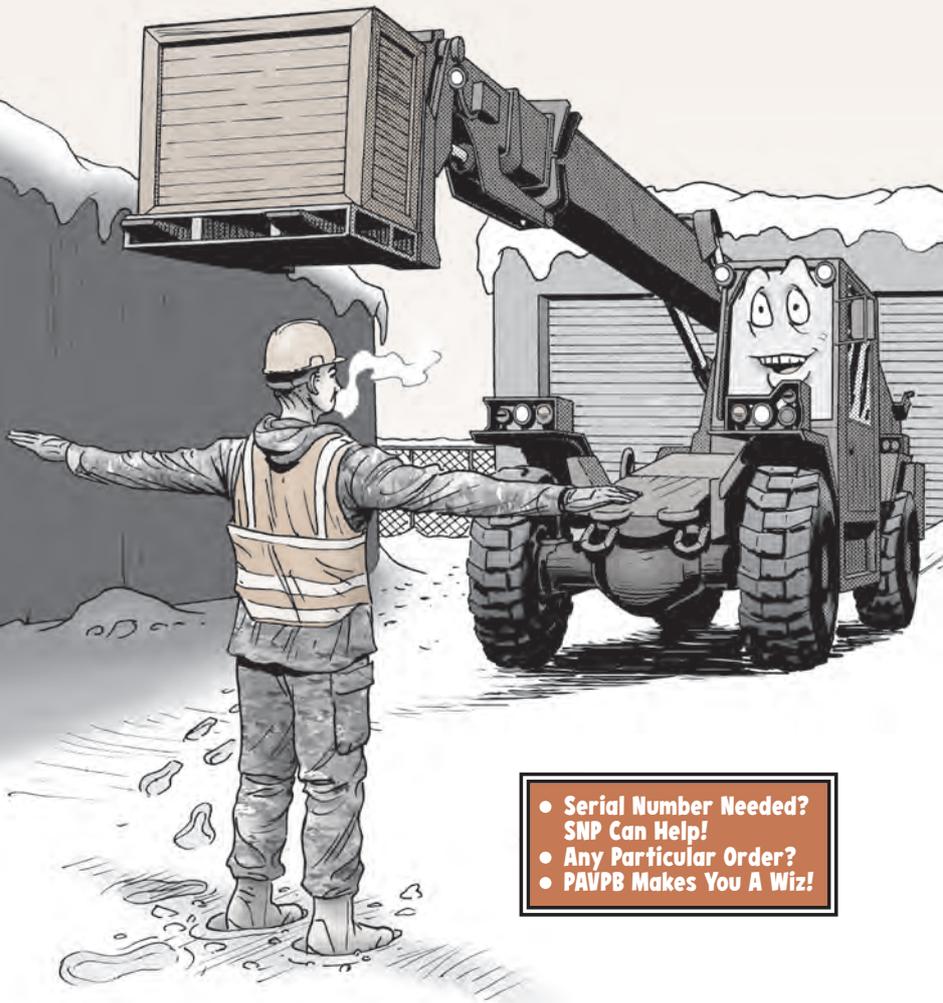
Dear Editor,

We came up with a new purging procedure for the Long Range Advanced Scout Surveillance System (LRAS3) that replaces the one in Para 2-22.2 in TM 11-5855-310-30&P. It has been approved for the next TM revision, but we thought PS could let the field know now.

CW2 Willie Trappier  
Ft Hood, TX

**Editor's note:** Sure thing, Chief. The procedure is too long to include in PS, but we'll be glad to furnish units a copy. Just email:

[usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)



- Serial Number Needed? SNP Can Help!
- Any Particular Order?
- PAVPB Makes You A Wiz!

GCSS-Army...

## Serial Number Needed? SNP Can Help!



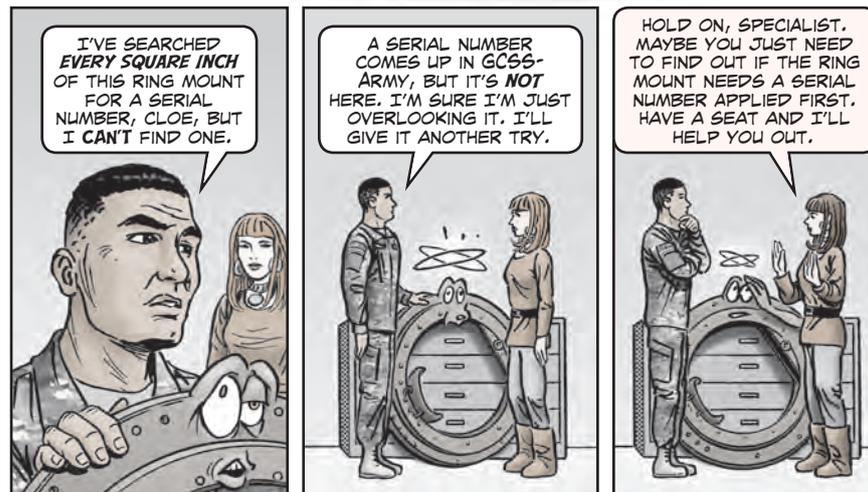
EVERYTHING ALL RIGHT, SPECIALIST VELEZ?

STOP SPINNING ME!

HEY!

WHOAH!

WHOAH!



I'VE SEARCHED EVERY SQUARE INCH OF THIS RING MOUNT FOR A SERIAL NUMBER, CLOE, BUT I CAN'T FIND ONE.

A SERIAL NUMBER COMES UP IN GCSS-ARMY, BUT IT'S NOT HERE. I'M SURE I'M JUST OVERLOOKING IT. I'LL GIVE IT ANOTHER TRY.

HOLD ON, SPECIALIST. MAYBE YOU JUST NEED TO FIND OUT IF THE RING MOUNT NEEDS A SERIAL NUMBER APPLIED FIRST. HAVE A SEAT AND I'LL HELP YOU OUT.

THE FIRST THING WE NEED TO DO IS GO TO THE GCSS-ARMY WEBSITE:  
<http://gcss.army.mil/>



OK, WHAT'S NEXT?

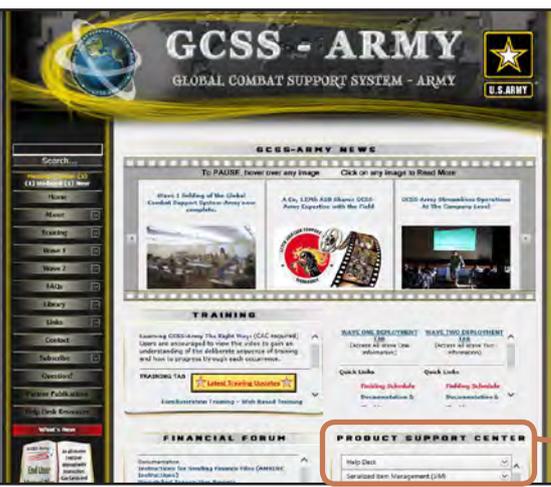


OK, THIS ISN'T SO HARD. WHAT'S NEXT?



NOW YOU'RE READY TO REQUEST A SERIAL NUMBER PROFILE (SNP). CLICK **SERIAL NUMBER PROFILE REQUEST FORM** AND FILL OUT ALL OF THE FORM'S MANDATORY FIELDS.

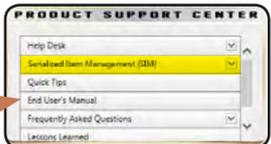
F	G	H
Serialized Item Management (SIM)		
Serial Number Profile (SNP) Request Form		
Profile Not Authorized List		
Number Profile addition using the Sustainment Support Request Form or 8345 as it has already been determined that the item is not a		
<b>Mandatory</b>	<b>Mandatory</b>	<b>Mandatory</b>
Source of	End Item Code	Cost
		<b>M</b>



CLICK ON THE **PRODUCT SUPPORT** ICON AND LOOK UNDER THE SERIALIZED ITEM MANAGEMENT (SIM) HEADER.

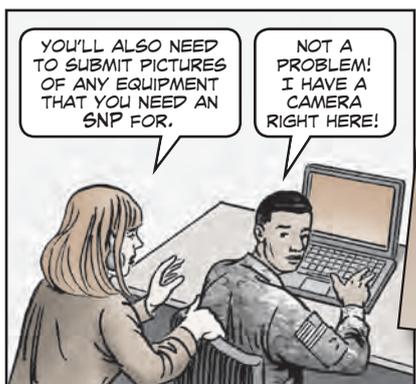


GOT IT.



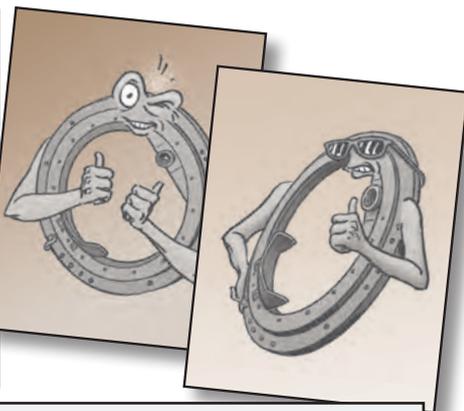
Form must submitted to the GCSS-Army Help Desk and accompany a user's Service Request for a Serial Number Profile addition using the Sustainment Support Request Form or 8345 as it has already been determined that the item is not a

Use Only	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Optional
Material NIIN(s)	Nomenclature/ Material Description	Supply Category Material Code	FSC Code	Source of Supply (SOS)	End Item Code	Cost	Material	



YOU'LL ALSO NEED TO SUBMIT PICTURES OF ANY EQUIPMENT THAT YOU NEED AN SNP FOR.

NOT A PROBLEM! I HAVE A CAMERA RIGHT HERE!

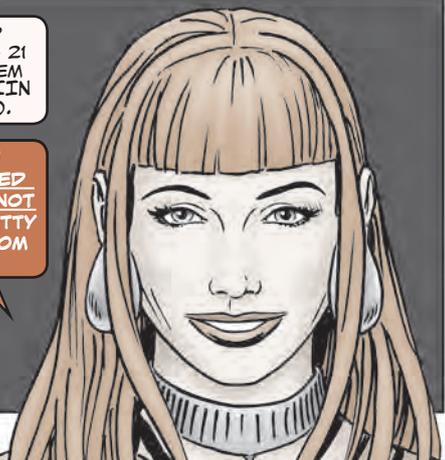


AFTER YOU FINISH ALL OF THAT, SUBMIT YOUR COMPLETED FORM TO THE GCSS-ARMY HELP DESK.

IF YOU'RE NEW TO THE HELP DESK, YOU'LL FIRST NEED TO COMPLETE A REGISTRATION FORM AT: <https://s4if.lee.army.mil>

ONCE YOU'RE HERE, IT'S NOT A BAD IDEA TO REVIEW ARMY DIRECTIVE 2016 21 (INTERIM POLICY FOR SERIALIZED ITEM MANAGEMENT) AND NON-STANDARD NIIN SERIALIZATION CRITERIA (2 AUG 2016).

MAKE SURE YOU LOOK OVER THE SERIAL NUMBER PROFILE AUTHORIZED LIST AND SERIAL NUMBER PROFILE NOT AUTHORIZED LIST. THEY CHANGE PRETTY OFTEN AND MIGHT BE DIFFERENT FROM ONE VISIT TO THE NEXT.

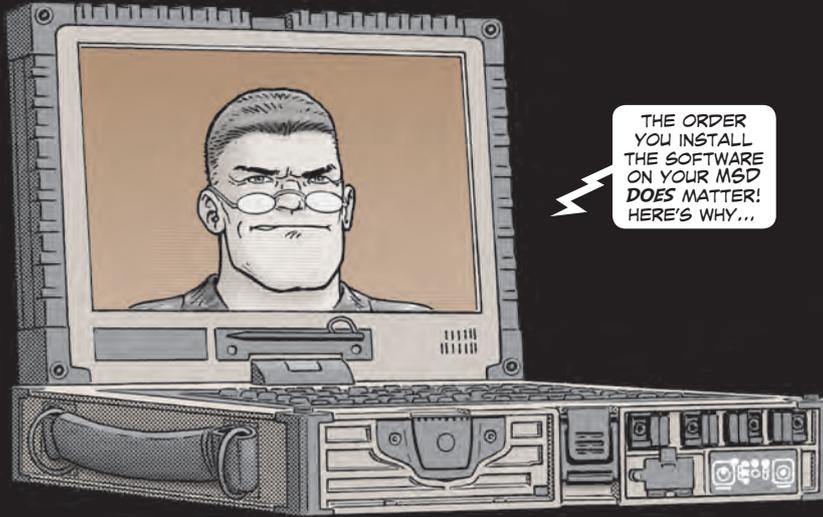


HA! TOO EASY. THANKS CLOE.

NO PROBLEM. IT WAS TIME TO STOP SPINNING THAT RING MOUNT AROUND. YOU WERE GONNA MAKE IT SICK!



# ANY PARTICULAR ORDER?



Dear Half-Mast,  
We're getting ready to install the Electronic Maintenance System - Next Generation (EMS-NG) Viewer on our maintenance support device (MSD). Does it matter what order the software is installed?

SGT J.G.

Dear Sergeant,

Yes, order of installation does matter. Using the right order ensures the MSD is properly configured and makes your job easier.

If you have the newer version of the MSD's emergency recovery disk (ERD), install it first. The ERD will erase the MSD.

After you install the ERD, install any ERD supplemental software disc (SSD) needed. You want the latest Test, Measurement, & Diagnostic Equipment (TMDE) Diagnostic Software on the MSD before you install EMS.

Next up, install the EMS-NG viewer and last, but not least, install the Autonomous Diagnostic Manager (ADM). So check with the MSD/ICE helpdesk for the latest versions at (877) 564-1137.

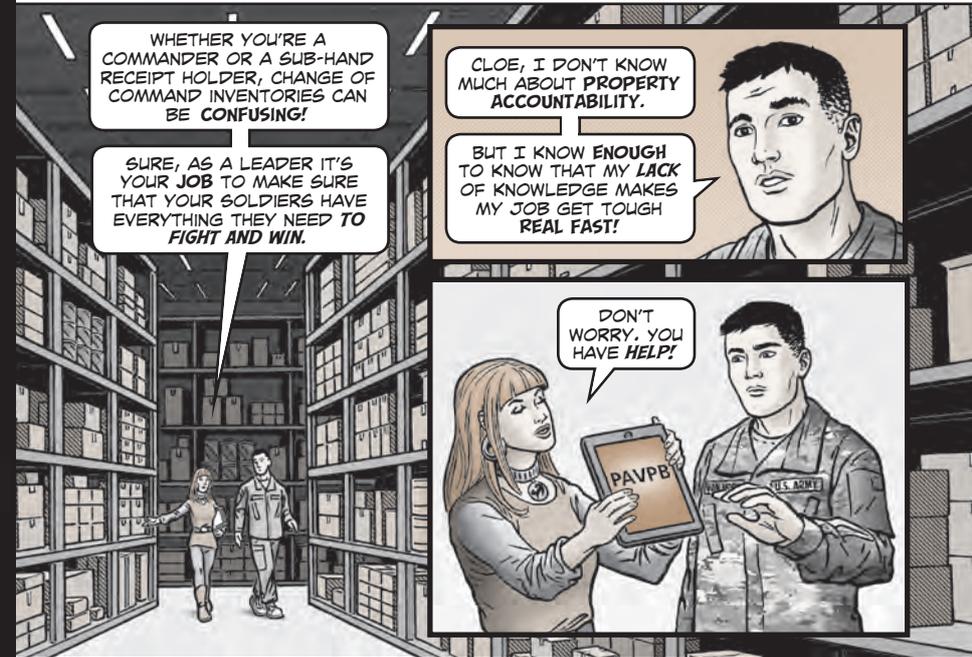
**Note:** EMS is only tested with government approved Army Gold Master (AGM) software, so introduction of third party software (i.e., CAT, ET or Allison Doc) can create errors.

If you have any questions, email the software helpdesk at

[support@ems-helpdesk.com](mailto:support@ems-helpdesk.com)

*Half-Mast*

# PAVPB Makes You A Wiz!



The Army Quartermaster School at Ft Lee has developed the Property Accountability Virtual Playbook (PAVPB). The PAVPB is an online interactive 3D training program designed to teach property accountability by showing the right way to conduct a change of command inventory.

The PAVPB walks you through a virtual inventory using a Stryker, an M-1 series tank and three different small arms. It explains the roles of the commissioned officers, warrants and NCOs for every part of the process, including before-, during-, and after-inventory.

A proper change of command inventory is vital because it forms the baseline inventory for all types of inventories to including cyclic and sensitive item inventories. It's also one of the few times the company commander is fully dedicated to property accountability for all the gear in his unit.

The PAVPB provides you a great resource that improves property accountability training while promoting Army readiness.

Access the PAVPB at: <http://www.cascom.army.mil/index.htm>

Questions? Contact CPT Matthew Johnson at DSN 687-3725, (804) 734-3725 or by email at: [matthew.j.johnson182.mil@mail.mil](mailto:matthew.j.johnson182.mil@mail.mil)

RING IN THE NEW YEAR WITH...

# Connie's POST SCRIPTS

## LINSEED OIL PRESERVES DECKS

Constant exposure to the elements leads to dry, cracked and splintered wood decking on semitrailers. Prevent that damage by applying a light coat of linseed oil to the decking as needed. NSN 8010-00-152-3245 brings a gallon of linseed oil and NSN 8010-00-684-8789 gets five gallons. A 55-gal drum comes with NSN 8010-00-242-6114.

## M915A5 VORAD Sensor, Bracket

The M915A5 tractor truck's vehicle on-board radar (VORAD) sensor and bracket, NSN 5340-01-576-5334, are no longer available as a single item. Instead, order the sensor, NSN 2590-01-651-2836, and bracket, NSN 5340-01-650-9921, separately. Make a note until Item 13 in Fig 279 of TM 9-2320-426-13&P in IETM EM 0308 (Aug 14) is updated.

## THE BEST WAY TO SEE IN THE DARK

Check out these handy helmet mount training videos. They'll show you step-by-step ways to configure the advanced combat helmet and enhanced combat helmet to work with various night vision devices and goggles:

[https://www.youtube.com/playlist?list=PLgoiDXbvQaiXikagMShmSf-yRZL\\_NazFz](https://www.youtube.com/playlist?list=PLgoiDXbvQaiXikagMShmSf-yRZL_NazFz)

## ATLAS Forklift Fuel Filter

The ATLAS forklift's fuel filter, NSN 2910-00-238-0033, is no longer available. Instead, order the fuel filter assembly, NSN 2910-00-401-4189. This NSN includes filter and water separator. We'll let you know when the filter is available again separately.

## M400T, M400W Cab Door Assembly NSN

Get a new door assembly for your M400T or M400W compact skid loader with NSN 2510-01-593-8321 (PN 87491303). PN 87724851, which is shown as Item 36 in Fig 66 of TM 5-3805-292-23P (Mar 10), crosses to the wrong NSN.

## GOT COLD WEATHER EQUIPMENT COVERED?

A new TM is available for Cold Weather Equipment (CWE) for Force Provider Expeditionary. TM 10-5419-213-13&P (Jun 17) covers the green set, NSN 5419-01-580-6932, and the tan, NSN 5419-01-581-2258. CWE is a collection of military and commercial equipment, including heat trace sleeves for waste/water hoses, water bladder heaters and tent heaters, which can sustain an FPE camp of up to 150 personnel in temps as low as -15°F. Download it at:

<https://liw.logsa.army.mil/etmapp/#/etm/home>

## New Command Post Tablet TMs

ATTENTION UNITS!



THE JOINT BATTLE COMMAND-PLATFORM (JBC-P) AND JOINT CAPABILITIES RELEASE (JCR) COMMAND POST TABLET TMS ARE AVAILABLE.

THEY COVER THE AN/GYK-62H, JBC-P COMMAND POST TABLET, NSN 7010-01-626-9912...

...AND THE AN/GYK-62J, JCR COMMAND POST TABLET, NSN 7010-01-645-7637.

THE NEW TMS INCLUDE: • TM 11-7010-586-10 (AUG 17) • TM 11-7010-586-23&P (AUG 17)

NOTE: THESE TMS ARE RESTRICTED. TO VIEW, YOU MUST LOG IN TO THE LOGISTICS INFORMATION WAREHOUSE WITH YOUR CAC AT: <https://liw.logsa.army.mil/> THEN CHOOSE THE "ETM/IETM" ICON AND SEARCH FOR THE TMS.

## M149A2 Brake Hose Assembly NSN

To get the correct brake hose assemblies for the M149A2 water trailers, order NSN 4720-01-031-4387 (128" hose) for the right hand and NSN 4720-01-031-4386 (110" hose) for the left hand. The hose assemblies shown as Item 3 in Fig 10 of TM 9-2330-267-13&P (Dec 15) are too short. Make a note of this correction until the TM is updated.

## M88A2 GROUND HOP KIT

Need a ground hop kit for your M88A2 recovery vehicle? There's not a single NSN for the kit. You'll need to order the following components individually:

Component	NSN
Engine starter kit	2920-01-421-7066
Air filtration kit	2815-01-334-3270

If you want to ground hop without the engine fans, you'll need two spacer sleeves, NSN 5365-00-795-7952.

## M870A1 Wood Decking Kit

Get a complete wood decking kit, minus the hardware, for your M870A1 40-ton lowbed semitrailer with NSN 5510-01-540-5724. Or you can order cut-to-fit purple-heart wood by the board foot with NSN 5510-01-454-8568. That comes in handy if you only need to replace a few boards. You'll need carbide-tipped blades and drill bits to prepare it.

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?

