



THE PREVENTIVE MAINTENANCE MONTHL

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ISSUE 797 APRIL 2019



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TB 43-PS-797, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DOD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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MSG Half-Mast PS, the Preventive Maintenance Monthly USAMC ARMY SUSTAINMENT COMMAND BLDG 3307 Redstone Arsenal, AL 35898

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7.G. **

MARKE AVERILL cting Administrative Assistant to the Secretary of the Army 1901753

MARK A. MILLEY



NEXT, CONTACT THE **EXPERTS:** AMC'S LOGISTICS ASSISTANCE REPS (LARS), FORSCOM'S COMMAND MAINTENANCE EVALUATION TRAINING (COMET) TEAMS AND DLA'S CUSTOMER SERVICE TEAMS. LARS HELP SOLVE WEAPONS SYSTEM, EQUIPMENT, LOGISTICS AND TRAINING ISSUES. COMET TEAMS FOCUS ON ACTIVITIES, PRACTICES, AND PROCEDURES RELATED TO LOGISTICS READINESS. DLA'S CLISTOMER SERVICE REPS ADDRESS SMS-CODED SUPPLY QUESTIONS.





Drivers, have you ever had a rough day behind the wheel of your Stryker? And by rough, we mean a bumpy ride. That can happen without steering damper PM.

Just like your car has shock absorbers to smooth out the ride, your Stryker has dampers that act as stabilizers for the steering system.

When the going gets rough, things can also get rough for the dampers. Rocks and heavy brush take a toll. That's why you need to crawl under your Stryker for a visual inspection, especially after driving over rough terrain.

Look for a bent or broken rod or evidence of oil on the cylinder that could indicate a leaking wiper seal. See any problems? Let your mechanic know.



PS 797

ALSO, LUBE THE DAMPERS

MONTHLY WITH

GAA, JUST LIKE IT SAYS IN THE

-10. WITHOUT

LUBE, THE ROD

BINDS AND WILL SOON BEND.



Dear Editor,

Crewmen need to watch their step when entering their M1A2 SEP tank through the commander's hatch. One wrong move and the tank could end up NMC!

That's because it's real easy to damage the switch safety guards on the common remotely operated weapons station's (CROWS) weapon station control panel (WSCP) while squeezing into the tank. I've seen way too many switch safety guards get broken because of one wrong move with a foot or elbow, or a bump with personal gear. If that happens, the CROWS is out of action.



So be sure to take care when climbing in and out of your tank and make sure those switch safety guards are safe from carelessness!

CW2 John Mercado Ft Hood, TX **Editor's note:** *That's a CROWS safety tip worth crowing about!*



Dear Editor,

Crewmen need to make sure the gun mount travel lock pin is secure **before** firing their tank's main gun. A pin that's left dangling can get jammed when the main gun recoils. That can cause damage or even keep the gun from fully recoiling into the ready position.

The pin is attached to a length of chain that keeps it from getting lost. If the pin isn't secured, it can hit the gunner's auxiliary sight knobs. It only takes a few hits by the heavy pin to crack or break the knobs.



When not in travel lock, fully insert the pin into the main gun bracket. That keeps the pin out of the way until it's needed again. Check out the -10 TM for more info.

SSG Clarence Porter Ft Hood, TX Editor's note: Sergeant, thanks for pinning down these travel lock tips!



DON'T LET SKIRT DISASTER BEFALL YOU!

Dear Editor,

I've seen some M1-series tank crewmen take risks when doing maintenance on the track and suspension. And by risks, I mean they disregard what the -10 TM says and open two skirts on the same hinge point. That's awfully dangerous!

The skirts are very heavy. The hinge points are between skirts 1 and 2, 3 and 4, and 5 and 6. If the hinge breaks while the skirts are open, someone could be seriously injured or even killed when the skirt falls.

Crewmembers should also be sure to check for missing or damaged hinge pins when opening a skirt. A bad or missing pin can also cause a skirt to fall.

> SSG Robert Porter Ft Hood, TX

Editor's note: Crews would be wise to not skirt over these skirt warnings!







Drivers, your life could depend on your Stryker stopping when you need it to! That's why checking the brake system is such an important part of Before PMCS.

First, engage the parking brake and make sure the warning indicator is illuminated. Apply the brake pedal and move the gear shift selector to 3. Release the brake and ensure the parking brake holds.

Then move the gear shift selector to N. When the air pressure gauge reaches 120 psi, shut down the engine, press the brake pedal three times and hold it after the third time for one minute. Make sure AUX and AUTO are in the ON position. If the air pressure gauge drops or you hear any air leaks, tell a mechanic right away.





FOR MORE INFO, CHECK OUT TACOM GROUND PRECAUTIONARY MESSAGE 18-010 AT: https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA18-010.html



IT'S EASY TO GET IN A HURRY AND RUGH THINGS, ESPECIALLY AT THE BEGINNING OR END OF A MISSION. BUT YOU **DON'T** WANT TO RUSH WHEN IT COMES TO STARTING AND SHUTTING DOWN YOUR M88-SERIES RECOVERY VEHICLE'S ENGINE.

ALWAYS START AND SHUT DOWN THE ENGINE EXACTLY LIKE IT SAYS IN THE -10.

Idling engine at proper rpms will protect it from damage during warm up and shutdown



IT'S VERY IMPORTANT TO ALLOW TIME FOR THE ENGINE TO WARM UP AFTER STARTING AND COOL DOWN BEFORE SHUTDOWN.

Engine Warm Up

IPLE THE ENGINE AT 1,000 TO 1,200 RPMS AND LET THE ENGINE WARM UP FOR THREE MINUTES.

THEN REPLICE THE IPLE TO 675 TO 725 RPMS FOR THE A1 AND 825 TO 875 RPMS FOR THE A2.

Engine Shutdown

IDLE THE ENGINE FOR THREE TO FIVE MINUTES AT 1,000 TO 1,200 RPMS.

THEN REPLICE THE IPLE TO 675 TO 725 RPMS FOR THE AI OR 825 TO 875 RPMS FOR THE A2 BEFORE SHUTTING THE ENGINE POWN.

FOLLOWING THE ENGINE STARTUP AND SHUTDOWN PROCEDURES EXACTLY AS THE TM SAYS WILL HELP PROTECT THE ENGINE FROM DAMAGE... ...AND KEEP YOUR RECOVERY VEHICLE COMBAT READY.

M104 Wolverine...





Dear Editor,

Exercise is a great thing in the Army, especially when it comes to the M104 Wolverine's bridge.

Sometimes Wolverine crewmen overlook a very important monthly PMCS check. The bridge should be exercised, in other words launched, once a month.



Regular exercise for the bridge is a good way to make sure that it's working the way it should. After all, that's the primary mission of the Wolverine! Launching the bridge is also the only way you can do certain PMCS checks. For example, inspecting the bridge drive sprockets, mounting pins and bearings for damage can only be done with the bridge on the ground.

So exercise your right to good preventive maintenance by launching those Wolverine bridges every month, just like it says in the -10 TM.

SGT Scott Means Ft Hood, TX

Editor's note: Thanks, SGT Means! That's a great reminder for all Wolverine crews.

M1112 Water Trailer...

Premature Wear Triggers TM Change





TIRES WEAR OUT. THAT'S EXPECTED, BUT WHEN MAINTAINERS NOTICED **PREMATURE WEAR** ON THE INTERIOR SIDEWALLS OF MIII2 WATET TRAILER TIRES, THEY KNEW SOMETHING **WASN'T** RIGHT.

TURNS OUT, THERE WAGN'T ENOUGH CLEARANCE BETWEEN THE REAR TIRES AND THE WALKING BEAM ARM, THE TIRES WERE **RUBBING** AGAINST THE METAL ARM, CAUSING **PREMATURE WEAR** AND SOMETIMES EVEN **BLOWOUTS!**

TACOM RULED OUT SEVERAL POTENTIAL CAUSES, INCLUDING A SPINDLE SPACER AND INCORRECTLY SIZED PARTS.



The Parts

PACKING RETAINER:

LISTED AS **ITEM 3**, THE ORIENTATION OF THIS E BRACKET, NGN 5330-01-448-3347, HAS BEEN *REVERSED*.

WHEN FIELD MAINTENANCE PERFORMS THE WALKING BEAM ALIGNMENT IN WP 0049, THIS BRACKET SHOULD BE **ROTATED** 180 DEGREES SO THAT THE BOLT OPENINGS ARE FACING THE **FRONT** OF THE TRAILER.



E bracket must be reversed...





Step 17: Tighten setscrew (Item 16) enough to engage inner walking beam. Tighten setscrew nut (Item 17).

Step 18: Torque bolts (Item 1) to 120-130 lb-ft until capscrew aligns with guard (Item 2).

Step 19: Install guard (Item 2), clamp (Item 3), washer (Item 5), and bolt (Item 4).

BE SURE TO USE A NEW PLATE AND CHANGE THE ORIENTATION OF THE PACKING RETAINER, AS DESCRIBED ABOVE. M1087A1P2 Expansible Van...



Dear Half-Mast,

We have an M1087A1P2 Expansible Van with broken floor plates. One of our Soldiers forgot to flip them up as the sides were retracting, and it cracked the front and rear plates.

Now they have to be replaced, but I can't find an NSN for them. Please help!

SFC J.S.B.



Move items to middle, then flip up side floor plates...

... BEFORE retracting sides







THE INSTALLATION PARTS SHOWN FOR THE SIPE PLATFORM, ITEMS 1-16 OF FIG (391, ALL HAVE LINES POINTING TO THE **WRONG** PARTS.

ITEMS 1 AND 2 ALSO HAVE THE WRONG NAMES.

ITEM 1 SHOULD BE THE SUPPORT SIDE PLATFORM. ITEM 2 SHOULD BE THE SIDE PLATFORM ASSEMBLY.

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UNTIL THE IM IS UP PAGE	-
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Parts Problems

WHILE WE'RE ON THE SUBJECT OF PARTS FOR THE MIO87AIP2 EXPANSIBLE VAN, WE SHOULD ALSO MENTION THAT A CHANGE IS IN THE WORKS TO FIX MISPRINTS IN TM 9-2320-333-13&P (JUN 15).

Item	Name	Correct NSN
1	Support side platform	2590-01-559-7182
2	Side platform assembly	2590-01-559-7026
3	Plain hexagon nut (4 ea)	5310-00-245-3615
4	Flat washer (8 ea)	5310-00-625-5756
5	Support bracket (2 ea)	5340-01-575-6487
6	Lock washer (4 ea)	5310-00-974-6623
7	Machine bolt (4 ea)	5306-00-226-4828
8	Wire rope assembly, single leg (2 ea)	4010-01-575-5604
9	Quick-release pin (2 ea)	5315-01-300-2640
10	Shoulder screw (2 ea)	5305-00-450-1917
11	Lock washer (2 ea)	5310-00-984-7042
12	Plain hexagon nut (2 ea)	5310-00-477-6768
13	Side kick plate assembly	5340-01-575-8873
> 14	Quick-release pin (2 ea)	5315-01-426-8858
15	Wire rope lanyard (2 ea)	4010-01-536-8279

MTV... BUYER BEWARE!



Dear Editor,

I've noticed a lot of units order the wrong FMTV central tire inflation system (CTIS) electronic control module (ECM) because they're using TM 9-2320-366-24P-1 and -2, which are only for AO models.

When they order CTIS parts from the AO manual, they receive a **green ECM**, NSN 2530-01-375-1483. Even though that CTIS ECM only works in the AO model, they're installing it on A1 models.

The green CTIS ECM doesn't have the circuitry to support the A1 model, so it causes electrical damage to the wiring and many of the vehicle's control units, including critical systems like the engine and transmission. It trips circuit breakers, over-exerts resistors, and may even block the network altogether.

Units should order the **black CTIŠ ECM**, NSN 2530-01-521-8242, for the FMTV A1. However, you'll only find the correct NSN in TM 9-2320-391-23&P in IETM EM 0369 (OCT 17) using the Electronic Maintenance System-Next Generation (EMS-NG). Many FMTV equipment failures have occurred simply due to this error.

> CW4 (Ret) Brook Turner Schofield Barracks, HI





Editor's note: Good catch, Chief! Mechanics, always make sure you're using the right TM for the vehicle model.

APR 19



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







STOP HYDRAULIC HOSE LEAKS!



RCV Buffalo A2...

AVOID EMERGENCY DOOR MISHRPS





Battery PM: Do it Again

PERATORS, CHECK YOUR BACKHOE LOADER (BHL)'S BATTERIES DURING PMCS FOR ANY GUNK, CRUD AND CORROSION. ANY OF THAT CRUD THAT SITS ON THE BATTERY CAUSES CORROSION.

SO KEEP A CLOSE EYE ON THE BATTERY HOLD-DOWNS. IF YOU SEE ANY RUST, IT'S NOT GOOD!

CORROSION EATS AWAY AT THE CABLES AND BRACKETS AND GNAWS HOLES IN THE BATTERY BOX, YOUR MECHANIC CAN WASH AWAY CORROSION WITH A SOLUTION OF BAKING SODA AND WATER.

Battery Clamp Lowdown

ALL THE BOUNCING AROUND THE WORKSITE CAN ALSO LOOSEN BATTERY CLAMPS. A LOOSE CONNECTION KEEPS YOUR LOADER'S BATTERY FROM STARTING OR RUNNING AT IPLE.

PLAY IT SAFE AND CHECK THE TIGHT-NESS OF THE CLAMPS ON THE TERMINAL USING YOUR THUMB AND ONE FINGER.

IF ANY TERMINAL IS *LOOSE*, TELL YOUR MECHANIC. **HE'S** THE ONE TO TIGHTEN IT.



Twice a Year

MECHANICS, IT'S A GOOD IDEA TO PULL THE BATTERIES DURING SEMIANNUAL SERVICES. THAT'S THE **ONLY** WAY TO FIND HIDDEN RUST SPOTS AND PINHOLES IN THE BATTERY BOX.

THOSE SPOTS NEED TO BE SANDED AND PAINTED. HOLES NEED PATCHING AND PATCHES NEED PAINTING BEFORE THE BATTERIES ARE REINSTALLED.

WHILE YOU'RE AT IT, CHECK THE BATTERY BOX VENT HOLE TO MAKE SURE IT'S CLEAR. REMOVE ANY DIRT, RUST OR MUD.



OU OPERATORS AND MAINTAINERS NEED TO KNOW THAT THE NEW 5K LIGHT CAPABILITY ROUGH TERRAIN FORKLIFT (LCRTF) HAS A STARTER MOTOR WITH A REAL TEMPER!



HH-60M... Don't Service ECS System Without Certification



Mechanics, although you may think you know how to service your HH-60M aircraft's environmental control system (ECS), it's hands off until you're certified by the Environmental Protection Agency (EPA).

Without that EPA certification, you could face some stiff fines!

Certification is a vailable from L AR U niversity at F t H ood (LARUFH), T X. Units that want to schedule the training should contact Arturo Gamboa or Romulo Ordonez by email at: **arturo.o.gamboa.civ@mail.mil** or **romulo.i.ordonez.civ@mail.mil**

The training is free, but units should expect to pay TDY costs for Soldiers traveling to Ft Hood or the TDY costs for the instructors to come to the unit.

These classes are in high demand, so it may be possible to send Soldiers to a unit already scheduled for training. Be sure to coordinate with that unit first.

The training prepares you to take the certification exam to become a Universal Technician as required by 40 CFR Part 82, Subpart F under Section 608 of the Federal Clean Air Act. After passing the test, you'll receive a DD Form 2695 certificate issued by the US Army Aviation Schoolhouse, B CO 1-210th AVN BN, Fort Eustis, VA.

LARUFH offers lessons on the basic and advance theories of operation of the ECS system for the HH-60M aircraft.

The course provides students understanding in:

- ECS heating and cooling
- System interface
- Vapor cycle cooling system (VCCS)
- BIT system
- Fault isolation

The university also offers the Department of Defense (DoD)-sponsored EPA Section 608 Training and Certification Program for proper handling and processing of refrigerants, including:

- ChloroFluoroCarbon (CFC)
- = HydroChloroFluoroCarbon (HCFC)
- HydroFluoroCarbon (HFC)

AGSE...

Got questions about certification or training? Contact Dave Dapkus by email at: david.dapkus.ctr@mail.mil

For Want of a Light Bulb



Dear Sergeant Blade,

I have the newly fielded Aviation Light Utility Mobile Maintenance Cart (ALUMMC), NSN 1740-01-632-9476. I'm looking for an NSN for the headlight bulb shown as Item 4 in Fig 16 of TM 1-1740-213-13&P (Feb 16). The TM lists the bulb part number as AM144882.

However, the part number doesn't cross to an NSN in FED LOG. I already have one ALUMMC with a blown light bulb and would like to order some bulbs to build an initial stock. Can you help?

SGT M.B.

Dear Sergeant, No problem. We can certainly help you out. Order NSN 6220-01-653-9428 to get the **new headlight assembly.** The assembly actually costs less than the light bulb.

SFC Rotor Blade

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All Aircraft...

EASIER CORROSION TREATMENT



PREVENTING CORROSION ON MAGNESIUM REQUIRES PROPER PRETREATMENT AND A FINISHING COAT TO PROTECT THE AIRFRAME AGAINST CORROSION.

HELP AND GUIDANCE CAN BE FOUND IN YOUR SPECIFIC AIRCRAFT IETM OR CHAPTER 5-6 OF TM 1-1500-344-23, CLEANING AND CORROSION CONTROL.

NSN 8030-01-512-2416 (PN AMS-M-3171) BRINGS A SMALL PREPACKAGED KIT. USING IT GENERATES LESS WASTE. IT'S EASY TO USE AND HAG A ONE YEAR SHELF LIFE.



THE ITEMS IN THE KIT ARE **HIGHLY CAUSTIC** AND **FLAMMABLE** SO USE IT ONLY IN WELL-VENTILATED AREAS. MAKE SURE THE AREA BEING TREATED IS CLEANED PROPERLY AND THE TREATED COMPONENT IS RINSED THOROLIGHLY WITH WATER WHEN FINISHED.





FOR UP-TO-DATE CORROSION INFORMATION OR ASSISTANCE, VISIT THE AMCOM CORROSION PROGRAM OFFICE WEBSITE AT: https://amcomcorrosion.army.mil

CHECK OUT CHAPTER 8-5 OF TM 1-1500-328-23 FOR MORE CORROSION INFORMATION AND IF YOU HAVE QUESTIONS, CALL THE CORROSION OFFICE HOTLINE AT DSN 897-0209 OR (256) 313-0209.



... SO IT'S IMPORTANT TO CHECK TO MAKE SURE YOU LIST IT CORRECTLY ON THE ACCOUNTABLE PROPERTY SYSTEM OF RECORD.

THE RQ-11B RAVEN SMALL UNMANNED AIRCRAFT SYSTEM (SULAS), NGN 1550-01-538-9256 (LIN 683835), HAD TWO MODIFICATION WORK ORDERS (MWOS) APPLIED SINCE 2008. AS A RESULT, THREE DIFFERENT NSNS WERE ASSIGNED. MWO 1-1550-1695-50-2 (OCT 08), MODIFIED THE RAVEN WITH A **DIGITAL DATA LINK** (DDL). MWO 1-1550-1695-50-1 (FEB 12) ADDED A **GIMBAL PAYLOAD UPGRADE**.

BECAUSE OF THESE CHANGES, UNITS NEEP TO *INSPECT* THEIR RAVENS TO ENSURE THE VERSION THEY HAVE ON-HAND IS CORRECITY LISTED IN THEIR ACCOUNTABLE PROPERTY SYSTEM OF RECORD.



HERE ARE THE THREE VERSIONS AND THEIR NSNS:

- Raven Analog System, NSN 1550-01-538-9256 (PN 54429-004/007)
- Raven DDL Fuselage, NSN 1550-01-587-2765 (PN 60163)
- Raven DDL fuselage with gimbal payload upgrade, NSN 1550-01-621-5533 (PN 60163G)

THE MAIN DIFFERENCE BETWEEN THE TWO MODIFICATIONS IS THE ADDITION OF THE GIMBAL PAYLOAD TO THE SYSTEM.

NEED HELP IN IDENTIFYING THE DIFFERENT VERSIONS OF THE RAVEN? DOWNLOAD THE RQ-118 SYSTEM IDENTIFICATION INSTRUCTIONS DOCUMENT AT: https://www.akol.us.army.mil/suite/doc/50252680

GOT QUESTIONS?

CONTACT ADAM MAURO, (256) 313-3798, OR EMAIL: adam.e.mauro2.civ@mail.mil

M240, M249 Machine Guns: The Secrets for Success























PS 797

35



Get Caps and Covers

In most Avenger units, Avengers sit for long periods. That's why it's critical you use the Avenger's caps and covers. If sand or water gets in the launchers, they can do big-time damage to the cryogenics and electronics. Sand and windpropelled pebbles can scar the FLIR and range finder lenses. One Avenger unit even found birds nesting inside a launcher.



For the launcher, order the **rear launcher caps** with NSN 5340-00-855-7993 and the **front caps** with NSN 5340-00-157-5624. **Caps for the pressure gauge holes** come with NSN 5340-01-348-6514.

Order caps for the cryogenic ports in the launcher with NSN 5340-01-466-1897. There is no NSN for electrical port caps, but they can be ordered on a DD Form 1348-6 using PN 495-500005 and CAGE 15090.



Order the **FLIR protective cap** with NSN 5855-01-441-3189. The range finder doesn't have a cover, but you can make one from styrofoam. Cut a piece 12x18 inches and punch a hole in it for the boresight guide pin cover. Stick it in front of the range finder lenses so the support bracket holds it in place.



The new CMC FLIR comes with a protective cap that can't be ordered. The old FLIR cap won't fit on the new FLIR. So hang onto that cap!

One thing you can count on is that some of these different caps will disappear. Order extras of the ones available! Caps are cheap and launcher damage is expensive. Check for the caps during PMCS.

If your Avenger is going to sit for weeks, which is often the case, the best protection is to cover the entire system. A **Bradley tarp**, NSN 2540-00-587-2532 (**OD green**) or NSN 2540-01-330-8062 (**tan**), works well. But don't tie off the tarp inside the truck. That ruins door seals. Attach bungee cords to the tarp's rope and tie them off underneath the truck.

Keep It Covered





Don't Leave the NATO Cable Connected When the Avenger is Parked



Don't Pick Up the Control Display Terminal (CDT) By Its Cable



When You're Not Operating, Store the Shorting Plug Someplace Safe Like the Bustle Box



Patriot Missile System...



Dear Editor,

One of the easiest and simplest things Patriot crews can do to prevent electrical problems and system faults is keep cables and their connectors capped.

That seals out moisture and sand that can prevent a good connection and sometimes damage cables. Since some of the Patriot's huge cables can't be repaired and cost thousands to replace, you want to protect them as much as possible.

When cables are connected, screw the cable caps and connector caps together. That makes it impossible for them to disappear.

During PMCS, check for every cable and connector cap and make sure that each cap's lanyard is secure. If a cap or lanyard is missing, report it ASAP. See the parts manuals for the different Patriot systems for cap and lanyard NSNs.

> SFC Joseph Evans Ft Bragg, NC



Editor's note: A tip of the cap to your cap suggestion, Sergeant Evans.



Dear Editor,

While repairing M9 pistols here at the Logistics Readiness Center (LRC), we've run into a few problems that need Soldiers' attention:

Using non-approved ammo. We are seeing numerous damaged locking blocks. We think the main cause comes from Soldiers using commercial ammo that's more powerful than standard Army ammo. The recoil spring can't handle the extra force and the locking block cracks. Even if Soldiers are firing the correct ammo, they should make a point to check the locking blocks for cracks before they go to the field. Easy does it holstering and unholstering the M9. We're seeing too many broken safety levers. We think it's from Soldiers jamming the pistol in the holster. There's no need to be rough with the pistol when you pull it out or put it in the holster. Of course, a broken safety lever makes the pistol NMC. So easy does it. And check for a cracked or bent lever during PMCS.





Make sure safety mechanism works. Even-tually the safety wears out and stops working. If you don't realize the safety isn't safe, tragedy could follow. You can check in seconds. Put the safety lever in the safe (down position) and gently squeeze the trigger. If the hammer moves to the rear, the safety isn't working. Then cock the hammer with the safety on. If the hammer stays cocked, the safety is shot.

> Mauricio Green Ft Bragg, NC

Put safety lever in down position to test



Editor's note: You're right on target with these tips, Mauricio. Thanks.

M2A1 Machine Gun...

Does Flash Suppressor Need Anti-seize Compound?



Dear Half-Mast, The M2A1 machine gun's TM 9-1005-347-23¢P says to apply a high-temperature anti-seize compound when installing the flash suppressor. But nowhere in the TMs does it list an NSN for the compound.

Do you really need to use the anti-seize compound?

CW4 J.B.





Dear Half-Mast,

Is there anywhere in writing that states if the M68 reflective sight's antireflective device (ARD) is missing or damaged the M68 is NMC? Soldiers often remove the ARD because they think they can sight better without it. Then, of course, the ARD goes missing.



LEAVE THE ARD ON FOR TWO VERY GOOD REAGONS:



THE ARD PROTECTS THE MGB'S LENS FROM SCRATCHES. IF THE LENS BECOMES TOO SCRATCHED, YOU CAN'T SEE THROUGH IT AND THE SIGHT POES YOU NO GOOD.

UNITS SHOULD EMPHASIZE TO SOLDIERS **THEY SHOULDN'T** REMOVE THE ARD. ARMORERS CAN ORDER **REPLACEMENT ARDS** WITH NSN 6650-01-479-5386. THEY COST A LITTLE MORE THAN \$40.

Small Arms...

Should New Weapons Be Gaged?



Dear Half-Mast,

We recently were fielded brand new M4A1 carbines. The fielding team told us the M4A1s had already been gaged, but they had no paperwork to validate that. Do new weapons need to be gaged by units before they're fired?

SGT H.B.

Dear Sergeant,

There is no requirement to gage new weapons. There is, however, in each small arms -23&P TM, a service upon receipt inspection to ensure weapons weren't damaged during shipment. The M16 rifle TM, for example, says that when a new or reconditioned weapon is first received, it's the responsibility of the officer-in-charge to determine whether the weapon had been properly prepared for service by the supplying organization and whether it's mission ready.

But gaging is not required until one year after receipt of the new weapon. Of course, if you ever have doubts about a weapon's condition, you should have it gaged.

Half-Mast-





YOU CAN GET STRAPPING KITS AND COMPONENTS FROM THE GENERAL SERVICES ADMINISTRATION (GSA). TO ORDER KITS OR COMPONENTS, VISIT: https://www.gsaadvantage.gov/advantage/main/home.do

ENTER AN NON IN THE "PRODUCTS" SEARCH BOX TO GET THE PRICE AND ESTIMATED SHIPPING TIME.



Kit, NSN 3540-00-565-6240

Item	NSN	Qty
Sealer	3540-00-223-8855	1
Stretcher	3540-00-278-1250	1
Case	3540-00-897-5516	1
Seals, ³ /8-in	8135-00-239-5285	5,000
Strapping, ³ /8-in	8135-00-283-0664	100-lb coil

Kit, NSN 3540-00-565-6241

Item	NSN	Qty
Sealer	3540-00-234-6741	1
Stretcher	3540-00-278-1250	1
Case	3540-00-897-5516	1
Seals, ¹ /2-in	8135-00-239-5308	5,000
Strapping, 1/2-in	8135-00-283-0666	100-lb coil

Kit, NSN 3540-00-565-6242

Item	NSN	Qty
Sealer	3540-00-234-6742	1
Stretcher	3540-00-278-1250	1
Case	3540-00-897-5516	1
Seals, ⁵ /8-in	8135-00-290-1086	5,000
Strapping, ⁵ /8-in	8135-00-283-0667	100-lb coil

Kit, NSN 3540-00-565-6243

ltem	NSN	Qty					
Sealer	3540-00-234-6743	1					
Stretcher	3540-00-278-1250	1					
Case	3540-00-897-5516	1					
Seals, ³ /4-in	8135-00-239-5288	5,000					
Strapping, ³ /4-in	8135-00-283-0668	100-lb coil					

Kit, NSN 3540-00-565-6244

Item	NSN	Qty
Sealer	3540-00-223-8592	1
Stretcher	3540-00-278-1251	1
Cutter	5110-00-223-6281	1
Case	3540-00-897-8117	1
Seals, 1 ¹ /4-in	8135-00-239-5294	1,000
Strapping, 1 ¹ /4-in	8135-00-283-0671	100-lb coil

Modern Burner Unit...

Cold Grub Wins No Ovation!



FOR THE SAKE OF FINE DINING, TAKE A STAND AGAINST DUST. HEED THESE TIPS FOR KEEPING YOUR MBU CLEAN:

• Place the MBU with the control panel Tightly cap fuel cans to keep dust from facing into the wind. The panel contaminating fuel. helps to block wind-blown dust from getting inside. Keep the MBU under cover or indoors when not • After using the MBU, inspect the air in use. filter, NSN 7310-01-462-4913, on the fuel delivery block. Replace the filter if it's dirty. Keep spare filters on hand. Check for Clean the fuel nozzle whenever you clogged change the filter. air vents on the fuel regulator... Keep spare filters on hand ...and vent valve assembly. Clean them if needed Wipe down the MBU often with a damp cloth.

FOR MORE ON CLEANING AND MAINTAINING YOUR MBU, READ TM 10-7310-281-13&P (MAY 10). DOWNLOAD IT AT THE LDAC ETM WEBSITE: https://idmng.armyerp.mil/



THE FOLLOWING TABLES CAN HELP YOU SORT THINGS OUT WHEN IT COMES TO ARMY PROPERTY ACCOUNTABILITY:

AN/GRM-122 Component List

Table I	e I Components of Radio Test Set TS-4317/GRM, NSN 6625-01-309-2825										
Description		NSN	NSN PN								
Front cover		6625-01-611-5414	2503-7862-200	51190	1						
Carrying pouch		8105-01-419-1132	1412-7883-700	51190	1						
Connector, adapter, M-F BNC, right angle		5935-01-032-5404	UG-306/U	81349	1						
Antenna, flex		5985-01-281-5177	1201-7616-500	51190	1						
Cable assembly, AC po	ower	6150-01-252-9297	6041-0001-001	51190	1						
Cable assembly, DC pc	ower	5995-01-428-9119	6041-7884-500	51190	1						
Attenuator, 10 dB, 1 W, BNC, 2.0 GHz		5985-01-414-6405	50F-010-BNC	61162	1						
Attenuator, 20 dB		5985-01-414-6413	50F-020-BNC	61162	1						
Fuse, 1.25, GL, slow, 2	50V, 2.0A	5920-00-228-7882	F02B250V2A	81349	1						
Fuse, 1.25, GL, fast, 25	0V, 4.0A	5920-00-557-2647	F02A250V4A	81349	1						
Fuse, 1.25, GL, slow, 3	2V, 15A	5920-00-581-6126	F02B32V15A	81349	1						
Current shunt, 10A,10	0mV	6625-01-414-3779	7113-7801-100	51190	1						
Probe set, DMM (1 black probe, 1 red p	orobe)	6625-01-414-3780	21078	51190	1						
Kit, probe, oscilloscop X1/REF/X10	e,	6625-01-414-3778	7112-0100-101	51190	1						
Microphone		5965-01-414-6414	7001-8645-900	51190	1						

Table II	-4843A/GR 868	RΜ,			
Description		NSN	PN	CAGE Code	Qty
Test set subassembly J-4843A/GRM	Ι,	N/A	7003-1543-400	51190	1
Front cover		5340-01-502-2966	7005-1540-200	51190	1
Cable assembly, special purpose (SCSI)		5995-01-413-1849	6041-8380-600	51190	1
Cable assembly, special purpose (DC	power)	6150-01-413-0578	6041-8380-700	51190	1
Shield, elec. cable		N/A	2289-7867-600	51190	1
Shield, elec. cable		N/A	2289-7867-300	51190	1
Shield, elec. cable		N/A	2289-7867-400	51190	1



Table III	Components of Test Set Subassembly PL-1536/GRM, NSN 6625-01-432-3819										
Descript	ion	NSN	CAGE Code	Qty							
Test set subassem PL-1536/GRM	bly,	6625-01-502-3407	7003-1542-500	51190	1						
RF cable assembly	(short BNC)	5995-01-413-0576	6052-0700-580	51190	5						
Antenna matchin	g network	6625-01-413-7331	7005-8340-700	51190	1						
Adapter, connector antenna matching	or (part of g network)	5935-01-037-3476	5935-01-037-3476 M55339/ 16-00914								
RF cable assembly	(long BNC)	5995-01-413-0580	95-01-413-0580 6052-0701-060		1						
Cable assy, specia elec.	l purpose,	5995-01-413-1853 6046-0782-400		51190	1						
Nut, plain, hex		N/A	517-4	19505	2						
Washer, flat		N/A 1414-1565-700		51190	1						
Terminal, lug		N/A	2850-1565-800	51190	1						
Cover		5999-01-611-5289	1414-2954-000	51190	1						
Cable assy, specia elec.	l purpose,	5995-01-413-1852	6041-7885-200	51190	1						
Cable assy, radio	frequency	5995-01-413-0851	0021-83J0-100	51190	1						
Maintenance kit, electronic equip.		6625-01-436-0420	7001-1542-400) 51190 1							
Test set subassem	bly	N/A	0021-DKE0-100	51190	1						

GET THE LEAD OUT ... NOT!

END





Shelters...





Whenever an Army hospital deploys, surgical shelters are used as medical-surgical tents in field hospitals. That's why setting up and taking them down correctly is critical.

The TEMPER Air Supported Shelters (TAS) go up twice as fast and are half the weight of legacy models. But it's still a labor-intensive process and they're costly to repair or replace if damaged.

Since TAS is lighter in order to be more mobile, it also means more advance planning is needed. This includes properly preparing the site before deploying the shelters and using heavy material handling equipment. One 64-foot section takes about 15 minutes to inflate.

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Item	NSN 8340-	LIN
32-ft tan surgical	016054416	T47813
32-ft green surgical	016548148	T47813
32-ft tan medical	016054416	T47745
32-ft green medical	016548148	T47745
16x20-ft tan central materiel service	016552677	T71755
16x20-ft green central materiel service	016552662	T71755
19.5-ft tan medical	016553249	T71619
19.5-ft green medical	016552667	T71619
64-ft tan medical	016645256	T47745
64-ft green medical	016645266	T47745
64-ft tan surgical	016645221	T47813
64-ft green surgical	016645242	T47813



To access the resources, click the Temper Air Supported Training Site link on: https://www.usammda.army.mil/index.cfm/ project_management/mss/csh_infrastructure



Dear Editor,

One of our Soldiers recently loaded six 3.6V AA lithium batteries in an AN/PAS-13C(V)2 MWTS thermal weapon sight instead of the standard 1.5V AA lithium battery. The sight exploded, burning the Soldier's hands and causing temporary hearing loss.

Please emphasize to Soldiers that they should always use **1.5V AA lithium batteries** in their sights, night vision devices and other equipment unless the item's -10 TM says otherwise.

> John Gilbert Milwaukee, WI







Dear Half-Mast,

Our unit just received some parts we need in the motor pool. Thing is, the parts are individually sealed in bags inside the container they arrived in. Is it OK to remove the bags and store the parts separately or should we leave them in the container?

SGT C.Z.



TB 55-46-1 Updated

Technical Bulletin (TB) 55-46-1, *Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment,* has been revised. The Feb 18 update gives dimensions, weights and other specs for military vehicles, vehicle-mounted equipment and other outsize/overweight equipment. The TB is a standard reference for developing and reporting movement requirements. Get it at the LDAC ETM website:

https://idmng.armyerp.army.mil/



Does No NSN Mean No Part?

Dear Half-Mast,

I'm trying to order parts for installing commo equipment in our unit's vehicles. Many parts don't have NSNs, just part numbers (PNs). But when I try to order by PNs, the supply shop keeps telling me I've got to have NSNs or I won't get what I need.

Stumped Sergeant



- 1. First, make sure there is no NSN. There are several sources to identify NSNs by CAGE and PN. Try the following:
 - a. NATO Master Cross Reference List (NMCRL): https://www.nato.int/structur/AC/135/nmcrl/nmcrl_e/index.html
 - b. WebFLIS: https://fp.logisticsinformationservice.dla.mil/webflis or https://www.webflis.info/
 - c. FedMall: https://www.fedmall.mil/index.html
 - FED LOG: Download from FedMall in the FED LOG corridor. Questions? Email: FEDLOG@dla.mil
 - e. If your Internet connection is limited or you don't have an account for the above databases, contact the DLA Customer Interaction Center toll free at 1-877-352-2255, or email: dlacontactcenter@dla.mil
- 2. If Step 1 yields no NSN, then prepare a DD Form 1348-6, *DOD Single Line Item Requisition System Document*. This form gives you a workaround to order what you need, even when an NSN doesn't exist. First, download it at:

http://www.esd.whs.mil/Portals/54/Documents/DD/forms/dd/dd1348-6.pdf

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FILL OUT AS MANY OF THE IDENTIFYING DATA BLOCKS (BLOCKS 1 TO 11) AS YOU CAN ABOUT THE PART YOU WANT. THE MORE DETAILS, THE BETTER. THERE'S A GUIDE TO COMPLETING THE DATA BLOCKS ON THE NEXT PAGE.



Block Number	Legend	Instructions							
1	Manufacturer's code and part number (PN)	Enter the item's Commercial and Government Entity (CAGE) code when available, followed by the complete PN.							
2	Manufacturer's name	Enter the manufacturer's name and address (including zip code, if known) when the CAGE is not available.							
3	Manufacturer's catalog identification	Enter the manufacturer's catalog identification number when available.							
4	Date	Enter the date of the publication in calendar date format (YYMMDD).							
5	Technical order number	Enter the applicable order number in which the requested item may be defined.							
6	Technical manual number	Enter the applicable TM number in which the requested item may be defined.							
7	Name of item requested	Enter the appropriate name of item requested.							
8	Description of item requested	Enter the description of item requested and, if necessary, attach exhibits or pictures.							
8a	Color	Enter the color of item requested, if applicable.							
8b	Size	Enter the size of item requested, if applicable.							
9	End item applicable	Enter the name of the applicable end item for which the requested item applies. Entry should cite NSN and/or nomenclature. If application is unknown, enter "unknown".							
9a	Supply source	Enter the supply source of the applicable end item, if known.							
9b	Make	Enter the manufacturer's make of the applicable end item, if known.							
9с	Model number	Enter the manufacturer's model number of the applicable end item, if known.							
9d	Series	Enter the manufacturer's series number of the applicable end item, if known.							
9e	Serial number	Enter the serial number of the end item, if known. If a unique item identifier (UII) is available, enter in Block 11 (prefixed with "UII").							
10	Requisitioner	Enter your name, commercial or DSN number and address, including ZIP code.							
11	Remarks	Enter any additional information which will assist the supply source to get the correct item. If there's no NSN for the item, write "No NSN available."							

YOU MAY NOT BE ABLE TO COMPLETE ALL OF THE BLOCKS ON THE FORM, BUT THE **MORE INFO** YOU CAN GIVE THE SUPPLY FOLKS, THE **BETTER THE ODDS** OF GETTING THE PART YOU NEED.





GCSS-Army...

My Kingdom for a Help Desk





New Army Crypto Support Portal

Check out the new main software download portal for Army cryptographic products software updates, documentation, management software or licenses. Go to:

https://spcs.kc.army.mil/sites/cryptomodportal/default.aspx

Many FSTs No Longer Mandatory

On Page 53 of PS 794, the article referenced AR 40-5's requirement for field sanitation teams (FSTs). That requirement was superseded by Army Directive 2018-07-11, *Prioritizing Efforts—Readiness and Lethality (Update 11)*. The new directive eliminates the requirement for units to have primary and alternate FSTs, unless deployment activities require them. Many thanks to our alert reader, SSG Lowell Barber of CAARNG, for pointing this out!

621G SCRAPER PUSH LOADING

Operators, wondering if "push loading" is allowed for your 621G scraper?

lt is!

Just make sure you do it right. Pages 10-13 of WP 0005 in TM 5-3805-296-10 (Sep 12) has the complete scoop.

HMMWV High Seat Kit

To modify your HMMWV driver's and commander's seats into high backs, order the green seat kit with NSN 2540-01-393-3796 or the tan seat kit with NSN 2540-01-408-7049. The kits are limited, however, because the contract wasn't renewed due to testing requirements. When they're gone, you'll have to order the individual parts in TACOM drawings 57K0290 (green) and 57K0291 (tan). Request a copy by email at:

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

POCs For MHE Help

For logistics support of material handling equipment (MHE) such as forklifts, container handlers and cranes, contact the MHE team mailbox at:

usarmy.detroit.tacom.mbx.ilsc-mhe@mail.mil For maintenance issues, contact the MHI maintenance team leader, Matthew Hinton, at:

matthew.e.hinton.civ@mail.mil

For MHE supply issues, contact the MHE supply team leader, Amy Gilley at:

amy.l.gilley4.civ@mail.mil

NSNs for FMTV

Previous TMs didn't list separate NSNs for the left and right FMTV door handles. But Fig 1234.5 of TM 9-2320-391-23&P in IETM EM 0369 (Oct 17) now includes this full list of left and right handles, plus necessary hardware:

Door Handles

Item	Left side NSN	Right side NSN
Door handle	2540-01-376-3998	2540-01-376-3999
Door latch	2540-01-375-7995	2540-01-375-7994
Actuator	3010-01-377-6805	3010-01-375-7323
Connecting rig link (pkg of 1)	3040-01-505-9348	3040-01-505-9359
Connecting rig link (pkg of 2)	3040-01-505-9352	3040-01-505-9354

M1095 Trailer ABS Light Cap

Replace missing ABS light caps on M1095 flatbed trailers with NSN 5340-00-200-5904. This replaces NSN 5340-01-512-9064, which is shown as Item 22 in Fig 10 of TM 9-2330-394-13&P-2, (Sep 15). A missing light cap makes the trailer NMC, so order some extras to keep on hand.

A1P2 FMTV EPHU Cap NSN

Get a replacement protective cap for your A1P2 FMTV electric hydraulic power unit (EPHU) with NSN 5340-01-646-6963. The old NSN 5340-01-590-0054, listed as Item 15 in Fig 220 for the 2.5-ton model and Fig 1220 for the 5-ton and 10-ton models, of TM 9-2320-333-13&P in IETM 0294 (Jun 15), is a terminal item.

M1089A1P2 FMTV BII KIT

Don't be surprised to find a 20-ton hydraulic jack, NSN 5120-01-627-2079, and an amber warning light, NSN 6220-01-645-5767, in the BII kit for the M1089A1P2. They're supposed to be there, even though they're not listed in TM 9-2320-333-13&P (Jun 15). A 12-ton hydraulic jack, NSN 5120-01-573-5935, and another amber warning light, NSN 6220-01-433-5828, are also part of the kit. They're already listed in the TM. The other two items will be included in the next revision.

POWER GEN TRAINING PUB RELEASED

Soldier Training Publication No. 9-91D13-SM-TG, Soldier's Manual and Training Guide, Tactical Power Generation Specialist MOS 91D Skill Levels 1, 2, and 3 (Oct 18), is out. Trainers and first-line supervisors should make sure 91Ds get it. It's at the Army Publishing Directorate:

https://armypubs.army.mil

Or the Central Army Registry: https://atiam.train.army.mil/catalog/dashboard

Here's the Dish on New DSCS TM

TM 11-5895-1829-13&P (Oct 18) covers operator maintenance and RSPTL for the AN/FYQ-110C, defense satellite communications system (DSCS) operational support system, NSN 5895-01-538-5774. TM distribution is restricted, so you'll need to log in with your CAC to:

https://idmng.armyerp.army.mil/ Choose the "ETM/IETM" icon and search for the TM.

LMTV/FMTV Power Steering Gasket

The LMTV power steering gasket, NSN 5330-01-387-2165, shown as Item 3 in Fig 202 of TM 9-2320-391-23&P (IETM EM 0369, Oct 17), will not be replaced once stock is depleted. Instead, order the next higher assembly, **the power steering reservoir**, NSN 2530-01-399-4207. It's shown as Item 1 in Fig 202 of the IETM.

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



