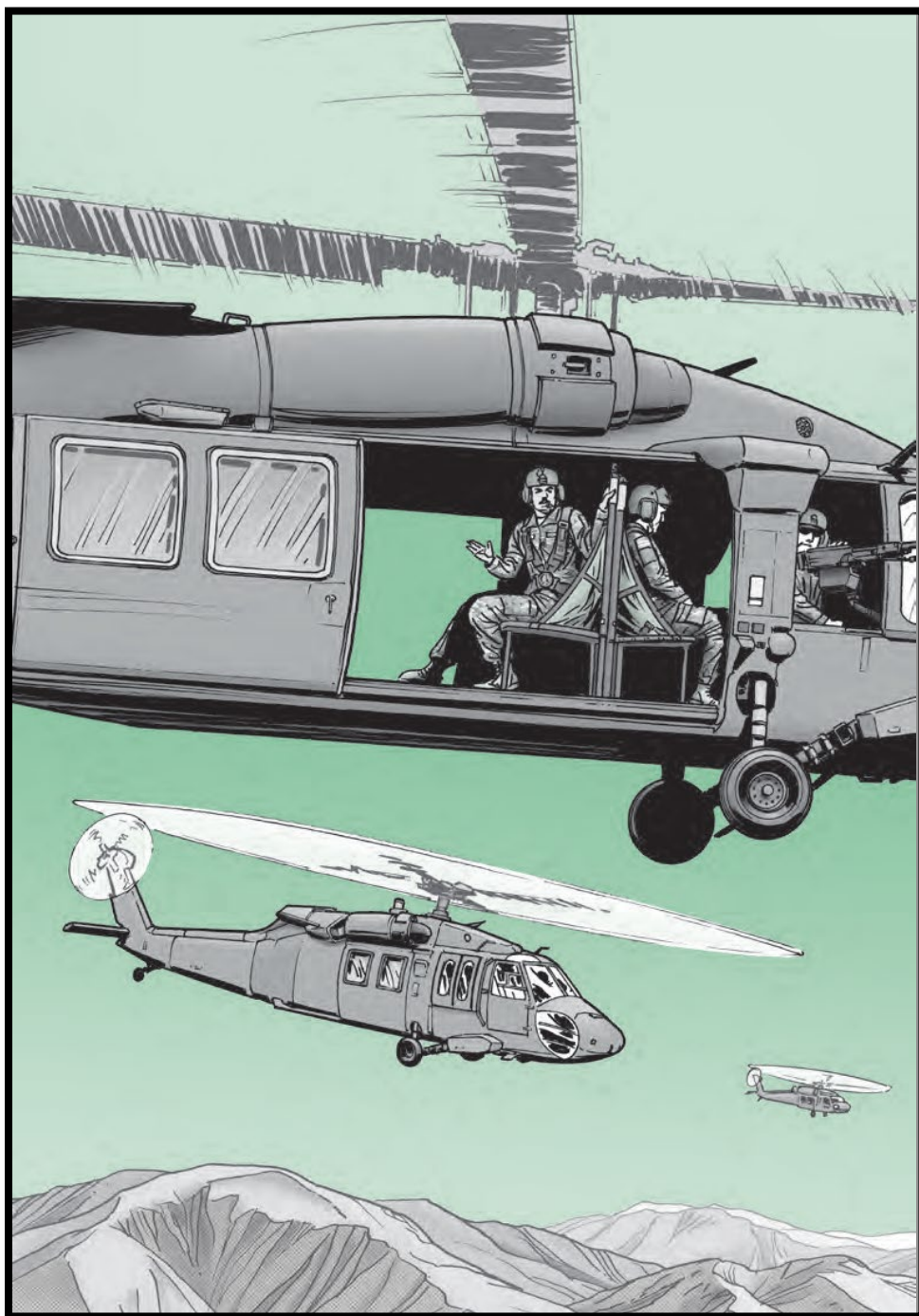




**Roll-up of Articles
February 2024**

Aviation





MEDEVAC: Avoid User Error When Connecting Hoist Baskets

/ Published Feb. 7, 2024

BLUF: Ensure the lifting hook is connected to BOTH lifting eyes on the rescue basket to avoid serious injury or death.

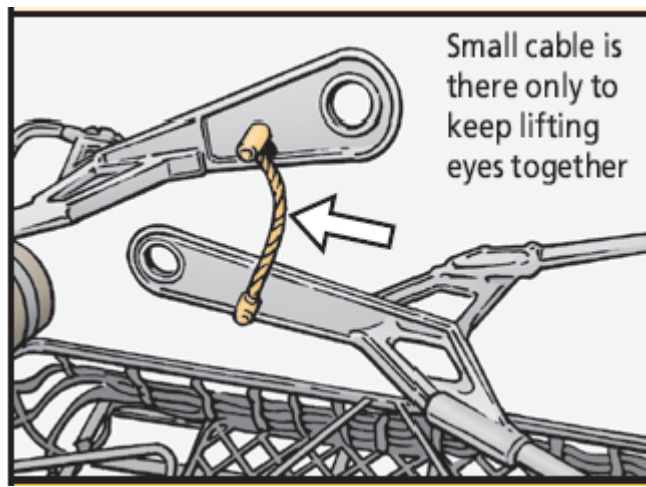


Photo by [Staff Sgt. Harrison Winchell](#)

This article initially appeared in PS 778 (Sep 17), pp. 20-21, as Be Safe with Safety Baskets.

Crews, you need to be aware of a potential safety issue with rescue baskets, PNs 495 and 499-B. The safety issue is not the result of a manufacturer's defect, but potential user error.

A fatality occurred in another country that uses the same rescue basket as MEDEVAC. The issue is the small cable that's used to connect the two lifting eyes. It's there to keep both lifting eyes close together so they can be easily joined by the rescue hook.

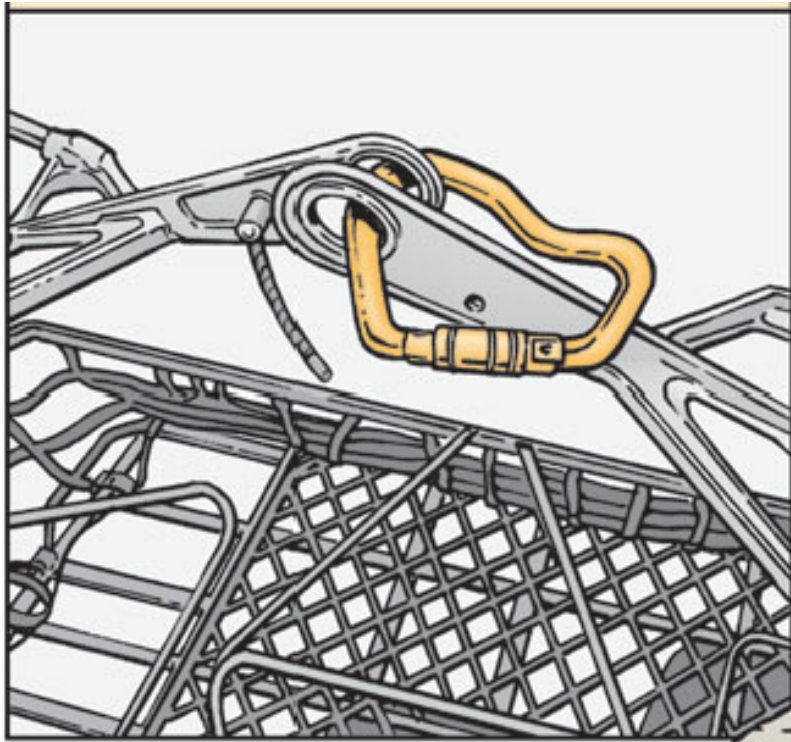


Small cable is there only to keep lifting eyes together

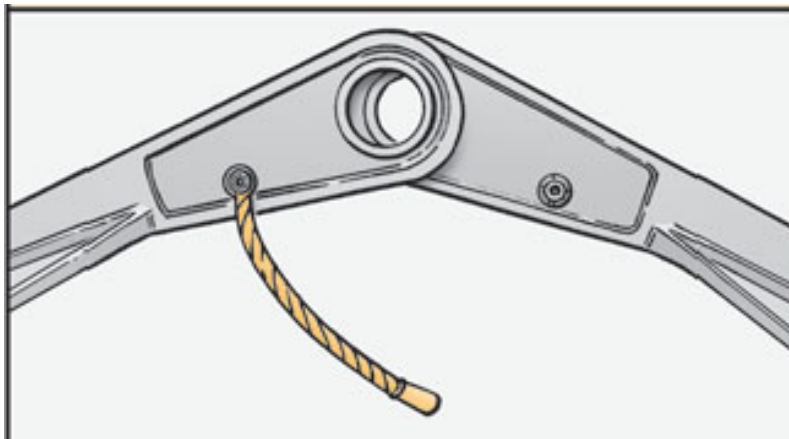
It's vital that all MEDEVAC personnel know that the lifting hook must be connected to **both** lifting eyes on the rescue basket.

In the incident, the operator attached the lifting hook only to the top lifting eye. When the basket was lifted, the small cable which is not rated to hold a load, held just long enough for the basket to get high in the air. The cable snapped and the occupant was dumped out and fell to his death.

To avoid accidents like this, disconnect one end of the small cable and connect both lifting eyes together with a locking carabiner. The carabiner serves the same function as the small cable-keeping the lifting eyes close together, while reminding the hoist operator to connect both lifting eyes on the rescue basket with the lifting hook. But...**make sure to remove** the carabiner before attaching the hook to both lifting eyes.



Connect both lifting eyes together with a locking carabiner



Connect both lifting eyes on the rescue basket with the lifting hook

Missing one small step can have deadly consequences. If you're unsure about the procedure, ask your flight instructor for help.

NOTE (not in original article): Refer to air worthiness release (AWR) 980r28 for rescue hoist equipment on UH-60L/M/V and HH-60M helicopters. The NSN for the locking carabiner is NSN: 5340-01-694-4747.



General Aircraft TMs Have Information Not Covered Elsewhere

/ Published Feb. 13, 2024

BLUF: General aircraft TMs are an essential resource and complement your maintenance manuals.



Photo by [Sgt. Matthew Lucibello](#)

This article initially appeared in PS 750 (May 15), pp. 22-23.

Dear Editor,

While searching for replacement parts for our aircraft grounding cables, we did a lot of wheel spinning looking in the maintenance manuals. Finally, we checked out the *PS* website and found an article that led us to the general aircraft TMs.

Turns out, that's where the parts list for the grounding cables is. Can you let Soldiers know about the ground cable parts and the wealth of other good aviation information that fund in the general aircraft TMs?

CW2 Aaron Comps

A Co. 1-169th AVN REGT

Ft. Liberty, NC

Editor's Note: *Thanks, Chief. Yes, and it's always great to hear from anyone who has found what they need in PS.*

To recap, those grounding cable parts can be found in Fig 3-1 of TM 1-1500-204-23-1 (Jul 92, w/Ch 8, Dec 12). Here's what you need:

Item	NSN
Plug tip (consisting of cap, plug and set screw)	5935-00-572-5174
Wire rope (coated)	4010-00-286-2681
Wire rope (non-coated)	4010-01-145-8455
Electrical clip	5999-00-134-5844

When it comes to the general aircraft TMs always remember not everything you need for your CH-47s, OH-58s, UH-60s and AH-64s is included in their maintenance manuals. There's always more helpful information in the general aircraft TMs.

Because of high op-tempo, constant deployments, and contractor maintenance, some may have forgotten about the general aircraft TMs. New mechanics may not even know about them. So when you can't find something in your regular maintenance manuals, don't forget to check out the general aircraft maintenance TMs.

You'll find information about corrosion, parts, components, cannon plugs and wiring. They also provide a treasure trove of hardware and consumables, shop practices, tools, ground support equipment and much more.

Get to know this list of general aircraft *TMs*:

- **TM 1-1500-204-23-1 (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance, (General Maintenance and Practices), Volume 1.*
- **TM 1-1500-204-23-2 (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Pneudraulics Maintenance and Practices), Volume 2.*
- **TM 1-1500-204-23-3, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Maintenance Practices for Fuel and Oil Systems), Volume 3.*

- **TM 1-1500-204-23-4, (Jul 92)**, *AVUM and AVIM for General Aircraft Maintenance (Electrical and instrument Maintenance Procedures and Practices), Volume 4.*
- **TM 1-1500-204-23-5, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Propellor, Rotor, and Powertrain Maintenance Practices), Volume 5.*
- **TM 1-1500-204-23-6, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Hardware and Consumable Materials), Volume 6.*
- **TM 1-1500-204-23-7, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Nondestructive Testing and Flaw Detection Procedures and Practices), Volume 7.*
- **TM 1-1500-204-23-8, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Machine and Welding Shop Practices), Volume 8.*
- **TM 1-1500-204-23-9, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Tools and Ground Support Equipment), Volume 9.*
- **TM 1-1500-204-23-10, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Sheet Metal Shop Practices), Volume 10.*
- **TM 1-1500-204-23-11, (Jul 92)**, *AVUM and AVIM Manual for General Aircraft Maintenance (Advanced Composite Material General Maintenance and Practices), Volume 11.*

You can find the general aircraft TMs online at the LDAC website [HERE](#). You'll need your CAC to access.



AH-64E: Inspect Horizontal Stabilator Mount Bolt Retainer Screws for Over-Torquing

/ Published Feb. 15, 2024

BLUF: Check stabilator mount bolt retainer screws for over-torquing.



Photo by [Sgt. Savannah Roy](#)

The original equipment manufacturer (OEM) states that when the stabilators were installed on AH-64E aircraft models with serial numbers 2003330 thru 2203455, the mount bolt retainer screws may have been over-torqued.

Mechanics must perform a one-time inspection to check for over-torqued mount bolt retainer screws and follow the follow aviation maintenance action message H-64-24-AMAM-03 and the addendum for correction and compliance instructions.

Here are the parts you need to inspect.

Nomenclature	NSN	Part number
Aircraft structural plate	1560-01-177-5685	7-311120607
Machine screw	5305-00-616-3801	NAS623-3-4
Self-locking nut plate	5310-00-771-7406	MS21076L3N

You can view and download the AMAM with addendum [HERE](#), using your CAC. Click on Consolidated Listings, select Aviation as the Record Type, H-64 as System Type and AMAM as Message Type. Then click Search. Results are listed in chronological order.



AGSE: Find AGPU Protective Cover Maintenance Instructions in TM

/ Published Feb. 16, 2024

BLUF: AGPU protective cover, NSN 5340-01-663-8273, care, maintenance and installation instructions are in TM 1-1730-229-13 (Jan 17, w/Ch 1, Apr 17).



Photo by [Abraham Essenmacher](#)

Mechanics, on Pages 24-25 in PS 778 (Jan 17), we told you about the aviation ground power unit (AGPU) protective cover, its care and maintenance, installation instructions and warnings. Back then, the information had not been published in TM 1-1730-229-13 (Jan 17).

A few months later (Apr 17), the AGPU maintenance instructions were added to the TM, and the cover was assigned NSN 5340-01-663-8273. Be sure to read and heed the relevant TM pages [HERE](#), paying particular attention to the warnings and cautions.



AGPU cover unfolded



AGPU cover



Follow TM instructions to cover AGPU

If you have questions or concerns about AGSE, visit their MilSuite site [HERE](#).



All Aircraft: Where and When to Use Aircraft Solvents

/ Published Feb. 26, 2024

BLUF: Use MIL-PRF-680 and Navsolve (MIL-PRF-32295) per guidance when cleaning aircraft components.



Photo by [Staff Sgt. Austin Berner](#)

This article initially appeared in PS 776 (Jul 17), p. 52-53.

For many years, MIL-PRF-680 type II was the approved cleaner for Army aviation components. It was intended mostly as an immersion cleaner but could also be used as a hand wipe cleaner.

But environmental regulations in some areas require a solvent with a volatile organic compound limit (VOC) or less than or equal to 25 grams/liter (g/l). Navsolve (MIL-PRF-32295) was developed as that alternative. Both MIL-PRF-680 and Navsolve are free of hazardous air pollutants (HAPs).

Below are the applications and restrictions for using MIL-PRF-680 and Navsolve. Use this list for guidance on Army Aircraft.

Spec	VOC (g/l)	NSN 6850-	Size	Comments
MIL-PRF-680 Type 1	+/- 750	01-474-3202 01-474-3209 01-474-2313	1 gal 5 gal 55 gal	Used to clean parts contaminated with light dirt, oil, and grease.
MIL-PRF-680 Type II	+/- 750	01-474-2319 01-474-2317 01-378-0698 01-474-2316	1 gal 5 gal 15 gal 55 gal	Most commonly used solvent used to clean Army aviation components for many years.
MIL-PRF-680 Type III	+/- 830	01-474-2318 01-474-2321 01-474-2321	1 gal 5 gal 55 gal	Used when a higher flash point is required.
MIL-PRF-680 Type IV	+/- 750	NA	NA	Not approved for Army aviation equipment. It contains D-limonene which may cause corrosion on flight critical parts.
MIL-PRF-680 Type IV	≤25	NA	NA	Not approved for Army aviation equipment, though approval could be pursued if requested. More expensive than MIL-PRF-32295.
MIL-PRF-32295 Type II NAVSOLVE	≤25	01-606-8356 01-606-8357 01-606-3293	4 gal 5 gal 15 gal 55 gal	Approved as an alternative to MIL-PRF-680 Type II. The preferred alternative when environmental regulations require ≤25 VOC

		01-606-8358	g/l. Flash point is lower than MIL-PRF-680 Type III. Local safety office must approve NAVSOLVE as an alternative to MIL-PRF-680 Type III before use.
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If the TM does not call out the solvent listed in the table for your application, all is not lost. You can get permission to use an alternative by calling your local AED liaison engineer or the AMCOM Environmental Hotline, DSN 876-1711, (256) 313-1711 or email:

usarmy.redstone.amcom.mbx.g4-environmental@army.mil

Editor's Note: Minor edits have been made to the original version of this article for clarity.



All Aircraft: Spot Paint Stripping Aluminum Surfaces

/ Published Feb. 28, 2024

BLUF: The environmentally safe option for stripping paint from aircraft aluminum surfaces is PR-3133, NSN 6850-01-485-0097.



Photo by Senior Master Sgt. Vincent De Groot

This article initially appeared in PS 763 (Jun 16), p. 25-26.

Mechanics, check your TMs before stripping paint from your aircraft with paint remover. If methylene chloride is authorized in your TM and there's no other way to remove the paint, then use it on an exception basis only. That is, make it a one-time application, as it's bad for the environment.

NOTE: If your TM says to use methylene chloride for paint stripping, contact the AMCOM environmental hotline **immediately**. They will coordinate with the appropriate subject matter experts to ensure the TM gets updated with the correct paint stripper. You can also send in a DA Form 2028 to have the TM corrected.

Make a note that methylene chloride has been removed from TM 1-1500-345-23 (Jul 15), *Painting and Marking of Aircraft*. But TM 1-1500-344-23 (Aug 16), *Cleaning and Corrosion Control*, still lists it for use.

The methylene chloride restriction comes from the EPA's national emission standards for hazardous air pollutants (NESHAP). The recommended and environmentally safe option for chemical spot stripping on aluminum is PR-3133, NSN 6850-01-485-0097. Turco 6813E can also be used and comes with NSN 8010-01-441-6143.

When using these chemicals for stripping, make sure they're used on aluminum aircraft skins and **not on unapproved surfaces** like steel, high strength aluminum, magnesium, rubber, plastics and composites. Check your safety data sheets for more information.

Any product containing D-limonene should not be used on aircraft because of corrosion concerns. And don't use paint strippers that have an expired shelf life.

Anytime you strip paint, work with your maintenance contractor or senior mechanic to ensure that proper techniques, procedures and safety measures are in place to prevent mishaps.

Surfaces other than aluminum aircraft skins that could be exposed to paint stripper should be protected like the TM says. Not protecting these surfaces can cause corrosion or hydrogen embrittlement leading to potential failure. Not only must you protect non-aluminum parts but also yourself!

If you need more information, contact the AMCOM Environmental Hotline, DSN 876-1711, (256) 313-1711 or email:

usarmy.redstone.amcom.mbx.g4-environmental@army.mil

Editor's Note: Edits have been made to the original version of this article for clarity and accuracy and to bring it current.



Apache: Storage Boards Can Help Keep Parts Accountability

/ Published Feb. 28, 2024

BLUF: While not mandatory, hardware storage boards can help units maintain parts accountability during disassembly and reassembly.



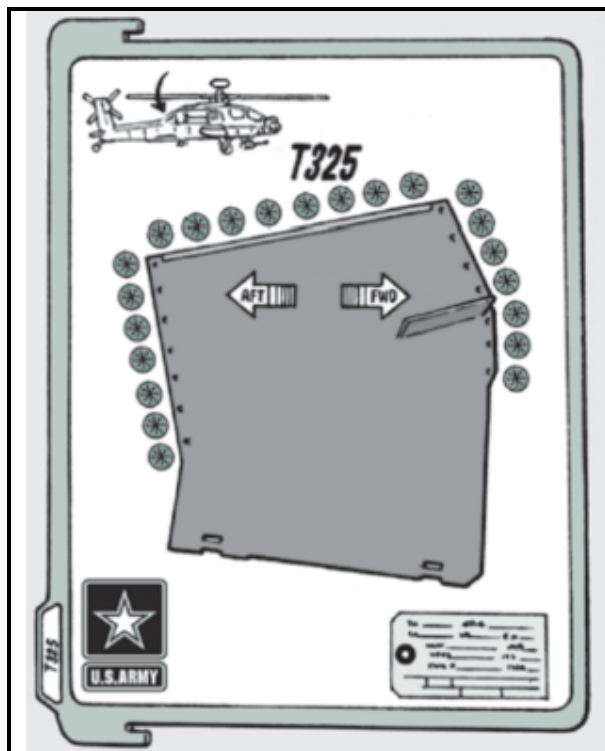
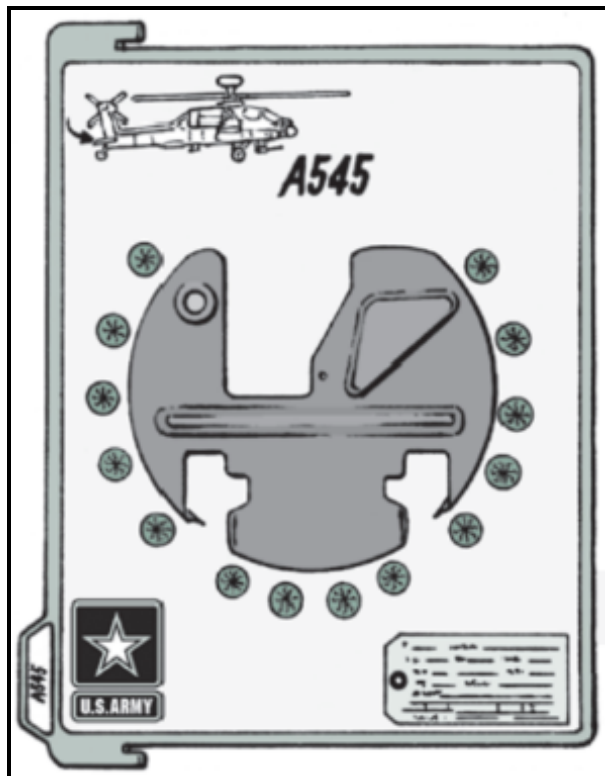
Photo courtesy Bolt Byte Tools

This article initially appeared in PS 781 (Dec 17) pages 19-21.

Mechanics, whenever parts are removed from an Apache for maintenance or an aircraft is disassembled for shipment, the standard has always been to bag and tag each part. That should make for easier reinstallation.

But while bagging and tagging isn't new, it's seldom free of complications. It can be a tedious effort to figure out where everything goes during reinstallation, especially if the maintainers responsible don't do everything just right. It gets even worse when parts are removed by one group and reinstalled by another. Parts get lost, misplaced, or put in coffee cans and it's a real nightmare figuring out where everything goes. The boards help keep track of where everything goes and it lot more efficient than bagging and tagging.

There's a better option! Hardware storage board kits, which help control FOD, are available. The boards allow you to place aircraft parts and hardware on color-coded boards that include pictures to match the actual components on the helicopter. Boards are available for each aircraft section such as the drive shaft.



Example hardware storage boards

The hardware storage board kits are a good alternative to bagging and tagging and keep parts from getting lost. If one group removes parts, another group can reinstall them without a hitch. They also provide safety and control FOD and the loss of hardware. The kits store hardware when doing phase inspections and maintenance until the time of reinstallation.

The storage board kit can be ordered with NSN 8145-01-660-1406.

Use of the hardware storage board kit **isn't mandatory** and there are no plans for Army-wide fielding. Purchasing the kits is the unit's responsibility, so get your CO's approval before ordering.



Place storage boards in container until parts are reinstalled

Use of storage boards as an alternative is a good way to keep track of parts and hardware for reinstallation.

CBRN





CBRN: JECF LED Light Grommet Replacement

/ Published Feb. 27, 2024

BLUF: Rubber grommets on the JECF Family of Systems' Oxley LED lights, manufactured prior to July 2019, are defective and need to be replaced.



Photo by Airman 1st Class Quion Lowe

Does your unit have the Joint Expeditionary Collective Protection (JECF) Family of Systems? Here are the different types:



Joint Expeditionary (JEC) Family of Systems

(to view larger, right click on image and open in new tab or window)

Be aware that the rubber grommets on Oxley LED lights (PN OX42535-4M) manufactured prior to July 2019 (serial numbers below 18598) are defective.



Oxley LED Light

The defective grommets (two per light) may break down over time, showing evidence ranging from being soft to a liquid consistency which can spread along the exterior of the light and cable causing improper sealing. Improper sealing can make the light inoperable due to loose electrical connections and/or water intrusion.



Damage caused by defective rubber grommet

Replace any grommets with a serial number below 18598. To receive new grommets, contact the CBRN-Information Resource Center (IRC) at:

cbrn.irc@army.mil

Once you have received your new grommets, see the instructional video on how to replace the grommets [HERE](#).

Commo/Electronics





MMC-S: New Software Fielding for JBC-P

/ Published Feb. 9, 2024

BLUF: Mounted Mission Command-Software (MMC-S) is being fielded to replace existing Joint Battle Command-Platform (JBC-P) software.



Courtesy Photo (by Justin Eimers)

Dear Editor,

New software called Mounted Mission Command-Software (MMC-S) is currently being fielded through a software-only upgrade to replace Joint Battle Command-Platform (JBC-P) software on existing JBC-P hardware. This software-only upgrade continues the mission of JBC-P to distribute accurate digital command and control (C2) and situational awareness (SA) at all echelons to the platform and dismounted domains, populating a common operating picture (COP), and reducing risk of fratricide.

The presentation [HERE](#) outlines key features of MMC-S (you'll need your CAC to

access). Highlights include:

- MMC-S utilizes the Android Tactical Assault Kit (ATAK) for functionality, providing increased capabilities with software that is efficient and intuitive for Soldiers.
- Smart routing that allows connection to multiple tactical networks.
- Modular app-based functionality for quick updates and improvements.
- The ability to incorporate more mission-specific data for enhanced collaboration and SA in map displays.
- Precise digital graphic products that can be quickly and easily created and shared using the MMC-S overlay tool. The ability to add operational information as military graphics greatly improves a unit's COP.
- Enhanced collaboration of C2 messages through a variety of communication and reporting tools.
- Interoperability with NETT Warrior.

MMC-S follows the continuous integration/continuous deployment (CI/CD) model for agile software programs, with frequent software releases for necessary updates, patches, and capability. User feedback is captured and used in the continued development and deployment of MMC-S, so DevOps units and early users can directly impact and improve the software they use.

MMC-S is currently **only** authorized for the following tactical JBC-P platform under LIN C05036 with the Mounted Family of Computer Systems (MFoCS) hardware. This authorization does not include integrated platforms that must await certification for MMC-S:

Type designator	Description	NSN
AN/UYK-128D(V)3	Vehicle mounted/MFoCS processor unit	7010-01-626-9244

The authorization will increase as future versions are released and will eventually include all JBC-P systems (i.e., all systems under LIN C05036, and all systems under command post and logistics LINs—C05037, C05054, and C05055).

MMC-S will be fielded under ZLIN Z06129 as associated support items of equipment (ASIOE). Authorized units on the JBC-P fielding schedule for C05036 will begin receiving master hard drives of MMC-S. Authorized users with MFoCS hardware will also be notified by a maintenance information message (MIM) on how to do a software-only self-upgrade from JBC-P software to MMC-S. The ability to self-upgrade will not initially include integrated platforms that must await certification for MMC-S.

Units will receive access to MMC-S TMs and training materials, including interactive multimedia instruction and self-paced training supported remotely by new equipment training (NET) instructors.

PdM MMC Product Support

PM Mission Command

PEO C3T

Editor's Note: *Thanks for sharing this information. Units, take note of these upcoming changes.*



AN/PED-1, -1A, -1B LLDR: Restore to Serviceable Condition

/ Published Feb. 13, 2024

BLUF: An incorrect setup of the AN/PED-1, AN/PED-1A or AN/PED-1B LLDR can result in units reporting the equipment as broken or unserviceable. Correcting the setup fixes this error.



Photo by 1st Lt. Stephanie Snyder

Recent inspection of unserviceable AN/PED-1 Lightweight Laser Designator Rangefinder (LLDR) equipment revealed that some systems had an incorrect setup, causing units to believe the operational systems were broken or unserviceable. Specifically, the target locator modules (TLMs) had an incorrect setup for targeting operations. Once the TLMs had the correct setup for targeting operations, the systems were found to be operable.

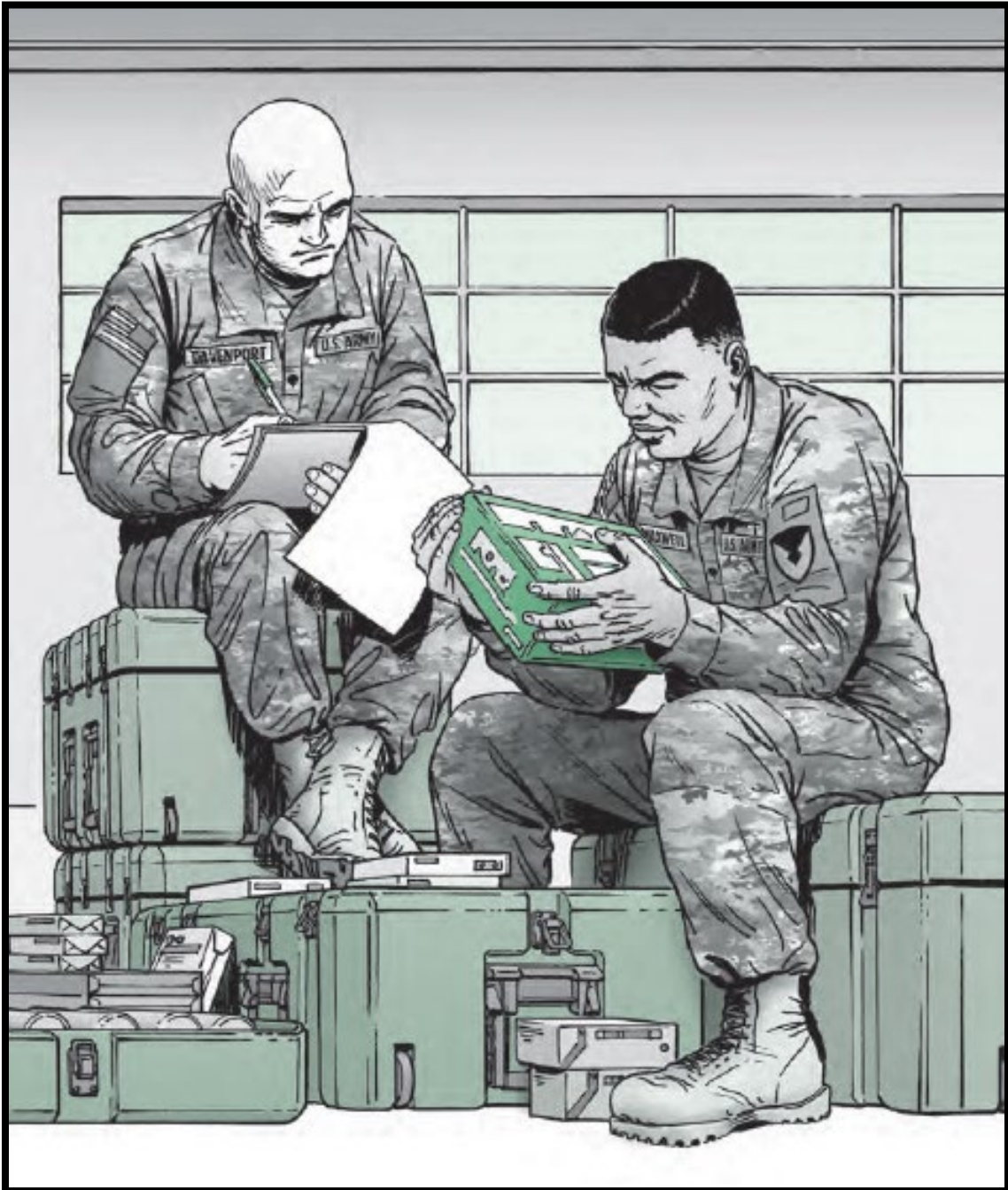
Here are the affected models:

Nomenclature	NSN 1240-	LIN
LLDR I, AN/PED-1	01-455-1791	R60282
LLDR II, AN/PED-1A	01-603-7760	R60282
LLDR IIH, AN/PED-1B	01-610-5566	R05028

For more information, including photographs, step-by-step LLDR setup instructions and POCs, see CECOM MA-24-03002 [HERE](#). You'll need your CAC for access.

For PMCS instructions, see TM 11-5855-315-13&P (May 17).

Logistics Management





Maintenance Management: Is There a FED LOG® Download Alternative?

/ Published Feb. 26, 2024

BLUF: Downloaded copies of FED LOG® can be burned onto a disk for use on non-networked MSDs, but there are some cautions.



Dear Half-Mast,

Is there any way to get a copy of FED LOG® without an Internet connection? The maintainers in our motor pool don't have networked MSDs and their copies of FED LOG® are woefully out of date.

MSG H.K.

Dear Master Sergeant,

Unfortunately, there's no way to get a copy of FED LOG® without downloading it but that doesn't mean all is lost. A maintenance leader could use a networked computer to download a copy of FED LOG®, burn the files to a disk and use the disk to install

FED LOG[®] onto the non-networked MSDs.

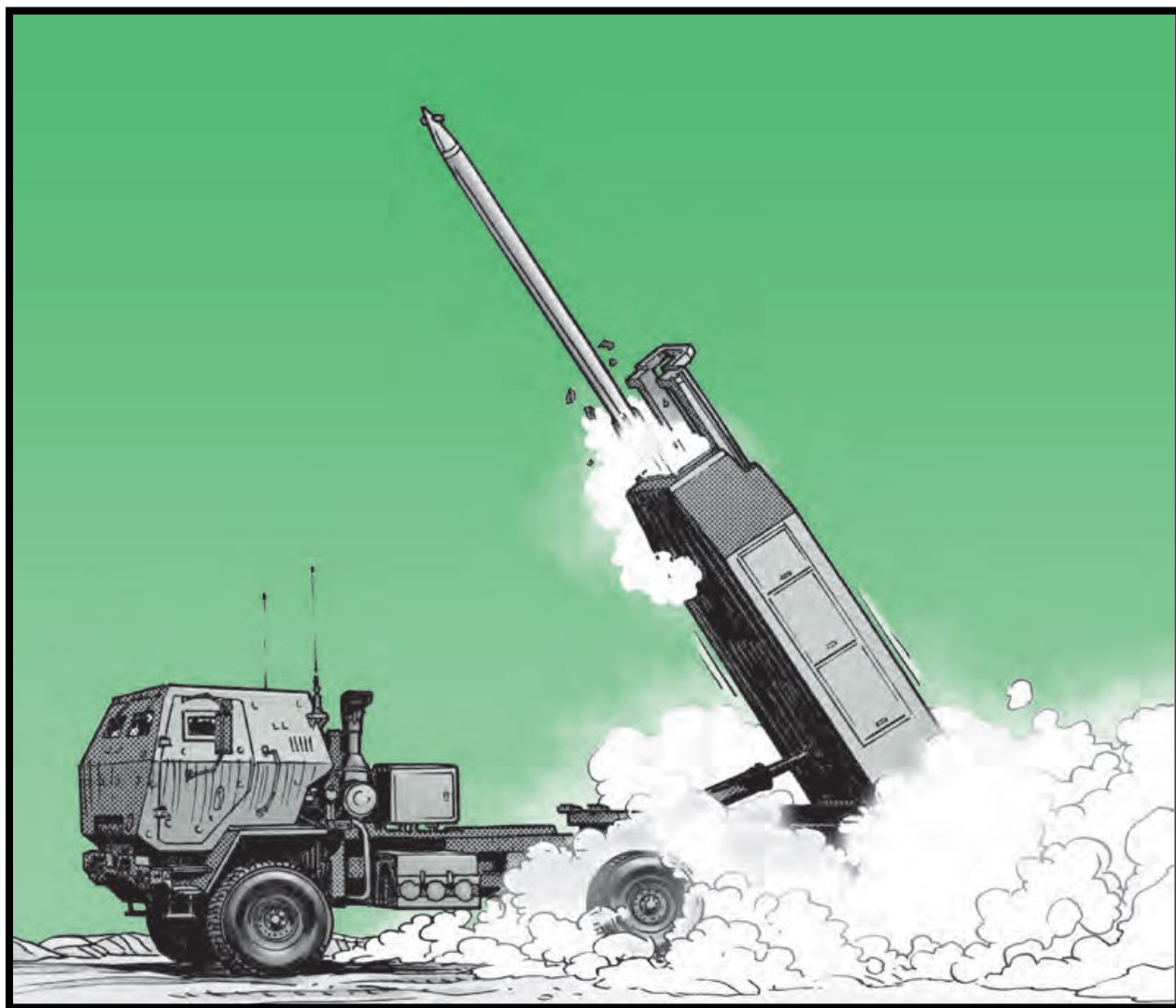
If you use this method, keep these two things in mind:

1. The data in FED LOG[®] is CUI (formerly FOUO). Protect it and any burned CDs/disks accordingly.
2. The FED LOG[®] files are updated monthly, so you'll need to update the MSDs regularly. Updates are available on the first business day of each month.

Need access to FED LOG[®]? Get started [HERE](#).

Half-Mast

Missiles





MLRS: Better NSN for Dash Wiring Harness

/ Published Feb. 22, 2024

BLUF: There's a better NSN for the MLRS dash wiring harness, and you'll need your CAC to get hold of it.



Photo by [Christopher Wilson](#)

Soldiers, there's a better NSN for the dash wiring harness in the multiple launch rocket system (MLRS), one that doesn't require modification to install.

For more info, see the details [HERE](#). You'll need your CAC for access.

Soldier Support





Electronic Shop Van: Guidance on Missing Space Heaters

/ Published Feb. 7, 2024

BLUF: When turning in electronic shop vans (ESVs) for overhaul, be sure to include the space heater, NSN 4520-00-177-6198.



Courtesy photo

Units, when you turn in your AS/ASM-146, 147, 189 and 190 electronic shop vans (ESVs) for overhaul, make sure that the space heater, NSN 4520-00-177-6198, is included with each ESV.

CECOM wants you to be aware that if an ESV entering overhaul at Tobyhanna Army Depot (TYAD), PA, is received without a heater, TYAD will not replace the heater. In such cases, units will need to requisition replacement heaters from the Defense Logistics Agency (DLA) after receiving the ESV from the completed depot overhaul program.

However, if an ESV is turned in with a broken heater, TYAD will replace it as part of the overhaul.



ROWPU: Sound Controlling Blanket Insulation Sleeve Replacement Unnecessary

/ Published Feb. 15, 2024

BLUF: The sound controlling blanket insulation sleeves in the ROWPU, Model No. WTA-060, NSN 4610-01-219-8707, and Model ROWPU-1, NSN 4610-01-371-1790, don't need to be replaced if damaged or missing.



Courtesy photo

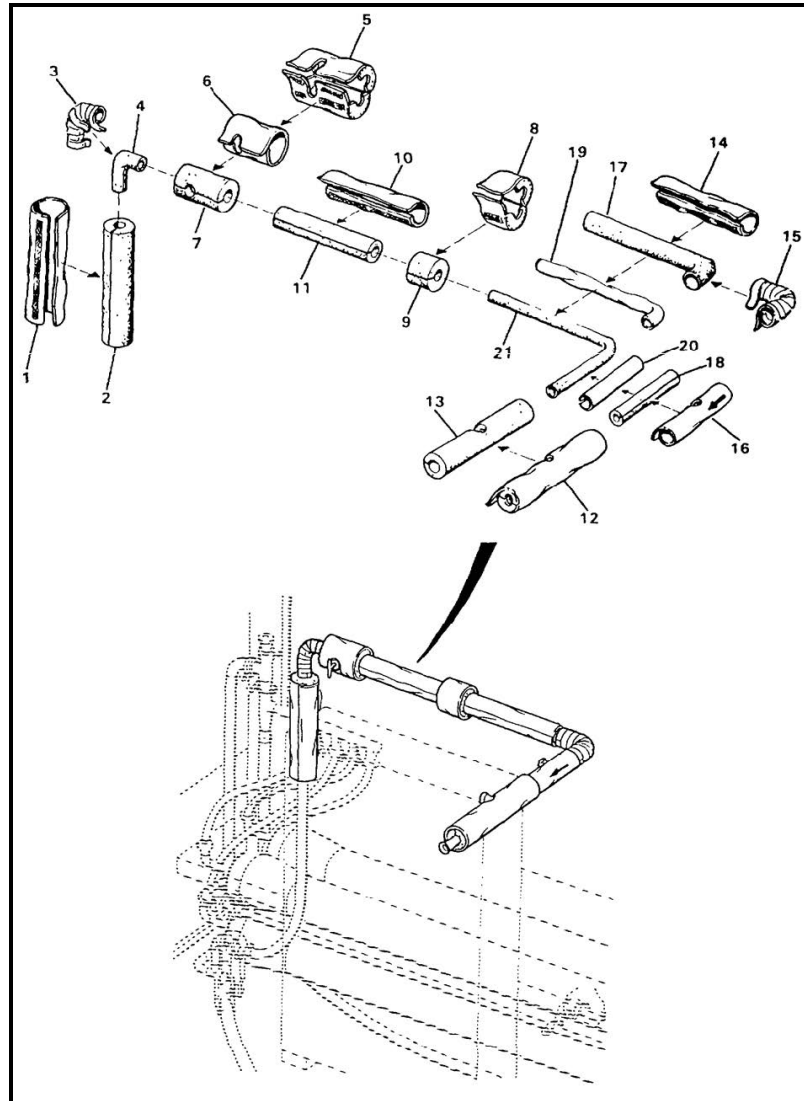
The Reverse Osmosis Water Purification Unit (ROWPU), Model No. WTA-060, NSN 4610-01-219-8707, and Model ROWPU-1, NSN 4610-01-371-1790, have sound controlling blanket insulation sleeves. Units have asked if the insulation needs to be replaced if it's damaged or missing.

The quick answer is NO. Here's the reason:.

The sole purpose of the insulation sleeves is to dampen sound from the operation of the ROWPU. Sound controlling blanket insulating sleeves don't need to be replaced if

they're damaged or missing. Also, if the insulation sleeves are missing or damaged, it doesn't make the ROWPU non-mission capable (NMC). If the insulation sleeves are in working order, then they don't need to be removed or discarded.

For a visual reference, see Items 1-21 on Page 0071 00 of TM 10-4610-232-24P (Jan 07, w/Ch2, Aug 09) or the details below:



Parts and location of insulating sleeves

(1) ITEM NO.	(2) SMR CODE	(3) NSN	(4) CAGEC	(5) PART NUMBER	(6) DESCRIPTION AND USABLE ON CODE (UOC)	(7) QTY
					GROUP 02 WATER PURIFICATION SYSTEM	
					FIG. 70 Sound Controlling Blankets	
1	XDOZZ		97403	13229E1361-3	..Insulating Sleeve	1
2	XDOZZ		97403	13229E1376	..Insulating Sleeve	1
3	PBOZZ	5640-01-363-5970	97403	13229E1369	..Insulating Sleeve	1
4	XDOZZ		97403	13229E1363-2	..Insulating Sleeve	1
5	PBOZZ	5640-01-351-4189	97403	13229E1375	..Insulating Sleeve	1
6	PBOZZ	5640-01-351-4190	97403	13229E1374	..Insulating Sleeve	1
7	PBOZZ	5640-01-352-4249	97403	13229E1373	..Insulating Sleeve	1
8	PBOZZ	5640-01-352-4250	97403	13229E1372	..Insulating Sleeve	1
9	PBOZZ	5640-01-351-4191	97403	13229E1371	..Insulating Sleeve	1
10	PBOZZ	5640-01-351-4192	97403	13229E1361-2	..Insulating Sleeve	1
11	PBOZZ	5640-01-352-4251	97403	13229E1370	..Insulating Sleeve	1
12	PBOZZ	5640-01-351-4193	97403	13229E1368	..Insulating Sleeve	1
13	PBOZZ	5640-01-352-4252	97403	13229E1367	..Insulating Sleeve	1
14	XDOZZ		97403	13229E1361-1	..Insulating Sleeve	1
15	XDOZZ		97403	13229E1360	..Insulating Sleeve	1
16	PBOZZ	5640-01-363-3692	97403	13229E1366	..Insulating Sleeve	1
17	XDOZZ		97403	13229E1363-1	..Insulating Sleeve	1
18	XDOZZ		97403	13229E1365	..Insulating Sleeve	1
19	XDOZZ		97403	13229E1364	..Insulating Sleeve	1
20	PBOZZ	5640-01-351-4198	97403	A3229E1362	..Insulating Sleeve	1
21	XDOZZ		97403	13229E1359	..Insulating Sleeve	1
					END OF FIGURE	

RPSTL excerpt for insulating sleeves

(to view larger images of the above, right click on each and open in new tab)



Publications: Awards AR 600-8-22 Revised

/ Published Feb. 26, 2024

BLUF: AR 600-8-22, *Military Awards*, has been revised. The newest release contains numerous additions and updates.



Photo by [Staff Sgt. Tori Miller](#)

AR 600-8-22, *Military Awards* (Jan 24), has been revised. This release contains numerous additions and updates. The full categorized list of changes can be found [HERE](#) for quick reference.

To download the full publication, go [HERE](#).



Assault Kitchen: Order Right Tray Ration Heater Rack

/ Published Feb. 29, 2024

BLUF: The correct replacement for the assault kitchen's tray ration heater rack is NSN 7310-01-533-4186, PN TRH931-24.



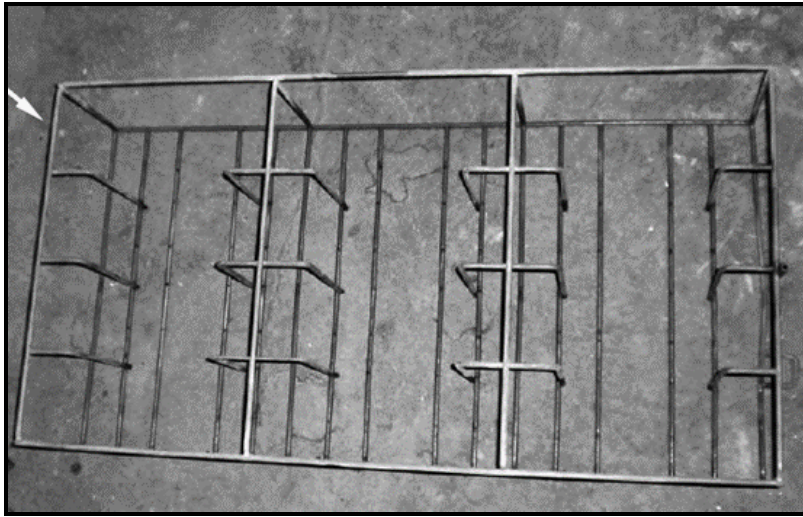
Courtesy photo

The OEM for the kitchen module (assault kitchen), NSN 7360-01-558-3100, reports that units are ordering the wrong rack for the tray ration heater (TRH).

The TRH rack NSN is **wrong** in COEI WP 0066 in TM 10-7360-230-13&P (Dec 14) and in TM 10-7360-230-10-HR (Dec 16).

The **correct** NSN for the TRH rack is **7310-01-533-4186, PN TRH931-24**. It's listed correctly in RPSTL WP 0055 of TM 10-7360-230-13&P (Dec 14).

The correct NSN will be updated in both TMs' COEI when either a change or revision is published.



Order correct TRH rack with NSN 7310-01-533-4186, PN TRH931-24

Tactical Vehicles





PLS: M6 Dump Body Sideboard Tip

/ Published Feb. 6, 2024

BLUF: Source local wood when replacing the PLS M6 dump body sideboards



Photo by Sgt. Luther Talks

Dear Half-Mast,

We're looking for the NSN to order the wood sideboards on our PLS M6 dump body.
Can you help us out?

Mr. H.M.O.

Dear Sir,

The wooden sideboards are shown as Item 3 in Fig 2 of TM 9-3990-259-13&P (Jun

07). However, the SMR code is MFFZZA. The MF means there is no NSN and you'll have to order using the part number and CAGE.

Since these are simple wood boards, it's easier and faster to purchase the wood locally. Just make sure the wood meets the MM-L-751 specs in the TM. And make sure you follow your unit's SOP when it comes to local purchases.

Cut the boards to 6 inches wide x 2 inches thick x 8 feet and 1-3/4 inches long like it says on Page 3-98 of the TM.

Half-Mast



M107A1 MFS TRM: Updated -10 and -23&P TMs

/ Published Feb. 7, 2024

BLUF: The -10 and -23&P TMs for the M107A1 MFS TRM have been updated.

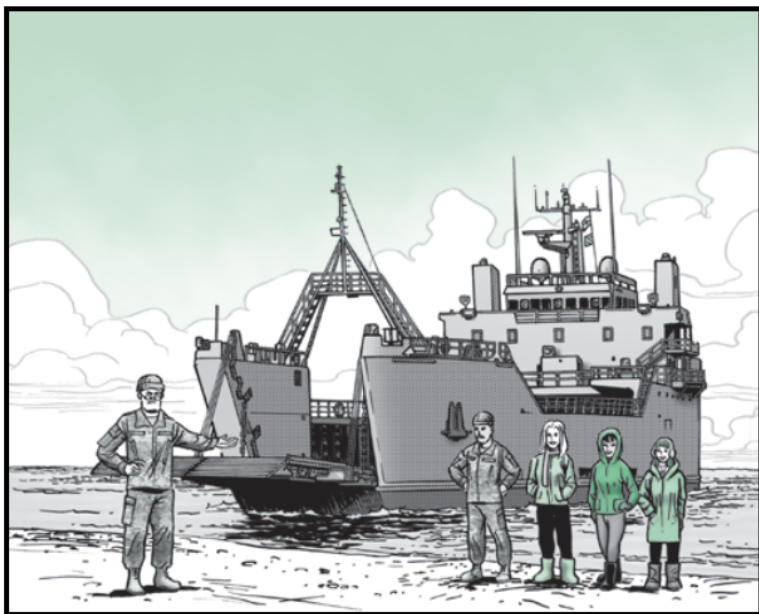


Photo by [Staff Sgt. Jacob Cessna](#)

Warfighters, TM 10-4930-371-10 (Jul 17, w/Ch 1, Jan 24) and TM 10-4930-371-23&P (Sep 17, w/Ch 1, Mar 24) for the M107A1 modular fuel system tank rack module (MFS TRM) have been updated and published. Have your CAC handy and download the updated TMs [HERE](#).

Note that the TMs include information, components, and tasks for TRMs equipped with an ADR kit. The ADR kit is mandatory for military vehicles that transport dangerous goods (such as petroleum, lubricants, and oil) on European roadways.

WATERCRAFT





Watercraft: Sanitizing Sink Heater Replacement

/ Published Feb. 6, 2024

BLUF: Replace your watercraft's faulty sanitizing sink heater with NSN 4520-01-200-9402.



Photo by Petty Officer 1st Class Rachael L. Leslie

Mariners, if your vessel is equipped with a Hatco® model 3CS-6 sanitizing sink heater, you can replace a faulty unit with NSN 4520-01-200-9402.



Sanitizing sink heater comes with NSN 4520-01-200-9402

Before removing the old heater, use proper lock-out and tag-out procedures to ensure personnel safety.

Be sure to use plumber's putty, NSN 8030-00-221-3823, instead of caulk when installing a new heater. The heat generated by the heating element can melt caulk.



Order plumber's putty with NSN 8030-00-221-3823

When installing the heater, it's easier to connect the electrical wires before connecting the heater to the drain because workspace is limited.

Just be sure not to tug on the electrical wires when installing the heater. That could cause a loose electrical connection and lead to a heater that doesn't work.

