

ISSUE 784 MARCH 2018



PREVENTIVE MAINTENANCE MONTHLY

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TB 43-PS-784, 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 pointification or the information is optional with the user. Masculine pronours 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.

27-34

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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

1734954





M1-Series Tank Ammo Compartment Corrosion M777A2 Towed Howitzer PM Tips M109A6 Paladin Repaired Gun Tube Checks M88A1 Recovery Vehicle Boom Pivot Pin Lubing



Rust Busters Tip of the Month Corrosion Preventive Compound Use HMMWV Light Bulb Socket Corrosion Lead-Acid Battery Terminal Corrosion Tactical Vehicle Battery Installation Info



CCE Bucket Drain Holes 120M Road Grader Exhaust Pipe Rust 120M Road Grader Articulation Rod Cleaning



Aircraft Shipment Corrosion Advice H-60 Series Unserviceable Parts Turn-in Cleaning Compounds to Prevent Corrosion Helicopter Safety Help Shadow Headshed Email FARP Helmet Parts Update

Iron Oxide Ogre, The Reaping, Part 7: Corrosion Explosion

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

By order of the Secretary of the Army:

Official:

GFRALD B. O'KFFFF Administrative Assistant to the Secretary of the Army

1734954

SPRING INTO ACITO



1

AFTERMATH OF WINTER AND

PREVENT THE LOOMING

PROBLEMS OF SUMMER.





BAG CORROSION WITH DESICCANT

IT'S NOT THE HEAT,

IT'S THE HUMIDITY!

A BAG OF DESICCANT

WILL DO THE TRICK!

 Bag Corrosion with Desiccant
 PM Keeps Howitzer Combat Ready
 Stay on Top of Corrosion
 Lube Those Boom Pivot Pins!

PS784

Crewmen, there's nothing much worse than humidity in the ammo compartment for your M1-series tank's onboard ammo. That gives rust and corrosion a foothold. Whether your tank stays uploaded all the time or only during exercises, the risk is always there.

SURE IS

HERE!

Occasionally wiping away any condensation in the ammo compartment will reduce that risk. But the best way to fight corrosion is to stop moisture in its tracks.

A few bags of desiccant will give you the advantage in the fight against corrosion. Just open each ammo door and put a bag or two on the floor between the ammo tubes and the compartment wall. NSN 6850-00-264-6571 gets a drum of 300 bags of desiccant.

Ξ.

Check the desiccant bags when it's time to do PMCS on the hull ammo compartment. It's time for new desiccant bags if they're moist to the touch or if the compartment walls are wet again.



PS 784

MAR 10



507-2838, can lead to rust. And then the springs eventually break and have to be replaced. That's easy to prevent. Remove the housing during PM and give both springs a good cleaning and a light coat of WTR. See WP 0636, WP 0637 and WP 0638 in TM 9-1025-215-23&P in IETM EM 0274 (Sep 16) for the full scoop on removal.



Breech Carrier

When servicing the breech carrier, remove the carrier dust cover in order to remove all traces of RTV. Clean and dry fit the cover to the carrier before reapplying RTV, NSN 8030-01-299-1762. Before reinstalling the cover, apply RTV around the outside edge of the cover to seal out water and dirt and prevent corrosion.



Dog Coupler Drive Shaft

Doing a proper annual service on your M777A2's primer feed mechanism (PFM) will stop corrosion before it can start. Check out WP 0100 and WP 0102 of TM 9-1025-215-23&P for information on keeping the PFM's dog coupler drive shaft corrosion free.





M109A6 Paladin...

Stay on Top of CORROSION

ATER ... GOOD FIRE MISSION TODAY, PAL! YEAH, BUT DON'T FORGET THAT MY TUBE'S BEEN REPAIRED, IT'LL NEED SOME EXTRA CARE!

•

REWMEN, IF YOUR MIO9AG PALADIN HAS A REPAIRED M284 GUN TUBE, YOU'LL NEED TO FOLLOW SOME SPECIAL CLEANING, INSPECTING AND LUBING INSTRUCTIONS AFTER FIRING TO STAVE OFF CORROSION.

YOUR PALADIN'S GUN TUBE HAS BEEN REPAIRED? CHECK THE SERIAL NUMBER. IF IT HAS AN R AT THE END (EXAMPLE: XXXXTR), IT'S BEEN REPAIRED



YOU'LL NEED TO TAKE SOME EXTRA PRECAUTIONS AFTER EACH FIRING.

FIRST, MAKE SURE YOU FOLLOW ALL OF THE AFTER PMCS SHOWN IN ITEM 16, WP 0148-20 OF TM 9-2350-314-10-2 (MAY 14). 1. With the bore evacuator disassembled, give the 10 rear evacuator

THEN FOLLOW THESE ADDITIONAL INSTRUCTIONS ... orifices and three forward metering holes a good cleaning with CLP. NSN 9150-01-054-6453, using the cleaning brushes, PNs 8432385 and 11686340, listed in WP 0151-27 of TM 9-2350-314-10-2.



Get rid of all grease, carbon and corrosion so that you can clearly see the gun tube.

- 2. Inspect all 13 of the holes closely. The service life of the tube is reduced if any of the bushings around the holes show signs of pitting or other corrosion damage. Tell vour mechanic.
- 3. Check each of the 10 rear evacuator orifice bushings for clearance. The three forward metering holes don't have to be inspected.

Two M284 bushing inspection tools are included with every repaired gun tube. Place one of the tools on the gun tube following the instructions printed on the tool. Make sure the measurement end of the tool hangs over the hole. There should be a gap between the bottom of the tool and the top of the bushing. Tell your mechanic if the tool touches any of the 10 bushings.



- Check out WP 0151-27 of TM 9-2350-314-10-2 for instructions on how to clean and lube the gun tube.
- 5. Use a gloved finger to apply GAA, NSN 9150-01-197-7690, to the head of all 13 bushings. Use enough pressure to force grease into the surrounding chamber area and under the head of the bushing.
- 6. Make sure each of the 13 holes is completely clear of grease before reassembling the bore evacuator. The bore evacuator may not work properly if any's left behind.



PS 784



DS TACTICAL VEHICLES

PS 784

- Rust Busters Tip of the Month
 CPAC for CPC: What's with the Acronyms?!
- How Many Mechanics Does it
- Take to Change a Light Bulb?
- **Clamp Down on Corrosion!**
- Three Steps to Better Battery Installation



YOU'VE SCRUBBED YOUR VEHICLE FROM BUMPER TO BUMPER, EVERY NOOK AND CRANNY IS FREE OF DIRT, MOISTURE AND ANYTHING THAT CAN GIVE CORROSION A FOOTHOLD, ALL DONE, RIGHT?

YOU STILL NEED TO DO A FEW THINGS TO PREVENT FUTURE CORROSION:

- Stop rain water from entering vehicles and equipment by closing doors and hatches.
- Keep moisture out of commo equipment, engine and transmission housings, and other types of closed components. The best way to prevent water damage is with a tarp or parking under cover whenever possible.



• Check drain holes regularly. Keep them clear of dirt and debris so water drains properly. • Invert or tilt buckets on construction

NELL

NOT QUITE.

equipment to prevent water buildup. The same goes for dump truck beds.



IF THESE TECHNIQUES FAIL, BE SURE TO REMOVE STANDING WATER FROM CREW AREAS AND CLOSED COMPARTMENTS, USE TOWELS, FORCED AIR, OR A VACUUM OR PUMP.



How to Use It

CPCS COME IN MANY DIFFERENT FORMS. SELECT THE ONE APPROPRIATE FOR YOUR SPECIFIC VEHICLE AND STORAGE CONDITIONS.

FIND GUIDANCE IN WP 0008 OF TB 43-0213, CORROSION PREVENTION AND CONTROL (CPAC) FOR ARMY WHEELED VEHICLES (SEP 12), ON THE LOGSA WEBSITE:

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

APPLY THE CPC REGULARLY

TO SLOW THE SPREAD OF RUST

AFTER CLEANING, BEFORE

AND AFTER DEPLOYMENT

AND BEFORE ANY LONG-TERM

STORAGE.

IT WORKS BY PISPLACING



WATCH IT AT: https://www.milsuite.mil/video/watch/video/17440

HMMWVS... HOW MANY MECHANICS DOES IT TAKE TO CHANGE A LIGHT BULB?



you've heard the joke about how many mechanics it takes to change a light bulb. All joking aside, the bulb may require more time and effort than it should if you're not using silicone grease.

Replacing light bulbs in a HMMWV's side marker light is fairly easy. Remove two screws, take off the door and lens, pop out the old bulb and stick in a new one.

The task gets a little dicey, however, when rust builds up in the socket. It practically welds the bulb in place, making it impossible to get the bulb out without breaking it.



Avoid this problem by applying a light coat of silicone grease, NSN 6850-00-963-5402, on the base of the new bulb before inserting it into the socket. The silicone stops the corrosion and makes it much easier to remove the bulb.

No joke, this stuff really works! Of course, if the marker light assembly is already rusted, you'll need to either clean or replace it before putting in a new bulb.



Silicone compound on battery posts stops corrosion

PS 784

Lead-Acid Batteries...

NSN 9150-00-250-0926.

THREE STEPS TO BETTER BATTERY INSTALLATION Tactical Vehicles...





CORROSION KILLS BATTERIES

... BUT THREE SIMPLE STEPS PURING BATTERY INSTALLATION CAN HELP STOP CORROSION AND EXTEND THE LIFE OF YOUR BATTERY.

STEP 1: INSTALL A FELT INSULATOR WASHER OVER THE BATTERY POST, THE WASHERS ARE TREATED TO HELP STOP CORROSION, THAT'S WHY THEY PO A GOOD JOB PROTECTING ONE OF THE CRITICAL SPOTS ON A BATTERY WHERE CORROSION OFTEN STARTS, ORDER A PACKAGE OF 100 WITH NSN 5970-01-101-4147.

STEP 2: GIVE BOTH BATTERY POSTS A LIGHT COAT OF SILICONE COMPOUND. LET THE SILICONE RUN DOWN AROUND THE BATTERY POST AND TERMINAL TO COMPLETELY SEAL OUT MOISTURE. A 3-OZ TUBE COMES WITH NON 8040-01-331-7133 AND 1-PINT WITH NON 8040-01-331-7134.

STEP 3: INSTALL RUBBER COVERS ON THE BATTERY TERMINALS, THESE KEEP MOISTURE OFF THE TERMINALS AND SLOW THE SPREAD OF CORROSION. THEY ALSO PREVENT ACCIDENTAL ARCING FROM TOOLS OR OTHER OBJECTS MISPLACED NEAR THE TERMINALS.



ORDER A SINGLE COVER WITH NON 2530-01-089-4992 OR A PACKAGE OF 10 WITH NON 5940-00-738-6272, A HOLE IN ONE END OF THE COVER SLIPES OVER THE TERMINAL AND FOLDS OVER THE CABLE CONNECTOR.





Operators, after the day's run, make sure you park your vehicle with the front loader bucket resting on the ground. That not only saves the hydraulics, but also allows any water to drain out.

As an added step, place a piece of wood under the edge to keep the teeth from sticking to muddy ground.

For backhoe buckets, make sure they're stowed so water can drain out. You'll also want to make sure the bucket's drain holes are open for the same reason.



Water that sits in a metal bucket is rust waiting to start. And if that water freezes, it can crack the bucket at its weld seams.







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120M Road Grader... HERE'S A GREAT PM TIP TO KEEP MY BLADE MOVING AT THE CONSTRUCTION SITE:

Operators, when cleaning time rolls around, don't forget to wash under the grader's carriage. It's a dirty job—you'll have to get down on your hands and knees and crawl to spray this area with a high-pressure hose.

But it's necessary to clean out the sand, rocks and hard-packed dirt under the cab where the vehicle's articulation rods are located. This area gets packed with snow and ice during the winter and mud the rest of the year. Eventually, it corrodes the articulation rods and they stop moving.





While you're there, take a close look at the rods for any damage or bends. The rods can break when the grader traverses over boulders, logs, tree stumps and other obstacles. A bent or busted rod means you can't articulate the grader's blade.

Notify maintenance if you see a damaged rod. You'll know something's up if the warning buzzer goes off inside the cab and you can't articulate the blade.

PS 784



All Aircraft...



http://www.dla.mil/HQ/InformationOperations/DLMS/elibraru/ manuals/publications/dlm/dlm-pubs/





































March 2018

Dear Specialist.

Yes! No matter if it's a pistol, rifle or machine gun, it needs to be cleaned and lubed at least every 90 days. whether it's been fired or not. And that goes for every Army unit: Active, Reserves and National Guard.

But particularly in very humid areas where corrosion is more of a problem, cleaning and lubing will need to be done more often. If you wait until 90 days are up, you may find corrosion has ruined the weapon.

When it's time to take the weapon to the field, a complete BEFORE PMCS also needs to be done by the operator. All of this is spelled out in most of the weapons' -10 TMs. And if it isn't, it will be in the TM's next revision.

LOOK AT ME!

March 2018

.....

CAN'T YOU

FEEL THE

HUMIDITY IN

HERE? I NEED

ATTENTION

NOW! I DON'T

CARE WHAT

THE CALENDAR

SAYS!



Units are better off never using cleaning tanks for their weapons, mainly because it's too easy to mix up bolts when many weapons are run through the tanks. If a bolt is used with a weapon it wasn't headspaced for, the barrel can rupture during firing.

But cleaning tanks are a fact of life at many installations, so remember these do's and don'ts:

There are two **nevers** on cleaning tanks: **Never** use an ultrasonic cleaning system. It can completely remove a weapon's protective coating, which leaves the weapon defenseless against corrosion. And **never** use a water-based cleaning fluid. That can also lead to corrosion.

 Do use *only* dry cleaning solvent Type II (81349), MIL-PRF-680. This is the *only* solvent authorized for small arms.

Here's what the NSNs bring:

NSN 6850-	Size
01-474-2316	55 gallons
01-474-2317	5 gallons
01-474-2319	1 gallon

PS 784



- Don't clean small arms in the same cleaning tank you use for things like vehicle parts. They may have contaminants that could damage weapons.
- Do protect yourself from solvent. It's strong stuff. Wear goggles, rubber gloves and coveralls with the sleeves rolled down.
- Do remember that some weapon parts should never be dunked in solvent. Examples are the M2 and M48 machine gun back plates, the MK 19 bolt assembly and anything plastic. Solvent will eat up these parts. Check the operator TMs for info on what parts to keep away from solvent.
- Do use a metal basket in the tank to ensure no parts disappear during cleaning.

• Do wipe clean and thoroughly dry all weapons that come out of the tank. But here's the important part: The weapons must then be completely lubricated before storage.

Solvent removes every bit of lubrication from weapons. If weapons are stored without being re-lubed, they will be ruined by corrosion.



HOW DO YOU TURN IN CBRN?



Dear Editor,

As part of Ft Hood's Command Maintenance Evaluation and Training Team (COMET), we find units are unsure what to do with CBRN items like masks and JSLIST that they no longer need. Usually they turn in the items to the Supply Support Activity, where they sit and collect dust.

It would be a big help if you let CBRN specialists know where to turn for turn-in help.

Terry Lewis Ft Hood, TX

Editor's note: *Certainly*, *Terry*.

For turn-in instructions on JSLIST, email:

usarmy.detroit.tacom.mbx.ilsc-icemp@mail.mil

For turn-in instructions on masks, PATS, uniform integrated protective ensemble (UIPE), all purpose-personal protective ensemble (AP-PPE) and other individual protective equipment (IPE) items, email:

usarmy.detroit.tacom.mbx.ilsc-masks@mail.mil





Supply... HARDWARE LISTS AT YOUR FINGERTIPS



PS 784



lenses are OK. If any of these codes are found, continue to Step 4.

4. Email Wiley X with the subject line "Valor Lens Exchange" at:

valorlensexchange@wileyx.com

Include your name, rank, shipping address, the lot number of affected lenses and total number of lenses (right and left) that need replacement. The company will ship replacement lenses directly to you.

5. Remove defective lenses and destroy them. Use alternate eye protection until your replacement lenses arrive.

For more info, see TACOM safety of use message (SOUM) 17-013 at: https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUM17-013.html Questions? Contact your TACOM LAR or Robert Middleton at DSN 256-5531, (508) 233-5531, or email: robert.a.middleton.civ@mail.mil







CALL Handbook Spotlights Radio Systems



51

OTHER SUBJECTS COVERED INCLUDE:

- Joint Tactical Radio System rifleman radio
- Force XXI Battle Command Brigade and Below-Joint Capabilities Release (FBCB2-JCR)
- Mission Command Systems and AN/PRC 117G/152/155.





A Il models of the Power Distribution Illumination System, Electrical (PDISE), except the M46 electrical utility assembly, are shipped from the manufacturer in sealed wooden shipping crates. Inside are the PDISE, its cables, accessories and TM.

An Army investigation determined that new PDISEs, stored in shipping crates that were exposed to weather, showed corrosion on the connectors and mounting hardware when unpacked.

Further detective work revealed that the shipping crates were manufactured using formaldehyde. Formaldehyde speeds up corrosion. It causes cadmium "bloom." Bloom occurs when cadmium transforms into cadmium oxide, a powder-like residue that forms on cadmium-plated components.

This problem impacts the following PDISE models:

- M40 A/P, NSN 6150-01-307-9446
- M60 A/P, NSN 6150-01-307-9445
- M100 A/P, NSN 6150-01-308-5671
- M200 A/P, NSN 6150-01-308-5672



To help slow corrosion, a mitigation plan was added to the PDISE technical data package.

But you should still unpack PDISE right away and remove all contents from the shipping crate. Store the unpacked PDISE inside, out of the weather.

Safely dispose of shipping crates and any packing materials, including plastic bags. If cadmium oxide is found, follow the cleaning and disposal procedures in WP 0021 of TM 9-6150-226-13. Also review the cadmium safety tips on Pages 45-47 in PS 723:

https://www.logsa.army.mil/psmag/archives/PS2013/723/723-45-47.pdf Questions? Contact CECOM's John Mansfield at (410) 220-5576, or email: john.k.mansfield2.civ@mail.mil



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Keep unit packaging in place. That layer of protection guards against deterioration and damage. If you find an item with an open package, check it first, then reseal it as best you can. However, if the item is electrostatic discharge sensitive (ESDS), compromised packaging that exposes the asset may have already resulted in the item being unserviceable. For these ESDS items, the packaging should still be resealed, but the items should be downgraded to batch code "f" and retested before issue.



- To prevent corrosion, containerized items will need additional inspections. At a minimum, conduct routine COSIS visual inspections on containerized items stored indoors on an annual basis. Containerized items stored outside need to be inspected on a monthly basis. Routine visual inspections are especially critical when items are stored outside. COSIS inspections are easy and, for example, can be accomplished when inspecting fire extinguishers.
- Temperature-sensitive items shouldn't be stored in ISO containers. These items won't last in the extreme hot and cold temperatures inside containerized ASL vans.

Dear Editor,

Here at the Defense Logistics Agency (DLA), we've noticed that units are ordering O2 parts for Not Mission Capable-Supply (NMCS) equipment without annotating the Required Delivery Date (RDD) as NO1 or 999 in GCSS-Army.

This causes backlogs in the system because an RDD that's left blank is automatically filled with the Julian date. The system thinks that the part is not a priority and ships it later or on a slower mode of transportation. That can really slow things down if a unit needs the part urgently.

CW3 Donald Sherman DLA Land and Maritime Editor's note: Thanks for the tip! Units, don't forget to properly annotate your RDD to avoid delays.

PS784









- **Dipping:** This is the preferred method of applying contact preservatives because it's the easiest and offers total coverage of the item. Stir the preservative frequently to prevent air bubbles from forming. After the coating dries, place the item on a piece of greaseproof barrier plastic.
- Flowcoating: Use flowcoating for interior surfaces. Pour preservative into a tube, allow the preservative to coat the surface and drain excess preservative from the tube back into the tank.
- Slushing: Pour the preservative into the part and rotate, agitate and slant the object as needed to coat all interior surfaces. After slushing, seal off all holes to prevent dust and dirt from entering the part. You can use rubber plugs to do that.

- Brushing: Only use this method if no other method is available. Brushing is usually only for very small portions of items.
- Filling or Flushing: Use this method for larger items that aren't easily handled. Fill the item with preservative to coat all interior surfaces. For some items you won't drain the preservative, but make sure to leave space for heat expansion.
- Fogging: This method uses preservatives injected as a fog or a mist into gas tanks and interior engine cylinder walls.
- Spraying: Apply the preservative to internal and external surfaces as a spray.









FOR EVEN MORE TIPS, DOWNLOAD PACKAGING - THE BASICS AT: https://www.logsa.army.mil/documents/LOGSAP_746-1.pdf







ONE OF THE **BEST** THINGS YOU CAN DO TO **PREVENT CORROSION** IS TO PAY ATTENTION TO THE HUMIDITY INDICATORS ON YOUR LONG-LIFE REUSABLE CONTAINERS (LLRCS).





PS 784

