



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 788 JULY 2018



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M1-Series Tanks, Engine Oil Clogged Filter Light
Combat Vehicles Recovery App
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TB 43-PS-788, 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.

PS, The Preventive Maintenance Monthly (ISSN 0475-2953)

is published monthly by the Department of the Army, Redstone Arsenal, AL 35898.

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

Just write to:

MSG Half-Mast

PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

Bldg. 3303

Redstone Arsenal, AL 35898

Or email:

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

Internet address:

https://www.logsa.army.mil/psmag/pshome.cfm

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Administrative Assistant to the Secretary of the Army

1811753

Issue 788

PS

July
2018

THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-788

Approved for
Public Release;
Distribution is
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CELEBRATE
INDEPENDENCE
DAY WITH
GREAT
PREVENTIVE
MAINTENANCE!

ARMY MAINTENANCE FOR AMERICA!



**Starring U.S. Soldiers and
Civilian Maintainers**





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By order of the Secretary of the Army:

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

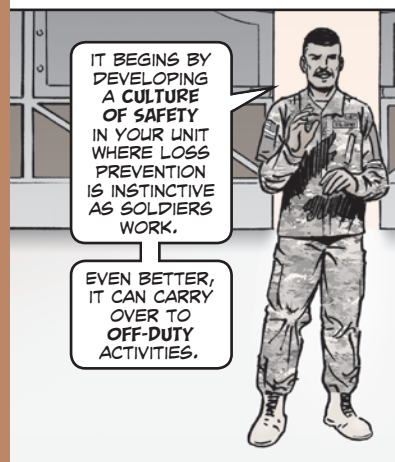
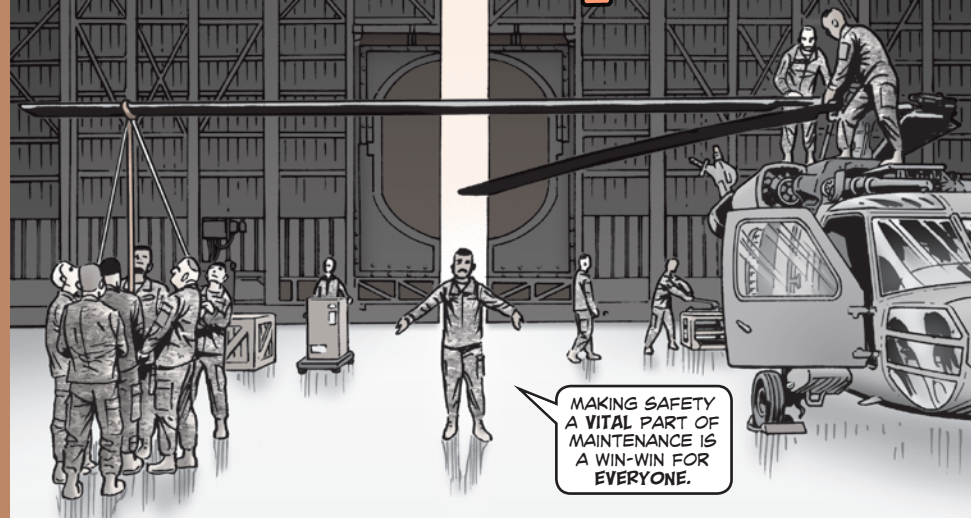
Official:

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1811753

Make Safety a Readiness Imperative



SAFETY SHOULD *NEVER* COMPETE AGAINST THE PRIMARY MISSION. INSTEAD, IT SHOULD BE AN INTEGRAL PART OF THE MISSION.

AFTER ALL, *EVERYTHING* THE ARMY ASKS SOLDIERS TO DO HAS A RISK OF INJURY, WHETHER IT'S VEHICLE MAINTENANCE OR JUMPING OUT OF AIRCRAFT.

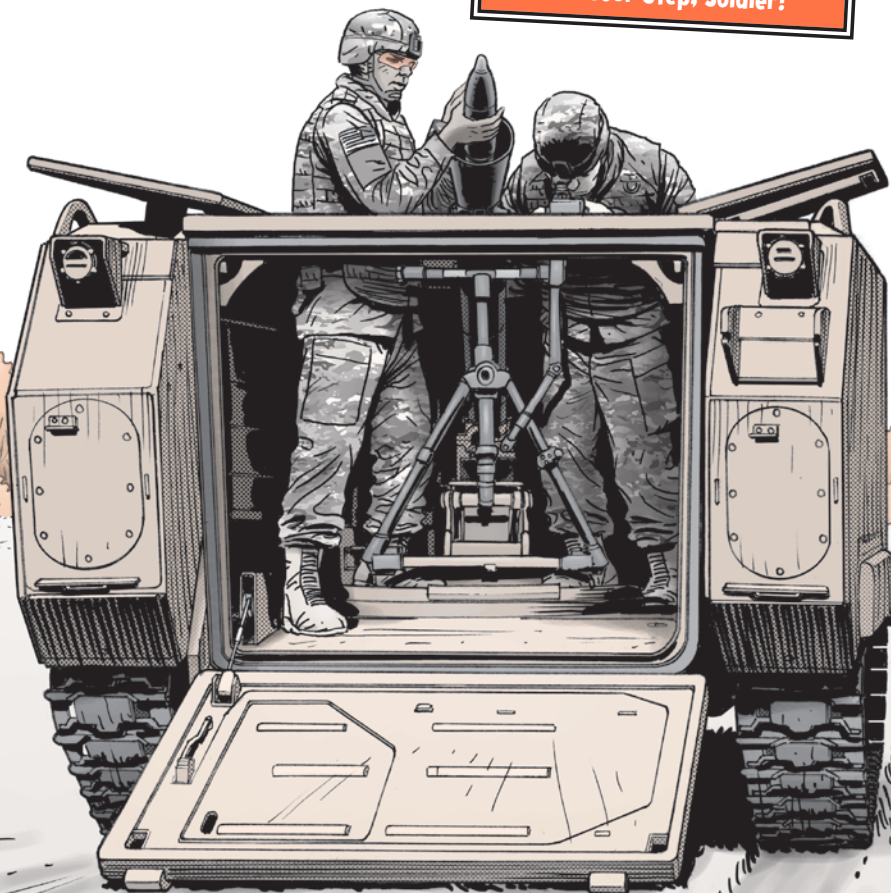
PRIORITIES SHIFT DUE TO COMPETING MISSION DEMANDS. SO MAKE SAFETY AN *IMPERATIVE*, RATHER THAN A PRIORITY. THIS KEEPS SAFETY FROM TAKING A BACK SEAT BECAUSE SOMETHING ELSE SEEMS MORE IMPORTANT.

NOTHING SHOULD BE MORE IMPORTANT THAN SAFETY WHEN IT COMES TO A SOLDIER'S LIFE!



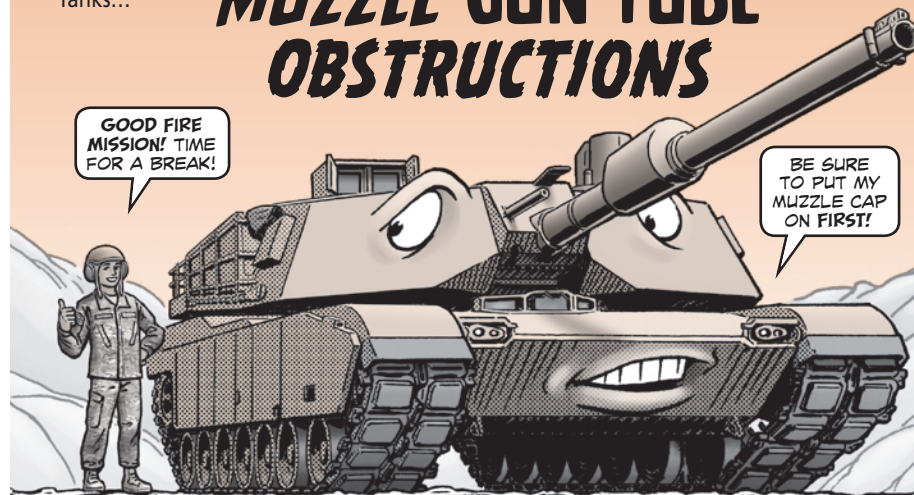
MAKE *SAFETY* A PART OF *EVERYTHING* YOU DO. IT'S THE *ONLY* WAY TO KEEP SAFETY FROM BECOMING AN AFTERTHOUGHT.

- Muzzle Gun Tube Obstructions
- Don't Ignore Warning Light!
- There's a (Recovery) App for That!
- Air Cleaner Box Dust Up
- Watch Your Step, Soldier!



M1-Series
Tanks...

MUZZLE GUN TUBE OBSTRUCTIONS



Dear Editor,

I've noticed some tank crews don't take the time to put a muzzle cap on their M1-series tank's gun tube when they're not firing.

That's a **big** mistake that can lead to even bigger **trouble**.

Sand, dirt and other debris tend to find their way into the gun tube, especially during operations. Firing a round through an obstructed tube can cause the tube to bulge or even explode!

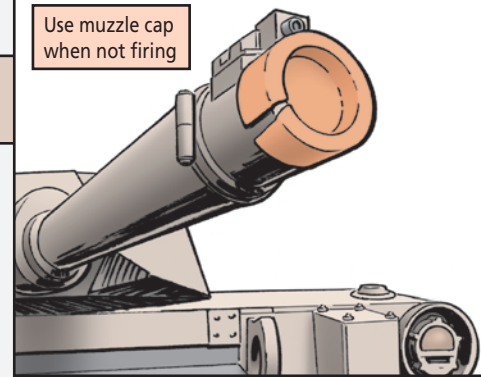
Follow these precautions to make sure your tank's gun tube avoids a catastrophe:

- **Always** use the muzzle cap when the main gun isn't being used.
- When necessary—like during emplacement—keep the main gun elevated to keep it from hitting the ground.
- Check the gun tube for obstructions before firing.

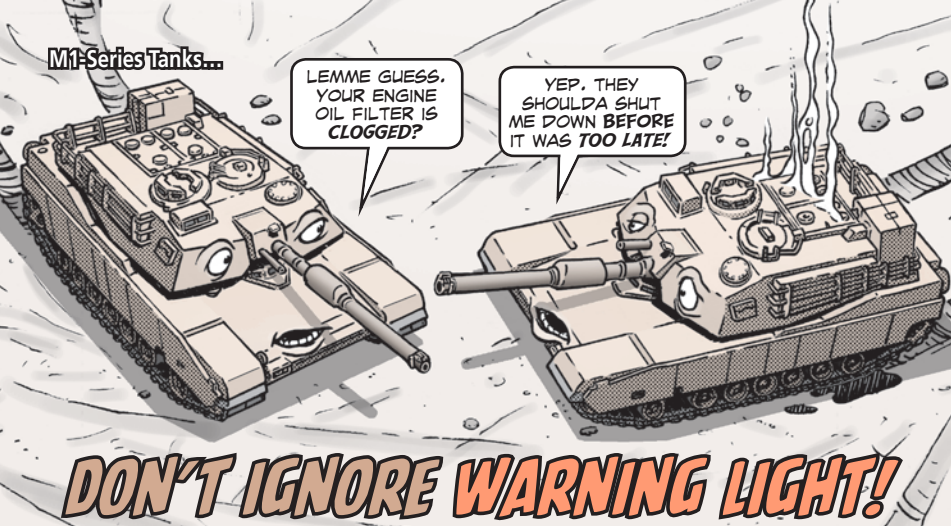
If you find an obstruction, clean the gun tube. You'll find the procedures in the -10 TM.

CW2 Franklin Smith
Ft Bliss, TX

Use muzzle cap
when not firing



Editor's note: Thanks for firing us up with these great gun tube tips!



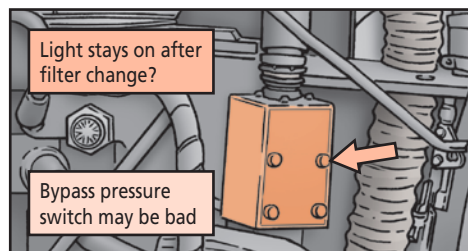
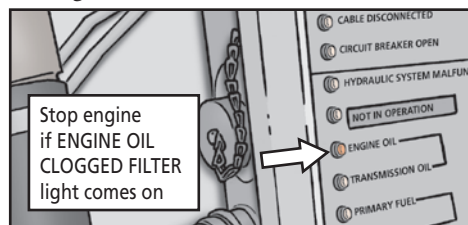
Drivers, an ENGINE OIL CLOGGED FILTER warning light turning on in your M1-series tank is bad. Even worse is continuing to operate your tank after the warning light comes on.

Run that engine too long with the warning light on and your tank could need a new engine, putting your tank out of action and costing your unit major bucks!

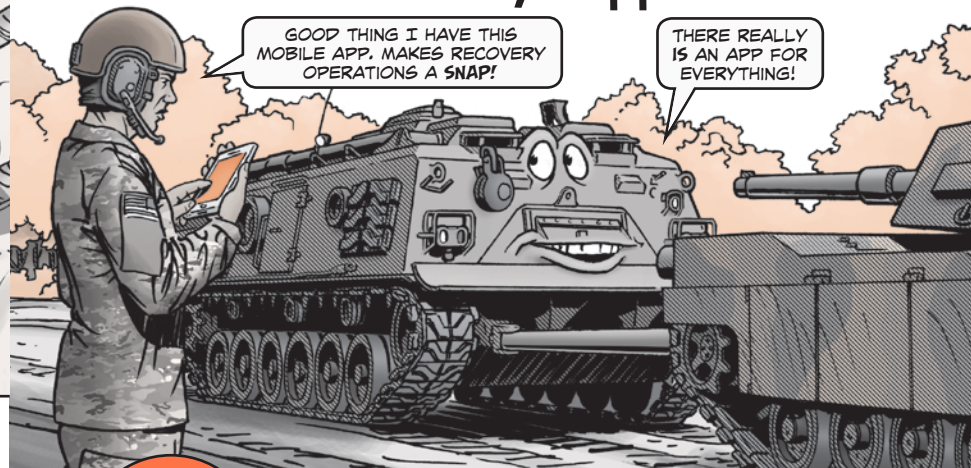
In peacetime operations, shut the engine down ASAP. In combat, get with maintenance as soon as you can. A quick oil and filter change will get you back in the fight a lot faster than waiting for a new engine.

When the clogged filter warning comes on, dirty oil is bypassing the filter and that means dirty oil is being recirculated. That's bad news, because the dirt, sand and other gunk that's in the oil can seriously damage the engine. The bypass feature is to keep the engine running only when you're on the battlefield.

Mechanics, if the light stays on after changing the filter element, the problem is probably a bad by-pass pressure switch on the engine oil pump assembly. Replace the switch with NSN 5930-01-089-9142.



There's a (Recovery) App for That!



SEEMS LIKE THERE'S AN APP FOR EVERYTHING THESE DAYS.

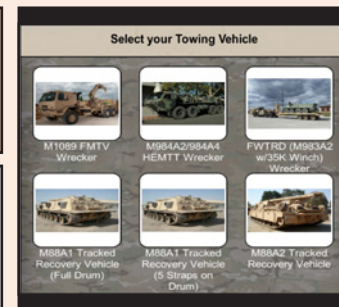
NOW THERE'S EVEN A MOBILE APP TO HELP MAKE RECOVERY OPERATIONS A LOT EASIER!

THE DIRECT RECOVERY OPERATIONS (DRO) APP GIVES INFORMATION SUCH AS GROSS WEIGHT ON MORE THAN 200 VEHICLES.

THE APP EVEN CALCULATES VEHICLE WEIGHTS DEPENDING ON UNIQUE CONFIGURATIONS OR ADD-ONS SUCH AS ADDITIONAL ARMOR.

ALL YOU HAVE TO DO IS SELECT A TOWING VEHICLE AND THE VEHICLE TO BE RECOVERED.

THE APP DOES THE REST FOR YOU!

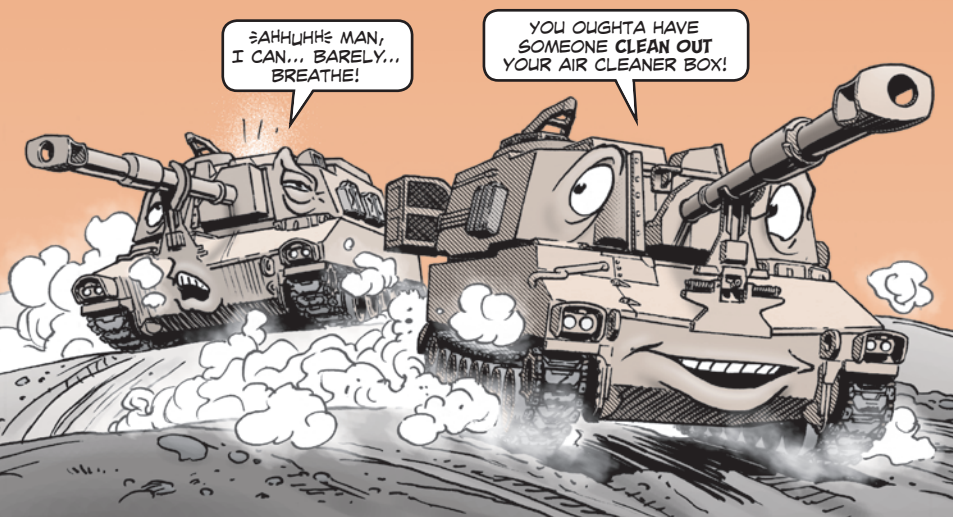


IT CALCULATES RESISTANCES SUCH AS MIRE FACTORS AND THE ACCURATE FALL LINE FORCE (FLF). IT EVEN HAS THE AUTOMATIC MECHANICAL ADVANTAGE ADJUSTMENT IF THE FLF EXCEEDS THE RECOVERY VEHICLE'S WINCH CAPACITY.

THE APP ALSO HAS ARMY TRAINING PUBLICATIONS (ATPS), ARMY REGULATIONS (ARS) AND THE DIGITAL GTA RIGGERS CARD.

YOU CAN **DOWNLOAD** THE APP FOR YOUR ANDROID AND APPLE DEVICES AT THE GOOGLE PLAY STORE AND APPLE STORE. JUST SEARCH FOR **DIRECT RECOVERY OPERATION**.

Air Cleaner Box Dust Up



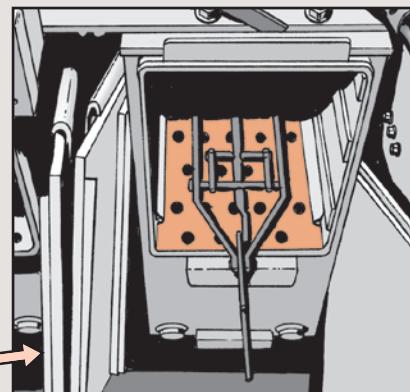
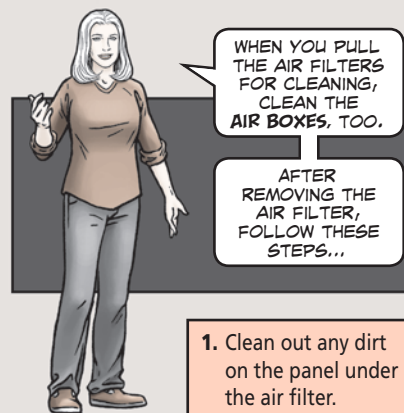
CREWMEN, YOUR HOWITZER OR AMMO CARRIER IS A DIRT MAGNET!

YOU **KNOW** THIS BECAUSE YOU PROBABLY SPEND A LOT OF TIME CLEANING UP ALL THAT DIRT AFTER **EVERY** MISSION.

JUST MAKE SURE THAT WHILE YOU'RE KEEPING THE REST OF YOUR HOWITZER AND AMMO CARRIER CLEAN, YOU'RE **ALSO** CLEANING THE **AIR CLEANER BOXES**.

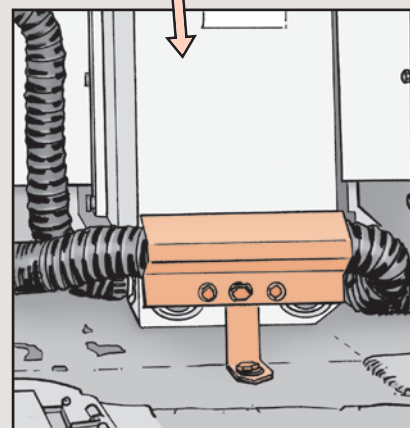
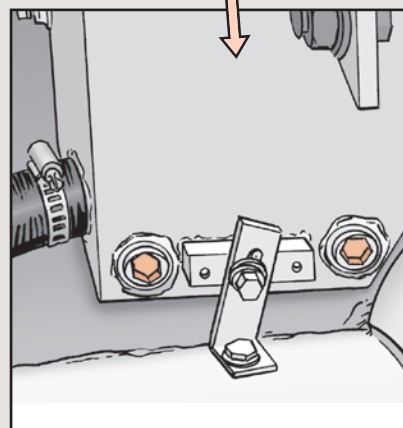
IF YOU **DON'T**, DIRT, SAND AND DUST ARE GOING TO MAKE A MOVE ON THE AIR INDUCTION SYSTEM AND ENGINE.

C'MON, BOYS! THEM AIR CLEANER BOXES **AIN'T** GONNA CLEAN THEMSELVES... AND **NO** ONE ELSE IS DOIN' IT! **MYAHAAAAH!**



2. Open the two plugs at the base of each air box and blow out all the dirt and sand with low-pressure air—no more than 30 psi.

You'll have to remove the blower motor hose bracket to get to the plugs on the Paladin's left air box.



3. If the dirt and sand have hardened—which is what happens if water gets mixed in—you'll probably have to break up the mess with a plastic scraper before blowing it out. Be careful not to damage the bottom of the air box, though.

NEVER USE WATER TO CLEAN OUT THE BOXES. THAT INVITES **RUST**, WHICH CAUSES **EVEN MORE** CLOGGING PROBLEMS.

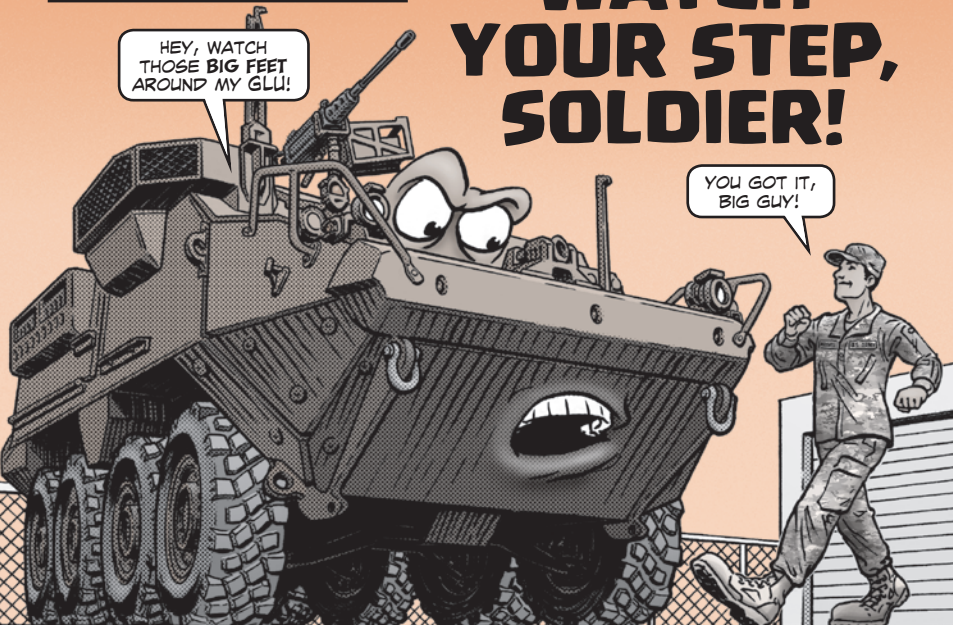


M1127 RSV, M1131A1 FSV Stryker...

WATCH YOUR STEP, SOLDIER!

HEY, WATCH THOSE BIG FEET AROUND MY GLU!

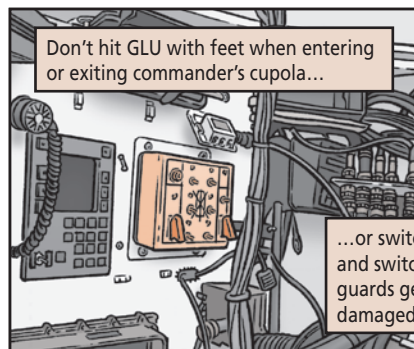
YOU GOT IT, BIG GUY!



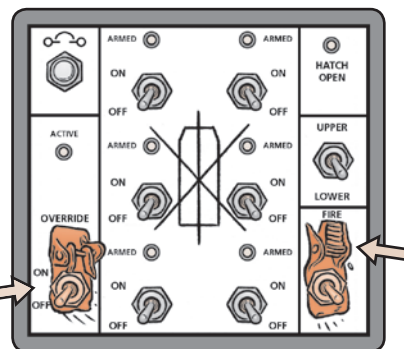
Crewmen, tread lightly when getting in or out of the commander's cupola in your M1127 RSV and M1131A1 FSV Strykers. One wrong step and you can do some heavy damage to the grenade launcher unit (GLU).

Switches and switch guards can be broken on the GLU, NSN 1055-20-001-7712, when crewmembers are careless with their feet. Replacing the GLU will set your unit back nearly \$2,500. So be careful where you put those feet!

Don't hit GLU with feet when entering or exiting commander's cupola...

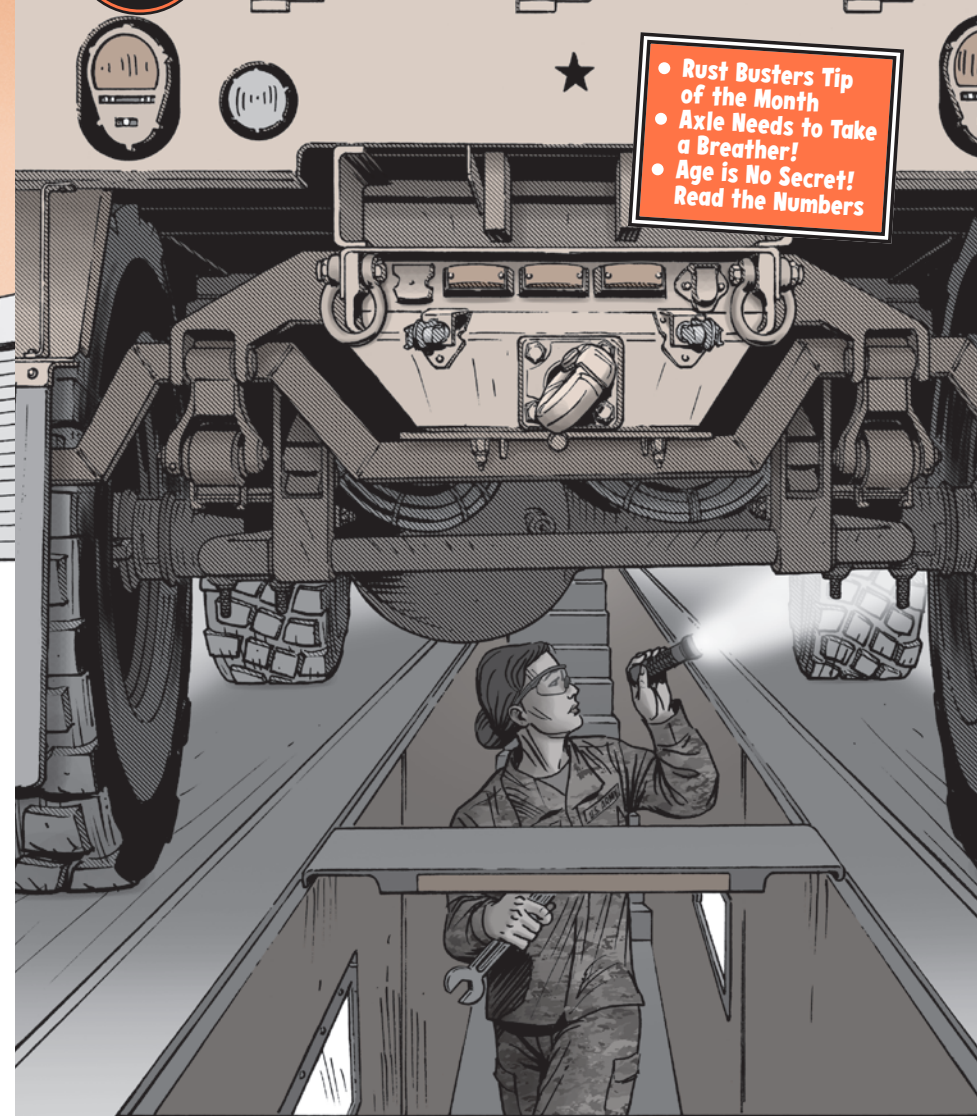


...or switches and switch guards get damaged!



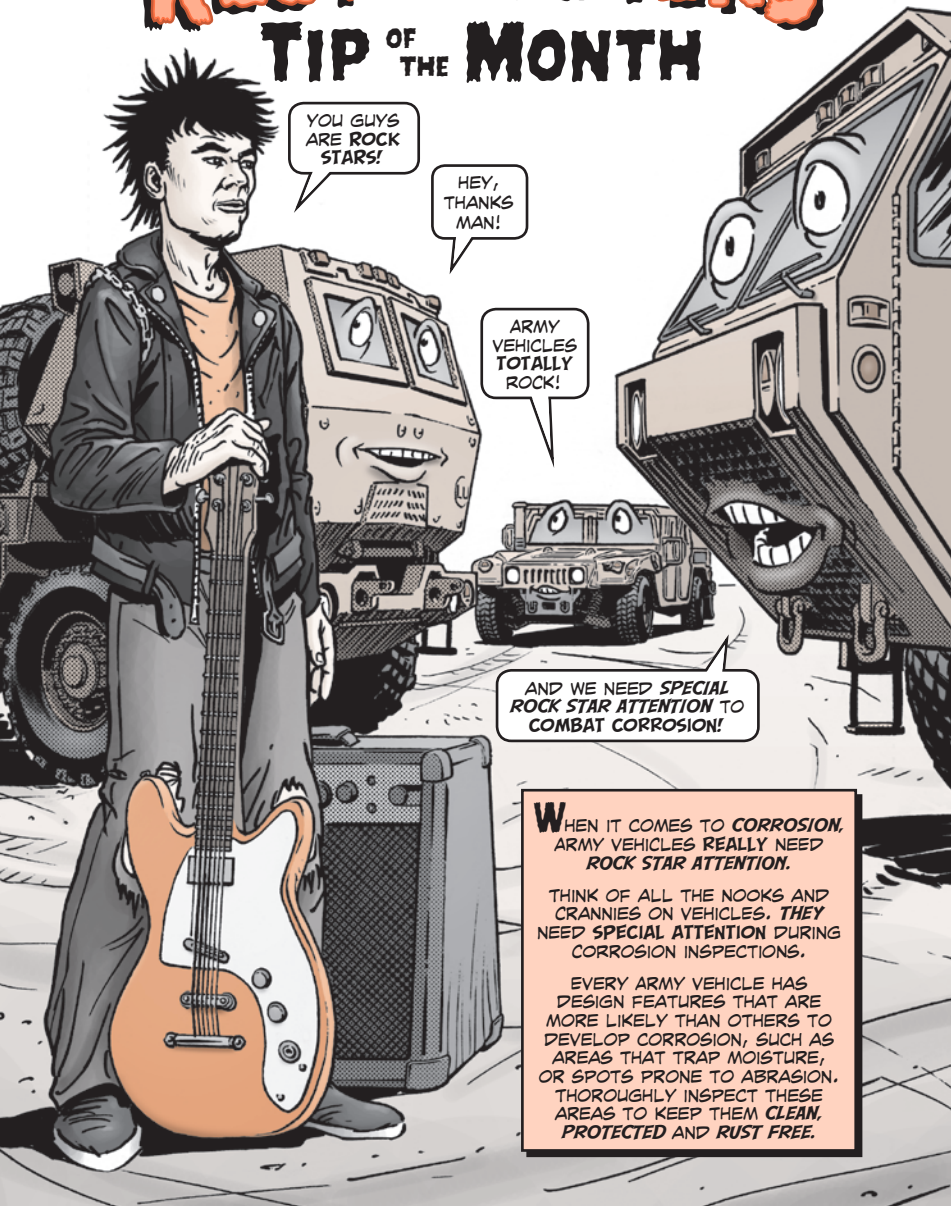
PS TACTICAL VEHICLES

- Rust Busters Tip of the Month
- Axle Needs to Take a Breather!
- Age is No Secret! Read the Numbers



RUST BUSTERS

TIP OF THE MONTH



WHEN IT COMES TO **CORROSION**, ARMY VEHICLES REALLY NEED **ROCK STAR ATTENTION**.

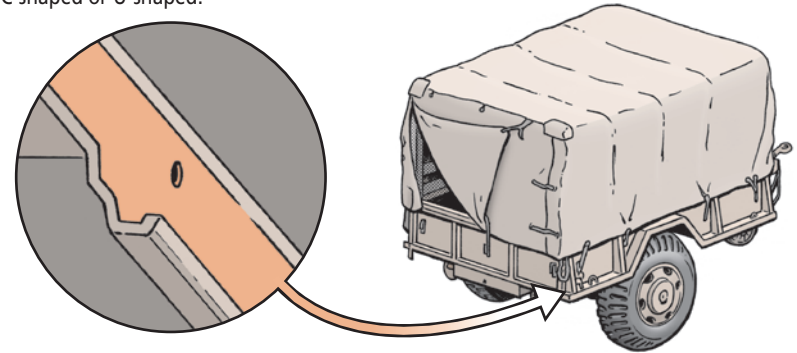
THINK OF ALL THE **NOOKS AND CRANNIES** ON VEHICLES. **THEY** NEED **SPECIAL ATTENTION** DURING **CORROSION** INSPECTIONS.

EVERY ARMY VEHICLE HAS DESIGN FEATURES THAT ARE MORE LIKELY THAN OTHERS TO DEVELOP CORROSION, SUCH AS AREAS THAT TRAP MOISTURE, OR SPOTS PRONE TO ABRASION. THOROUGHLY INSPECT THESE AREAS TO KEEP THEM **CLEAN, PROTECTED** AND **RUST FREE**.

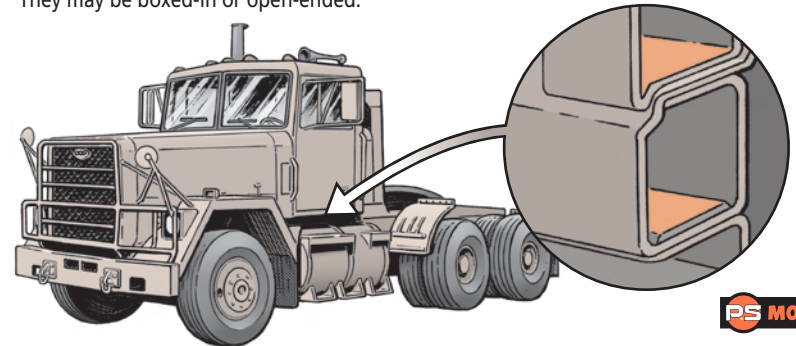
HERE'S A LIST OF **DIFFICULT NOOKS AND CRANNIES** THAT NEED **SPECIAL ATTENTION**...



1. **Channels** – Open-ended design features that are square, C-shaped or U-shaped.



2. **Rubrails** – Channels that serve as structural support and protection.
3. **Stiffeners** – Boxed-in support used to strengthen components they're attached to.
4. **Pockets** – Tube-like designs typically open at the top with drainage holes prone to clogging at the bottom.
5. **Tube Rails** – Boxed-in designs used to frame windows and other features made from thin gage, rust-prone metal.
6. **Sills** – Horizontal panels that bear upright portions of a vehicle frame. They're found below cab doors, along window frames, and under truck bodies. They may be boxed-in or open-ended.



7. **Seams** – A place where two pieces of metal come together. It may be welded or two simple contact points that accelerate crevice and galvanic corrosion.
8. **Painted Surfaces** – Damaged paint, particularly on corners and seams where paint can be thinner, leads to trapped water, further paint failure and increased corrosion.
9. **Moving Metal Surfaces** – When protective grease and oil films wear off, corrosion can begin.

10. **Hydraulic Cylinders** – Plated with chromium or nickel, look for flaking or spalled plating. Dirt on the sliding shaft can cause leaking fluid and require replacement. Vehicles should be stored with hydraulic rams retracted as far as possible.

11. **Leaking Batteries** – Battery acid damages coatings and even corrosion-resistant metals like aluminum.

12. **Inorganic Coatings** – These are the anodized aluminum and metal platings used on steel, fasteners and other small parts. The coatings may be dyed different colors for easy identification, but often produce white corrosion.

13. **Fasteners** – After the protective plating wears away, rust causes the fastener to seize. Galvanic corrosion can occur between steel fasteners and aluminum frames.

14. **Hydraulic Brake and Fuel Line Fittings** – Fittings and couplings used to pass tubing through sheet metal or connect to other equipment are often made of steel and prone to rusting.

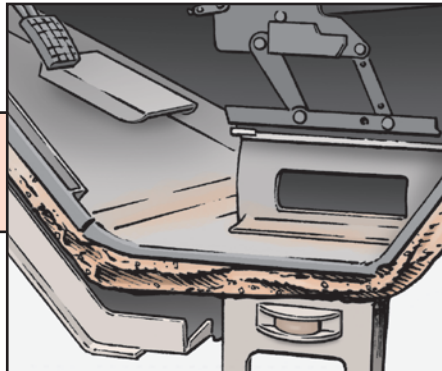
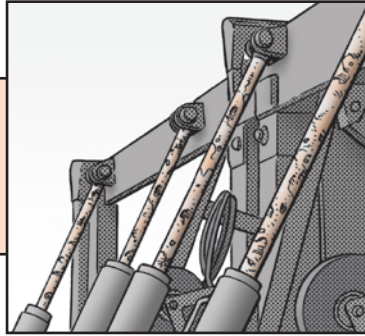
15. **Crevice Joints and Seams** – Rivets, stitch welds, edges of cover plates, label plates, and gaskets can stay wet even in dry conditions. Pitting corrosion is common, so look for bulging and buckling of surrounding metal or rust seeping from the crevice.

16. **Dissimilar Metal Junctions** – Corrosion often begins with two different metals (such as steel or copper to aluminum) in contact with each other in the presence of moisture.

17. **Electrical Connectors** – Corrosion of the outer shell due to plating wear. Corrosion of connector pins can result if moisture penetrates inside.

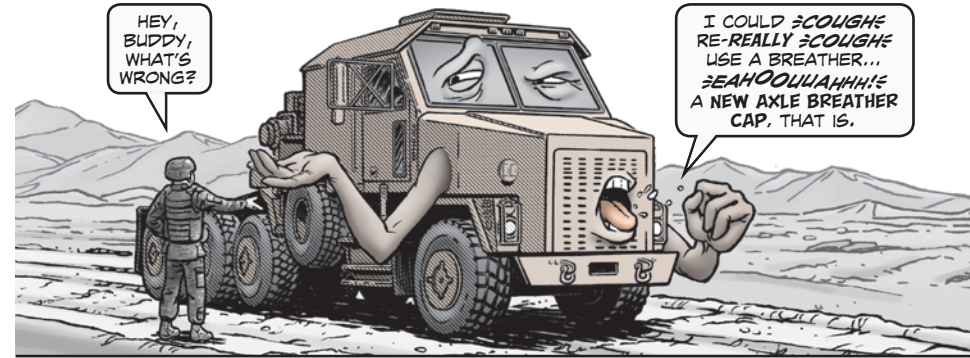
18. **Water Traps, Corners, and Pockets** – Any place where water becomes trapped and standing water is observed.

19. **Floor Mats and Insulation** – Water that's trapped under floor mats causes corrosion. Thermal insulation can also retain water.



M1070A1 HET...

Axle Needs to Take a Breather!

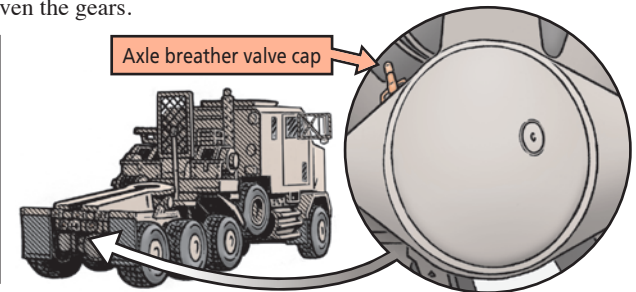


Take a breather everyone! This goes for the M1070A1 HET axles, too.

Axle breather valves on the HET sometimes clog with dirt, grease and even paint from the manufacturing process. All that gunk prevents the valves from opening freely.

When this happens, pressure inside the axle has nowhere to go. It blows the seals, the lube and sometimes even the gears.

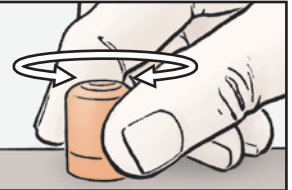
Axle breather valves should be inspected during semiannual PMCS or any time after your HET operates in mud or heavy dust.



Keeping the breather valves clean is easy. Twist the cap on the valve to loosen any dirt stuck inside. Press down on the cap to make sure it moves up and down freely. If it won't twist or move, then it's time for a new cap. Order one with NSN 4820-01-151-3692.

Test a new valve by blowing into the threaded end. The cap on a good breather valve is designed to open with as little as 1/2 psi. That's almost no pressure at all, so a quick puff of air should open it with no problem.

Twist and press down; cap should move freely



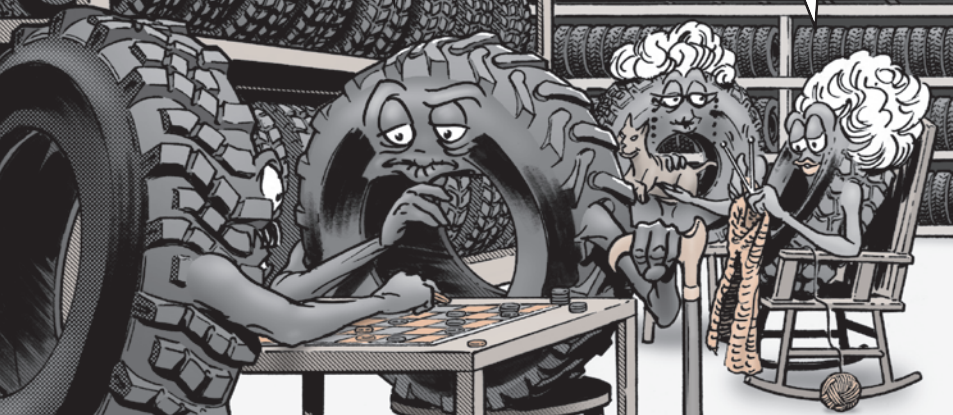
AGE IS NO SECRET! READ THE NUMBERS

I'M
WASTING
AWAY IN
HERE.

I KNOW
WHATCHA MEAN.
OUR DAYS ARE
NUMBERED.

THE YEARS
HAVE REALLY
FLOWN.

YEP, THAT
HAPPENS WHEN
YOU'VE ONLY
GOT A 5 TO 6
YEAR SHELF
LIFE!

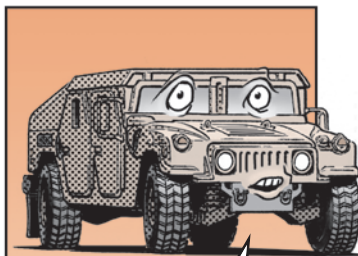


AS TIRES AGE, REGULAR
INSPECTIONS BECOME MORE
IMPORTANT THAN EVER!

AS PART OF
YOUR VEHICLE'S
REGULAR
PMCS, INSPECT
TIRES FOR

- cracks
- bulges
- damage
- low inflation and
- uneven wear

**REPLACE
TIRES WHEN
NECESSARY.**



THIS GOES FOR
US VEHICLES IN
STORAGE, TOO.

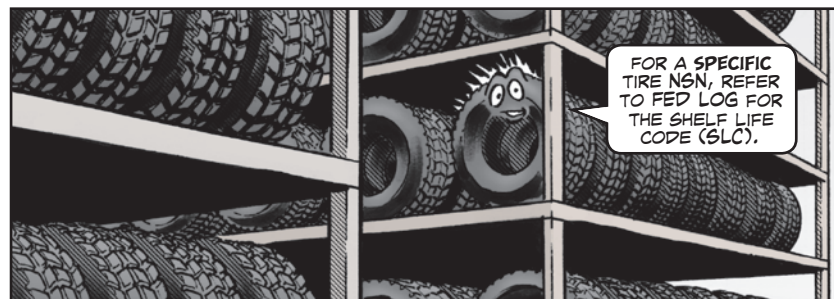
YOU'LL FIND MORE GUIDANCE IN
TM 9-2610-200-14, CARE, MAINTENANCE,
REPAIR AND INSPECTION OF PNEUMATIC TIRES
AND INNER TUBES (SEP 05) AS WELL AS
YOUR VEHICLE'S -10 TM.



Tires Have a Shelf Life?

YES. DEPENDING ON THE TYPE, TIRES
HAVE **EITHER A 5-YEAR OR 6-YEAR SHELF**
LIFE FOR DEPARTMENT OF DEFENSE
GROUND VEHICLES. SEE CHART BELOW.

Tire Category	Tire Shelf Life from Date of Mfg (Years)
Radial military tires (including 37X12.50R16.5LT HMMWV, 395/85R20, 14.00R20, 16.00R20 and other military specific sizes)	6
Radial commercial medium truck (including Group 3 truck-bus CATL-1922)	6
Radial and bias earthmover/off-road/material handling equipment/construction (including tire & rim designation E-1/E-2/E-3/E-4/E-7/G-1/G-2/G-3/G-4/L-2/L-3/L-4/L-5 and CATL-1923)	6
Radial and bias agricultural rear (R-1,R-2,R-3,R-4) and front tires for industrial tractors (I-3, F-3)	6
Passenger	5
Light truck	5
ATV	5
Garden	5
Industrial	5
Agricultural (front [F-1, F-2] & implement [I-1, I-2])	5
Solid	5
Bias military tires	5
Bias commercial truck	5



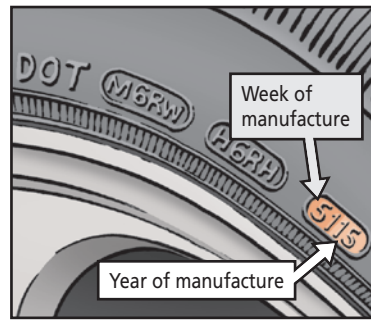
FOR A SPECIFIC
TIRE NGN, REFER
TO FED LOG FOR
THE SHELF LIFE
CODE (SLC).

THE DATE OF MANUFACTURE IS IDENTIFIED BY THE DEPARTMENT OF TRANSPORTATION (DOT) CODE STAMPED ON THE TIRE SIDEWALL.

THE CODE STARTS WITH THE LETTERS "DOT."

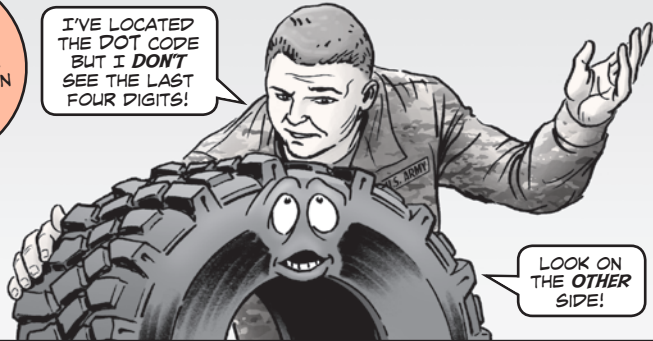
THE **LAST FOUR NUMBERS** IN THE STRING OF CHARACTERS INDICATE THE **WEEK AND YEAR** THE TIRE WAS **MANUFACTURED**.

FOR EXAMPLE, A CODE ENDING IN THE NUMBERS "5115" MEANS THAT THE TIRE WAS MANUFACTURED IN THE **51ST WEEK OF 2015**. SO, THAT TIRE MUST BE PUT INTO SERVICE **NO LATER THAN** THE 51ST WEEK OF 2020 FOR A 5-YEAR SHELF LIFE OR THE 51ST WEEK OF 2021 FOR A 6-YEAR SHELF LIFE.



Remember:
THE **LAST FOUR NUMBERS** FOR THE DOT CODE **ONLY** APPEAR ON **ONE SIDE** OF THE TIRE.

I'VE LOCATED THE DOT CODE BUT I **DON'T** SEE THE LAST FOUR DIGITS!



LOOK ON THE **OTHER** SIDE!

Shelf Life vs. Service Life

TIRE SHELF LIFE APPLIES WHEN A TIRE IS MANUFACTURED AND STORED IN A WAREHOUSE, STORED AS A TIRE/WHEEL ASSEMBLY OR STORED ELSEWHERE. THE SHELF LIFE OF TIRE/WHEEL ASSEMBLIES WITH NEW (UNUSED) TIRES IS 5 OR 6 YEARS FROM DATE OF MANUFACTURE OF THE TIRE. WHEN A TIRE IS MOUNTED ON A WHEEL, THE TIRE SHELF LIFE STILL APPLIES AND THE TIRE STILL AGES.

TIRE SERVICE LIFE IS THE **CUMULATIVE LIFE** OF THE TIRE FROM WHEN IT IS MANUFACTURED, THEN STORED (SHELF LIFE) AND FINALLY PUT INTO SERVICE ON A VEHICLE. THERE IS **NO PRE-DETERMINED SERVICE LIFE** FOR TIRES. THIS IS BECAUSE SERVICE LIFE DEPENDS ON MANY FACTORS SUCH AS TEMPERATURE, STORAGE CONDITIONS, AND USE (LOAD, SPEED, INFLATION PRESSURE, IMPACTS, ROAD HAZARDS, ETC.).

FOR TIRES IN SERVICE ON A VEHICLE, TIRE MANUFACTURERS RECOMMEND **REPLACING** TIRES (INCLUDING SPARES) THAT ARE 10-YEARS OR OLDER FROM THE DATE OF MANUFACTURE.

THIS RECOMMENDATION APPLIES **EVEN IF** THE TIRES APPEAR SERVICEABLE AND THE TREAD IS NOT WORN.



PS CONSTRUCTION



- Sniff Out Mines with These Tips
- Take Your Time for Tire Adjustment
- Hose Fitting Keeps Fluid Flowing

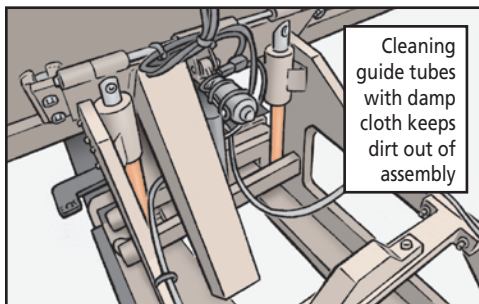
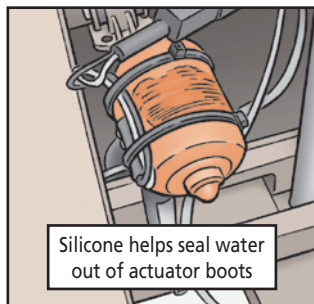
Sniff Out Mines with These Tips



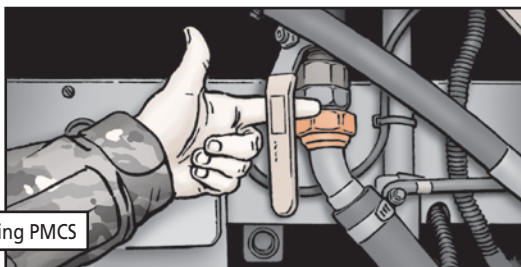
Dear Editor,

The M1231 Husky can do an even better job of sniffing out mines if units remember these tips:

Use silicone to seal the rubber boots for the height and tilt detector head actuators. Water can run down the side of the Husky and into the actuator boots when the detector heads are stowed. Silicone helps seal out water. It's also a good idea to clean the guide tubes with a damp cloth weekly. That helps keep dirt from getting in the guide tube assembly.



During PMCS, make a special point to look for leaks around the hydraulic reservoir and on the power steering and hydraulic hoses. We've found hydraulic leaks to be a problem.

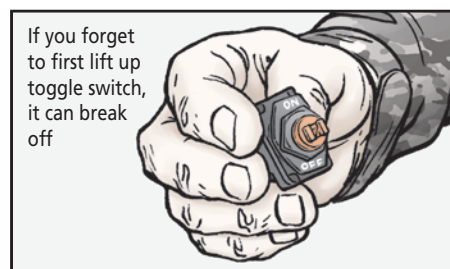


Slowly add fluid to the power steering system. If you pour fluid in too fast, air gets into the system. That can cause the power steering to fail. If the fluid bubbles back up when adding fluid, stop and let the air bubble work its way out of the power steering system. Once the fluid level drops, the bubble is gone.

Keep your feet off the instrument panel when getting in and out of the Husky. Otherwise your boots will certainly break switches. Use the steps by the window for your feet.

Remember the panel toggle switches must be lifted up before they can be moved back and forth. Forcing a switch to move breaks it.

SSG David Wise
Ft Leonard Wood, MO



Editor's note: These tips will indeed keep Huskies on the trail of mines.

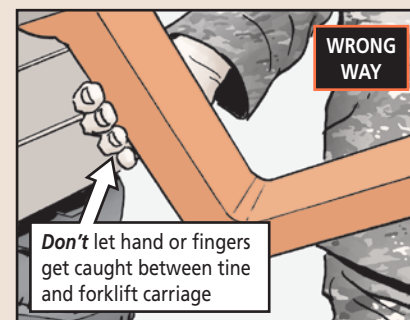
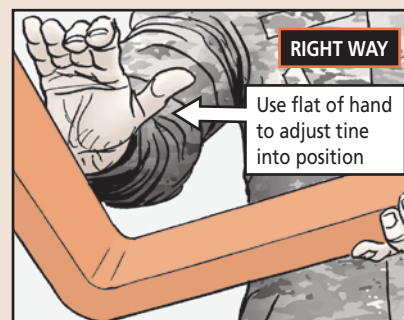
Forklifts...

TAKE YOUR TIME FOR TINE ADJUSTMENT

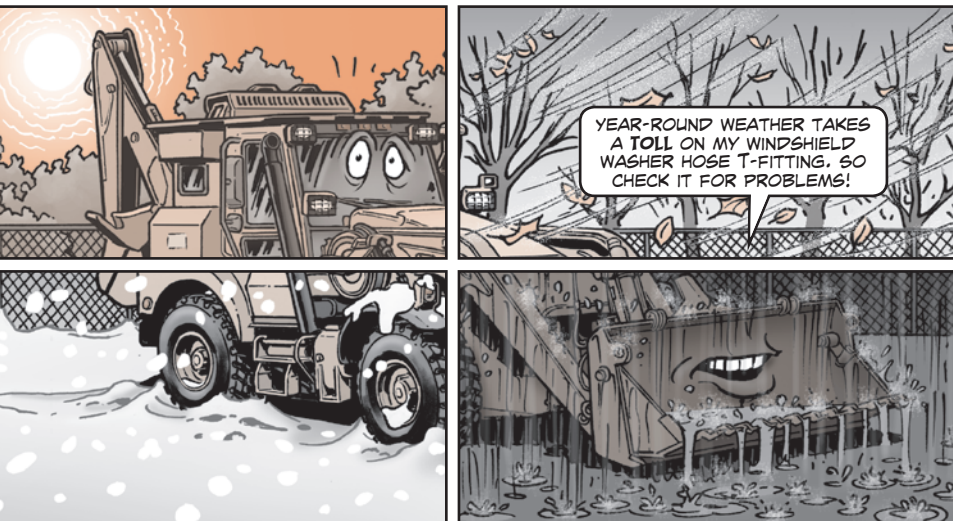
Operators, take your time and use some common sense when adjusting the tines on your forklift.

When you need to adjust the forklift's tine laterally (back and forth), grab the end of the tine in one hand and lift up. Then use the flat of your other hand to tap the tine in position.

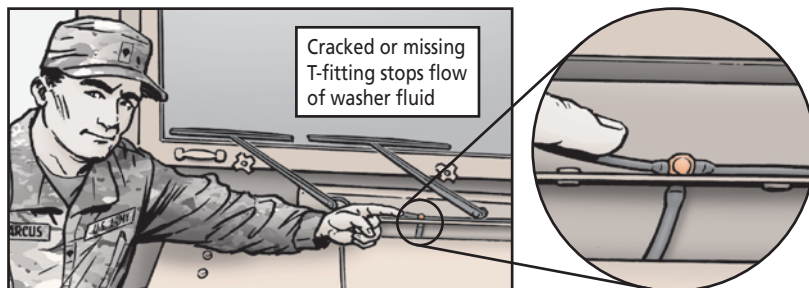
Never let your hand or fingers get caught between the tine and forklift carriage. A dropped tine can easily injure or even sever a finger!



Hose Fitting Keeps FLUID FLOWING

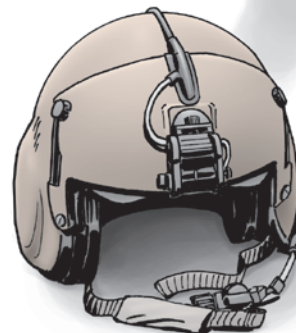


Operators, a loss of windshield washer fluid usually means one of two things: Either your HME-1 excavator with add-on armor is out of washer fluid or the washer hose T-fitting that connects the rubber hoses is missing or cracked.



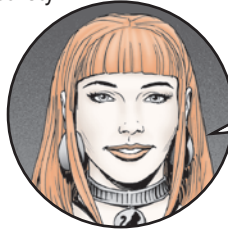
This plastic fitting is right next to the windshield and constantly exposed to the elements. Over time, the fitting becomes brittle, cracks and then breaks apart. Without the fitting, there's no washer fluid. And peering through a dirty windshield can be dangerous!

Order a replacement T-fitting with NSN 4730-01-621-0483. It costs less than a buck and is shown as Item 12 in Fig 11 of TM 5-2540-236-13&P (Jul 16). Do your unit a favor and make sure to keep plenty of the fittings on hand.



- EHI Leads to Injury
- Does This Look Expired?
- Let DLA CIC Save the Day
- Upgrade Your Warehouse

EHI LEADS TO INJURY



ENGINES **AREN'T** THE ONLY THINGS THAT CAN OVERHEAT DURING AN EXERCISE OR A MISSION!

YOU CAN, TOO, **ESPECIALLY** IN HOT WEATHER. THAT CAN LEAD TO AN **EXERTIONAL HEAT ILLNESS (EHI)**.

AN EHI INJURY CAN RANGE FROM **ANNOYING HEAT CRAMPS** TO A **DEADLY HEAT STROKE**. AN AVERAGE OF 1,000 SOLDIERS SUFFER FROM EHI EVERY YEAR AND EVEN A **MINOR EHI** INJURY CAN **DEGRADE** A SOLDIER'S PERFORMANCE.

IN ORDER TO **AVOID** EHI, IT'S A **GOOD** IDEA TO **UNDERSTAND** WHAT CAUSES IT.

THE **EXTERNAL** CONDITIONS THAT CAUSE EHI'S ARE EXPLAINED BY THE ACRONYM

HEAT

WHICH STANDS FOR: **HEAT TEMPERATURE CATEGORY, EXERTION LEVEL, ACCLIMATION** AND **TIME OF EXPOSURE**.

THE **HEAT TEMPERATURE CATEGORY** CONSIDERS THE **TEMPERATURE, AMOUNT OF SUNLIGHT, HUMIDITY** AND **WIND SPEED**.

THESE CONDITIONS COMBINE TO FORM THE **WET BULB GLOBE TEMPERATURE (WBGT) INDEX**.

IN ORDER TO **PREVENT** EHI, SOLDIERS SHOULD **AVOID** ACTIVITIES DURING A WBGT CATEGORY 4 OR 5.

Heat Casualties: Signs, Symptoms, Actions

Heat cramps: a first sign to catch

- Muscle pain or spasms (abdomen, arms, legs)
- Stop activity, move to shade
- Drink sports drink or juice/water with 1/2 pack salt added

Heat exhaustion: catch signs early & treat

- Dizziness
- Headache
- Nausea
- Weakness
- Clumsy/unsteady walk
- Muscle cramps
- Rest in shade
- Loosen uniform/remove head gear
- Ensure excess water has not been consumed; have Soldiers drink 2 quarts water over 1 hour
- Evacuate if no improvement in 30 minutes, or if condition worsens

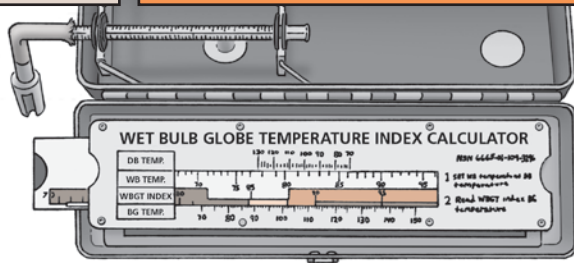
Heat stroke: a medical emergency

- Convulsions and chills
- Vomiting
- Confusion, mumbling
- Possibly combative
- Passing out (unconscious)
- **COOL and CALL (asap)!**
 - Strip clothing
 - Rapid cool (ice sheets)
 - Call for ER evacuation
 - Continue cooling during transport
 - Keep same person to observe for mental change throughout transport

Hyponatremia: a medical emergency

- History of large water consumption
- Confusion
- Vomiting (liquid, no food)/repeat vomiting
- Clear urine
- Convulsions
- **Water intoxication (overconsumption of water) requires medical treatment ASAP!**

When in doubt - call 911 for emergency evacuation!



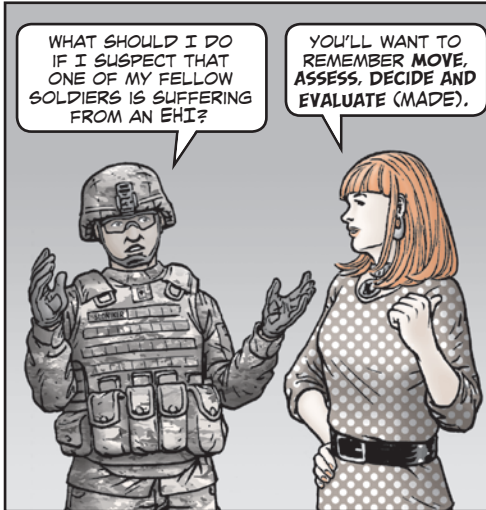
EXERTION

IS HOW **HARD** YOU HAVE TO WORK AND HOW **MUCH** GEAR YOU HAVE TO WEAR DURING A TRAINING EXERCISE OR COMBAT OPERATION. **TOO MUCH** EXERTION IN HIGH TEMPERATURES CAN CAUSE AN EHI.

ACCLIMATION

REFERS TO HOW **ACCUSTOMED** A SOLDIER IS TO THE HIGH TEMPERATURES. SOLDIERS WHO GREW UP IN AREAS WITH A **HOT** CLIMATE MAY **ALREADY** BE ACCLIMATED TO THAT TYPE OF WEATHER, WHILE SOLDIERS FROM **COOLER** CLIMATES MAY **NOT**.

A **SUDDEN** RISE IN TEMPERATURE CAN BE **DANGEROUS** TO **ALL** SOLDIERS, BUT **ESPECIALLY** ONES WHO **AREN'T** USED TO IT. **LIMIT** YOUR TIME IN THE **SUN** BY WORKING AT **SUN UP, SUNDOWN** OR IN THE **SHADE** WHENEVER POSSIBLE.



WHAT SHOULD I DO IF I SUSPECT THAT ONE OF MY FELLOW SOLDIERS IS SUFFERING FROM AN EHI?

YOU'LL WANT TO REMEMBER **MOVE, ASSESS, DECIDE** AND **EVALUATE (MADE)**.

MADE

Move the suspected victim of the EHI into the shade or into an air conditioned car or building.

Assess the signs and symptoms to determine what type of EHI injury the victim might have.

Decide on which EHI the injured person has and take the proper approach to get them treatment.

Evaluate other Soldiers and adjust training as necessary.

WET BULB GLOBE TEMPERATURE RISK CATEGORIES

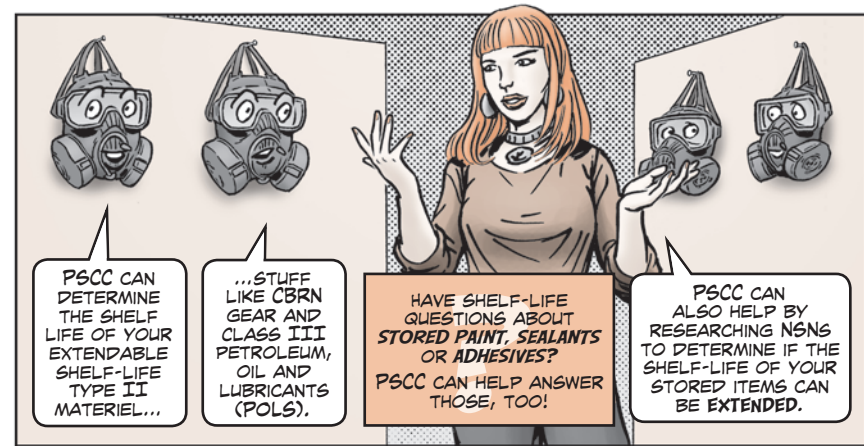
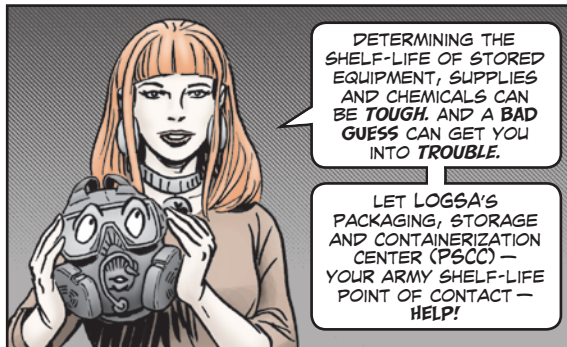
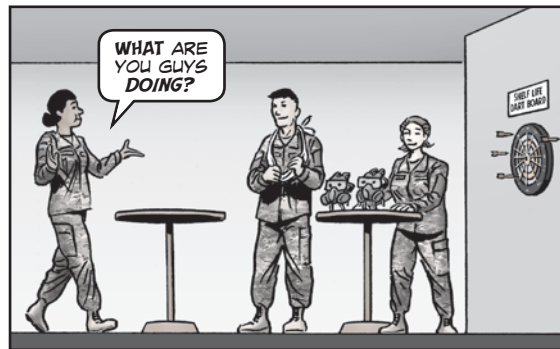
Category	WBGT, °F	WBGT, °C	Flag Color
1	< 82	< 27.8	White
2	82 - 84.9	27.8 - 29.3	Green
3	85 - 87.9	29.4 - 31.0	Yellow
4	88 - 89.9	31.1 - 32.1	Red
5	≥ 90	≥ 32.2	Black

AVOIDING EHI INJURIES MEANS **UNDERSTANDING** THE RISK FACTORS INVOLVED FOR YOUR SOLDIERS AND TRAINING ENVIRONMENT AND...

...**RECOGNIZING** THE SIGNS AND SYMPTOMS OF EHIS SO YOU CAN **STOP THEM** IN THEIR TRACKS.



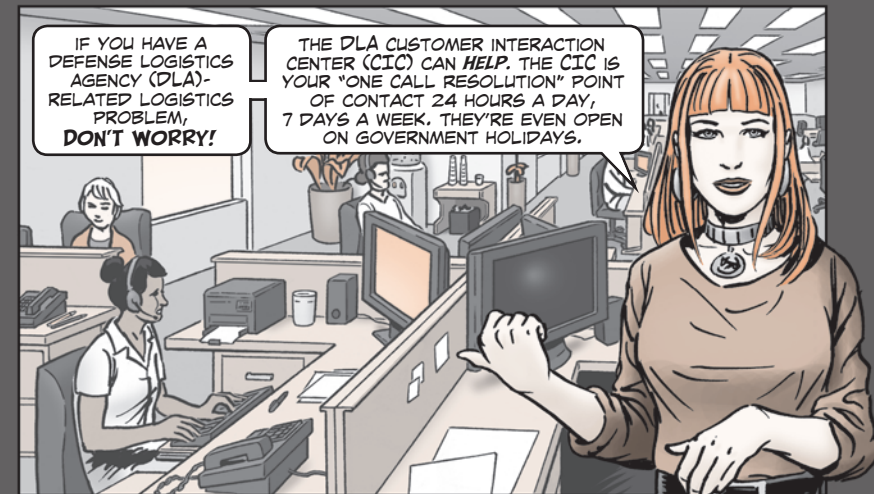
DOES THIS LOOK EXPIRED?



IF YOU'D LIKE TO CONTACT LOGSA'S PSSC FOR SHELF-LIFE ASSISTANCE, SUBMIT THE FORM YOU'LL FIND AT THIS LINK:

<https://www.logsa.army.mil/pssc/contact-form/psscform.cfm>

Let DLA CIC Save the Day



CALL THE CIC TOLL FREE AT: 1-877-DLA-CALL (1-877-352-2255) OR THEY CAN CALL YOU. JUST EMAIL YOUR QUESTION TO THE DLA SUPPORT OFFICE: dlacisupport@dlamail

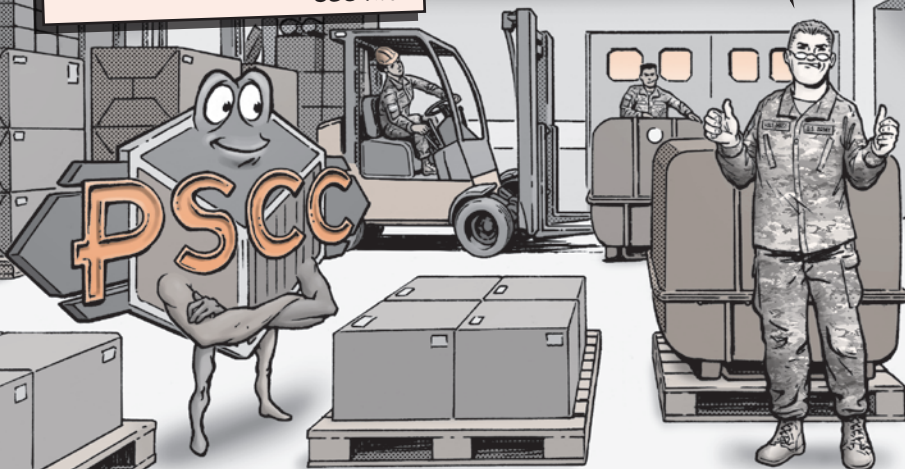
INCLUDE YOUR PHONE NUMBER (DSN AND COMMERCIAL) IN CASE THEY WANT MORE INFORMATION.

UPGRADE YOUR WAREHOUSE

Dear Half-Mast,
I'm looking for ways to improve our warehouse operations. Are there any organizations that offer help with this?

SSG R.J.

YOU BET! THE ORGANIZATION THAT SPECIALIZES IN HELPING SOLDIERS IMPROVE WAREHOUSE OPERATIONS IS LOGSA'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER (PSCC).



PSCC CAN DESIGN LAYOUTS FOR STORAGE AREAS, PACKAGING OPERATIONS, SHIPPING AND RECEIVING AREAS, HAZMAT STORAGE FACILITIES AND WAREHOUSE OFFICE SPACE.

IF YOU NEED TO RE-WAREHOUSE TO INCREASE EFFICIENCY, PSCC CAN HELP WITH THAT, TOO.

PSCC CAN ALSO DETERMINE MATERIAL HANDLING EQUIPMENT (MHE) AND PACKAGING EQUIPMENT NEEDS AND CALCULATE SPACE REQUIREMENTS FOR STORAGE OPERATIONS FOR NEW OR EXISTING FACILITIES.

TO START THE PROCESS:

EMAIL PSCC AT:

usarmy.tyad.usamc.mbx.itad@mail.mil

OR

CALL A PSCC DISTRIBUTION FACILITY SPECIALIST AT: DSN 795-7257.



DELL'S KITCHEN

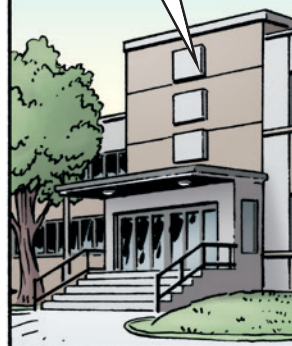
THE PS OFFICES...

JUST GOT A HOT-LINE CALL FROM CAMP WASABI. **ANOTHER** SOLDIER REPORTING BAD FOOD.

ADD 'EM TO THE GENERAL COMPLAINT LIST?



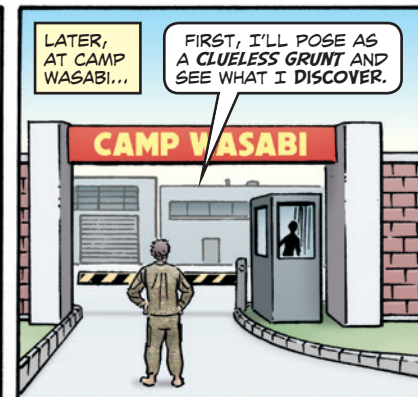
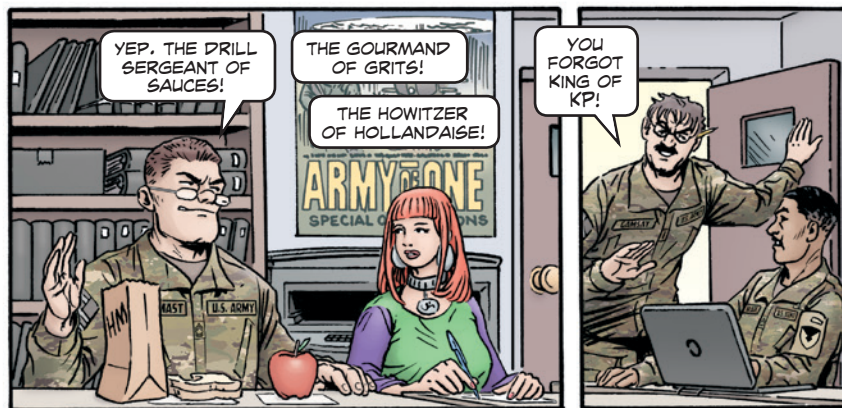
THIS TIME IT'S DIFFERENT. SOUNDS LIKE THE FOOD STARTED OUT FINE, BUT LACK OF KITCHEN 'M RUINED IT. HALF-MAST, YOU WANNA TACKLE THIS ONE?

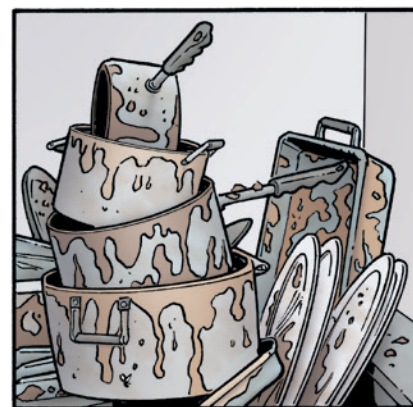
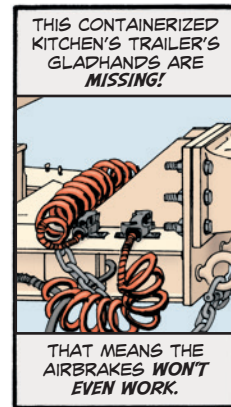


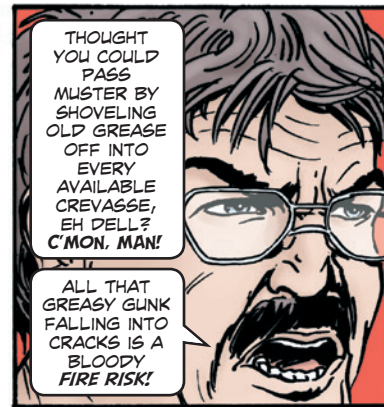
THIS IS **BEYOND** LECTURES NOW, CONNIE. WE'VE GOTTEN **TOO MANY** CALLS FROM THAT PLACE. WE GOTTA SEND FOR THE **BIG GUN**.

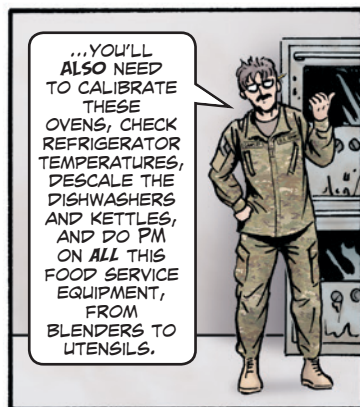


YOU DON'T MEAN...

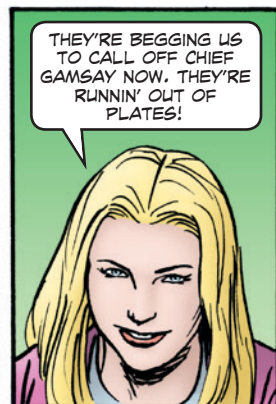








I BELIEVE IT, BUT NOBODY'S BEGGING FOR **THAT** RECIPE. CAN I COUNT ON YOU TO WALK THE STRAIGHT AND NARROW NOW, DELL?



PS SMALL ARMS

ALSO
FEATURING
MISSILES

- Collapsible Buttstock Help!
- If You Have Problems with M252A1 Mortar MWO...
- Can Front Mounting Bushing Spin?
- Want to Save Money? Order Cocking Bracket
- Dimple Usually Not a Problem

- Don't Be a Drag!
- ITAS Launch Tube: No Cracks, Please



COLLAPSIBLE BUTTSTOCK HELP!

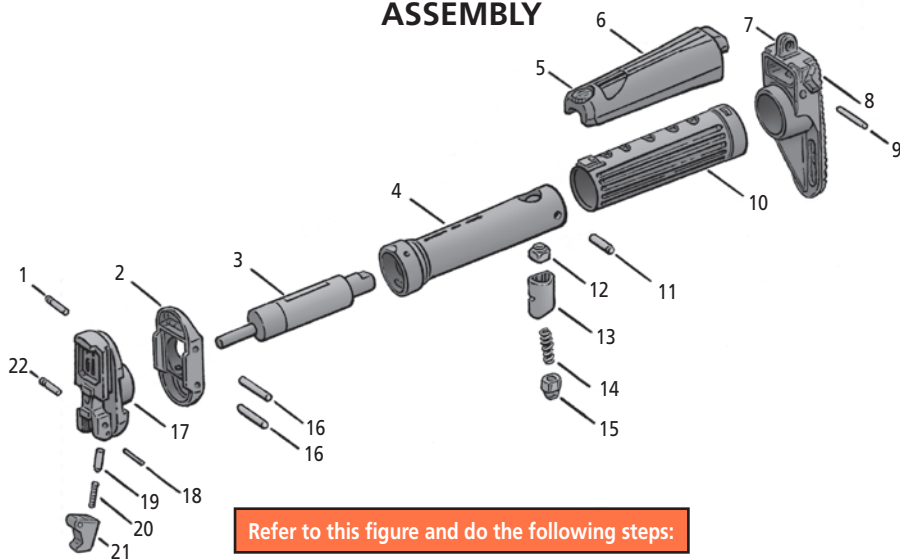
LOOK NO FURTHER!
HERE'S HOW
TO TAKE
CARE OF THE
COLLAPSIBLE
BUTTSTOCK.



The collapsible buttstock is now used on the M240B and M240L machine guns. Unfortunately, TM 9-1005-313-23&P won't have any information on the buttstock until its next update. That leaves small arms repairmen scratching their heads when it comes to disassembling, repairing, and assembling the buttstock.

You can stop scratching! Here's the info that will be added to the TM:

ASSEMBLY



Refer to this figure and do the following steps:

1. Remove buttstock assembly from weapon.
2. Fully extend collapsible buttstock assembly.
3. Remove cheekrest (6) from buttplate and stock assembly (10) by loosening thumbscrew (5) from cheekrest. Do not completely remove thumbscrew (5) from cheekrest.

ASSEMBLY continued

WARNING: Detent adjustment pin (12) and detent retaining pin (3) are under spring tension.

NOTE: When removing straight pin (11) from inner stock (4), sleeve (13) will fall from buffer and backplate assembly.

4. Completely depress detent adjustment pin (12) and detent retaining pin (15) while rotating the buttplate assembly (10) 90 degrees.
5. Remove buttplate assembly (10).
6. Remove straight pins (4) from inner stock.
7. Remove detent adjustment pin (12), helical compression spring (14) and detent retaining pin (12) from buffer and backplate assembly.
8. Remove two pin springs (16) from cap (2) and discard pins.
9. Remove cap (2) from buffer housing (17).
10. Remove inner stock (4) from buffer housing (17).
11. Remove straight pin (1) from buffer housing (15) and discard pin (16).
12. Remove buffer (3) from buffer housing (17) and discard buffer (3).
13. Remove pin spring (20) from buffer housing (17) and discard pin (22).
14. Remove backplate latch (21) from buffer housing (17).
15. Remove spring (20) from buffer housing (17) and discard spring (20).
16. Remove detent plunger (19) from buffer housing (17).

INSPECTION/CLEANING

1. Inspect sling hole and backplate assembly for cracks and breaks. Replace if damaged.
2. Inspect all components for holes, cracks, breaks, elongated holes or leaks. Replace any damaged components.

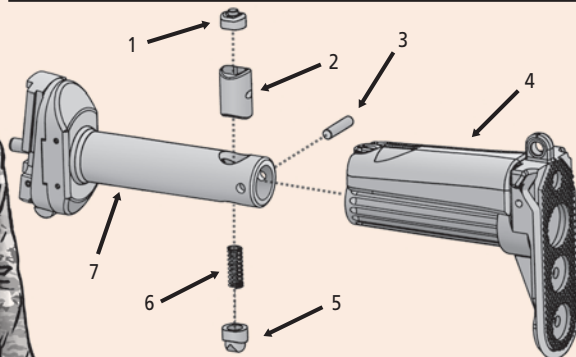
REASSEMBLY

1. Apply one drop of Loctite® (Item 26, WP 0041) on threads of buffer (3). Install onto buffer housing (17) so that the buffer is completely seated on the buffer housing.
2. Apply one drop of Loctite® on threads of buffer housing. Install inner stock so that it's completely seated on the buffer housing with its pinholes aligned with the slots in the buffer housing.
3. Install the cap on buffer housing.
4. Install pins (16).
5. Install sleeve (13), helical compression spring (14), detent adjustment pin (12) and straight pin (11). Install detent retaining pin (15) in inner stock.
WARNING: Detent adjustment pin (12) and detent retaining pin (15) are under spring tension.
6. Install buffer housing assembly (17) onto buttplate (8).
7. Completely depress detent adjustment and detent retaining pin while rotating the buffer and buttplate assembly.
8. Install cheekrest (6) into stock assembly (10) by screwing thumbscrew (5) into cheekrest (6).
9. Install detent plunger (18) in buffer housing (17) with open end facing out.
10. Install spring (20) into detent plunger (19). Install backplate latch (21) on buffer housing.
11. Install pin (22) in buffer housing.
12. While holding backplate latch (21), install pin (18) in buffer housing.

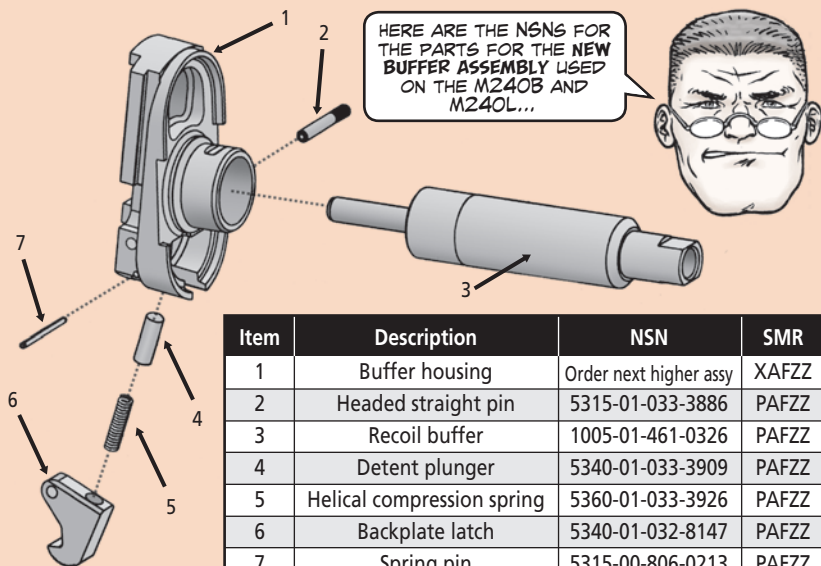
Parts Info

HERE ARE THE NSNs FOR THE PARTS FOR THE COLLAPSIBLE BUTTSTOCK...

Item	Description	NSN	SMR
1	Retaining detent	5340-01-577-3036	PAFZZ
2	Sleeve	5365-01-576-4662	PAFZZ
3	Straight pin	5315-01-366-2977	PAFZZ
4	Stock assembly	1005-01-576-2492	PAFFF
5	Adjustment detent	5340-01-577-3037	PAFZZ
6	Helical compression spring	5360-01-299-7826	PAFZZ
7	Backplate assembly	Assembled by support	AFFFF

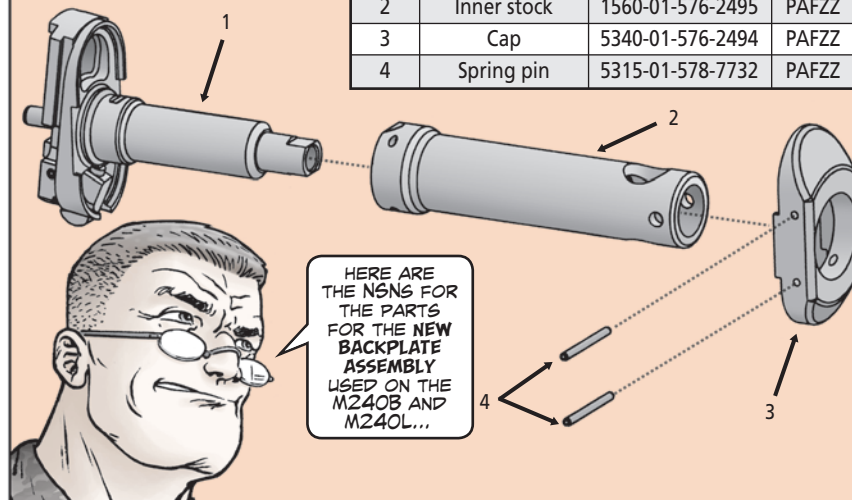


HERE ARE THE NSNs FOR THE PARTS FOR THE NEW BUFFER ASSEMBLY USED ON THE M240B AND M240L...

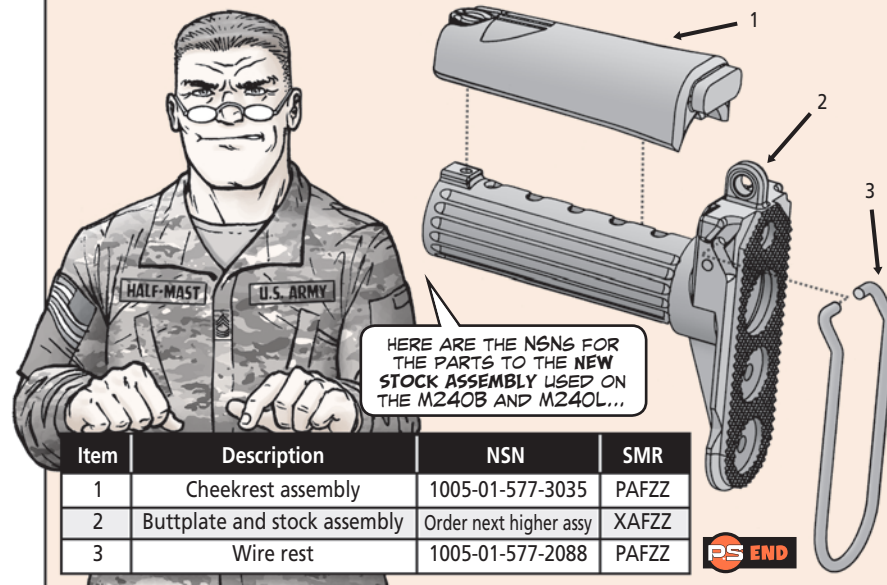


Item	Description	NSN	SMR
1	Buffer housing	Order next higher assy	XAFZZ
2	Headed straight pin	5315-01-033-3886	PAFZZ
3	Recoil buffer	1005-01-461-0326	PAFZZ
4	Detent plunger	5340-01-033-3909	PAFZZ
5	Helical compression spring	5360-01-033-3926	PAFZZ
6	Backplate latch	5340-01-032-8147	PAFZZ
7	Spring pin	5315-00-806-0213	PAFZZ

Item	Description	NSN	SMR
1	Buffer assembly	1005-01-576-2493	PAFFF
2	Inner stock	1560-01-576-2495	PAFZZ
3	Cap	5340-01-576-2494	PAFZZ
4	Spring pin	5315-01-578-7732	PAFZZ



HERE ARE THE NSNs FOR THE PARTS FOR THE NEW BACKPLATE ASSEMBLY USED ON THE M240B AND M240L...

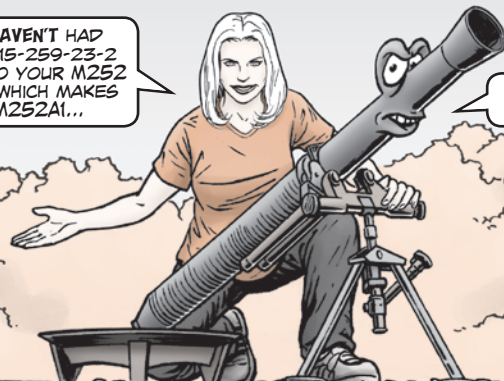


Item	Description	NSN	SMR
1	Cheekrest assembly	1005-01-577-3035	PAFZZ
2	Buttplate and stock assembly	Order next higher assy	XAFZZ
3	Wire rest	1005-01-577-2088	PAFZZ

PS END

If You Have Problems with M252A1 Mortar MWO...

IF YOU HAVEN'T HAD MWO 9-1015-259-23-2 APPLIED TO YOUR M252 MORTAR, WHICH MAKES IT AN M252A1...

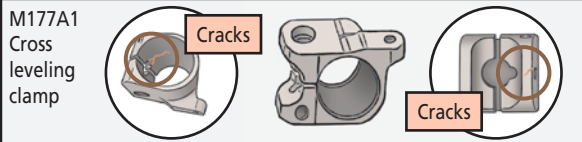
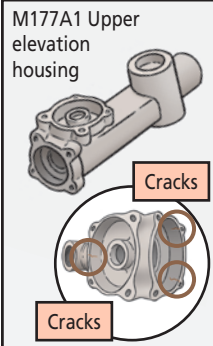
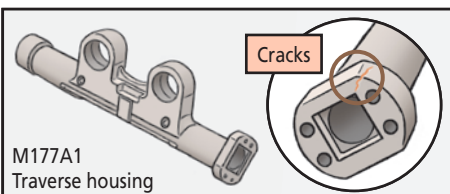


...DON'T!

CRACKS HAVE BEEN FOUND IN THE M177A1 MOUNT'S ELEVATION SHAFT, UPPER ELEVATION HOUSING AND CROSS-LEVELING CLAMP. THE M177A1'S EYE BOLTS ALSO HAVE HAD A **RUSTING** PROBLEM.

If your M252A1s already have the MWO applied, immediately inspect the M177A1 mounts for cracks, corrosion and pitting. Cracks make the M252A1 NMC. If corrosion or pitting is bad, ask your local TACOM LAR to evaluate if the M252A1 should be NMC.

Check M177A1 mount for cracks, particularly in these areas



If you find problems, contact your local TACOM LAR to work on a solution with TACOM.

If you still have the M177 mount and M3A1 base plate, use them until exchange or turn-in can be coordinated with TACOM.

If your M177A1 mount is still usable, support shouldn't disassemble it during annual maintenance to service the bipod. The M252A annual parts kit, NSN 1015-01-629-1675, used for services has sometimes caused the M177A1 bipod to bind. Support should do only a visual and functional inspection of the bipod.

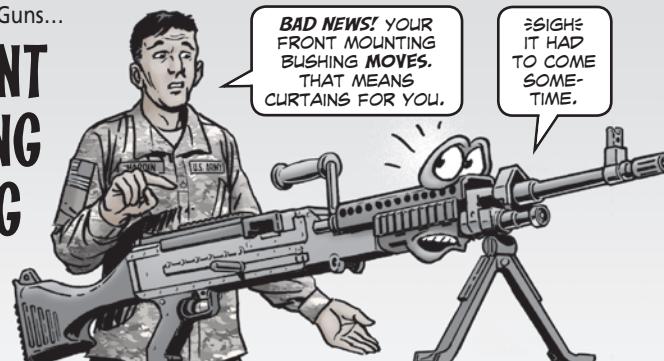
If support fails to find problems that make the M177A1 NMC, they'll note on the maintenance form "M177A1 SN# (XXXX) service deferred due to lack of mandatory replacement parts."

FOR MORE INFORMATION, SEE TACOM MAINTENANCE ACTION MESSAGE 18-005:
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA18-005.html>

QUESTIONS? CONTACT MARVIN HARLEY AT (586) 282-1623 OR EMAIL:
marvin.harley.civ@mail.mil

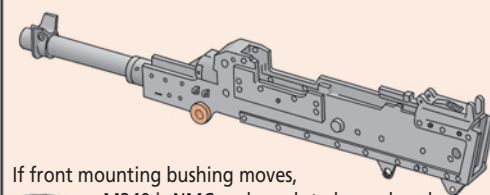
M240-Series Machine Guns...

CAN FRONT MOUNTING BUSHING SPIN?



Dear Half-Mast,
Is it OK for the M240 machine gun's front mounting bushing to spin? We have had several weapons in that condition and we don't know if they're safe to fire.

N.T.



If front mounting bushing moves, M240 is NMC and needs to be replaced

THE SHORT ANSWER, SIR, IS **NO**.

IF THERE'S **ANY** MOVEMENT OF THE BUSHING, THE M240 IS NMC AND SHOULD BE CONDITION CODED F.



USE THE DECISION SUPPORT TOOL ON LIW TO REQUEST DISPOSITION INSTRUCTIONS. ONCE YOU RECEIVE A TURN-IN DOCUMENT NUMBER, GET A REPLACEMENT M240 BY CONTACTING JENNIFER BARRERE AT (586) 282-1250 OR EMAILING:
jennifer.l.barrere.civ@mail.mil

Want to Save Money? Order Cocking Bracket

UH-OH. YOUR COCKING BRACKET BROKE ON THAT LAST MISSION. GUESS YOU NEED A WHOLE NEW MASC.

NO, I *JUST* NEED A COCKING BRACKET! WE'RE ON A BUDGET HERE.

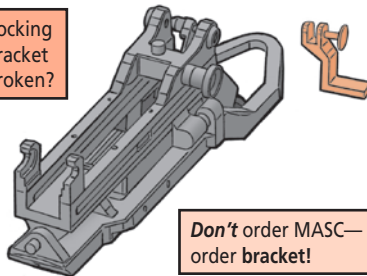


When the M240/M249 cocking bracket on CROWS M153/M153A1 is lost or broken, units are ordering the multi-adapter small caliber (MASC), which is the next higher assembly.

The MASC is a high ticket item: \$3,860.

There is no need to order the MASC because the cocking bracket has its own NSN: 1005-25-160-5898. And it costs only \$662, a savings of close to \$3,200.

Cocking bracket broken?



Don't order MASC—order bracket!

M249 Machine Gun...

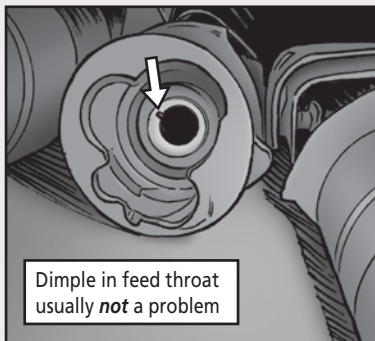
DIMPLE USUALLY NOT A PROBLEM

When M885A1 rounds are fired through an M249 machine gun, a small dimple is often created in the feed throat of the barrel.

It's usually no problem. Testing has shown that even 25,000 rounds fired through a dimpled barrel caused no problems.

Barrels with a dimple are considered good to go as long as there are no extraction problems. If there is poor extracting, replace the barrel.

Also replace the barrel if there are feeding problems or the headspace gauge won't seat.

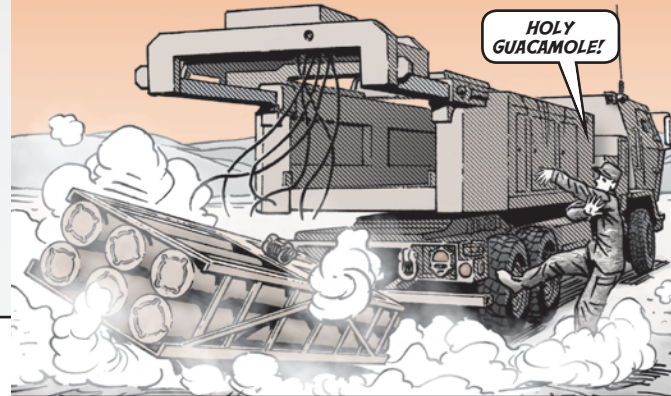


Dimple in feed throat usually *not* a problem

HIMARS, MLRS...

DON'T BE A DRAG!

HOLY GUACAMOLE!



GO TO ANY HIMARS OR MLRS UNIT AND ONE OF THE FIRST PROBLEMS THEY'LL MENTION IS **FAILING HOIST CABLES**.

AND IT'S **NOT** BECAUSE THE CABLES ARE DEFECTIVE, BUT BECAUSE CREWS ARE USING **DEFECTIVE LOADING TECHNIQUES!**

CREWS USE THE HOIST CABLE TO DRAG THE ROCKET POD. THAT RESULTS IN A FRAYED OR CUT CABLE WHEN IT SLIPS OFF THE HOIST PULLEY. EVENTUALLY, THE CABLE BREAKS.

A LITTLE **CARE AND MEASURING** CAN GIVE HOIST CABLES A **LONG LIFE**. THE HOIST HOOK AND PULLEY ASSEMBLY SHOULD BE POSITIONED AS CLOSE AS POSSIBLE OVER THE HOIST LIFTING BARS OF THE ROCKET POD AND GUIDED MISSILE LAUNCH ASSEMBLY (GMLA).

THE MAXIMUM DISTANCE THE **MLRS** HOIST HOOK CAN BE FROM THE PAD'S HOIST LIFTING BARS IS **15.9 INCHES**—THAT'S THE WIDTH OF THE HOIST HOOK AND PULLEY ASSEMBLY. FOR **HIMARS**, THE MAXIMUM DISTANCE IS **8 INCHES** OR HALF THE WIDTH OF THE HOIST HOOK AND PULLEY ASSEMBLY.

FOR BOTH SYSTEMS, THIS DISTANCE DECREASES TO 0 IF THE ROCKET POD OR GMLA IS LIFTED FROM A RESUPPLY VEHICLE OR TRAILER.



DON'T GUESS. MEASURE!

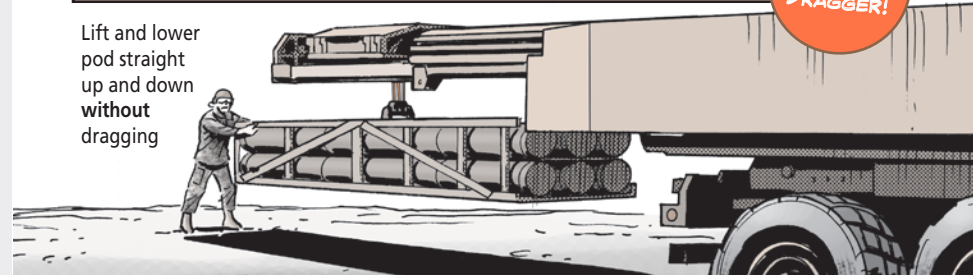
IT'S WORTH THE FIVE SECONDS IT TAKES.

THE **LESS** YOU HAVE TO MANEUVER THE HOOK, THE **BETTER**.

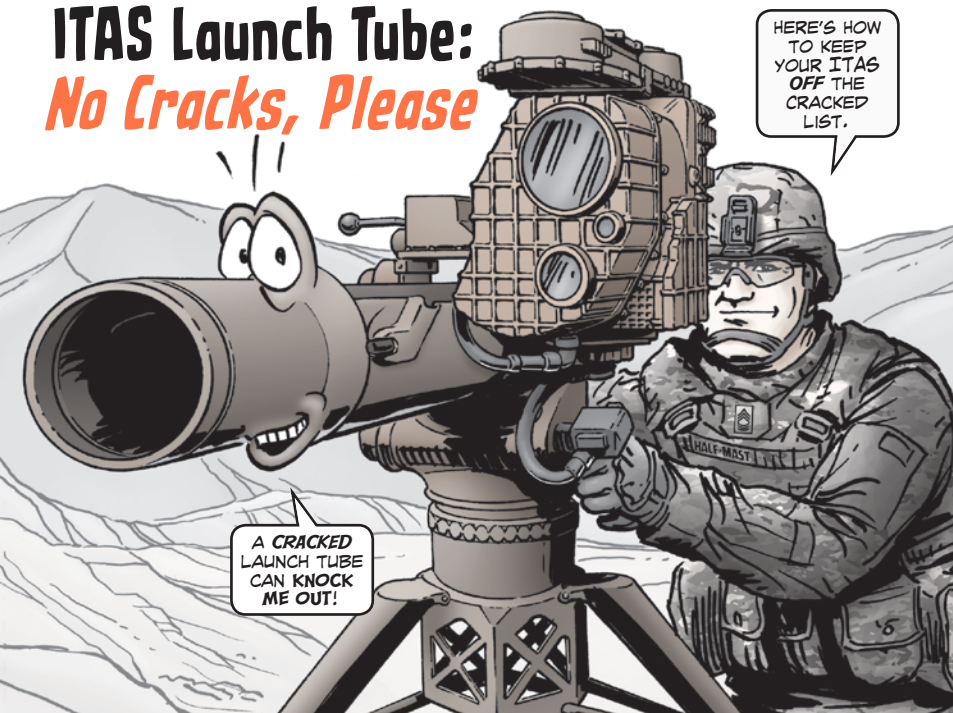
LIFT AND LOWER STRAIGHT UP AND DOWN. KEEP TENSION ON THE CABLE. IF THERE'S SLACK IN THE CABLE, IT CAN SLIP OFF THE HOIST PULLEY.

AND NEVER, EVER BE A DRAGGER!

Lift and lower pod straight up and down without dragging



ITAS Launch Tube: *No Cracks, Please*



Dear Editor,

We recently did a technical inspection of our Improved Target Acquisition System (ITAS) systems as part of an upgrade and found 17 of 24 launch tubes cracked.

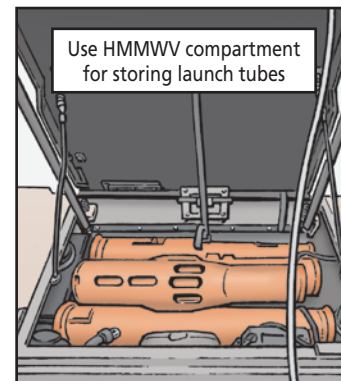
A cracked launch tube deadlines ITAS because it hurts ITAS's ability to launch and track a missile to its target. At \$2K a pop, it's not cheap to replace them.

The main problem is that there no longer is an MOS for TOW ITAS. So most Soldiers don't realize the tubes are fiberglass and can be damaged if they're not handled carefully and don't receive regular PMCS. But remembering just a few rules can keep your launch tubes off the cracked list and mission ready:

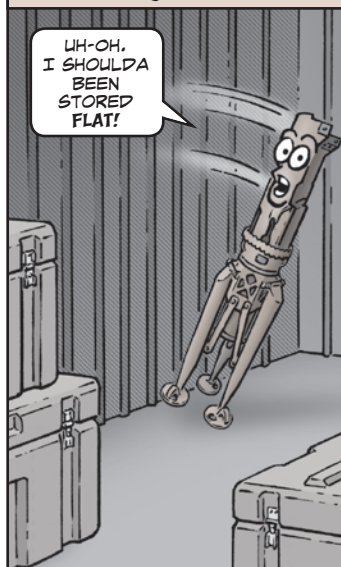
Don't toss them around. When not mounted on ITAS, the launch tubes should be secured in the proper storage position in the M1167 HMMWV or stored in the arms room.



Never put anything on top of a launch tube, especially for travel. The weight and bumps in the road can quickly crack the tube. Use the HMMWV's storage location!

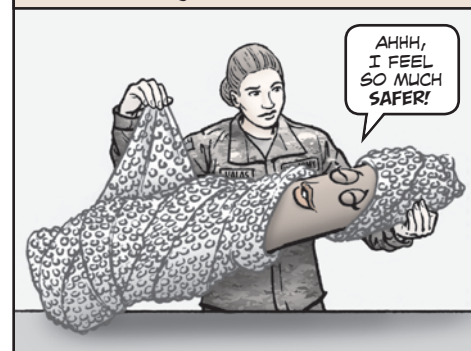


Never store the launch tube upright in the tripod. Why? If the tripod tips over, the tube takes a hit. **CRACK.** The tripod legs also have pins inside that can dent and crack the front of the launch tube. When you're not in the field, store the tube on a shelf or in its shipping container.



Ship with care. Again, don't stack anything on top of the launch tube inside the shipping container. For extra safety, wrap the tube in bubble wrap. It takes just a few minutes, but provides so much more protection.

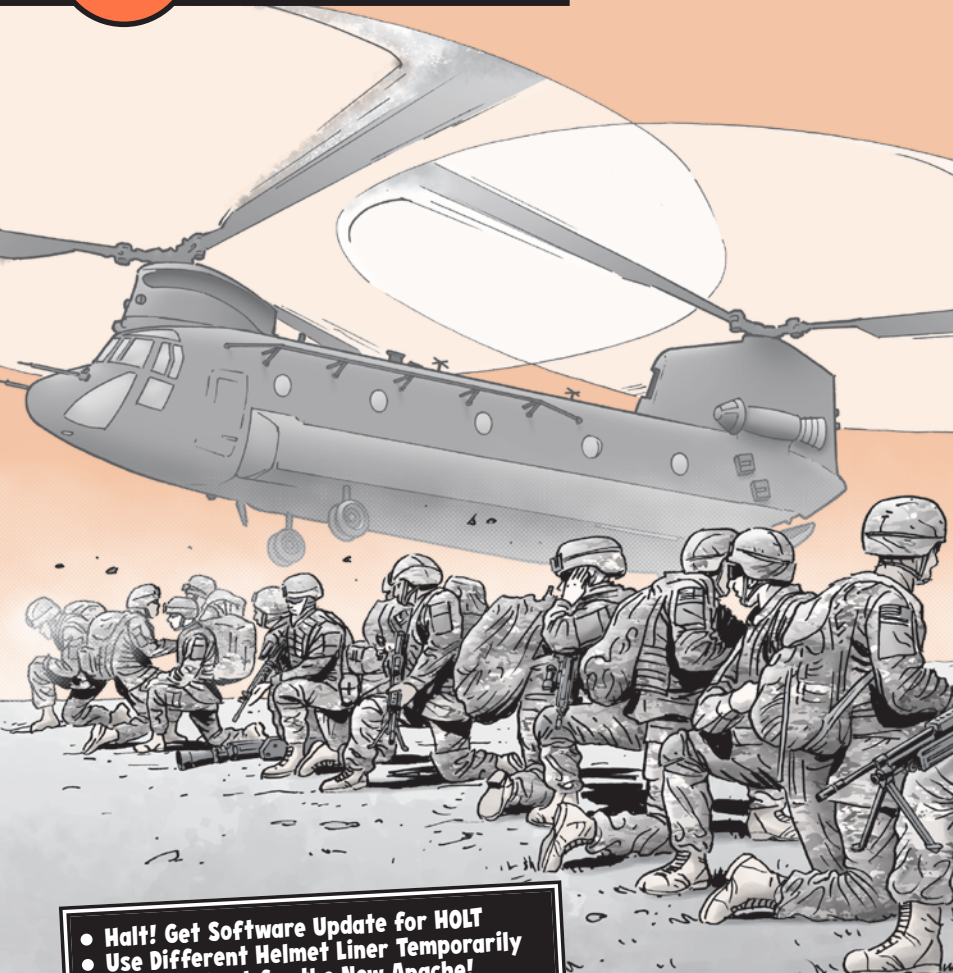
In fact, if you're storing launch tubes for a long period, it's a good idea to first give them the bubble wrap treatment. No sense taking chances!



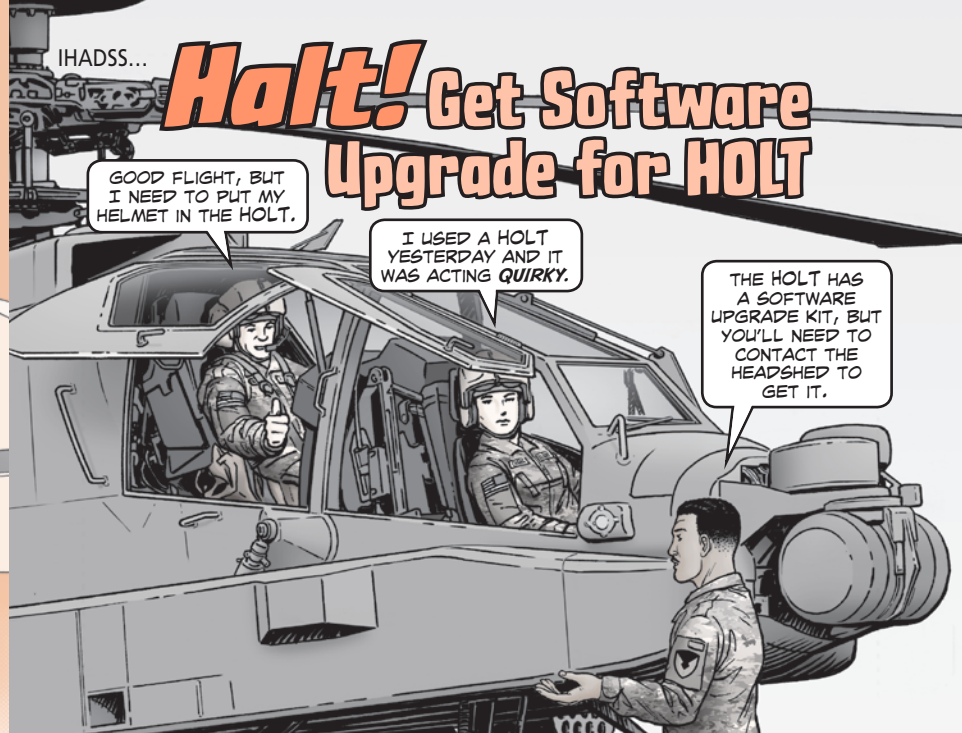
PMCS. Last but not least, at the very minimum give the entire ITAS a thorough monthly PMCS following the steps in TM 9-1425-923-10. **Don't** let ITAS sit ignored until you actually need it.

WO1 Salvador Mora
Ft Bragg, NC

Editor's note: Your tips are all they're cracked up to be. Thanks, Mr. Mora.



- **Halt! Get Software Update for HOLT**
- **Use Different Helmet Liner Temporarily**
- **A New Helmet for the New Apache!**
- **Black Hawk Indicator Panels Needed ASAP**
- **Searching for Black Hawk Searchlights**
- **PM Air Warrior Needs Routers Turned In!**
- **Stop Erosion with Touch-up Paint**



If you maintain or use the helmet operational level tester (HOLT), NSN 4931-01-534-1228, for the Apache integrated helmet and display sight system (IHADSS), make sure you have the latest software update: Version 8.

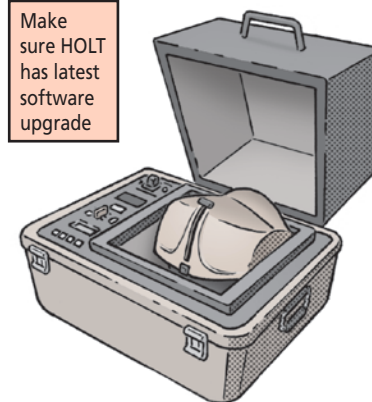
The previous update, Version 7, had reset issues that kept the HOLT from functioning properly during start-up. To determine which software version your HOLT has, turn the power switch to ON. The software version will be listed on the second line of the first screen of the built-in test (BIT).

If your HOLT has the wrong software update, get a software update kit by contacting TACOM's James Casto at (586) 282-1359 or by email:

james.m.casto.civ@mail.mil

Be sure to provide a good shipping address and POC so an upgrade kit can be mailed to you.

Make sure HOLT has latest software upgrade



ELSE...

USE DIFFERENT HELMET LINER TEMPORARILY

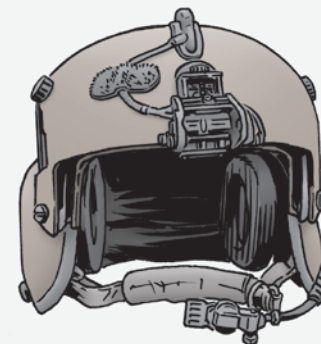


UNTIL NEW STOCK ARRIVES, YOU'RE AUTHORIZED TO TEMPORARILY REPLACE THE AAITH EAL WITH THE HGU-56/P'S EAL. CHOOSE THE EAL YOU NEED FROM THIS LIST.

HGU-56/P Helmet EAL

Size	NSN 8145-	PN
XXS	01-395-3648	1680-ALSE-112-1
XS	01-394-9998	1680-ALSE-112-2
S	01-395-3714	1680-ALSE-112-3
M	01-395-3647	1680-ALSE-112-4
L	01-394-9997	1680-ALSE-112-5
XL	01-394-9996	1680-ALSE-112-1

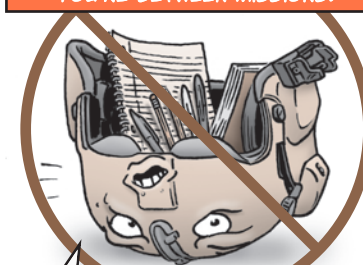
...so use HGU-56/P liners temporarily



THE EAL IS A CRITICAL PIECE OF SAFETY EQUIPMENT FOR HELMET SYSTEMS.

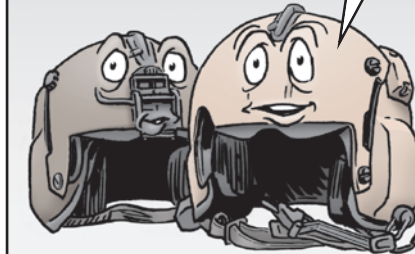
THEY PROVIDE PROTECTION AGAINST SKULL FRACTURES, CONCUSSIONS, CEREBRAL BLEEDING AND DEATH IN OTHERWISE SURVIVABLE HELICOPTER CRASHES.

MAKE SURE YOU DON'T STORE HARD OBJECTS LIKE NOTEBOOKS, LOGS, AND PENS INSIDE THE HELMET WHEN YOU'RE BETWEEN MISSIONS.



IF YOU DO, THEY CAN CUT, DENT, GOUGE OR CREATE IMPRESSIONS IN THE EAL.

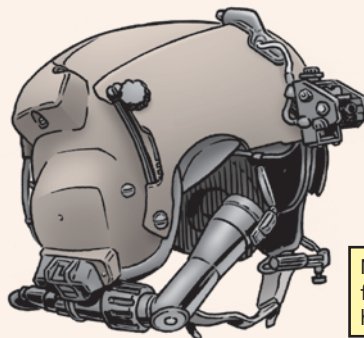
AND THAT PUTS YOUR NOGGIN AT RISK!



ELSE TECHS, THE SUPPLY SYSTEM IS FRESH OUT OF THE WHITE POLYSTYRENE, ENERGY ABSORBING LINER (EAL) FOR THE APACHE AIRCREW INTEGRATED HELMET (AAITH)!

HERE ARE THE AFFECTED SIZES:

Apache Aircrew Integrated Helmet EAL



No liners for AAITH helmet...

Size	NSN 8145-	PN	Size	NSN 8145-	PN
XXS	01-628-8939	A13302-1	M	01-628-8946	A13302-4
XS	01-628-8945	A13302-2	L	01-628-8948	A13302-5
S	01-628-8958	A13302-3	XL	01-628-8951	A13302-6

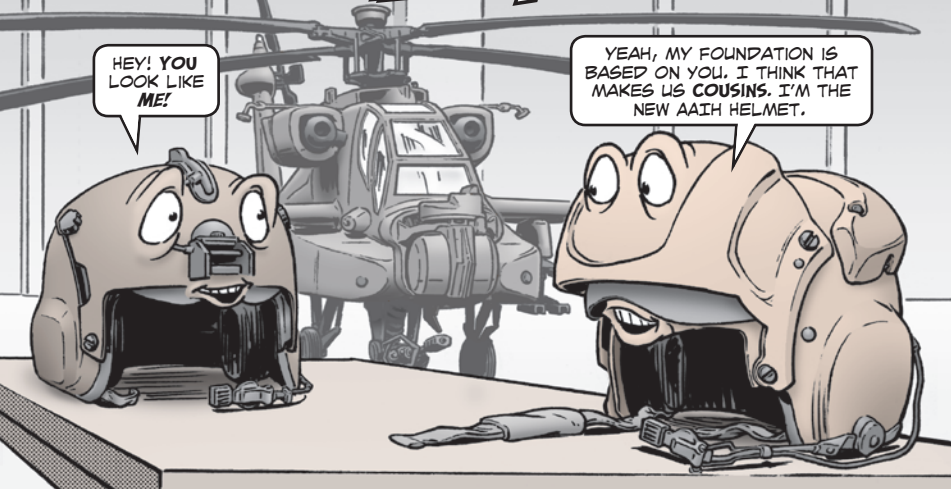
KEEP CHECKING THE SUPPLY SYSTEM FOR THE AAITH LINERS.

WHEN THEY'RE AVAILABLE, MAKE SURE YOU PUT THEM IN YOUR AAITH HELMET.

WHEN NEW EALS LINERS ARE AVAILABLE, WE'LL LET YOU KNOW!

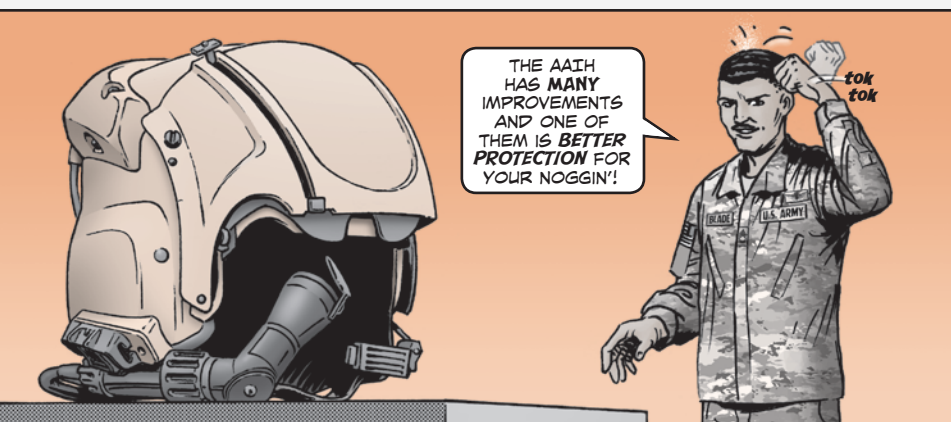


A NEW Helmet for the NEW Apache!



Pilots and copilots, now that the new AH-64E model Apache has hit the field, you've probably noticed it comes equipped with a new helmet.

At first glance, the new Apache Aviator Integrated Helmet (AAIH) looks similar to the one worn by Chinook and Black Hawk pilots. That's because the AAIH was based on the standard HGU-56/P platform, then modified with Apache-unique technologies.



THE AAIH HAS QUITE A FEW IMPROVEMENTS OVER THE INTEGRATED HELMET AND DISPLAY SIGHT SYSTEM (IHADSS), USED WITH EARLIER MODEL APACHES, INCLUDING:

- increased crash protection.
- better sound quality.
- a single visor assembly (SVA) that can accommodate the Apache's improved helmet display unit (IHDU).
- a unique counterweight bag that won't interfere with the Apache's magnetic tracking system.
- an improved magnetic receiver unit (IMRU) to provide accurate head tracking throughout the cockpit while keeping displays properly aligned.

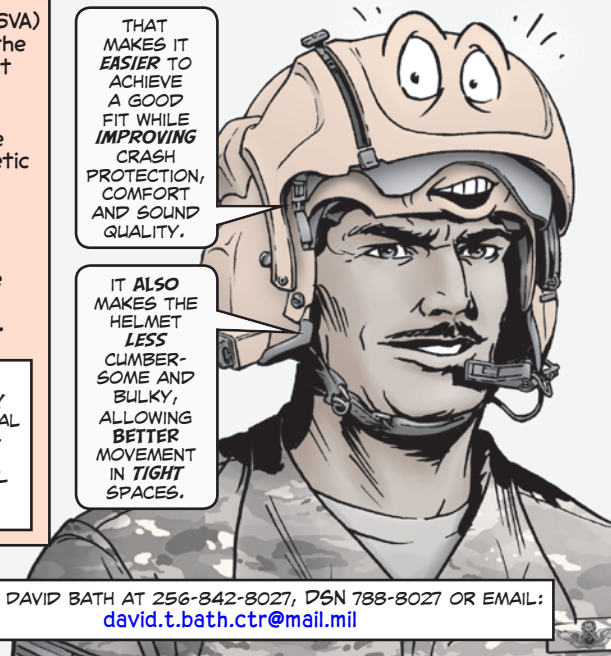
NOTE: THE AH-64E'S TRACKING SYSTEM IS VERY SENSITIVE TO FOREIGN METAL OBJECTS IN THE COCKPIT, SO IT'S IMPORTANT TO KEEP UNNECESSARY METAL OBJECTS OUT OF THE COCKPIT.

THE AAIH COMES IN SIX SIZES.

NSN 8145-	Size	NSN 8145-	Size
01-621-5150	XX-small	01-621-8072	Medium
01-621-8146	X-small	01-621-8069	Large
01-621-8145	Small	01-621-8064	XL

THAT MAKES IT EASIER TO ACHIEVE A GOOD FIT WHILE IMPROVING CRASH PROTECTION, COMFORT AND SOUND QUALITY.

IT ALSO MAKES THE HELMET LESS CLUMBSOME AND BULKY, ALLOWING BETTER MOVEMENT IN TIGHT SPACES.



QUESTIONS?

CONTACT DAVID BATH AT 256-842-8027, DSN 788-8027 OR EMAIL: david.t.bath.ctr@mail.mil

Black Hawk Indicator Panels Needed ASAP

Check your areas for unserviceable Black Hawk indicator panels, NSN 1680-01-460-9549 (PN 70550-01124-106). Turn them in ASAP to support a repair program and to beef up the supply availability. That helps you get the parts you need, when you need 'em.

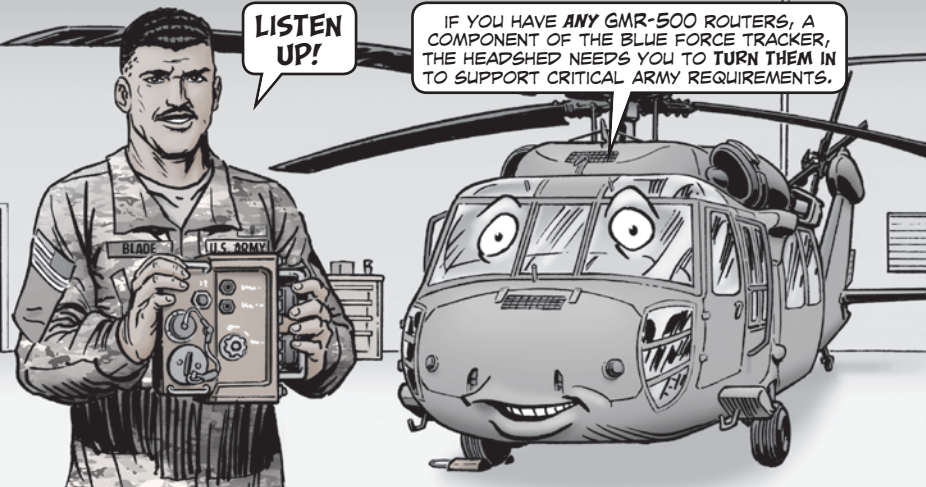
Searching for Black Hawk Searchlights

Getting needed parts starts with turning in unserviceable assets for repair to help maintenance and overhaul programs work. Check your areas for unserviceable Black Hawk searchlights, NSN 6230-01-483-0580 (PN 45-0241-11). Turn them in ASAP to support the repair program and beef up supply.

PM Air Warrior Needs Routers Turned In!

LISTEN UP!

IF YOU HAVE **ANY** GMR-500 ROUTERS, A COMPONENT OF THE BLUE FORCE TRACKER, THE HEADSHED NEEDS YOU TO **TURN THEM IN** TO SUPPORT CRITICAL ARMY REQUIREMENTS.



MAINTAINERS AND ALSF TECHS, PM AIR WARRIOR NEEDS **YOUR** HELP LOCATING **ALL** GMR-500 ROUTERS (PN 813HNO500ASD).

THEY'RE A COMPONENT OF THE BLUE FORCE TRACKER (BFT) PALLET ASSEMBLY (PN PIF25504-001).

Turn in routers to support Army requirements

GMR-500 ROUTERS ARE IN **SHORT SUPPLY** AND NEED TO BE **TURNED IN** TO SUPPORT CRITICAL ARMY REQUIREMENTS.

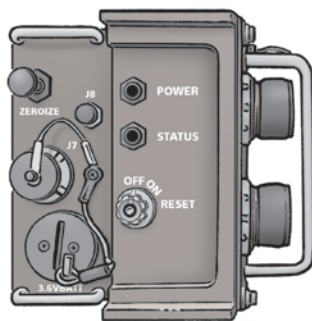
THE CONDITION CODE DOESN'T MATTER, BUT DO **NOT REMOVE ROUTERS FROM ANY OPERATIONAL BFT2 INSTALLATION ON AN AIRCRAFT.**

IF YOU HAVE ANY **SPARE OR UNSERVICEABLE** GMR-500 ROUTERS OR KNOW OF OTHER ORGANIZATIONS THAT HAVE THEM, CONTACT **FRANCISCO APONTE DONES** FOR RETURN SHIPMENT ASSISTANCE AT (256) 313-5120 OR BY EMAIL:

francisco.b.apontedones.ctr@mail.mil

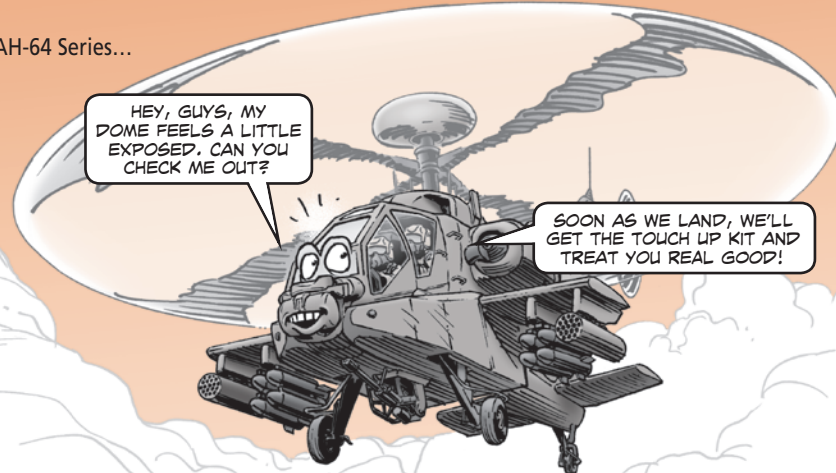
TO SHIP GMR-500 ROUTERS DIRECTLY, SEND THEM TO

PM AME WHSE, DODAAC (W80XKP)
ATTN: Frank Apontedones
Building 7770 E Line Road
Redstone Arsenal, AL 35898



HEY, GUYS, MY DOME FEELS A LITTLE EXPOSED. CAN YOU CHECK ME OUT?

SOON AS WE LAND, WE'LL GET THE TOUCH UP KIT AND TREAT YOU REAL GOOD!



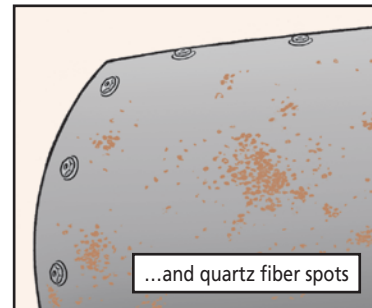
STOP EROSION WITH TOUCH-UP PAINT

MECHANICS, APACHE AIRCRAFT WITH FIRE CONTROL RADAR (FCR) MAST MOUNTED ASSEMBLY (MMA) RADOMES ARE EXPERIENCING **PAINT EROSION**. IN SOME INSTANCES, THE EROSION IS **SEVERE** ENOUGH TO EXPOSE THE RADOME'S RESIN OR QUARTZ MATERIAL.

Without treatment, erosion exposes resin...



...and quartz fiber spots



IF LEFT **UNTREATED**, THE EROSION CAN **WORSEN** AND **DEGRADE** THE RADAR'S PERFORMANCE. THAT'S WHY IT'S IMPORTANT TO TREAT EROSION SPOTS **WHEN THEY OCCUR**. USE THE **APPROVED TOUCH-UP KIT**, NSN 8010-01-580-7167 (PN CRC6848R3) TO **PREVENT** FURTHER EROSION AND PERFORMANCE PROBLEMS.

CHECK YOUR INTERACTIVE ELECTRONIC TECHNICAL MANUAL (IETM) FOR **ADDITIONAL GUIDANCE** ON EVALUATING AND INSPECTING RADOMES.

YOU'LL FIND **DETAILED INSTRUCTIONS** UNDER THE INSPECTION PORTION OF RADOME/ELECTRONICALLY ERASABLE PROGRAMMABLE ROM (EEPROM) SET, REMOVE AND INSTALL. THE IETM ALSO PROVIDES PROCEDURES FOR PERFORMING TOUCH-UP UNDER RADOME EXTERIOR, TOUCH-UP PAINTING.



COMMUNICATIONS & SOLDIER SUPPORT

- Suffering From Poison Ivy, Oak or Sumac? Relief is on the Way!
- Keep Bugs at Bay!
- Made-to-Order Medical Kits
- PM to Light Your Way
- Where to Send CECOM Returns
- Two New UHST TMs
- Got SUM?



SUFFERING FROM POISON IVY, OAK OR SUMAC?

**Relief
is on the
Way!**



I'M HERE TO
HELP! I'LL
RELIEVE ITCHING
IN 30 SECONDS!



COMING
DOWN WITH A
BAD CASE OF
POISON IVY,
OAK OR
SUMAC IN
THE FIELD
CAN BE
AGONY.

THE ITCHING
AND
SWELLING
CAN MAKE
YOUR LIFE A
NIGHTMARE.

BUT WAIT!

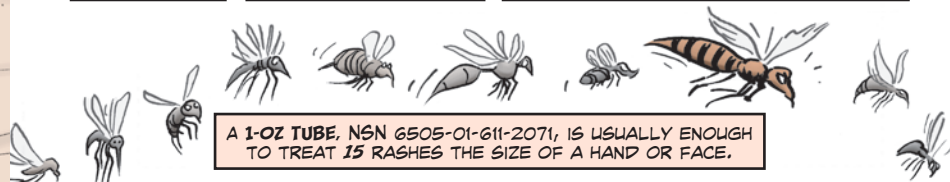
NOW THERE'S A
SKIN WASH AVAILABLE
THAT CAN **WASH AWAY**
THE URUSHIOL,
THE TOXIN THAT **CAUSES**
ALL THE PAIN AND
ITCHING, IN JUST
30 SECONDS!

THE SOAP SURROUNDS
AND BONDS WITH THE
URUSHIOL SO IT CAN
BE RINSED OFF WITH
WATER!

THE SKIN WASH CAN BE USED ANY TIME
AFTER AN OUTBREAK.
FOR MOST MILD TO MODERATE CASES,
ONE APPLICATION IS SUFFICIENT.

ONCE THE ITCH IS GONE, NO FURTHER
TREATMENT IS NEEDED. THE RASH WILL
BEGIN TO DISAPPEAR WITHIN HOURS AND
THE WASH IS SAFE FOR THE FACE AND
GENITALS. FOR SEVERE CASES, SEEK
MEDICAL ATTENTION.

THE SKIN WASH IS ALSO EFFECTIVE FOR
TREATING **MOSQUITO** AND **CHIGGER** BITES
AND **BEE, WASP** AND **HORNET** STINGS.



KEEP BUGS AT BAY!

INSECTS AND TICKS **DON'T** CARE IF YOU'RE ENGAGED IN COMBAT OPERATIONS OR HUMANITARIAN RELIEF, THEY'RE GOING TO BE NUISANCES EITHER WAY.

BUT, THEIR BITES AND STINGS **AREN'T** EVEN THE **WORST** PART!

INSECTS AND TICKS CAN SPREAD **DISEASES** LIKE DENGUE FEVER, MALARIA, PLAGUE AND LYME DISEASE JUST TO NAME A FEW.

THE **BEST** WAY TO KEEP THEM FROM BITING AND POSSIBLY INFECTING YOU IS TO USE THE DOD INSECT REPELLENT SYSTEM. THE DOD INSECT REPELLENT SYSTEM PROVIDES THE **BEST** PROTECTION FROM POTENTIAL DISEASE-CARRYING INSECTS AND PESTS.

THE SYSTEM INCLUDES THE **COMBINED** USE OF A PROPERLY WORN PERMETHRIN-TREATED UNIFORM, APPLYING DEET, PICARIDIN OR IR3535 TO EXPOSED SKIN, AND USING A PERMETHRIN-TREATED BED NET.



Wear a factory-treated Army Combat Uniform (ACU Permethrin). Check the tag in your uniform to confirm it is factory-treated.



Apply DEET, Picaridin or IR3535 repellent to exposed skin



Properly wear your uniform: tuck trousers into boots and undershirt into trousers, and wear sleeves down and snugly fastened at the wrist.



Sleep inside a permethrin-treated bed net.

ALL CURRENTLY ISSUED UNIFORMS ARE TREATED WITH PERMETHRIN. LOOK FOR A SEWN-IN LABEL THAT INDICATES FACTORY TREATMENT.

THE REPELLENT REMAINS EFFECTIVE FOR 50 WASHES AND THERE'S NO NEED FOR YOU TO RE-TREAT FACTORY-TREATED UNIFORMS. **DO NOT** DRY CLEAN PRE-TREATED UNIFORMS BECAUSE DRY CLEANING **REMOVES** THE ACTIVE INGREDIENT IN THE INSECT REPELLENT.

FOR MORE DETAILED INFORMATION, TAKE A LOOK AT THE FACT SHEET, **DOD INSECT REPELLENT AND PERMETHRIN TREATMENT OF MILITARY UNIFORMS:**

https://phc.amedd.army.mil/PHC%20Resource%20Library/DoDIsectRepellentSystemandPermethrinTreatmentofMilitaryUniforms_FS-18-082-0317.pdf

MADE-TO-ORDER MEDICAL KITS

NEEED BANDAGES? THE DEFENSE LOGISTICS AGENCY (DLA) TROOP SUPPORT IS NOW OFFERING CUSTOMIZED MEDICAL KITS TO BETTER MEET THE **NEEDS** OF WARFIGHTERS.

NOW YOU CAN GET A MEDICAL KIT THAT MEETS YOUR UNIT'S **UNIQUE** NEEDS.



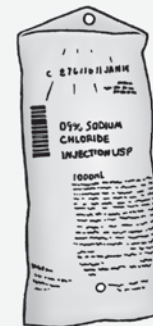
YOUR KIT MIGHT INCLUDE:



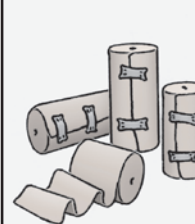
Chest seal wound dressing (Hyflo)



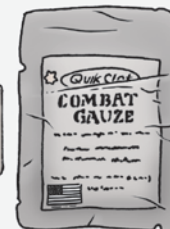
Splint (SAM)



IV fluid bags



Elastic bandages



Combat gauze

IN THE PAST, DLA ONLY SOLD STOCK MEDICAL KITS WITH PRE-DETERMINED ITEMS AND QUANTITIES.

NOW UNITS CAN ORDER MEDICAL KITS THAT CAN BETTER MEET THEIR **SPECIFIC** NEEDS!

A WIDE SELECTION OF ITEMS AND QUANTITIES ARE AVAILABLE, INCLUDING:

- pharmaceuticals
- instruments
- bandages
- splints
- needles

SIZES RANGE FROM SMALL FIRST AID KITS TO LARGE KITS FOR MOBILE FIELD HOSPITALS.

FOR MORE INFO OR HELP ORDERING MEDICAL KITS, CONTACT DLA TROOP SUPPORT MEDICAL'S **ABIN MATHAI** OR **BRIAN SCHOTT**.

ABIN MATHAI: DSN 444-8790, (215) 737-8790, EMAIL: abin.mathai@dla.mil
BRIAN SCHOTT: DSN 444-2121, (215) 737-2121, EMAIL: brian.schott@dla.mil

PM TO *LIGHT* YOUR WAY

I SURE WISH I COULD SEE!

I SURE WISH YOU'D DONE YOUR PM!

These are the items that usually **DISAPPEAR**:

• Eyeguard,
NSN 6650-01-444-1229

• Neck cord,
NSN 4020-01-446-8097

• Objective lens cap,
NSN 5340-01-397-6608

The lens cap is especially important because it lets you use the NVG when there's a lot of ambient light.

Let your armorer know when items are missing so he can replace them.

As always, remove batteries for storage. Unless the AN/PVS-14 is going back to the field soon, its batteries need to be removed before the NVD goes on the shelf. Countless sights and NVGs are ruined because batteries leak during storage. Make battery removal part of the turn-in process.

Joey Harrington
Sheneka Jordan
Ft Polk, LA

HOLD ON!

I AM *NOT* GOING IN THERE UNTIL YOU TAKE OUT MY BATTERIES!

Dear Editor,

From our work servicing AN/PVS-14 NVDs, we offer these tips to help Soldiers see in the dark:

Don't remove the light interference filter. Soldiers get the idea they can see better without the filter. Not true! Without the filter, infrared light can do a number on the image intensifier tube. It costs \$1,500 to replace that tube.

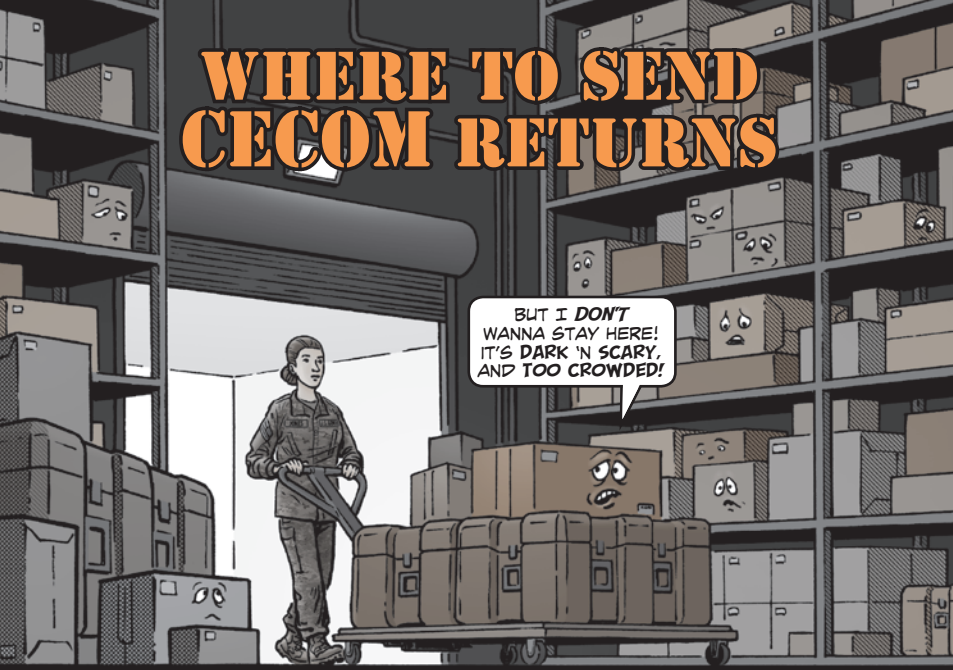
STAY AWAY FROM MY LIGHT INTERFERENCE FILTER! IT PROTECTS MY IMAGE INTENSIFIER TUBE.

THANKS, FOLKS! YOU'RE **LIGHTING THE WAY** WITH THESE NVD TIPS!

DON'T FORGET ALL AN/PVS-14s SHOULD BE USING THE SINGLE BATTERY HOUSING, NSN 5855-01-523-4058.

IT MAKES REMOVING AND INSTALLING THE BATTERY MUCH EASIER.

WHERE TO SEND CECOM RETURNS



Units, did you get this urgent shipping memo? **Don't** send CECOM equipment returns to the CECOM LCMC at Aberdeen Proving Ground (APG), MD, under DODAAC W15GK8. This is the **wrong** address and the APG installation warehouse is overflowing with items that don't belong there.

Most CECOM-managed items can be returned to either of the Defense Logistics Agency's (DLA) warehouses in Tobyhanna, PA, or New Cumberland, PA. When returning items, type or clearly print mailing labels in ALL CAPS, exactly as shown. Send returns to one of the following addresses:

Tobyhanna – BY6

For General Cargo Returns (Unclassified and Non-Radiological)

Ship to:

W25G1W
W1BG UEF DIST DEPOT TOBYHANNA
GIBBS AND FIFTH STREETS
WAREHOUSE 6 BAY 4
TOBYHANNA, PA 18466-5059

Classified, Non-Radiological Returns Ship to:

SV3114
DLA DISTRIBUTION TOBYHANNA
SPEC HANDLING FAC PH 570 615 7354
BUILDING 13 6TH STREET
TOBYHANNA, PA 18466-5059

Classified and Unclassified Radiological Returns Ship to:

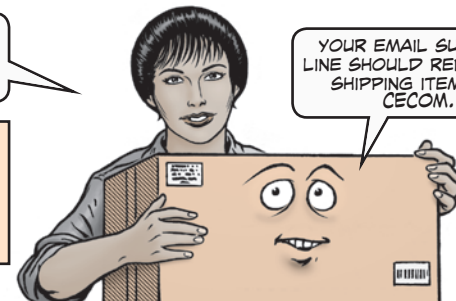
ST3114
DLA DISTRIBUTION TOBYHANNA
RADIOLOGICAL SPEC HANDLING
FACILITY
SQUIRE AND 5TH STREET BLDG 5 BAY 5
TOBYHANNA, PA 18466-5059

or

New Cumberland – AN5
W25G1U
W1BG DLA DISTRIBUTION
DDSP NEW CUMBERLAND FACILITY
2001 NORMANDY DRIVE DOOR 113 TO 134
NEW CUMBERLAND, PA 17070-5002

REMEMBER TO INCLUDE
YOUR FULL CONTACT INFO
WITH RETURNS IN CASE
THERE ARE QUESTIONS.

IF YOU HAVE QUESTIONS
ABOUT SHIPPING ANY
CECOM ITEMS, EMAIL:
usarmy.APG.cecom.mbx.lrc-leo-s-and-d-support@mail.mil



Two New UHST TMs

Two new manuals, TM 11-5895-1870—13&P-1 and -13&P-2 (Sep 17), are now available for the unit hub satellite terminal (UHST). The TMs cover:

- AN/TSC-187, NSN 5895-01-569-1327
- AN/TSC-187A, NSN 5895-01-608-5269
- AN/TSC-187B, NSN 5895-01-645-7635

Distribution is restricted, so you'll need to log in to the Logistics Information Warehouse with your CAC at: <https://liw.logsa.army.mil/>
Then choose the "ETM/IETM" icon and search for the TMs.

Got SUM?

The software user manual (SUM), TM 11-7010-623-SUM, for the Joint Enterprise Network Manager (JENM) has been released. JENM manages the joint tactical radio family. This SUM is Version 3.3.2 on the Joint Tactical Networking Environment NetOps Toolkit (J-TNT). It covers NSN 7010-01-612-4459. Distribution is restricted, so you'll need to log in to the Logistics Information Warehouse with your CAC at: <https://liw.logsa.army.mil/>
Then choose the "ETM/IETM" icon and search for the SUM.

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

***Don't Roll the Dice
with PM!***



**Follow Your
Equipment's
-10 TM.**

**You'll Be
a Winner
Every
Time!**