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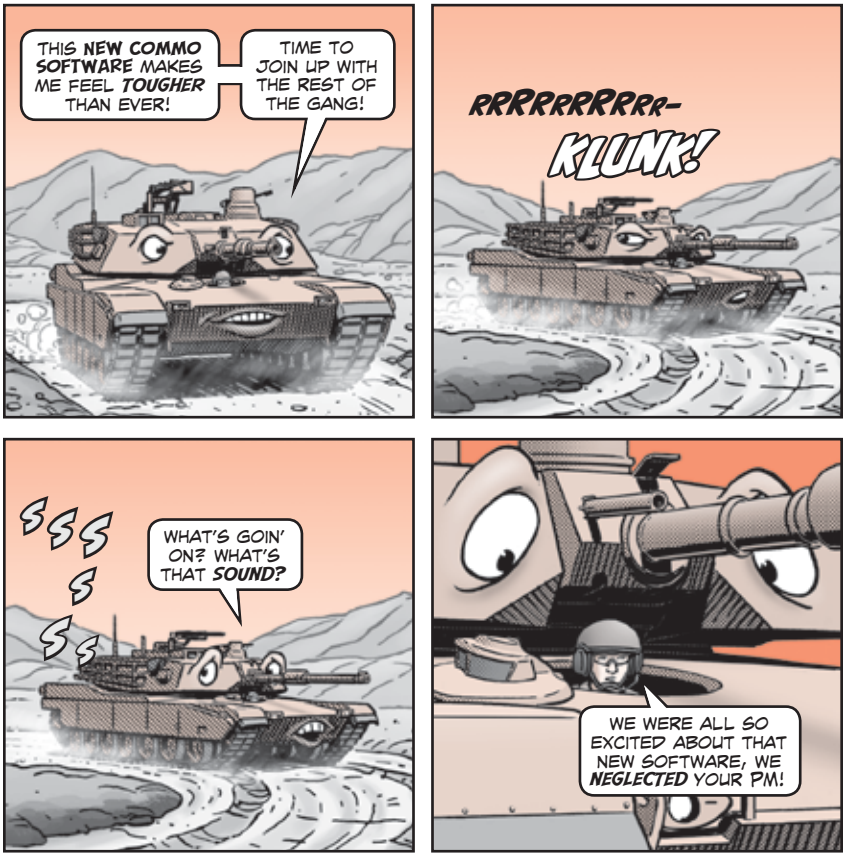
A Modern Note in an Old Song



The backbone of many high tech Army systems today is ***software.*** But when the main focus is on keeping software current, it's too easy to treat the actual hardware like it's not important. When that happens, PM drops off and equipment falls apart.

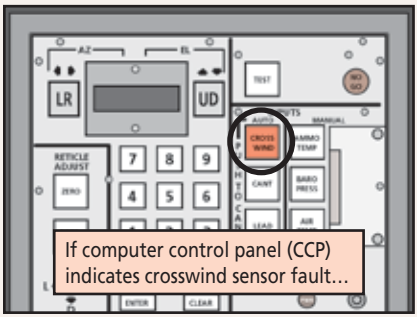
It's simple logic. Having the latest software is pointless if the hardware it's loaded on doesn't work. Sure, updating software is important. But make sure the hardware isn't neglected before equipment hits the field. Software and hardware must go hand-in-hand. **High-tech equipment still needs old-fashioned PM.**

Tell Crosswind Sensor Faults to BUZZ OFF

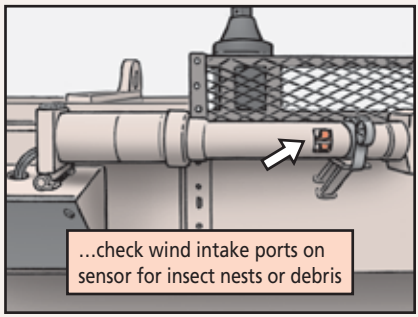
Crewmen, if your M1-series tank's computer control panel (CCP) or improved gunner's control and display panel (IGCDP) acts kinda buggy, the problem might be actual bugs of the flying variety!

A crosswind sensor fault in the CCP or IGCDP could be caused by insects making their home in the wind intake ports. If so, you'll need to clean them out.

The sensor costs about $4,500 and isn't repairable. So make sure a fault isn't because of something as simple as a wasp nest blocking a wind intake port. A little bug spray and some elbow grease is a cheaper alternative.

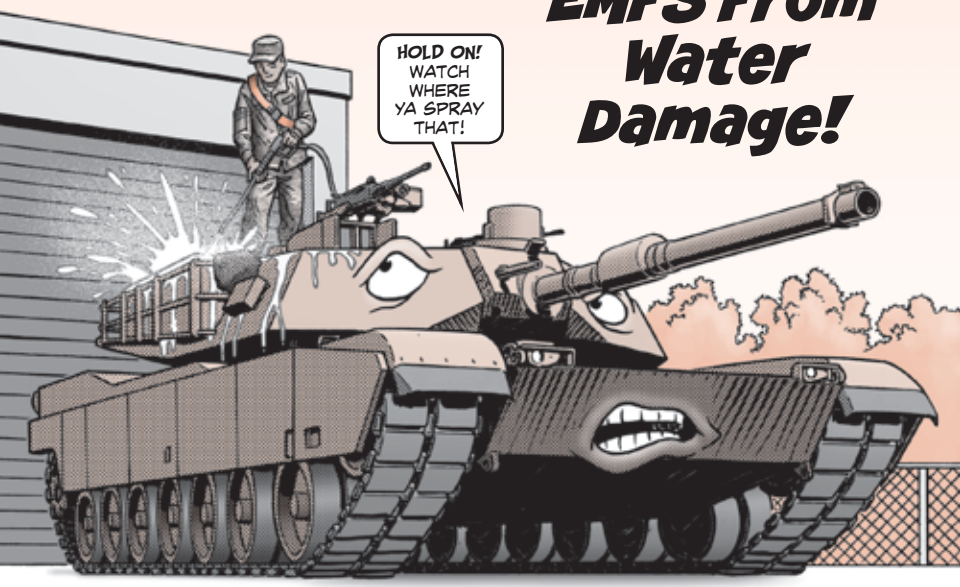


If computer control panel (CCP) indicates crosswind sensor fault...


...check wind intake ports on sensor for insect nests or debris

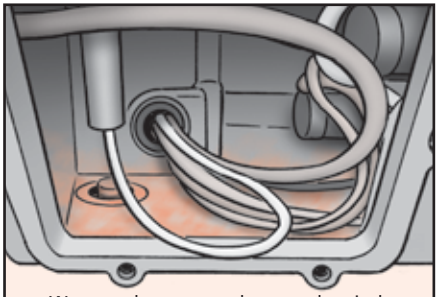
If your CCP gets a crosswind sensor fault, eyeball those wind intake ports for insect nests, mud and other debris. You'll find procedures on how to clean the ports in WP 0461 of TM 9-2350-264-10-3 (Sep 11) for the M1A1 and WP 0566 of TM 9-2350-388-10-4 (Jan 18) for the M1A2 SEPv2. There's also info in the Service Crosswind Sensor section of TM 9-2350-388-13&P (Jan 18).

Protect EMFS From Water Damage!



Crewmen, you need to give your M1-series tank a good cleaning inside and out after a mission. But be aware that high-pressure water or steam can damage sensitive and expensive equipment.

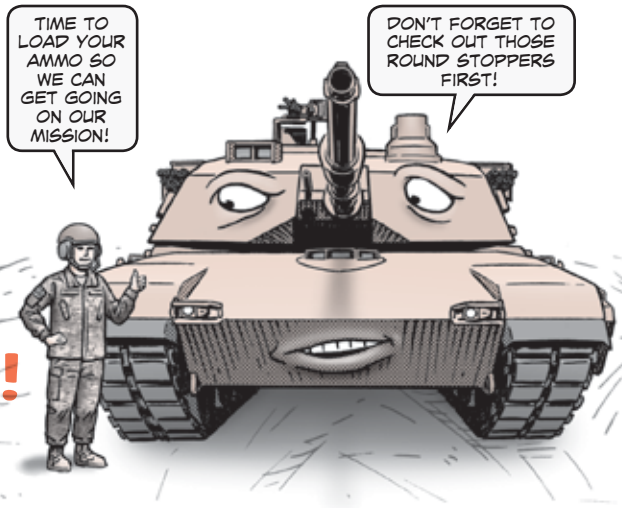
One component that's particularly vulnerable is the electro-mechanical fuel system (EMFS). If water or steam gets inside the EMFS, corrosion and electrical short circuits are the likely result. If the EMFS has to be replaced, that'll set your unit back more than $32,000! And if the EMFS has to be replaced, so does the rotary pump, NSN 4320-01-179-7639. That'll tack on approximately $770 more to the cost.



Water and steam can damage electrical-mechanical fuel system (EMFS)

Be sure to follow all the steps in the Cleaning and Lubrication PMCS section of your -10 TM. Those steps outline all the precautions needed to keep your tank clean and combat-ready.

ROUND STOP DAMAGE IS A SHOW STOPPER!

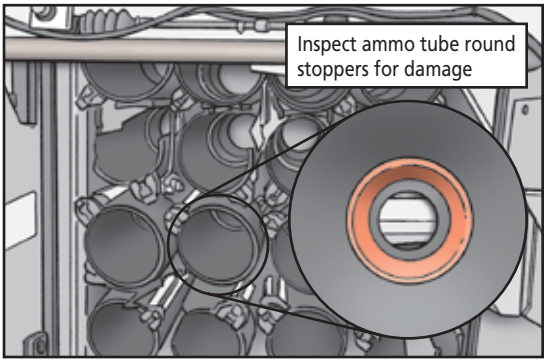


Crewmen, inspect your M1-series tank's ammunition tubes right away for damaged or missing round stoppers. Then inspect the tubes each time before loading ammo.

Ammo tubes with missing **round stoppers,** NSN 1015-01-194-5462, are unserviceable and ***shouldn't*** be used. Round stoppers that have major tears of one inch or longer are also unserviceable.

Round stoppers with minor damage such as tears less than one inch, small abrasions or small missing pieces are still serviceable. But those tubes need to be inspected **regularly** to ensure they remain serviceable.

Note that replacing ammo round stoppers is no longer a field-level maintenance task. Removing the stoppers requires a special tool and improper installation can cause a stuck round. If an ammo round stopper is damaged, replace the **entire** tube. New tubes come with a round stopper already installed.



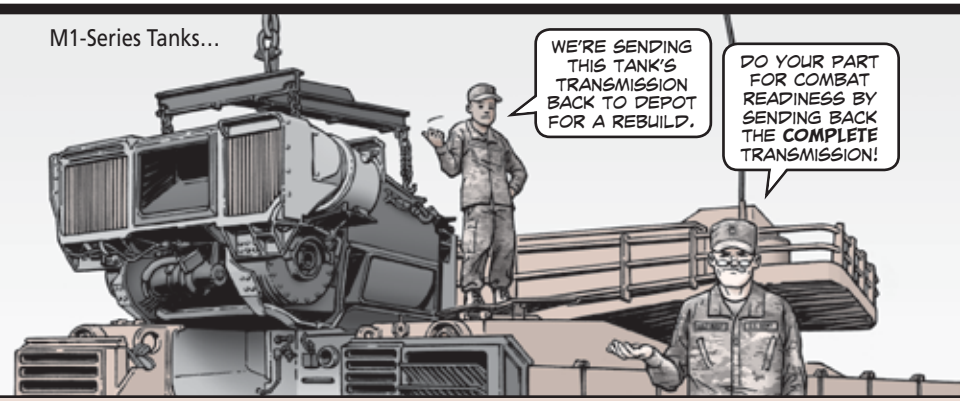
Make the following pen and ink changes:

- Item 16 in Fig 306 of TM 9-2350-264-24P-1-2: change the SMR code from PAFZZ to PADZZ.
- Item 7 in Fig 308 of TM 9-2350-264-24P-1-2: change the SMR code from PAFZZ to PADZZ.
- Item 16 in Fig 309 of TM 9-2350-264-24P-1-2: change the SMR Code from PAFZZ to PADZZ.
- Remove WP 1454 from TM 9-2350-264-23-1-7.

Also, using grease and other unauthorized lubricants on ammo tube round stoppers can make it hard to remove rounds. Only use a dry film lubricant as specified by the lube order.

For more info, check out TACOM Ground Precautionary Message 10-015:

https://tulsa.tacom.army.mil/safety/gpm/tacom_wn/gpa10-015.html

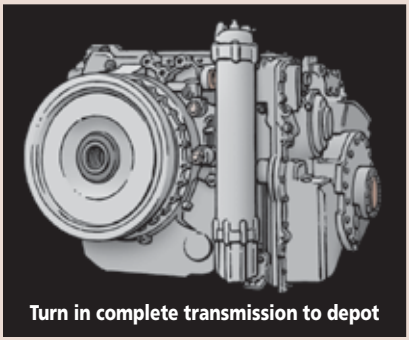


INCOMPLETE TRANSMISSIONS ARE A READINESS KILLER!

When turning in an M1-series tank's X1100-3B transmission for repair, make sure it's complete and assembled. Some units are turning in transmissions with missing wiring harnesses and other key components. That hurts combat readiness!

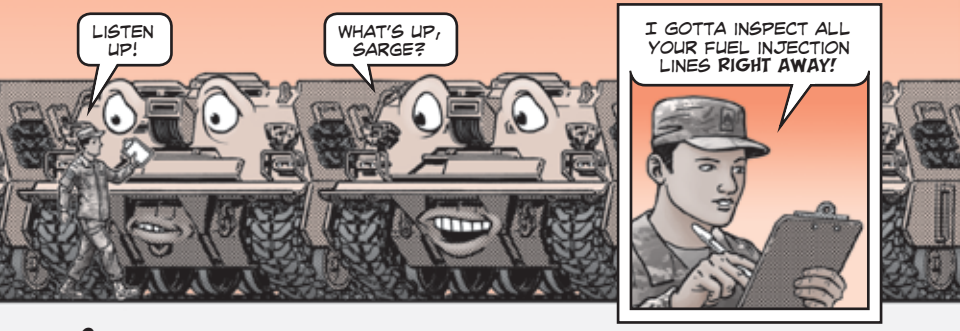
Those components are needed to repair and rebuild transmissions. Missing parts make it a lot harder to keep up with demand. That means other units have to wait longer to get their transmissions.

Rebuilt transmissions come complete with everything needed, so there's no need to strip parts before turning in your transmission. Do your part for combat readiness and turn in everything!



Turn in complete transmission to depot

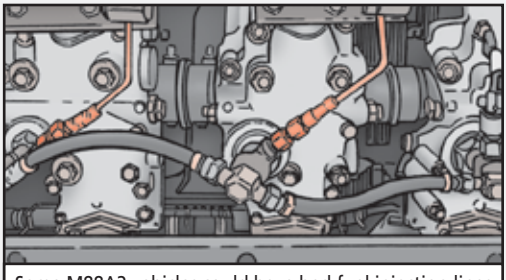
CHECK FOR BAD FUEL INJECTION LINES



Some M88A2 recovery vehicles could have **faulty fuel injection lines** that are at risk of breaking and spraying fuel into the engine compartment. Even though the hazard risk is small, fire isn't something to fool around with.

M88A2s that have had their engines or fuel lines replaced between January 2017 and January 2019 are ***at risk.*** Any M88A2 that's had its engine or fuel lines replaced during that timeframe should be inspected ***immediately.***

There's also a list of 44 serial numbers identifying vehicles that are most likely to be affected.

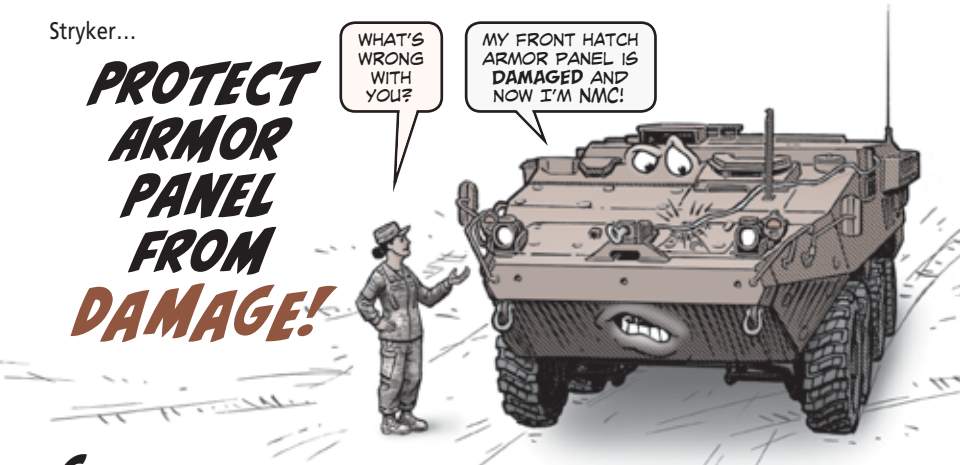


Some M88A2 vehicles could have bad fuel injection lines

You'll find the list of vehicle serial numbers, as well as instructions on how to conduct the inspections, in TACOM Ground Safety Action Message 19-005. Go to:
https://tulsa.tacom.army.mil/Safety/message.cfm?id=GSA19-005.html

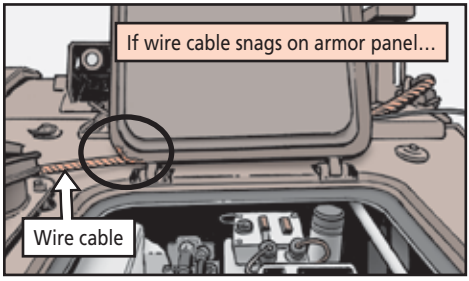
Stryker...

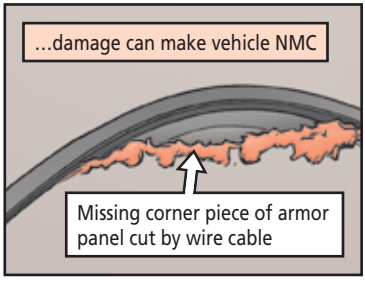
PROTECT ARMOR PANEL FROM DAMAGE!



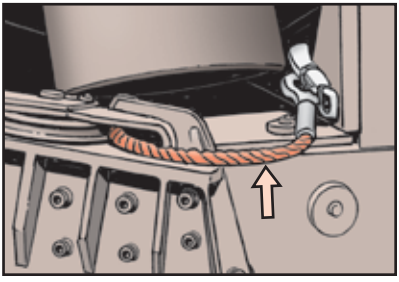
Crewmen, your Stryker's armor panels help keep you safe during missions. But if they're damaged, they can't do their job. And that puts you and your fellow crewmen at risk!

The front hatch armor panel on your Stryker can get damaged if the winch cable isn't stowed properly. The cable can catch on the front, right-hand corner of the armor panel whenever a crewmen opens or closes the hatch. This causes scrapes, scratches and nicks on the surface of the panel. Any damage to the panel makes your vehicle NMC!



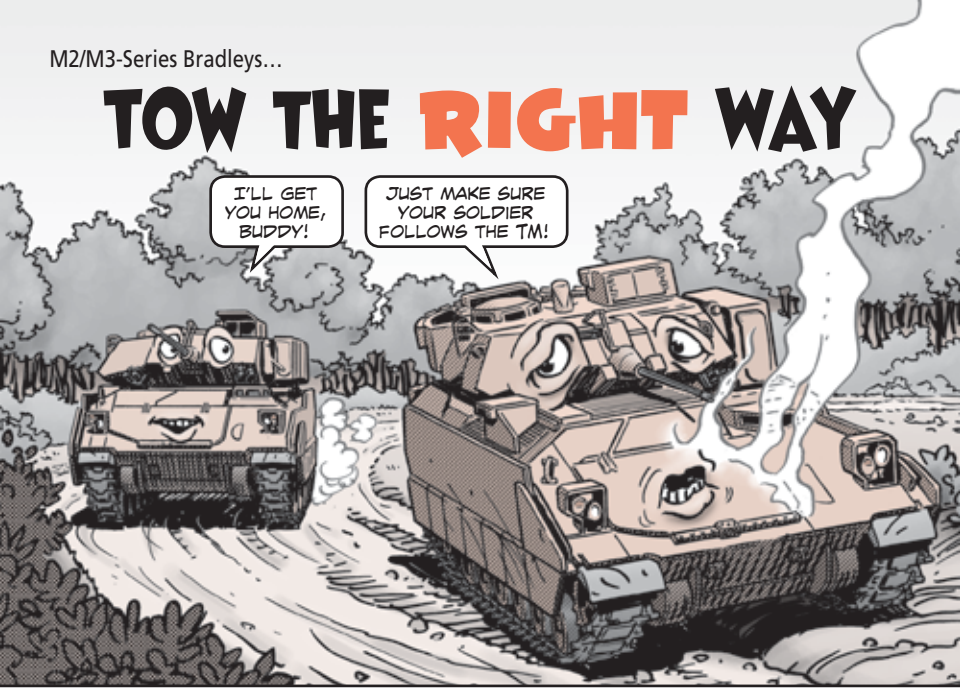


When stowing the cable in the fairlead assembly, make sure it has enough slack so that it remains clear of the hatch. That'll keep the cable from scraping the hatch's armor panel.



M2/M3-Series Bradleys...

TOW THE RIGHT WAY



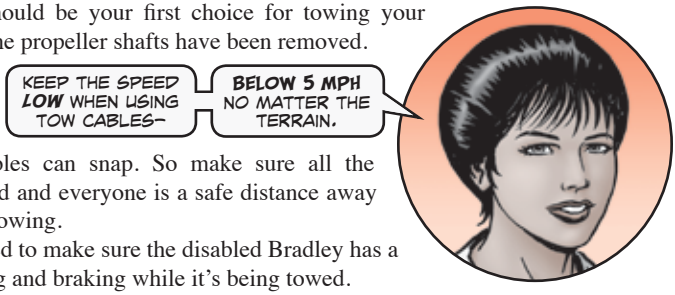
Crewmen, keep in mind that the current Bradley tow pintle is **not** configured to tow heavier vehicles. Using it that way can damage your vehicle and even injure you or your fellow Soldiers.

If you don't know how much your vehicle weighs, check the -10 TM's General Information section for the gross vehicle weight (GVW). Be sure to follow the TM and always keep safety in mind when you're towing. A Soldier recently lost a leg due to a towing incident involving a Bradley. Don't let that happen to you!

When towing a lighter or same weight Bradley, here's how to do it the right way:

Using Tow Cables

Tow cables should be your first choice for towing your Bradley, unless the propeller shafts have been removed.



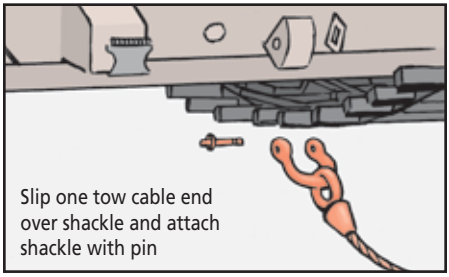
Also, tow cables can snap. So make sure all the hatches are closed and everyone is a safe distance away before you start towing.

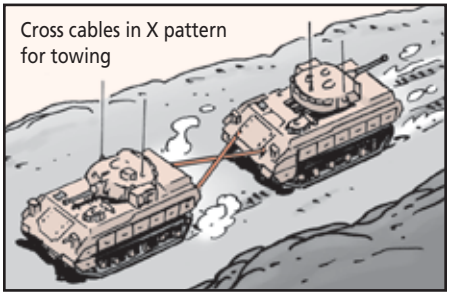
And you'll need to make sure the disabled Bradley has a driver for steering and braking while it's being towed.

It's important that you hook up the cables correctly. Here's the right way:

1. Remove the four pins and shackles from the front of the disabled vehicle and the rear of the towing vehicle.
2. Loop one end of each tow cable through a shackle. Use the pins to connect both shackles to the towing eyes on the back of the towing vehicle.
3. Loop the opposite ends of each tow cable through the remaining two shackles. Before hooking the shackles to the front of the disabled Bradley, cross the cables into an X pattern.

That will improve steering control and allow you to make turns without dragging the disabled Bradley.

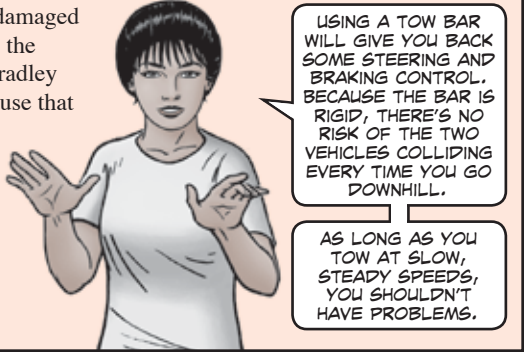

Slip one tow cable end over shackle and attach shackle with pin


Cross cables in X pattern for towing

Using a Tow Bar

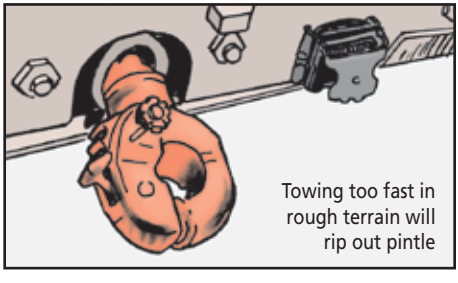
Don't tow a Bradley with a damaged transmission because that ruins the final drives. And don't tow a Bradley with damaged final drives because that ruins the transmission.

Your mechanic can prevent that damage by disconnecting the propeller shafts before towing. Unfortunately, that leaves the vehicle with no steering or braking.



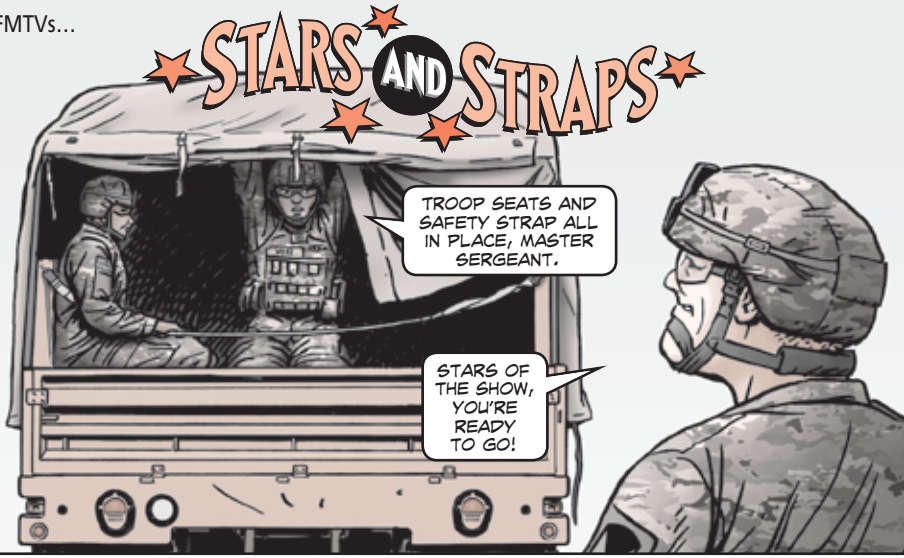
Keep the maximum speed at 15 mph for smooth, even conditions. But don't exceed 5 mph when the going gets rough. Speeds higher than 5 mph on rough terrain can bend and ruin the tow bar, and even rip the tow pintle loose from the towing vehicle.

For more information, see the "Tow Disabled Vehicle Under Unusual Conditions" section in your -10 TM.


Towing too fast in rough terrain will rip out pintle

FMTVs...

STARS AND STRAPS

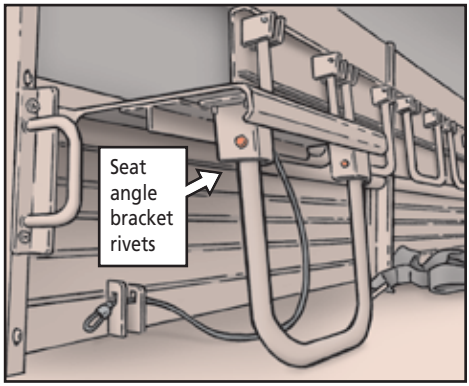


Troop transport FMTVs carry the stars of the show: **Soldiers.**

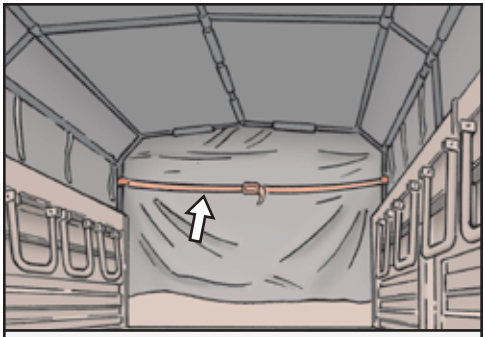
So make sure every item on the FMTV that's designed to protect those stars is in good working order, starting with troop seats and safety straps.

If **troop seat stowage straps** are worn or frayed, replace them with NSN 2540-01-438-5919. That brings a 1 1/2-in wide strap with a buckle cam and J-hook.

To correctly hold up the troop seat, it must be riveted to the seat angle bracket. Order **rivets** with NSN 5320-01-480-0890.



If the **cargo bed troop safety strap** is worn or frayed, replace it. NSN 5340-01-114-7712 gets a **green strap** and NSN 5340-01-393-9372 a **tan strap.**



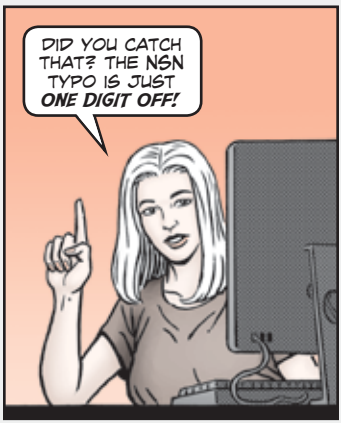
Fasten troop safety strap across front for easy storage

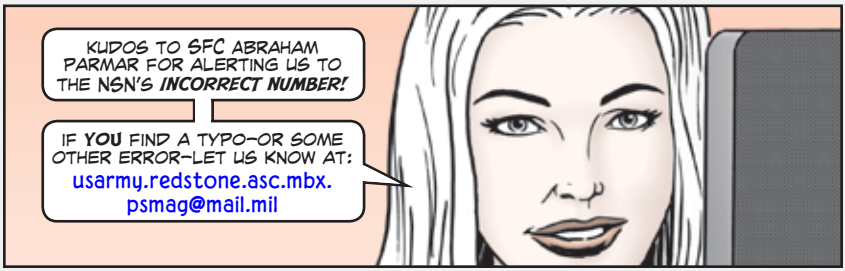
M172A1 Semitrailers...

Hub Bearing Bears Review

There's a ***typo*** on Item 16 in Fig 16 of the M172A1 semitrailer's TM 9-2330-211-13&P (Sep 15).

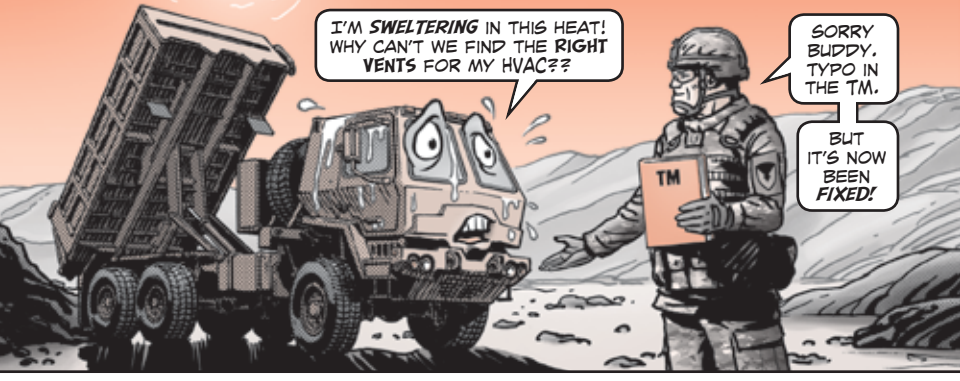
It shows the outer hub bearing as NSN 3110-00-100-0633. The **correct** NSN is 3110-00-100-***0663***.





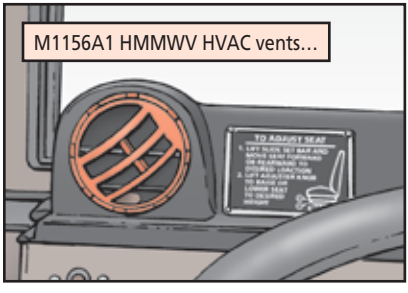
M1157A1P2
FMTVs...

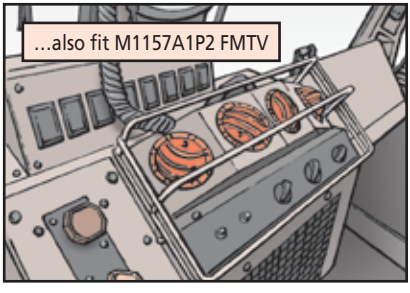
Replace HVAC Vents for Summer Comfort

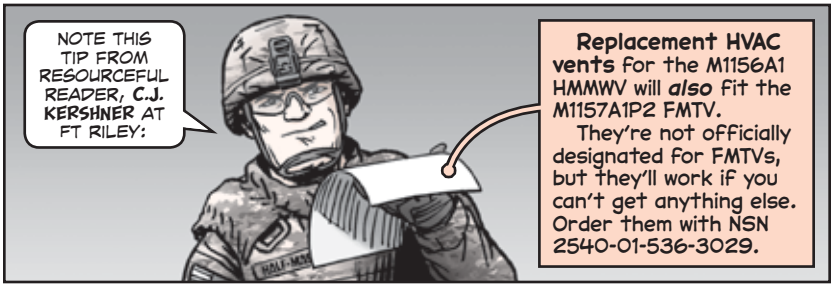


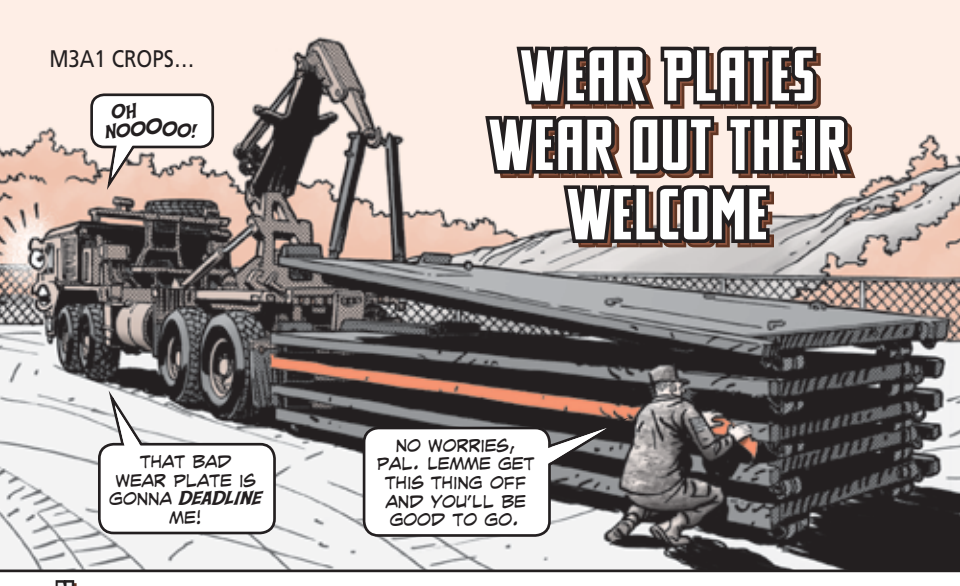
FMTV trucks aren't exactly loaded with creature comforts. That's why their HVAC systems are a necessity, especially this time of year!

But getting the right HVAC vents for the M1157A1P2 FMTV was a problem because the old TM 9-2320-333-13&P was missing the NSNs for some HVAC parts, like NSN 5340-01-558-9858 for the vents. TM 9-2320-333-23&P (Nov 18) now replaces that old TM and contains all the missing HVAC NSNs.







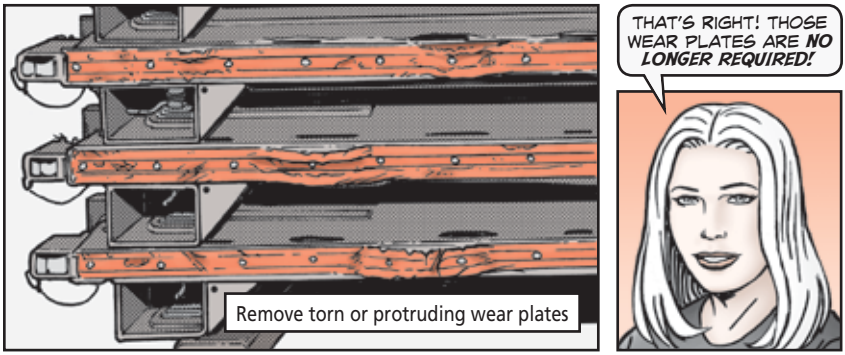


No more fretting over wear plates! TACOM has revised TM 9-3990-260-14&P (Jul 01) to say wear plates are no longer needed on the M3A1 CROP to make it fully mission capable for loading an ISO container.

This revision applies to the **front wear plate,** NSN 2590-01-474-9601; **mid wear plate,** NSN 2590-01-474-9603; and **rear wear plate,** NSN 2590-01-474-9605.

The TM revisions are in Before Operations PMCS Item 2 on Page 7-4 of the TM.

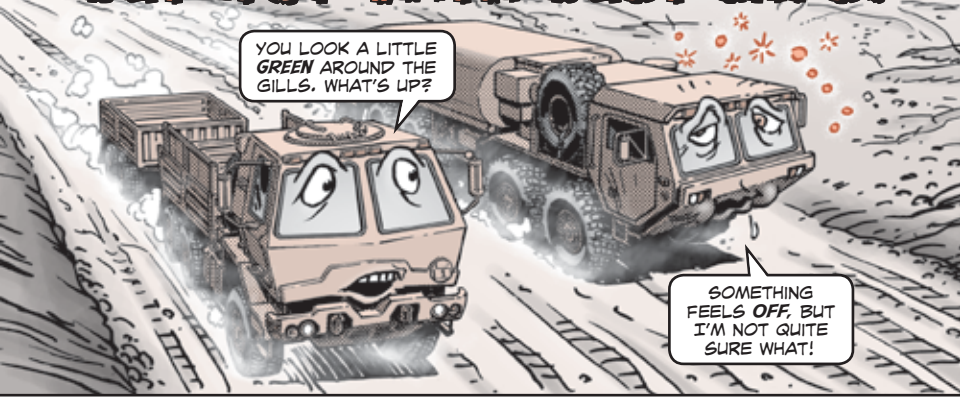
If a wear plate is torn or protruding from the side of the M3A1 CROP in such a way that it could snag or cause problems during ISO container insertion, simply remove it.

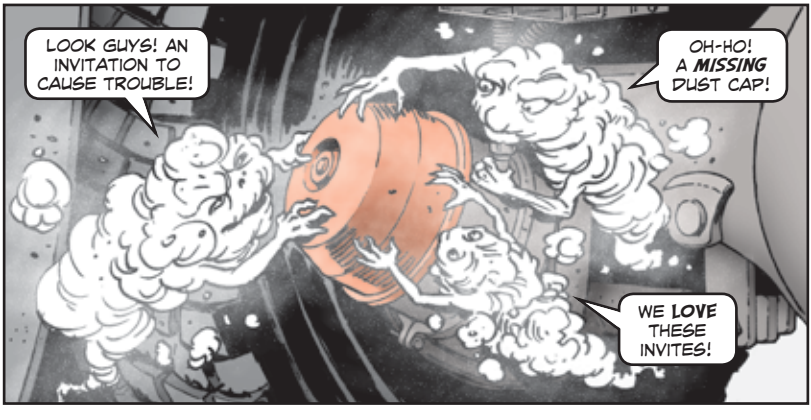


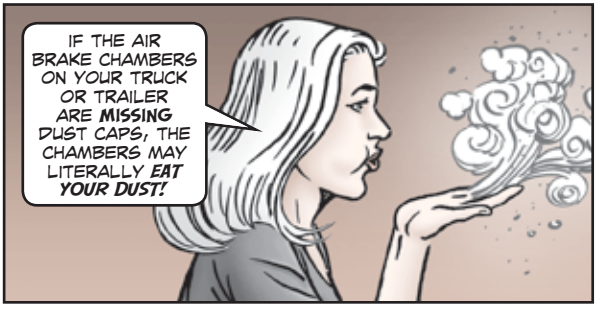
Previously, this would've caused an immediate headache because it meant the M3A1 CROP was instantly NMC. Now, if a wear plate interferes with loading, just remove it and carry on!

Trucks and Trailers...

EAT MY DUST... BUT NOT WITH DUST CAPS!

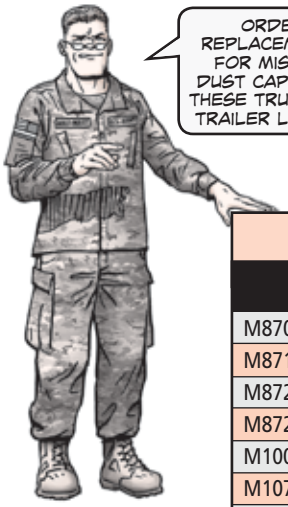






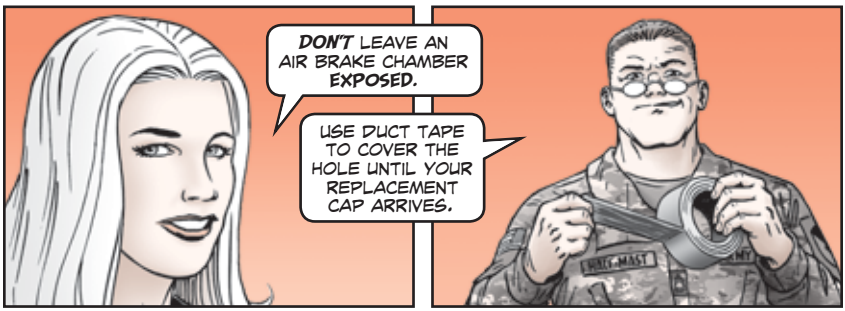
Missing dust caps allow contaminants like water and dirt to get inside the chambers. That's a big no-no because it increases the chance of corrosion on the power spring or pressure plate. Even worse, it can affect the performance of your brakes.

Missing dust caps may also be your **first clue** that the air brake chamber needs a ***closer inspection*** for air leaks or damage.



Trucks	
Model	**NSN**
FMTV & M939-series	2530-01-084-6975
HEMTT, M915A3, M915A5, M916A3, M917A1, M917A2	2530-01-367-6668
M1070 HET	5340-01-367-6668
M1074, M1075 PLS	5365-01-385-0000

Trailers	
Model	**NSN**
M870A1	5340-00-518-5678
M871-series	2530-01-084-6975
M872/A1/A2/A3	3040-01-065-2021
M872A3, M967A1/M969A1/M970A1 tankers	2530-01-084-6975
M1000 PLS Trailer	5340-01-614-5753
M1076 PLS trailer	2530-01-367-6668
FMTV M1082 2.5 Trailer & M1095 5.0 Trailer	2530-01-084-6975



M983A4 LET Fifth Wheel Mount Screws

After hauling many heavy loads on the M983A4 light equipment transporter (LET), the fifth wheel mounting screws tend to loosen. Prevent loosening by torquing those screws to 170 lb-ft during semiannual PMCS.

For more info, contact TACOM's Manuel James, DSN 786-9275, (586) 282-9275 or email: manuel.l.james.civ@mail.mil

Construction Equipment...

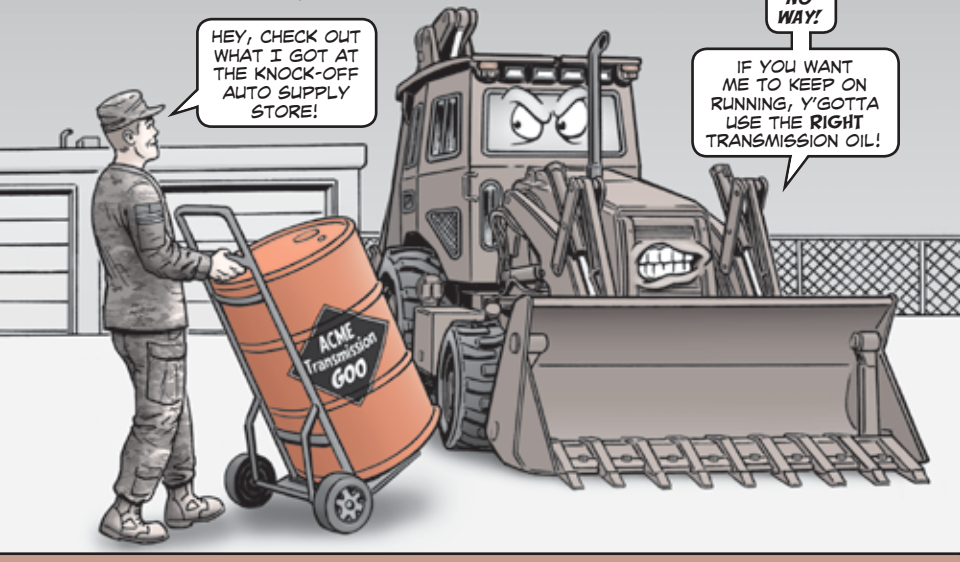
YOUR KEY TO THE RIGHT KEY!

Construction site operations come to a halt if the vehicle key is *LOST.*

Here's a handy list of what's available if you need to order new keys or key blanks:

Vehicle	Key	NSN
M915-series trucks	Ignition switch	2920-01-092-9134
	Lock cylinder w/key	2540-01-155-3601
	Key blanks	5340-00-357-9269
M917A1 dump truck	Ignition key and lock	5340-01-371-1658
Small emplacement excavator (SEE)	Ignition switch key	5930-01-166-1092
	Door key	5340-01-240-1777
	Battery key	5930-12-121-7198
	Hood wrench	5120-01-235-2605
621G scraper	Disconnect switch key	5830-01-715-1939
120M road grader	Battery disconnect key	2920-00-775-7691
	Battery disconnect switch key	5930-00-715-1939
D6K tractor	Battery disconnect switch key	5930-00-715-1939
D7R II tractor	Battery disconnect switch key	5930-00-715-1939
MW24C scoop loader	Key blank	5340-01-275-7751
815F compactor	Ignition lock switch w/out key	2920-01-258-3471
	Key only	5340-01-257-6042
HYEX	Door/fuel/ignition key	5315-01-475-0393
Backhoe loader (BHL)	Ignition key	5340-01-275-7751
950B loader	Ignition key	5340-01-161-0594
CB534B/C roller	Ignition key	5340-01-257-6042
CS563D roller	Ignition key	5340-01-257-6042
Portable concrete mixer (PCM)	Ignition key	5930-01-588-8283

DON'T SHOP AROUND FOR TRANSMISSION OIL



HERE'S THE RIGHT STUFF!

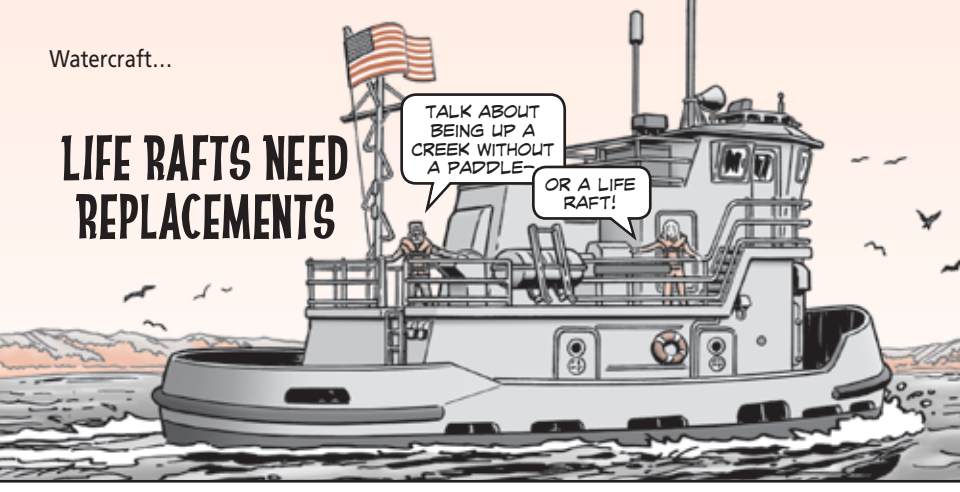
Hy-Tran Ultra Case AKCELA MS-1209

Size	NSN 9150-
1-qt container	01-614-5259
5-gal can	01-614-6424
55-gal drum	01-614-6419

HydroDex Transmission Fluid

Size	NSN 9150-
10-qt can	00-657-4959
30-gal can	01-114-9968

LIFE RAFTS NEED REPLACEMENTS



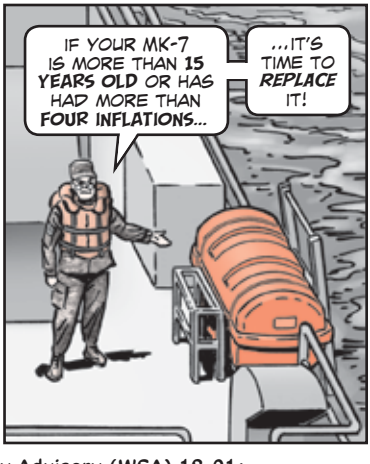
Units with watercraft that contain the Mark 7 (MK-7) life rafts may need *replacements.*

The Navy, which supplies these rafts, recently began a stock swap to replace aging MK-7s. Many are currently onboard Army watercraft.

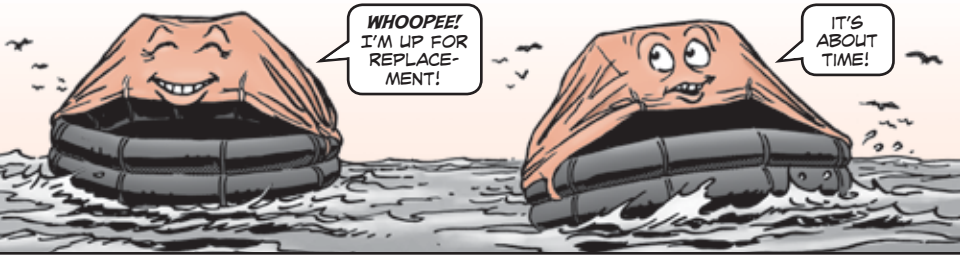
If your MK-7 is at least 15 years old or has been inflated four or more times, it qualifies for replacement.

Three life raft shops at the depot level are handling replacements. When a raft is sent to a depot for re-certification, it'll automatically be replaced if it meets the age or inflation criteria.

Be forewarned: Re-certification costs for MK-7 life rafts will increase to cover the replacements.

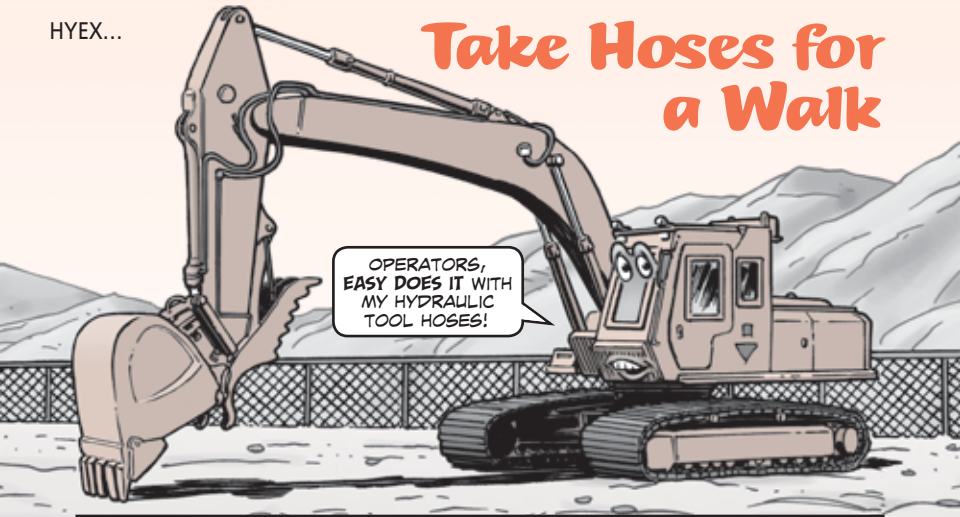


For details, see TACOM Water Safety Advisory (WSA) 18-01:
https://tulsa.tacom.army.mil/safety/Advisory/Watercraft/wsa_18-01.html



HYEX...

Take Hoses for a Walk



Never yank on the hydraulic hoses or let them snap back into the recoil spool. Sooner or later this yo-yo treatment breaks the spring inside the recoil spool. Then you can't rewind the hoses.

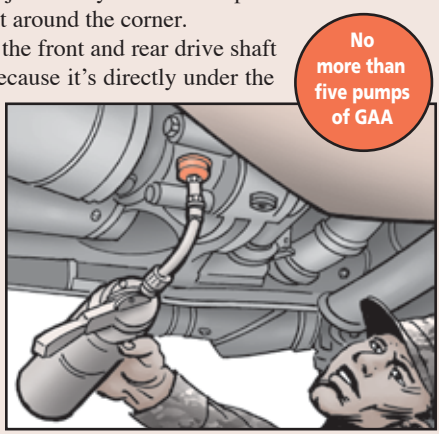
To make the hoses and recoil spool last longer, always walk them out and back to the vehicle every time.

SEE...

BALL JOINTS NEED LUBE!

Operators, if you don't lubricate the ball joints on your small emplacement excavator (SEE), rust and friction are right around the corner.

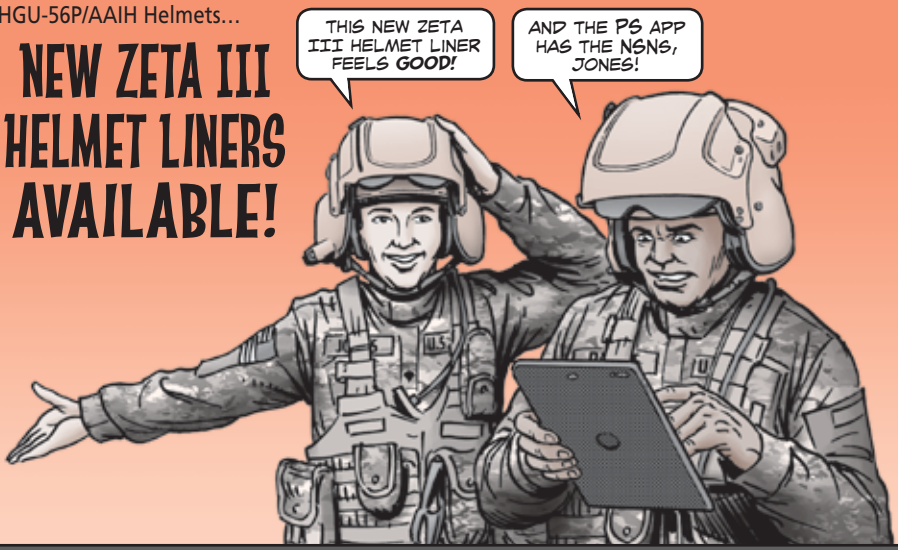
Problem is, the grease fitting that lubes the front and rear drive shaft thrust ball joint gets overlooked. That's because it's directly under the **middle** of the vehicle, which means you've got to crawl under the excavator to find it. Without that lube, friction will "deep six" the SEE's ball joints.



When you're ready to lube, read and heed the CAUTION in Note 18 of LO 5-2420-224-12 (Jul 93). Give the fitting no more than five pumps of lube from a hand-held grease gun. Pumping in too much lube will split the ball joint's rubber torsion boot. If lube leaks out, water gets in.

HGU-56P/AAIH Helmets...

NEW ZETA III HELMET LINERS AVAILABLE!



The ***newest*** in helmet liners, Zeta III, is now approved as an alternate for the HGU-56/P, the RWH-56/P Rotary Wing Helmet and the Apache Aircrew Integrated Helmet (AAIH).

Zeta III helmet liners approved as alternate

The liners come in $^{3}/_{8}$-, $^{1}/_{2}$- and $^{5}/_{8}$-in thicknesses.

However, Apache pilots who use the AAIH version of the HGU-56/P helmet may notice that the $^{1}/_{2}$- and $^{5}/_{8}$-in liners ***compress*** during flight.

That can have an effect on viewing the integrated helmet and display unit (IHDU).

If this happens, switch to the 3/8-inch Zeta III or alternate thermoplastic liner (TPL) or super comfort liner (SCL).

The ZETA III helmet liners will be used for the HGU-56/P rotary wing helmet, the RWH. The RWH will slowly replace the current HGU-56/P flyer's helmet.

XXS Helmets		
Thickness	NSN 8415-	PN
3/8-in	01-671-3685	9A-0043-102
1/2-in	01-671-3705	9A-0043-103
5/8-in	01-671-3706	9A-0043-104

XS and Small Helmets		
Thickness	NSN 8415-	PN
3/8-in	01-671-3711	9A-0038-102
1/2-in	01-671-3713	9A-0038-103
5/8-in	01-671-3715	9A-0038-104

Medium Helmets		
Thickness	NSN 8415-	PN
3/8-in	01-671-3740	9A-0039-102
1/2-in	01-671-3742	9A-0039-103
5/8-in	01-671-3744	9A-0039-104

Large Helmets		
Thickness	NSN 8415-	PN
3/8-in	01-671-3758	9A-0040-102
1/2-in	01-671-3761	9A-0040-103
5/8-in	01-671-3768	9A-0040-104

XL Helmets		
Thickness	NSN 8415-	PN
3/8-in	01-671-3772	9A-0041-102
1/2-in	01-671-3779	9A-0041-103
5/8-in	01-671-3781	9A-0041-104

SCL for HGU-56/P	
Size	NSN 8415-
XXS	01-624-7837
XS	01-624-7869
S	01-624-7866
M	01-624-7865
L	01-624-7863
XL	01-624-7838

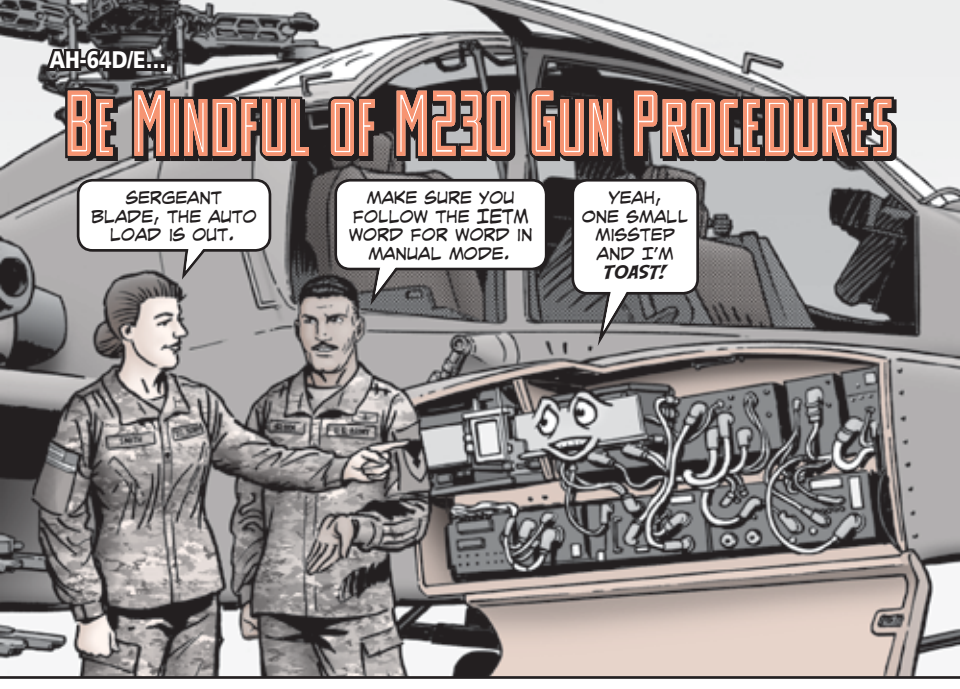
TPL for RWH HGU-56/P	
Size	NSN 8415-
XXS	01-666-2501
XS	01-666-2498
S	01-666-2496
M	01-666-2402
L	01-666-2399
XL	01-666-2388

TPL for HGU-56/P	
Size	NSN 8415-
XXS	01-394-9999
XS	01-395-0000
S	01-395-1555
M	01-395-0001
L	01-395-0002
XL	01-395-0003

If you've got questions about the helmets, contact **James Hauser,** (256) 876-3769 or email: james.j.hauser6.civ@mail.mil

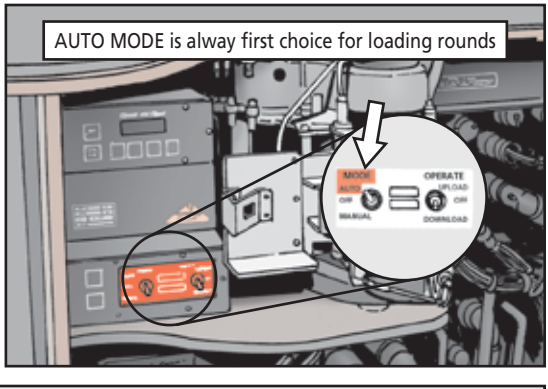
AH-64D/E...

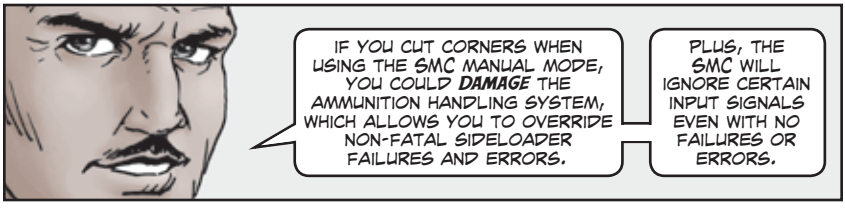
Be Mindful of M230 Gun Procedures



The primary method for uploading and downloading ammo into the AH-64D/E's sideloader is AUTO MODE.

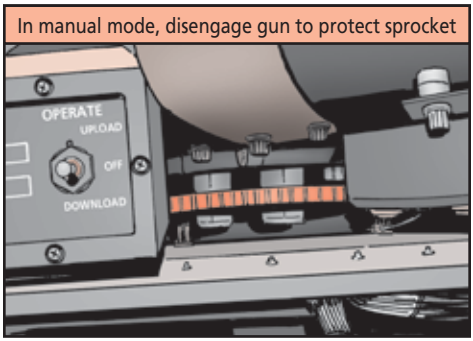
The sideloader/magazine controller (SMC) manual mode is used **only** when the AUTO MODE doesn't work. Just be sure you follow the IETM instructions to the letter so you can stay safe.





When operating SMC, make sure to **always** disengage and turn off the gun prior to re-clutching it. If you don't, the sideloader clutch is still engaged and will cause the right hand elbow sprocket to twist. That means you'll have to replace it.

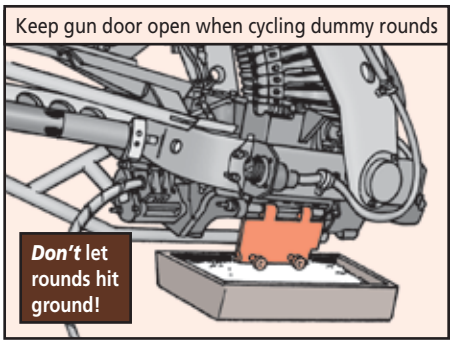
It also throws off the timing and may damage the carriers and the sideloader, causing function problems with the ammo handling system (AHS).



WHEN THE MISSION IS COMPLETE, MAKE APPROPRIATE FORM ENTRIES SO THE AHS CAN BE DIAGNOSED AND REPAIRED AND THE AUTO MODE RESTORED.

WHEN YOU'RE PREPARING TO DRY FIRE OR CYCLE THE 30MM GUN, **ALWAYS** MAKE SURE THE SMC SWITCH IS ***DISENGAGED*** AND NOT LEFT IN THE AUTO OR MANUAL MODE.

When performing the gun system maintenance operational check (MOC), dummy rounds are fed through the system and down to the gun. When cycling dummy rounds, leave the gun door open and let the rounds fall out into a container with foam cushioning in it. This keeps your dummy rounds in tip-top shape for longer use. Dummy rounds that hit the ground get damaged and become unstable.



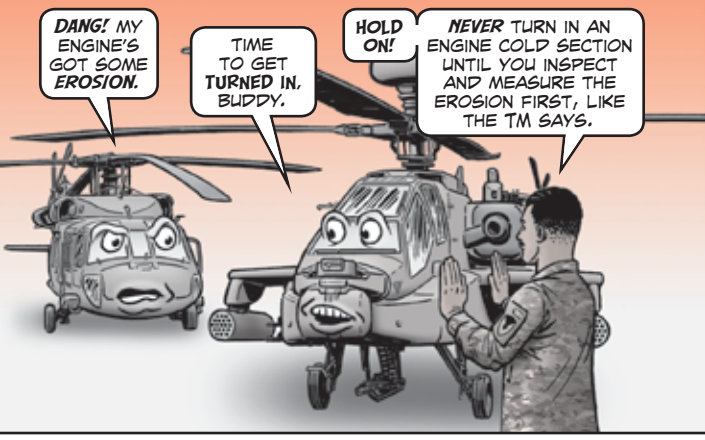
AS A SAFETY PRECAUTION, **ALWAYS STAND CLEAR** OF THE TURRET AND GUN AREA DURING THE MOC.

THE TURRET AND GUN CAN SWING AROUND ***VERY FAST.***

THE BARREL CAN TAKE YOU OUT IF YOU'RE STANDING **TOO CLOSE.**

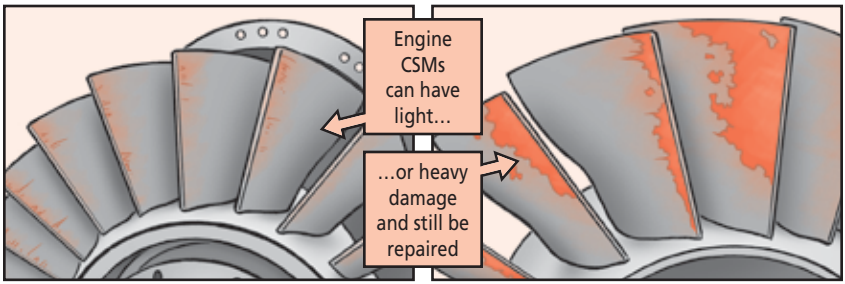
Aircraft Engines...

Inspect Cold Section Modules *Before* Turn-in



Mechanics, are you eyeballing the T700-series engine's cold section module (CSM) blades for erosion? That's not good enough! Never rely on your eyes to determine erosion damage. It must be measured.

Before you send in a CSM, do this: Perform a compressor rotor blade inspection to determine if the engine CSM blades are within erosion and damage limits like it says in TM 1-2840-248-23&P (Jun 17). Use the procedure to significantly restore engine performance by blending compressor rotor blades that have eroded or experienced foreign object damage (FOD).



If the CSM can't be repaired, record the information on the DA Form 2410. When you write up the condition code tags and paperwork, be detailed in describing the problem before sending it in with the engine to Corpus Christi Army Depot (CCAD).

Units in need of field-level training on this issue should contact their General Electric contract field service representative (FSR). Training costs the unit nothing, and it can take place when and where you need it.

Take advantage of on-the-job training, and don't forget to request assistance from your Logistics Assistance Representatives (LARs), too. They can help with engine CSM blade erosion checks.

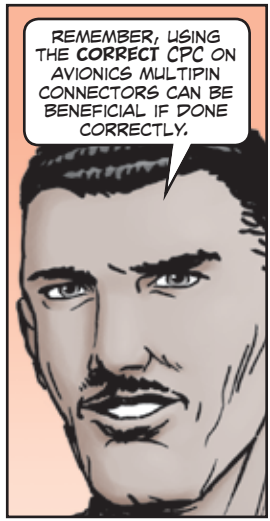
Take Control of CORROSION

Mechanics, aircraft multipin electrical connectors are the electrical interface between the aircraft and avionics systems.

The failure of just one electrical connector could lead to a minor system failure at best, or a catastrophic failure at worst. Corrosion to electrical connectors is a serious concern and is an issue that is regularly overlooked. The difference between avionic and airframe corrosion is that relatively small amounts of corrosion in avionic equipment can cause intermittent malfunction of complete failure.

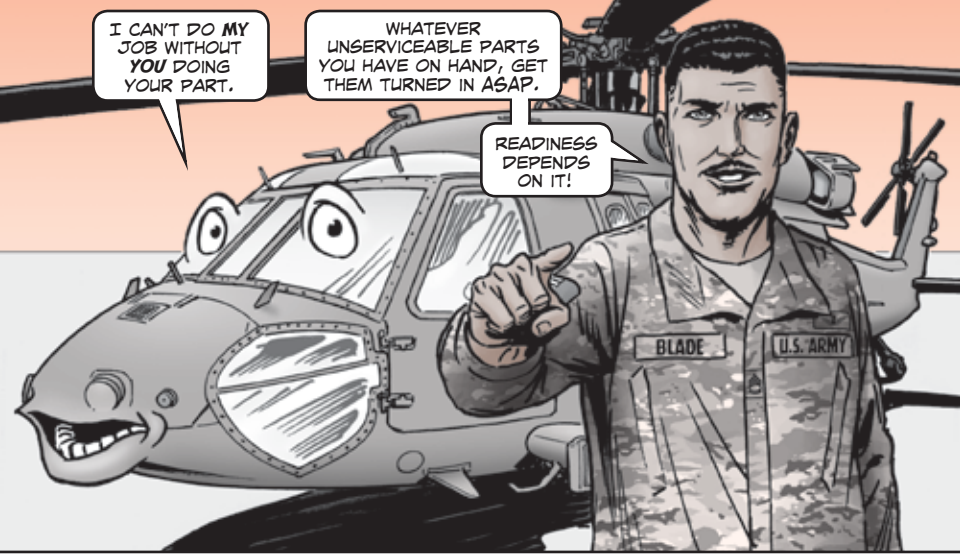
While it's not a common practice among Soldiers, using an avionics grade MIL-PRF-81309, Type III corrosion preventive compound (CPC) assists in displacing any moisture present and prevents corrosion inside connectors. Using the **incorrect** CPCs degrades system performance and can cause failures. So use the ***right*** CPC.

When electronic system problems arise, reseating cannon plugs is a temporary fix. Refer to your aircraft's IETM or Chap 6 of TM 1-1500-344-23-2. Only use MIL-PRF-81309, Type III, Avionics Grade inside connectors. NSN 8030-00-546-8637 brings a **12-oz aerosol can.**



For further corrosion assistance, contact the AMCOM Corrosion Program Office Hotline at (256) 313-0209. You can also visit the website:
https://amcomcorrosion.army.mil

Unserviceable Aircraft Parts Needed

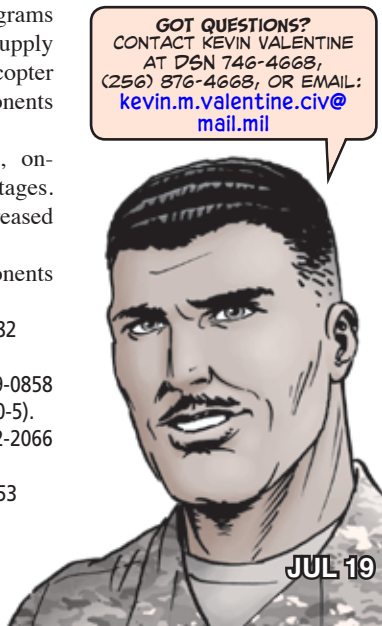


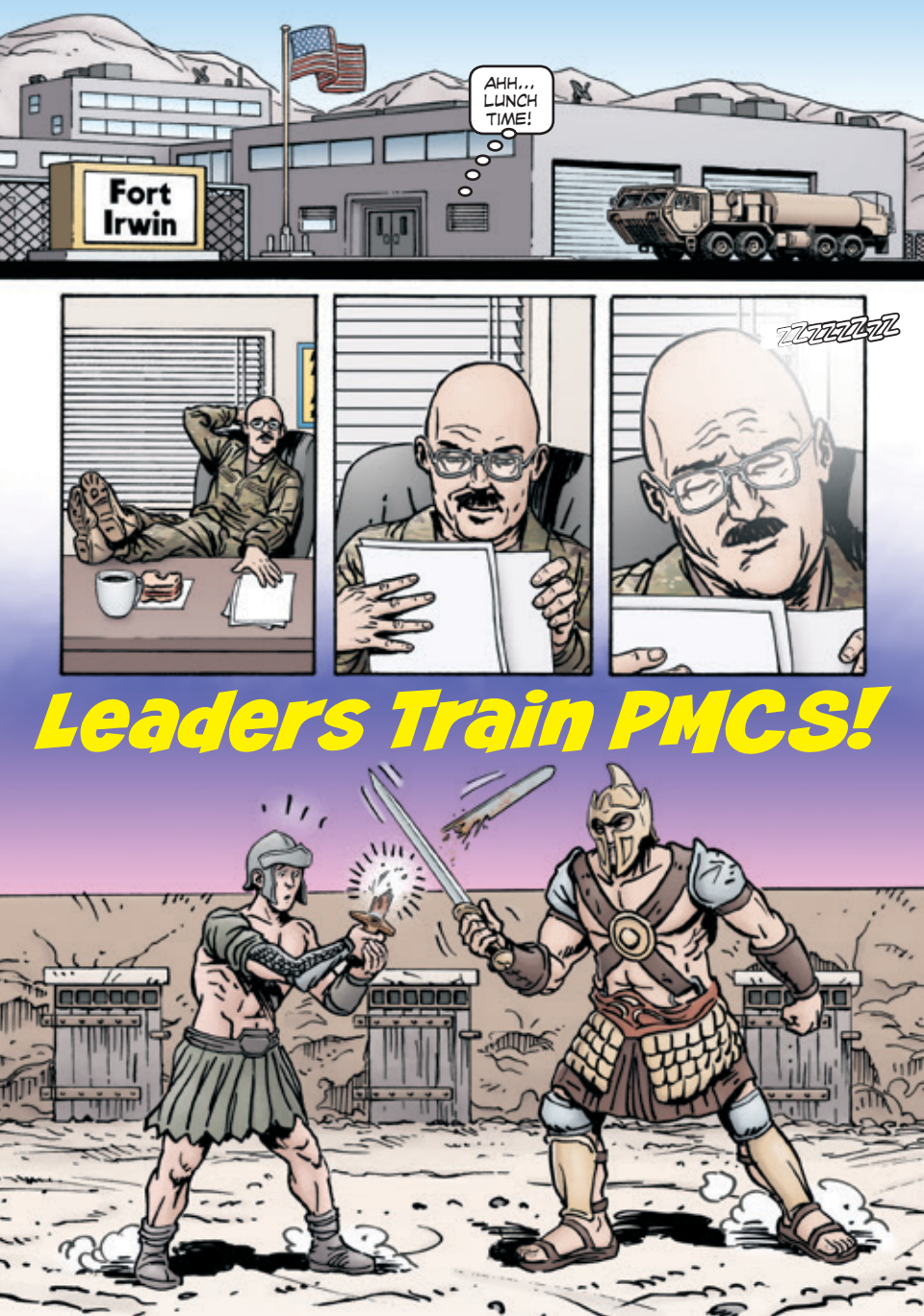
Mechanics, maintenance and overhaul programs rely on you to do your part! In order for the supply system to meet the demands for Utility Helicopter components, unserviceable Black Hawk components or parts must be turned in for repair, **ASAP.**

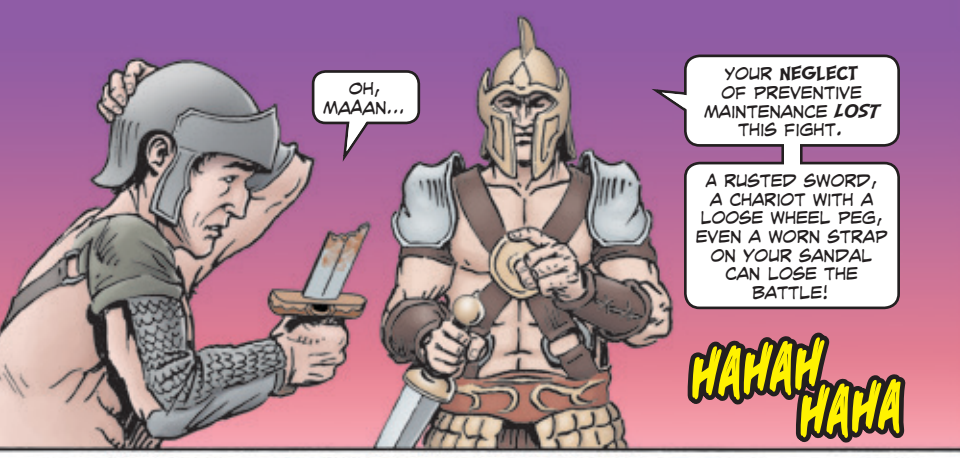
Without those unserviceable components, on-hand inventory decreases, causing critical shortages. That means a longer wait for parts and increased aircraft downtime.

If you have any of these unserviceable components lying around the hangar, get 'em turned in:

- **Electrical pallet assembly,** NSN 6110-01-597-1482 (PNs 70A144-2 and 70A144-2-SCD)
- **Electrical mechanical actuator,** NSN 1680-01-169-0858 (PNs 70400-02260-117, 7400-02260B and 181950-5).
- **Electrical mechanical actuator,** NSN 1680-01-242-2066 (PNs 70400-02260-121 and CU09609213)
- **Tail rotor plate assembly,** NSN 16151-01-074-5153 (PN 70358-06612-042)




Fort Irwin
AHH... LUNCH TIME!
ZZZZZZZZ
Leaders Train PMCS!


OH, MAAAN...
YOUR NEGLECT OF PREVENTIVE MAINTENANCE LOST THIS FIGHT.
A RUSTED SWORD, A CHARIOT WITH A LOOSE WHEEL PEG, EVEN A WORN STRAP ON YOUR SANDAL CAN LOSE THE BATTLE!
HAHAH HAHA

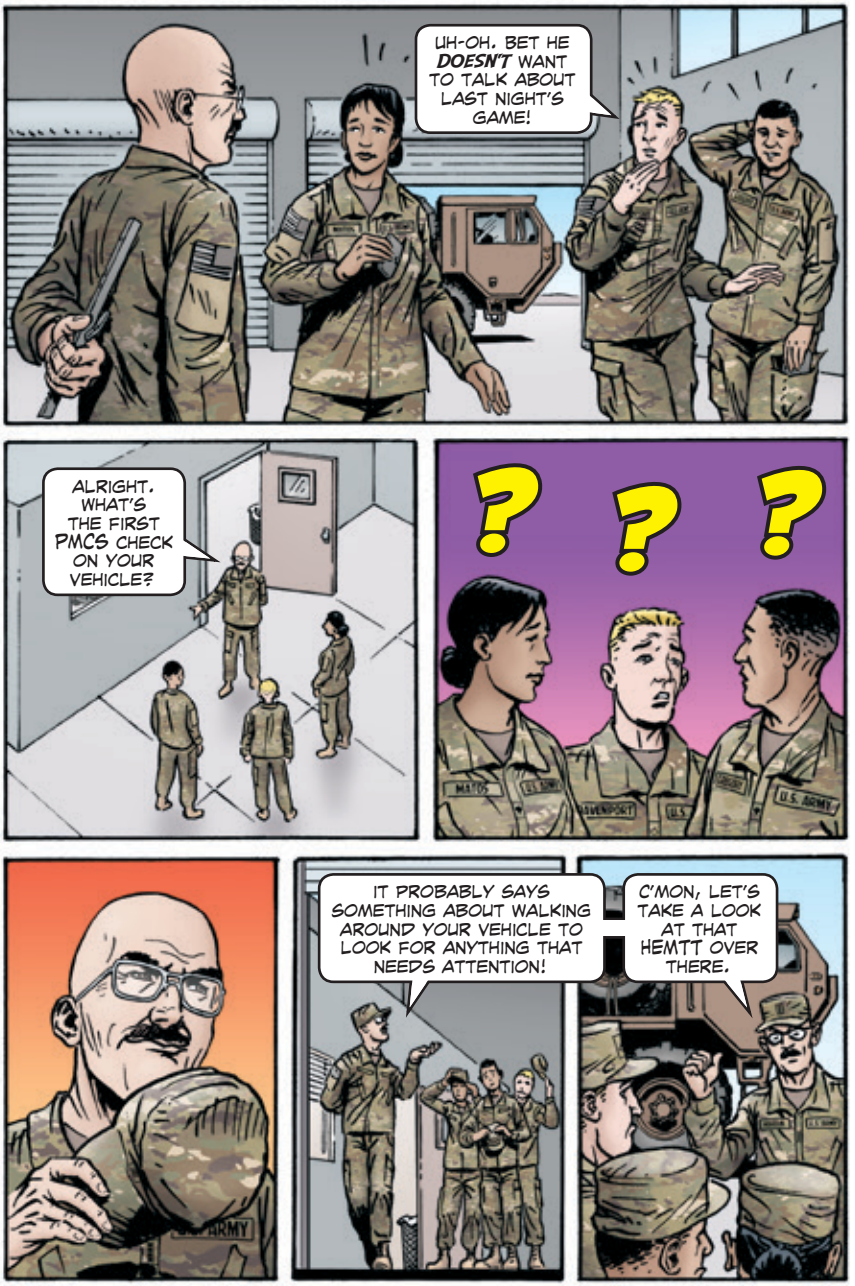

HAHAH HAHA


PMCS keeps you in the fight!


HAHA
HAHA

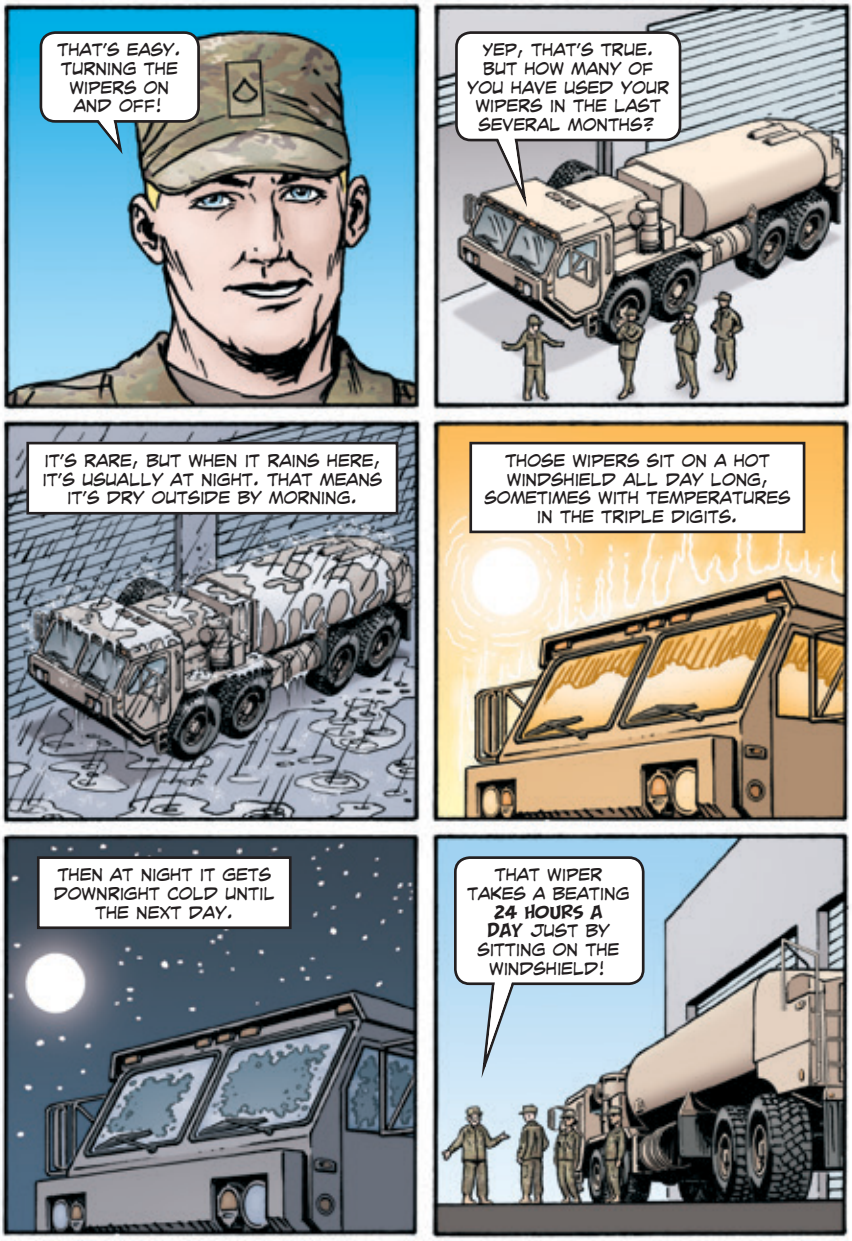

PMCS keeps you in the fight!

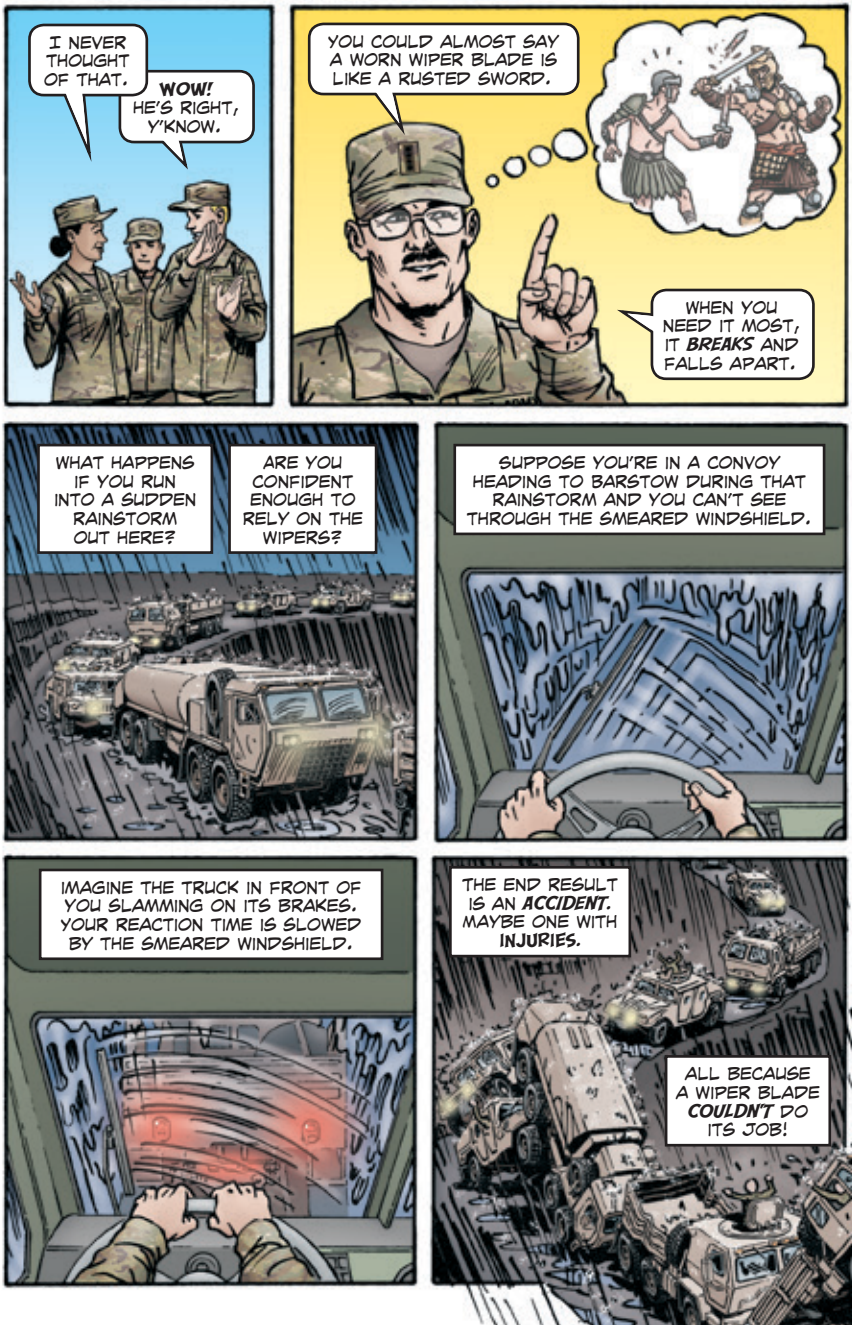

COME OVER HERE, SOLDIERS. I WANT TO ASK YOU A FEW QUESTIONS.

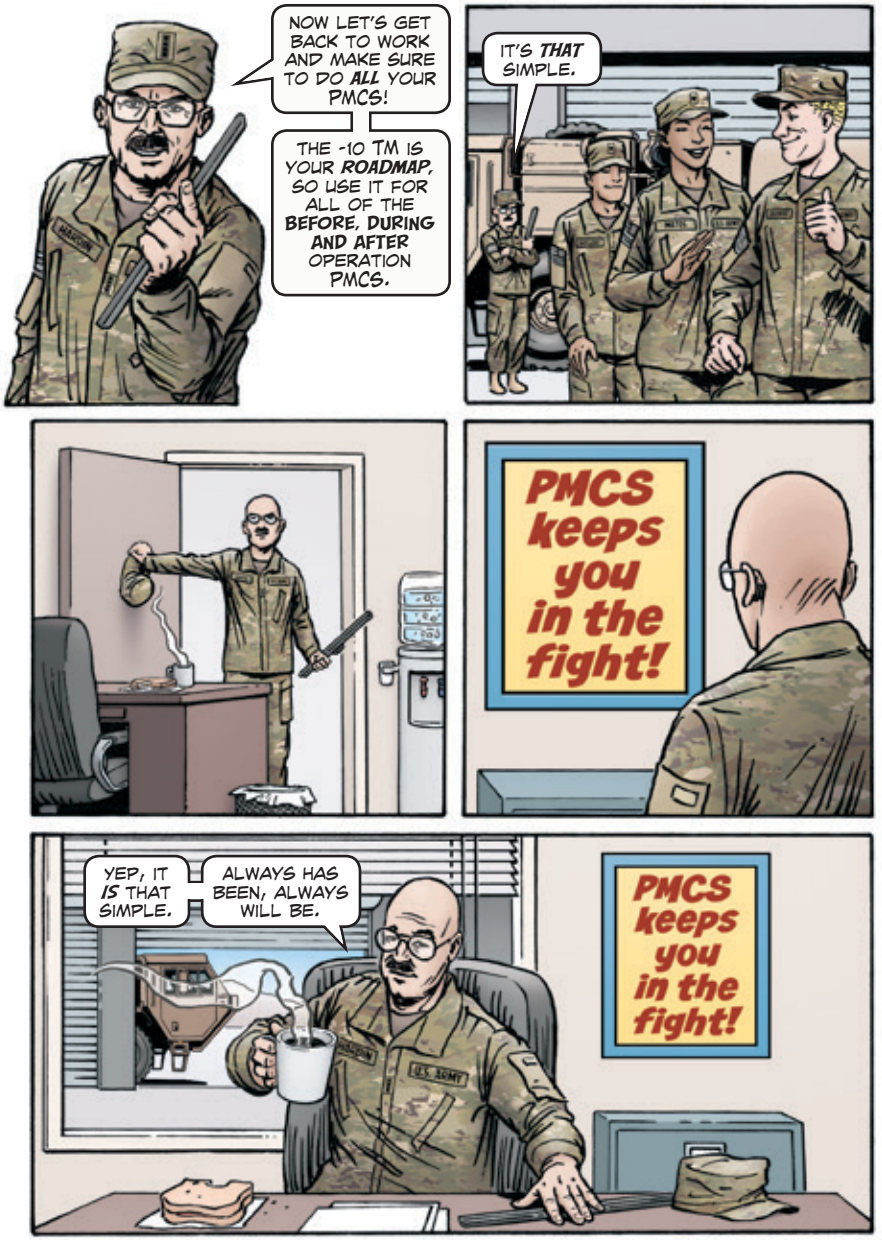

UH-OH. BET HE DOESN'T WANT TO TALK ABOUT LAST NIGHT'S GAME!
ALRIGHT. WHAT'S THE FIRST PMCS CHECK ON YOUR VEHICLE?
? ? ?
IT PROBABLY SAYS SOMETHING ABOUT WALKING AROUND YOUR VEHICLE TO LOOK FOR ANYTHING THAT NEEDS ATTENTION!
C'MON, LET'S TAKE A LOOK AT THAT HEMTT OVER THERE.


WHO DOES THIS VEHICLE BELONG TO?
THAT WOULD BE ME, CHIEF.
GREAT. I KNOW YOU GUYS TRY TO TAKE GOOD CARE OF YOUR VEHICLES, BUT LET ME ASK YOU THIS...
WHAT KIND OF SHAPE ARE YOUR WINDSHIELD WIPERS IN?
DID HE SAY WIPERS?
I CAN'T REMEMBER THE LAST TIME IT RAINED HERE.
UH, THEY SHOULD BE IN GREAT SHAPE, CHIEF. THEY HAVEN'T BEEN USED HARDLY AT ALL.
I TOOK A LITTLE WALK AROUND THE MOTOR POOL LAST NIGHT JUST TO CHECK OUT SOMETHING AS SIMPLE AS THE WINDSHIELD WIPERS.
SURE, WE HAVEN'T HAD RAIN IN MONTHS. I KNOW THAT.

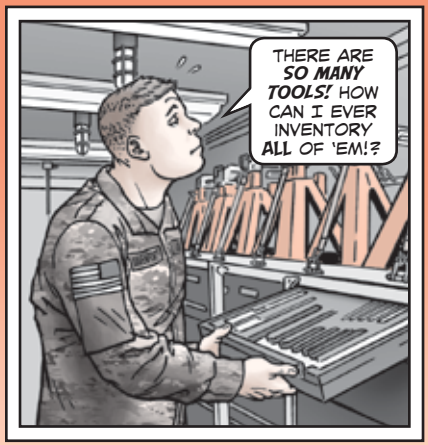

HERE'S ONE OF THE WIPER BLADES I FOUND.
AT FIRST GLANCE, IT LOOKS LIKE A PERFECTLY GOOD BLADE.
BUT PASS IT AROUND. NOTICE ANYTHING UNUSUAL?
MATOS
U.S. ARMY
DAVENPORT
UH, WELL, IF YOU LOOK REAL CLOSE, YOU CAN SEE SOME FINE CRACKS IN THE RUBBER.
YOU'RE ON THE RIGHT TRACK.
NOW, WHAT CAUSES THOSE CRACKS?

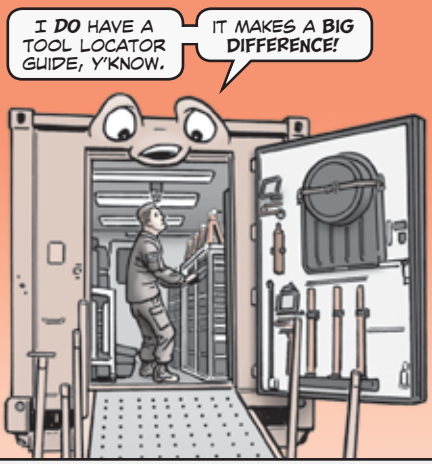

THAT'S EASY. TURNING THE WIPERS ON AND OFF!
YEP, THAT'S TRUE. BUT HOW MANY OF YOU HAVE USED YOUR WIPERS IN THE LAST SEVERAL MONTHS?
IT'S RARE, BUT WHEN IT RAINS HERE, IT'S USUALLY AT NIGHT. THAT MEANS IT'S DRY OUTSIDE BY MORNING.
THOSE WIPERS SIT ON A HOT WINDSHIELD ALL DAY LONG, SOMETIMES WITH TEMPERATURES IN THE TRIPLE DIGITS.
THEN AT NIGHT IT GETS DOWNRIGHT COLD UNTIL THE NEXT DAY.
THAT WIPER TAKES A BEATING **24 HOURS A DAY** JUST BY SITTING ON THE WINDSHIELD!


I NEVER THOUGHT OF THAT.
WOW! HE'S RIGHT, Y'KNOW.
YOU COULD ALMOST SAY A WORN WIPER BLADE IS LIKE A RUSTED SWORD.
WHEN YOU NEED IT MOST, IT BREAKS AND FALLS APART.
WHAT HAPPENS IF YOU RUN INTO A SUDDEN RAINSTORM OUT HERE?
ARE YOU CONFIDENT ENOUGH TO RELY ON THE WIPERS?
SUPPOSE YOU'RE IN A CONVOY HEADING TO BARSTOW DURING THAT RAINSTORM AND YOU CAN'T SEE THROUGH THE SMEARED WINDSHIELD.
IMAGINE THE TRUCK IN FRONT OF YOU SLAMMING ON ITS BRAKES. YOUR REACTION TIME IS SLOWED BY THE SMEARED WINDSHIELD.
THE END RESULT IS AN ACCIDENT. MAYBE ONE WITH INJURIES.
ALL BECAUSE A WIPER BLADE COULDN'T DO ITS JOB!


NOW LET'S GET BACK TO WORK AND MAKE SURE TO DO ALL YOUR PMCS!
THE -10 TM IS YOUR ROADMAP, SO USE IT FOR ALL OF THE BEFORE, DURING AND AFTER OPERATION PMCS.
IT'S THAT SIMPLE.
PMCS keeps you in the fight!
YEP, IT IS THAT SIMPLE.
ALWAYS HAS BEEN, ALWAYS WILL BE.
PMCS keeps you in the fight!

A GUIDE TO TOOL GUIDES





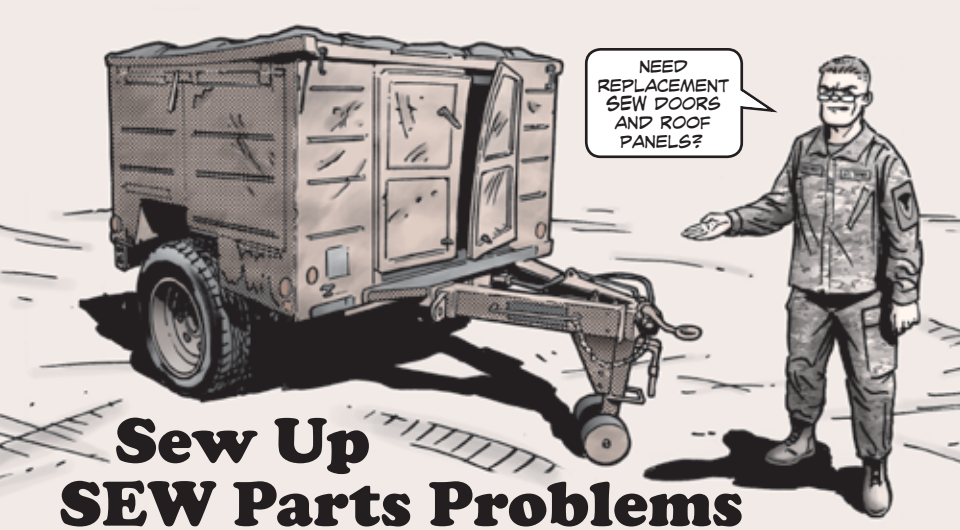
Few things can be as frustrating as doing inventory on a large tool set. There are so many tools. Even when you have the tool set's component list (CL), it can be quite difficult to locate all the tools.

Fortunately, help is at hand. For many of the large tool sets, tool locator guides are available. They make it much ***easier*** to inventory tools.

Tool Set	NSN	Component List
ARSS	4940-01-619-0916	4940-95-A70
FRS	4940-01-533-1621	4940-95-E42
HSTRU	4910-01-563-8425	4910-95-B36
MWMSS Type 1	4940-01-601-1928	4940-95-B50
MWMSS Type 2	4940-01-601-1930	4940-95-B51
SASS	4933-01-632-3964	Pending
SATS	4910-01-490-6453	4910-95-A81
SECM HW	4940-01-333-8471	4940-95-B29
SECM LT	4940-01-548-9064	4940-95-B36
SEW (plastic)	4940-01-454-9877	4940-95-B33
SEW (aluminum)	4940-01-591-0265	4940-95-B35

To get a tool locator guide, email:
usarmy.detroit.tacom.mbx.ilsc-skot-group-actions@mail.mil

Remember! The tool guide should **always** be used with the CL. The guide is just a guide, ***not*** the official CL.

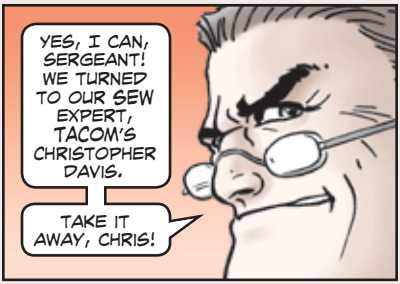


Sew Up SEW Parts Problems

Dear Half-Mast,

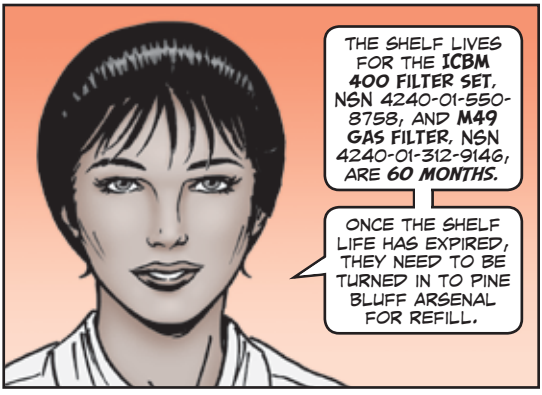
Our legacy **SEWs (shop, equipment welding),** NSN 4940-01-454-9877, are in terrible condition. They have worn or missing plastic roof and door parts that need replacing. This has led to water damage, corrosion, pilferage and unserviceable welding components and accessories. Can you help us repair our SEWs?

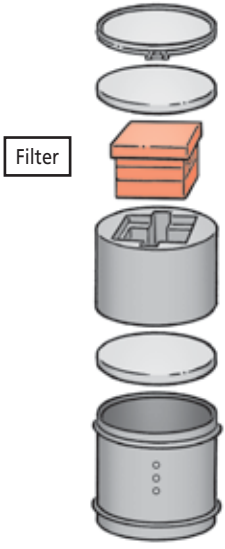
SGT L.T.



Item	NSN	Qty
Roof top, center (green)	5340-01-660-3758	1
Left side, right side roof top (green)	5340-01-660-3753	2
Side door panel, large (green)	2510-01-660-5790	2
Side door panel, small (green)	5340-01-660-3751	2
Door panel front/rear (green)	5340-01-676-2247	4
Roof top, adapter (required only for center roof top section)	5340-01-675-1772	4
Roof top, center (tan)	5340-01-675-1408	1
Left side, right side roof top (tan)	5340-01-675-1415	2
Side door panel, large (tan)	2510-01-675-3686	2
Side door panel, small (tan)	5340-01-675-1391	2
Door panel front/rear (tan)	5340-01-676-2246	4
Roof top, adapter (required only for center roof top section)	5340-01-675-1772	4

GAS FILTER EXPIRED? TURN IN FOR REFILL





The packing instructions for the ICBM 400 are in PS-19-14295 and those for the M49 are in PS-19-11282. You can find them in JACKS: **https://jacks.jpeocbd.osd.mil**

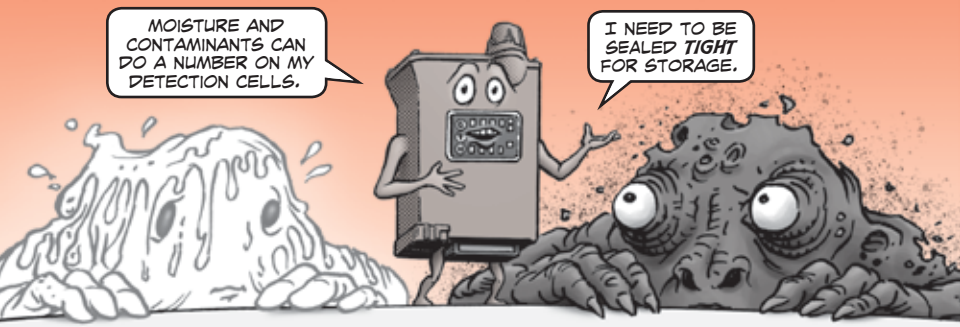
Send expired, uncontaminated filters to:

MAILING ADDRESS (TAC 1):
US Army, Pine Bluff Arsenal
504th Street
Bldg 53990
Central Receiving Shipping Point
Pine Bluff AR 71602-9500

Required shipping label info

SPLC: 611860000
PREFERRED APOD: NONE
PREFERRED POD: NONE
RIC: NONE
DATE EFFECTIVE: 21 May 18
DATE DELETED: NONE

Questions?
Contact **Jason Ellis** at (586) 282-1680 or email: **jason.r.ellis1.civ@mail.mil**



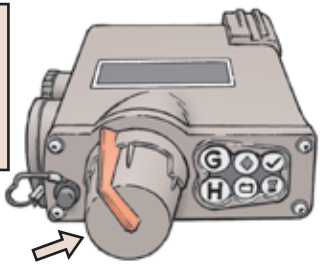
Seal JCAD for Storage

The M4/M4A1 joint chemical agent detector (JCAD) needs its components locked in for storage.

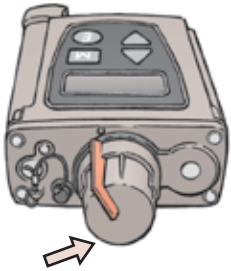
That means:

- the rain cap is set to the OFF position.
- the sieve pack is installed and its cover twisted on properly.
- the battery tray is locked in place.

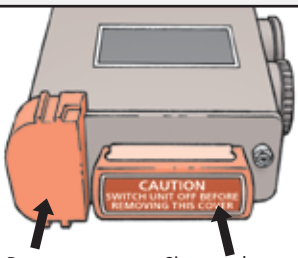
Before storing M4 make sure **rain cap** is in OFF position...



...and do the same for M4A1



Also lock M4 **battery tray** and **sieve pack** in place



Battery tray Sieve pack

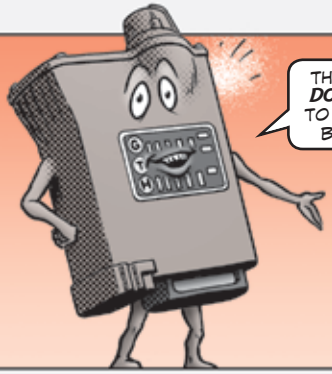
Same goes for the M4A1

Sieve pack Battery tray

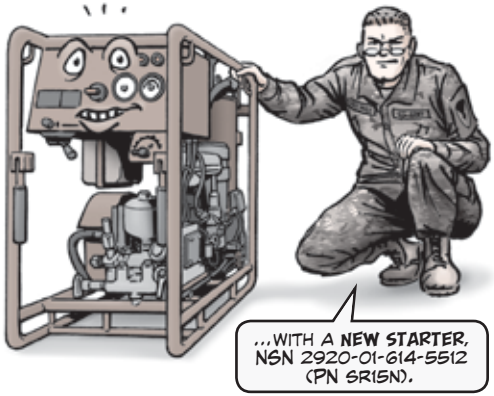
If you forget any of these, the JCAD's interior detection components are exposed to outside contamination and moisture. If the detection components become too contaminated, the JCAD may not come out of the WAIT mode next time it does its built-in tests (BITs).

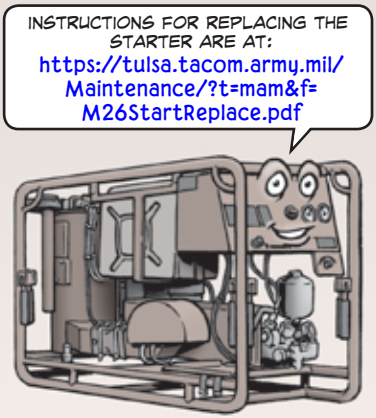
Inserting a new sieve pack and running the JCAD for hours sometimes fixes the problem. Otherwise, the only solution is to send the JCAD to the next higher level maintenance for repair.

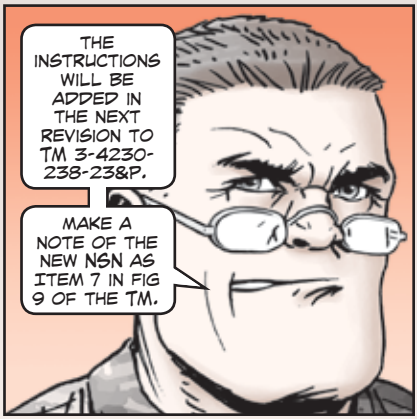
Also, **always remove the batteries before storage and reinsert the empty battery tray.** If batteries aren't taken out, they can leak and cause all kinds of damage. Sometimes the only fix is a new JCAD.



M26 Decon Starter *Replaced!*

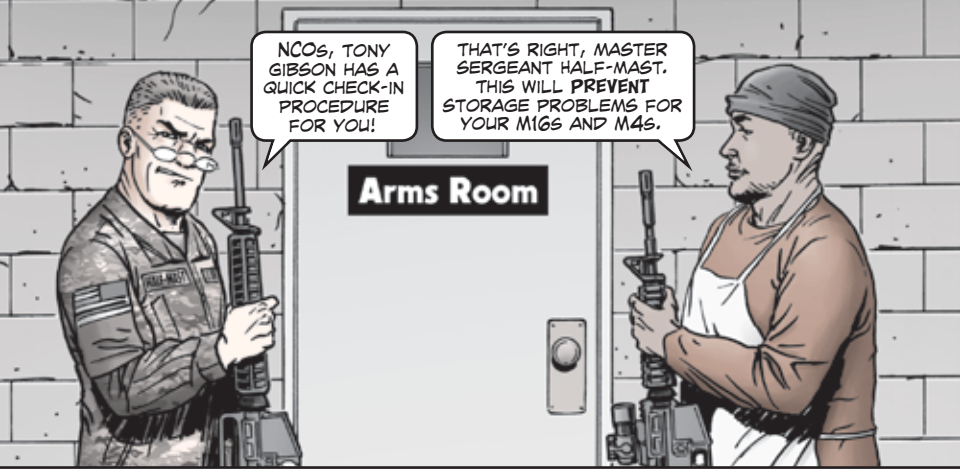






M16-Series Rifles, M4/M4A1 Carbines...

TURN-IN PROCEDURE TURNS OFF STORAGE PROBLEMS



Dear Editor,

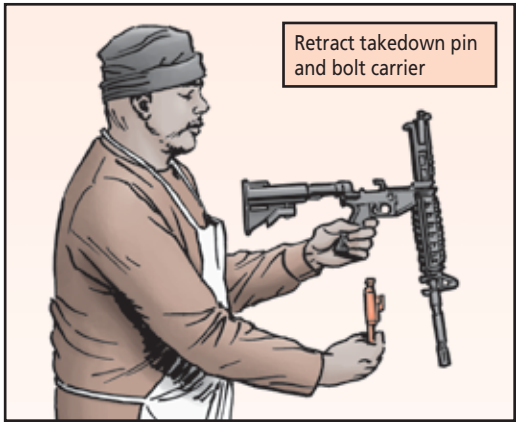
Two of the biggest storage problems for the M16-series rifle and M4/M4A1 carbine are that they're stored dirty and unlubed and also cocked with the bolt locked to the rear.

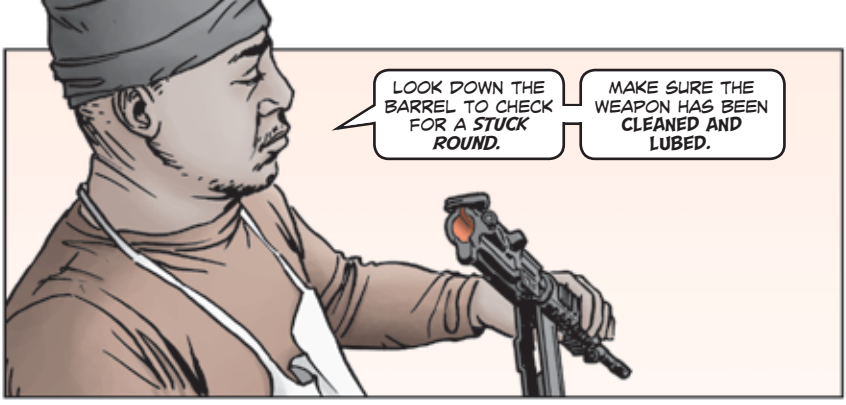
Carbon and lack of lube let corrosion eat up the metal, ruining the weapon in some cases. Storing the weapon cocked causes the hammer spring to lose its spring tension. Leaving the bolt locked back weakens the recoil spring, which leads to jamming.

A simple turn-in procedure eliminates those problems and ensures weapons are ready for action.

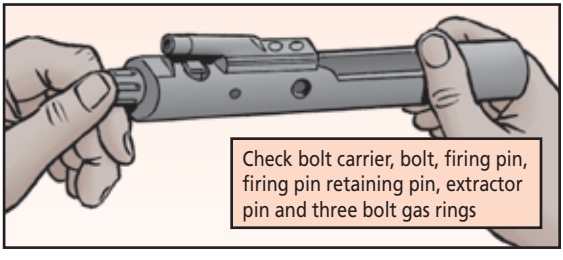
After Soldiers have cleaned and lubed their M16s or M4s, have them release the rear takedown pin and remove the bolt carrier assembly. As they come to the arms room door, they'll be holding the bolt carrier in one hand and the broken down M16 or M4 in the other.

Before accepting the weapon, look down the barrel to check for a stuck round or other debris.





Remove the bolt from the bolt carrier. Check that the bolt carrier, bolt, firing pin, firing pin retaining pin, and extractor pin are clean and in good condition. And make sure the three bolt gas rings are present on the bolt.



If the weapon passes all the checks, reinstall the bolt in the bolt carrier and use the forward assist to lock in the bolt carrier. That ensures the forward assist is working.

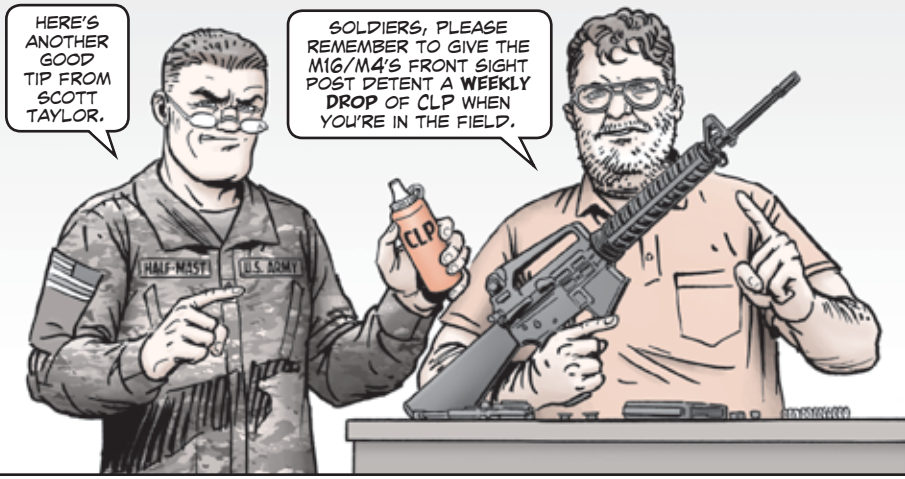
Lock the upper and lower receivers together. Make sure the selector is in the SEMI position and pull the trigger. The hammer should fall. Close the dust cover.

Set selector to SEMI and pull trigger

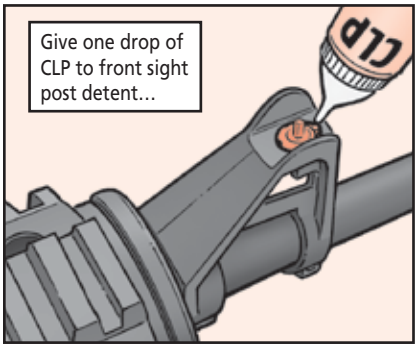
Now you know for sure the weapon is clean, lubed, in good shape and ready for storage. An NCO can do this check for each weapon in just a few minutes.

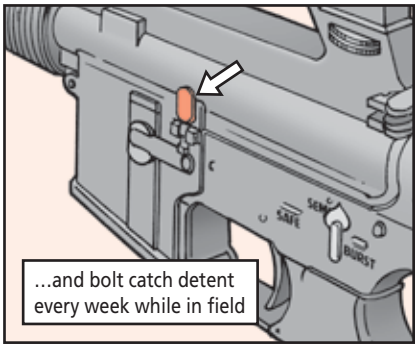
Tony Gibson
Ft Stewart, GA

JUST ONE DROP OF OIL, PLEASE



In humid areas like Ft Benning, we see front sight post detents actually freeze from corrosion. Then Soldiers can't adjust the front sight. If we can't free the detent, we have to replace the $120 barrel. Just one drop of oil prevents that—and saves money!





While they're at it, they should give the detent under the bolt catch a drop of oil, too. If the bolt catch freezes in the down position, the whole weapon has to be coded out.

Scott Taylor
Ft Benning, GA

Editor's note: *Another slick tip from you, Scott. Two drops of lube can save your weapon, Soldiers.*

Visual Guide Helps Soldiers Understand M2A1 Machine Gun

The guide is especially useful for units transitioning from the M2 to the M2A1, but can help **all** M2A1 gunners brush up on firing and caring for the weapon.

It's an excellent tool to use before going to the range.

The visual guide covers:

- differences between the M2 and M2A1.
- barrel installation procedure.
- visual checks.
- final checks.
- barrel removal.
- M19 BFA prep.

The visual guides were distributed when the M2A1s were fielded. If you didn't get the guides or need more, email Laura Battista at: **laura.l.battista.civ@mail.mil**

If you're still using the old M2s, there's a visual guide available that takes Soldiers through the headspace and timing procedure. Contact Battista for a copy. You can also download it from the PS milSuite site: **https://www.milsuite.mil/book/groups/ps-magazine**

Oops! Armorer Checks M2A1 Headspace

Dear Editor,
The article in PS 794 (Jan 19) on the importance of checking the M2A1 machine gun's headspacing was great except for one thing: It's the armorer who should check headspacing, ***not*** the 91F small arms repairman.

CW5 Danny Taylor
Ft Campbell, KY

Editor's note: *You're absolutely right, Chief. Field maintenance sets the headspace and timing for each M2A1. But it's the job of the unit armorer to check an M2A1's headspace and timing before it leaves the arms room. And the armorer should do the check with the* ***wear limit/timing gage,*** *NSN 5220-01-580-6602, not with the old M2 headspace and timing gages.*

If the M2A1 fails the wear limit or timing checks, it needs to go back to field maintenance for adjustment of the headspace and timing.

Finish Standards Changed For M240, M249 Machine Guns

For years, the rule on small arms—rifles, pistols, machine guns, and mortars—is that if a weapon is missing more than 1/3 of its finish, it needs to be turned in for depot overhaul.

That rule still stands, **except for the M240 and M249 machine guns.** It no longer matters how much of their finish is gone. Shiny spots and bare metal, regardless of how big, can be touched up with solid film lubricant (SFL). This new standard will be added to the next revisions of the M240's and M249's -23&Ps.

But remember, you can't just slap on the SFL. First, thoroughly degrease the weapon with MIL-PRF-680 Type II dry cleaning solvent, NSN 6850-01-474-2317. **Wear protective gear.** You don't want solvent on your skin or in your eyes. Wear protective gear to apply the SFL, too.

After the weapon has completely dried, check it for corrosion and damage. Any corrosion must be removed and damage repaired before applying SFL.

There are three SFL choices:

- **16-oz aerosol can,** NSN 9150-01-260-2534
- **Paint pen dispenser,** NSN 9150-01-646-0099
  Use this only for nicks, scratches and small shiny spots.
- **1-gal can,** NSN 9150-00-142-9361

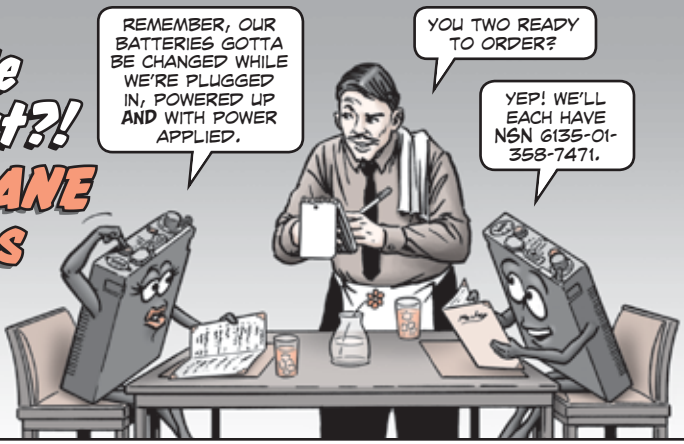
For big jobs, it's best to use the SFL from a can. Since it's applied with a brush, it'll produce a more even application.

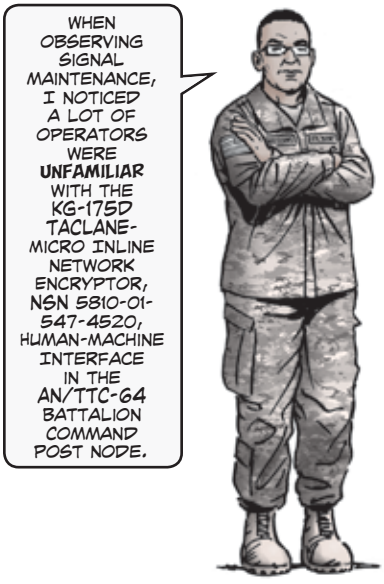
Let SFL fully cure for 24 hours before relubing the weapon and returning it to service.

Remember, other weapons missing more than 1/3 of their finish can only be refinished at depot. They require a phosphate coating that only a depot can do.

KG-175D...

Battle Blackout?! Do TACLANE Checks





Specifically, the operators weren't validating clock drift and battery life for their KG-175D TACLANE. TM 11-5810-422-13 (Nov 08) recommends that operators check clock drift for accuracy once every six months, and make adjustments if needed to prevent communication blackouts.

The TM also recommends a battery change every 12 months or when the BATTERY LOW status LED is lit. This prevents the TACLANE from losing data or going into tamper mode when there is power loss. The instructions for clock drift are found in Para 3.1, Section II, Chap 3 in TM 11-5810-422-13. Battery replacement is covered in Para 3.9, Section II, Chap 3.

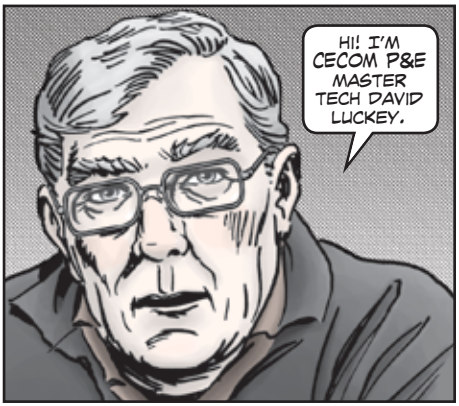
CW3 Kelshall Williams
Korea

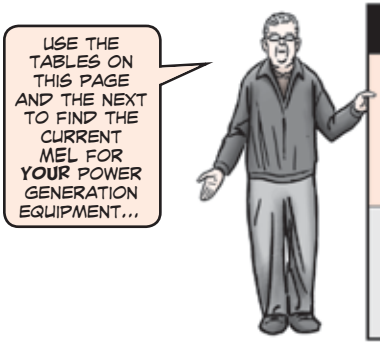
Editor's note: *You've communicated some mighty good points here, Chief!*

IMPORTANT! The Communications Security experts also want to stress that you should make sure the KG-175D is powered ON when changing the battery. If you change out the battery without powering on the device first, you'll trigger the tamper mode and a host of headaches. If that happens, follow the troubleshooting guidance in Section III of the TM.

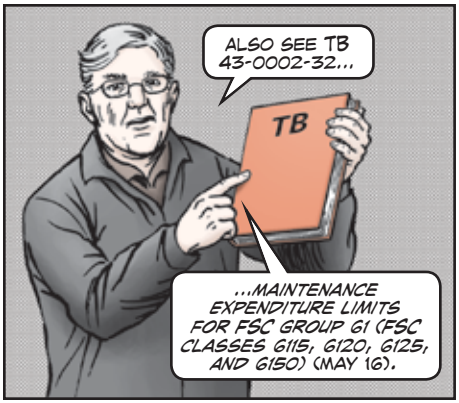
Also, the KG-175D TACLANE doesn't take a standard AA battery. Order NSN 6135-01-358-7471 when it's time to replace it.

MEL Mystery Solved!





Item Name	NSN 6150-	MEL %
Distribution Illumination Systems, Electrical (DISE)	00-917-2244 00-963-6712 01-208-9752 01-208-9753 01-208-9754 01-208-9755	0
Power Distribution Illumination System, Electrical (PDISE)	01-208-9151 01-307-9445 01-307-9446 01-308-5671 01-308-5672	65

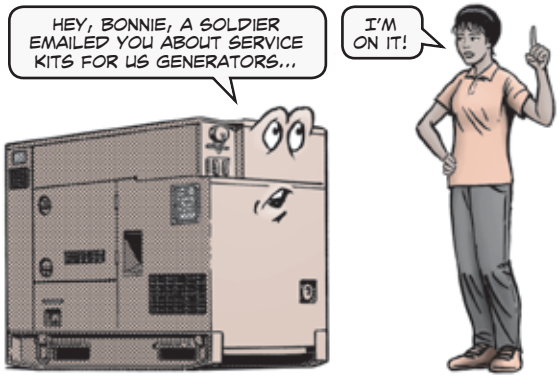


Item Name	NSN 6115-	MEL %
1-kW flex-fuel generator	01-612-2549	0
2-kW military tactical generator set, MEP-531A	01-435-1565 12-912-0393	65
3-kW tactical quiet generator (TQG) MEP-831A	01-285-3012	75
5-60-kW TQG	01-274-7387 01-275-5061 01-274-7388 01-530-1458 01-274-7389 01-461-9335 01-274-7390 01-462-0291	45
10-60-kW TQG 400 Hz power units	01-274-7392 01-274-7393 01-529-9494 01-274-7394 01-462-0290 01-274-7395 01-292-0292	85
100- and 200-kW TQG	01-296-1463 01-296-1462	85
100- and 200-kW diesel engine driven (DED)	01-036-6374 01-021-4096	65
MEP-903A 10-kW AUX power unit (APU)	01-431-3062	75
TMSS Medium PU-821/T TMSS Medium PU-822/T TMSS Large PU-823/T TMSS Large PU-824A/T TMSS Large PU-823A/T TMSS Large PU-824B/T	01-547-6713 01-547-6738 01-547-8513 01-547-8552 01-572-3944 01-572-4123	65
MEP-952B 5-kW APU	01-452-6513	75
Advanced Medium Mobile Power Sources (AMMPS) (all)	01-561-7329 01-561-7455 01-561-7466 01-561-7634 01-561-7674 01-561-7719 01-561-7738 01-561-7788 01-561-7895	Under warranty 100; out of warranty 85
Electric Power Plant (EPP) III, including 150-kW generators	12-337-8494 01-374-5038	100

QUESTIONS? CONTACT YOUR LOCAL CECOM P&E LOGISTICS ASSISTANCE REPRESENTATIVE OR **DAVID LUCKEY** AT DSN (314) 476-3036, OR EMAIL:
david.c.luckey.civ@mail.mil

Generators...

CAN ARMY GENERATE SOME SERVICE KITS?



Dear Bonnie,

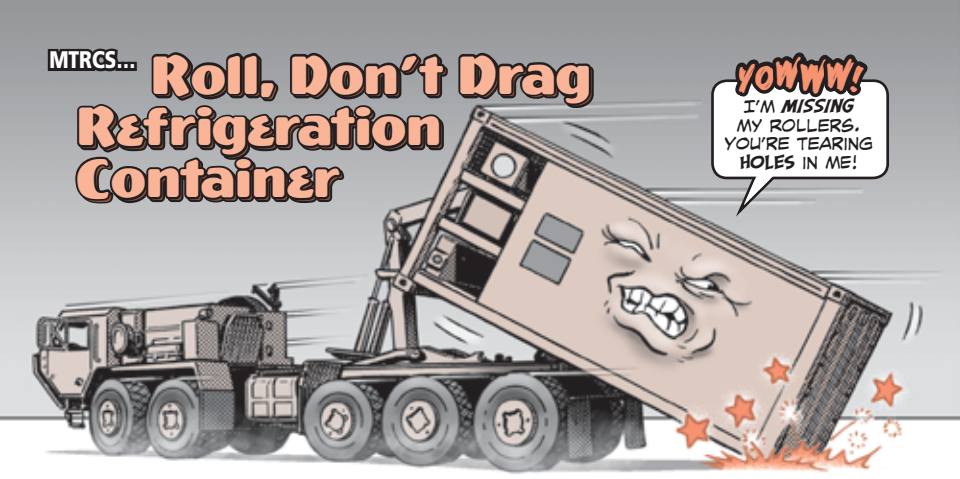
Do you have a good NSN for an MEP-804B 15-kW tactical quiet generator (TQG) service kit? I have a good kit number for the -804A, but it won't work on the -804B.

SFC D.W.

But keep watch here in PS. The Army is looking into this request. Maybe one day there will be service kits for generators, as there are for vehicles.

In the meantime, we've uploaded a lot of useful documents, including generator parts lists, to our milSuite group document storage. Each parts list starts with service parts and includes intervals and notes as well. This info is courtesy of CECOM's power and environmental LARs.

MTRCS... Roll, Don't Drag Refrigeration Container



Dear Editor,

While assisting units with their multi-temperature refrigeration container systems (MTRCS), we've found that most of the containers are missing their rollers and associated locking pins and clips.

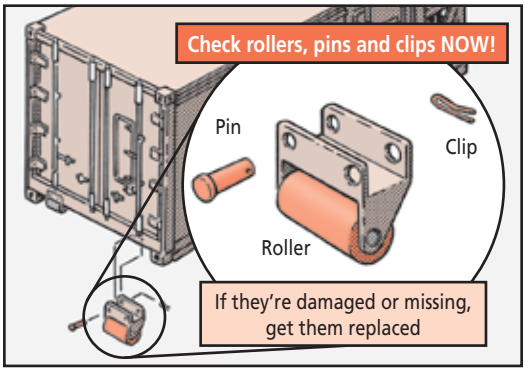
When the container is loaded or off-loaded from the prime mover, it gets dragged along the concrete instead of rolled. This can cause major damage to the containers and make them NMC.

Units should immediately check all their MTRCSs for PLS rollers, locking pins and locking clips. If the rollers, pins or clips are missing or damaged, your MTRCS is NMC. This is PMCS Step 13 in TM 10-8451-222-10.

Order new **rollers** with NSN 3990-01-574-2050 and **pins** with NSN 5315-01-574-2042. The clip comes as part of the pin. Rollers and pins are part of the TM's component of end item list (COEI).

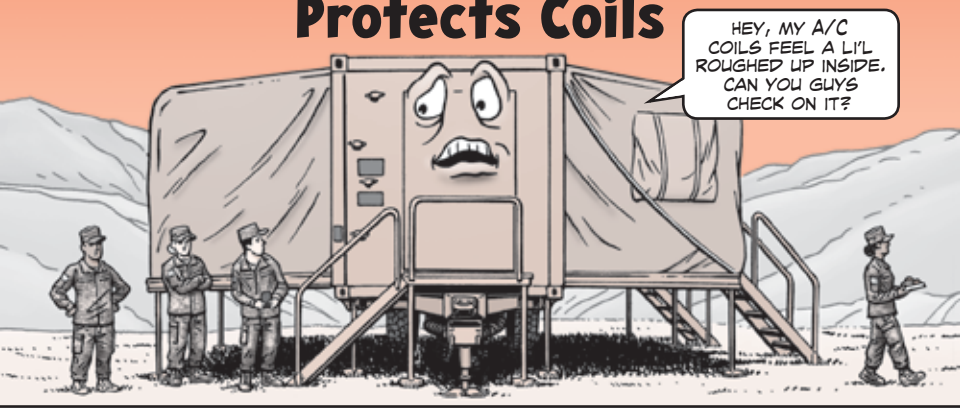
Never drag your MTRCS. That's not cool for your refrigeration container.

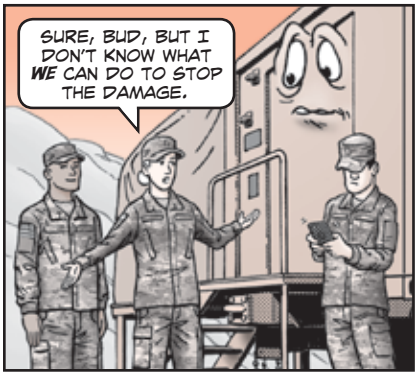
James Palmer, TACOM LAR
JBLM, WA



Containerized Kitchens...

A/C Condenser Guard Protects Coils





Dear Editor,

We support containerized kitchens (CKs). We discovered in the back stowage area of the CK where the generator is mounted that some of the items stored there, namely the boarding ladders (with guard rail sections for steps), were causing damage to the A/C unit condenser coils.

Our maintainers had to straighten the fins out whenever they serviced the A/C unit. Some of the fins were so damaged they couldn't be straightened.

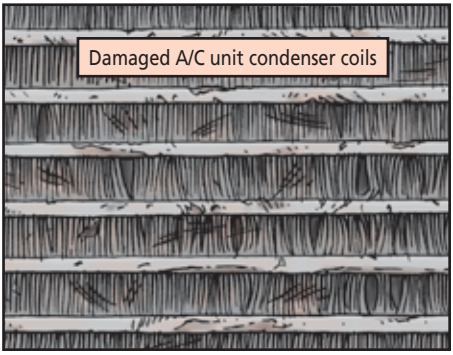
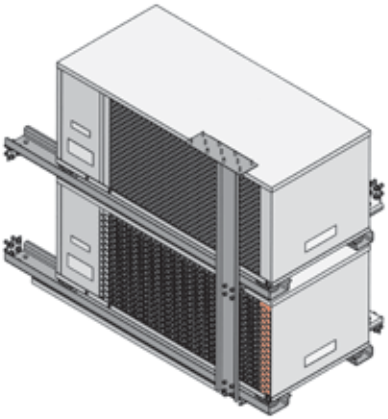
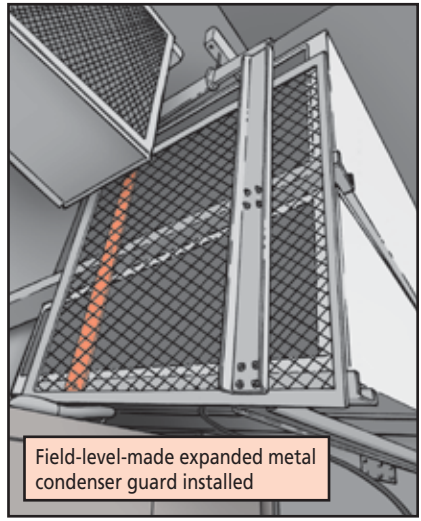

Damaged A/C unit condenser coils

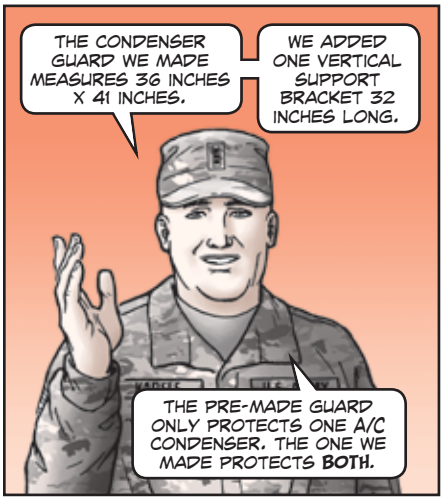
Fig 18 in WP 0019-1 in TM 10-7360-226-23P (Oct 18), *The Field Maintenance Repair Parts and Special Tools List for the Containerized Kitchen (CK) with Trailer (NSN 7360-01-473-3408)*, now shows **a condenser guard** that units can order. It's NSN 5680-01-673-2239 (CAGE 3H7B5, PN 25672904) and costs about a hundred dollars. However, you can fabricate your own guard.

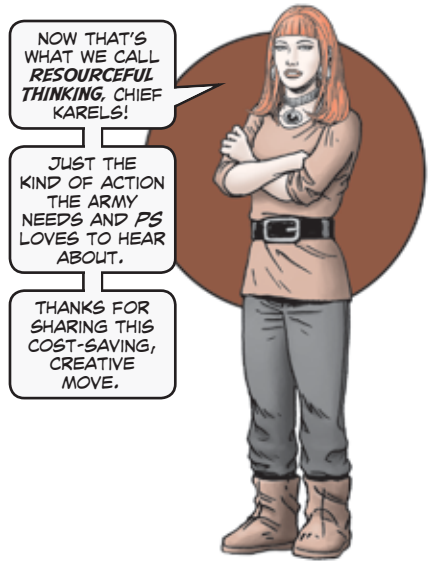


Commercial expanded metal condenser guard



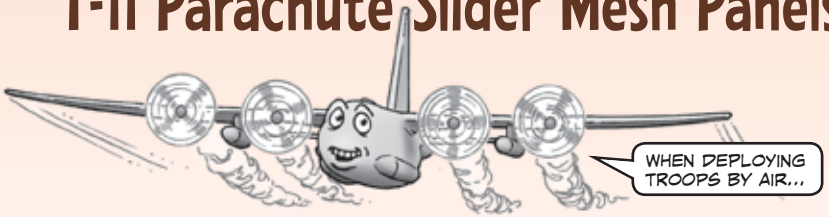
Field-level-made expanded metal condenser guard installed

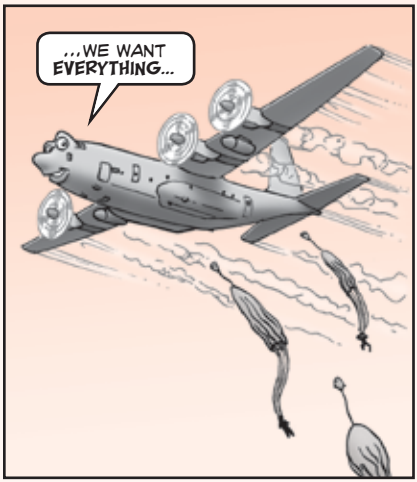


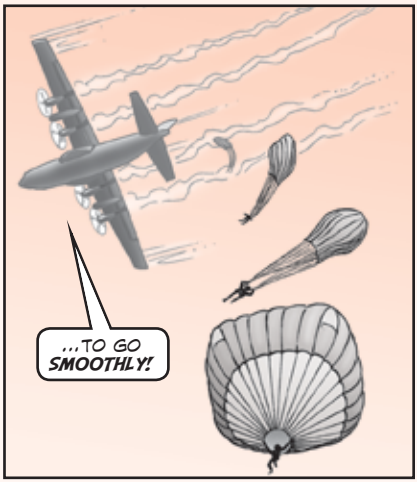


CW3 David Karels
MNARNG

Maintenance Bump Authorized on T-11 Parachute Slider Mesh Panels







Units, did you get the word? The maintenance on the T-11 personnel parachute slider system mesh panels has been increased. The new repair limitation is now eight instead of four, and the distance between repairs is 10 inches instead of 12 inches. The damaged area must still be one inch or less in diameter.

Equipment affected includes:

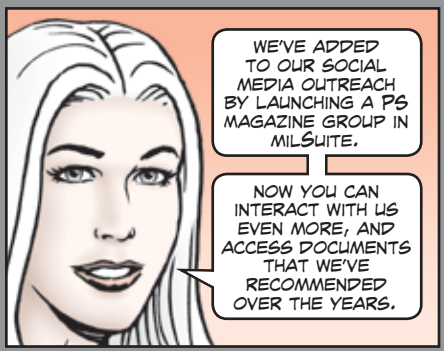
Nomenclature	NSN 1670-	PN	CAGE Code	SN	LIN
T-11 personnel parachute system	01-539-4525	11-1-7050-1	81337	All	T91035
T-11T personnel parachute, training	01-600-0493	11-1-7050-2	81337	All	T91035

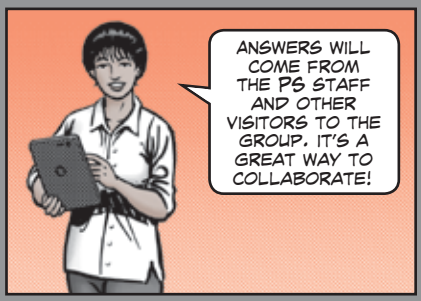
Since maintenance is everyone's responsibility, all maintainers of the T-11 personnel parachute slider system should watch for mesh panel damage such as rips, tears, holes, snags and/or burns. This can be done during normal repacking and doesn't require any ready-for-issue systems to be unpacked.

Repairs will be done at field level, but the ***only*** personnel authorized to do them are parachute riggers, MOS 92R (skill levels 1-5/921A).

See TM 10-1670-326-23&P (Mar 17) for technical references. For step-by-step repair procedures and required tools for the slider mesh panels, download the PDF attachment to TACOM's Maintenance Information Message (MIM) #19-009 at: **https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI19-009.html**

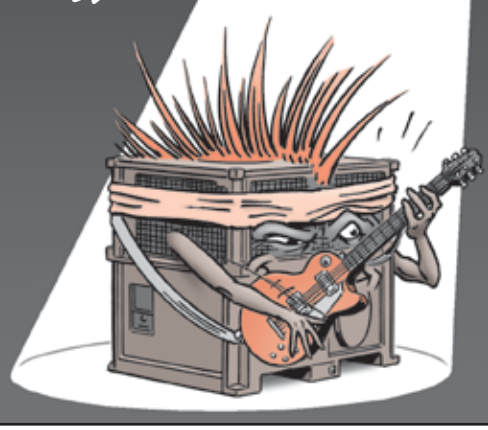
Meet PS on milSuite

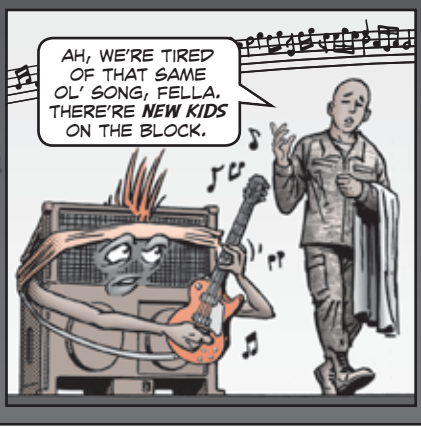


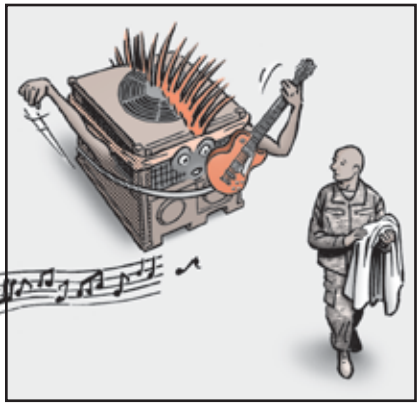


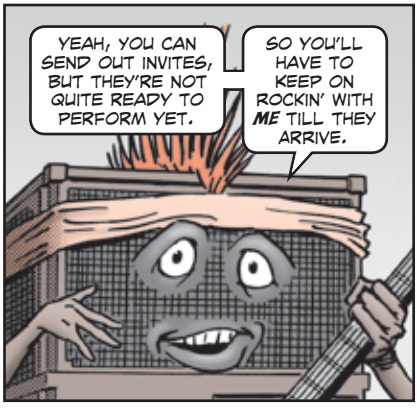
Won't you join us? Go to: **https://www.milsuite.mil/book/groups/ps-magazine**

LEGACY ROCKS ON TILL NEWBIE ARRIVES



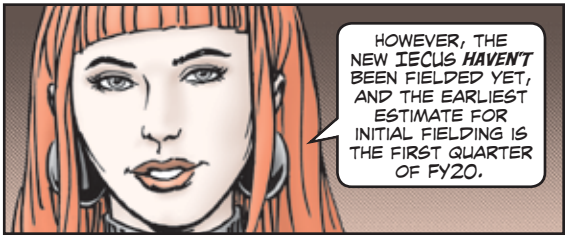






Units, word has leaked out about the new improved environmental control units (IECUs) on the Army horizon.

The enthusiasm for these new IECUs mean some of you have tried to order them already since NSNs were assigned.

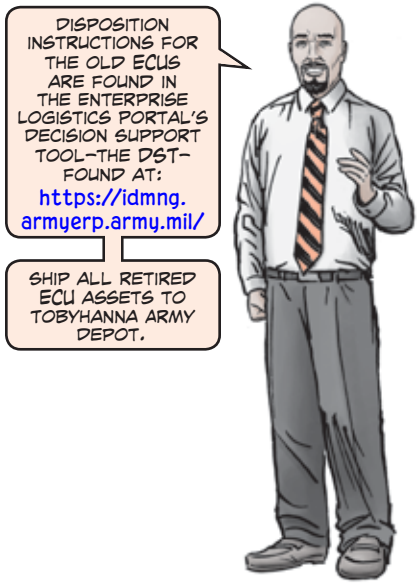


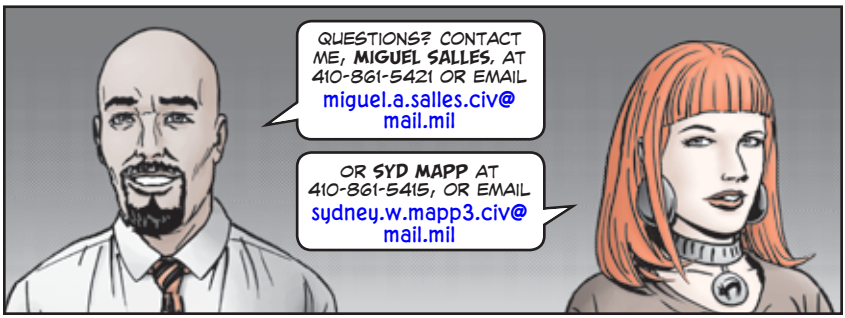
In the meantime, plenty of legacy environmental control units (ECUs) are available to fill the void. Order these authorized substitute ECUs through your normal supply channels until the new IECUs officially arrive:

Nomenclature	NSN 4120-	LIN
9K ECU	00-916-9404 (Prime NSN) 01-456-6954 01-326-4370 01-250-3719 01-136-2214 00-411-5442	A23828
18K 230v ECU (1 phase, 50/60 Hz)	00-931-4518 (P) 01-523-4131 01-268-4450	A24017
18K 208V ECU (3 phase, 50/60 Hz)	00-974-7206 (P) 01-523-4472 01-327-1316 01-268-4451 01-237-4663 01-165-1125 01-122-0626 01-136-9836 01-105-5746 01-177-5989 01-076-1753 00-411-3730	A24463
36K, 208V ECU	00-951-9697 (P) 01-467-2638 01-330-6543 01-219-8759 01-122-0628 01-063-7573 00-456-9799 01-173-8491	A24763

Once the new IECUs are officially fielded, you can order them with the following info:

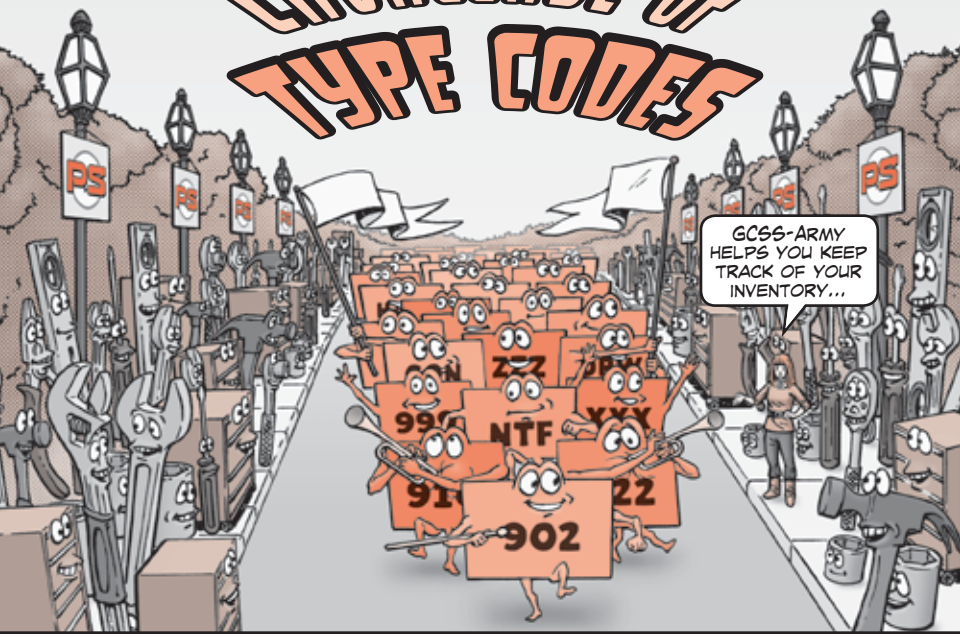
Nomenclature	NSN 4120-	LIN
9K ECU	01-592-7940	A05047
18K 230v ECU (1 phase, 50/60 Hz)	01-592-7977	A05049
18K 208V ECU (3 phase, 50/60 Hz)	01-592-7987	A05048
36K, 208V ECU	01-592-7949	A05050

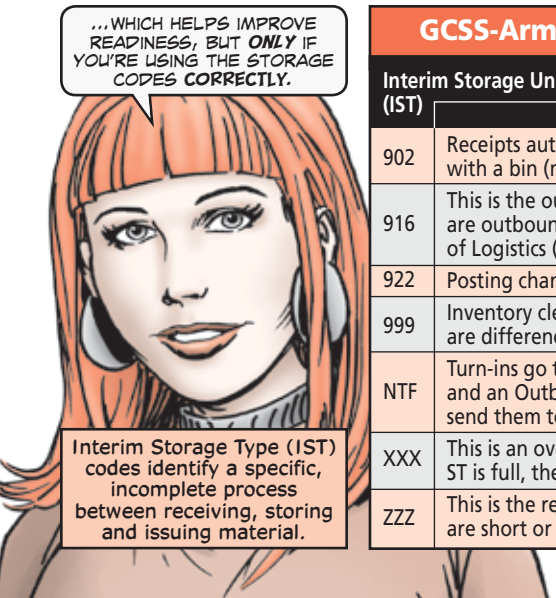




GCSS Army...

CAVALCADE of TYPE CODES





GCSS-Army Storage Type Codes

Interim Storage Unit (IST)	Description
902	Receipts automatically go to the ST Type 902 with a bin (material document number)
916	This is the outbound bin. All items going to 916 are outbound to customers or the Directorate of Logistics (DOL).
922	Posting changes.
999	Inventory clearance. All inventory posts that are differences go to 999 for research.
NTF	Turn-ins go to Not Authorized to Forecast (NTF) and an Outbound Delivery (OBD) is created to send them to DOL automatically.
XXX	This is an overflow code. If the Pick/Putaway ST is full, the item goes to overflow.
ZZZ	This is the research bin. Differences on items that are short or over when picking TOs go here.

Physical Storage Type (PST) codes segregate materials by the type of containers they are stowed in.

Physical Storage Type	Description
CON	Container storage
DRW	Drawer storage
HAZ	Hazardous storage
PLT	Pallet storage
PSU	Physical security unit storage
RAK	Rack storage
SHF	Shelf storage
TYR	Tire storage
VAN	Van storage
YRD	Yard storage
WEP	Weapons repair part storage
YYY	New material

Supply Management...

Use SAM to Sniff Out CAGE Codes

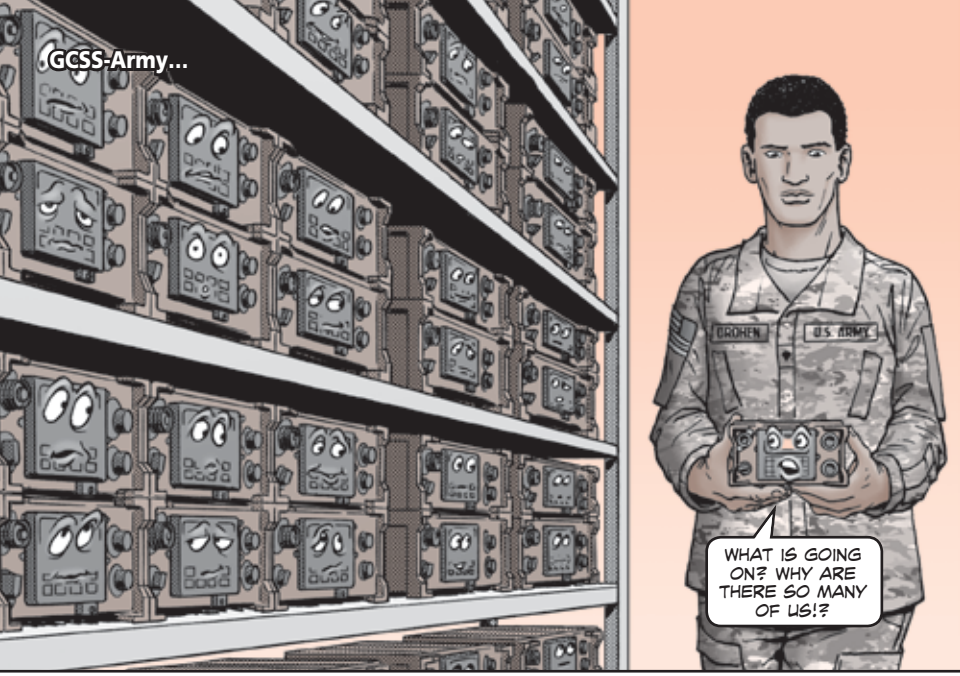
Dear Editor,

Often when a Soldier needs the point of contact (POC) for a Commercial and Government Entity (CAGE) code, they have to go to a site where registration is necessary.

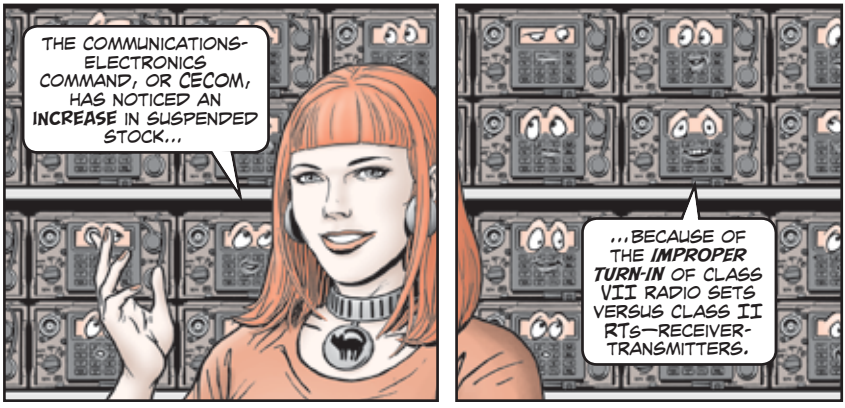
When I need a CAGE code or POC in a hurry, I use the System for Award Management (SAM). SAM allows you to look up CAGE code numbers and POCs without registering for an account.

I figured this information might save a few Soldiers some time.

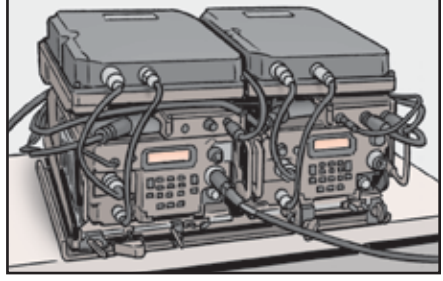
Matt Urbanic
Army Corps of Engineers



Turning In Radio Sets: A How-To Guide

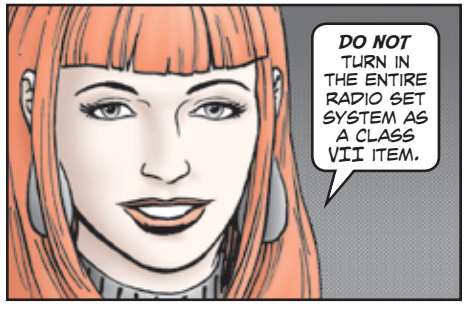


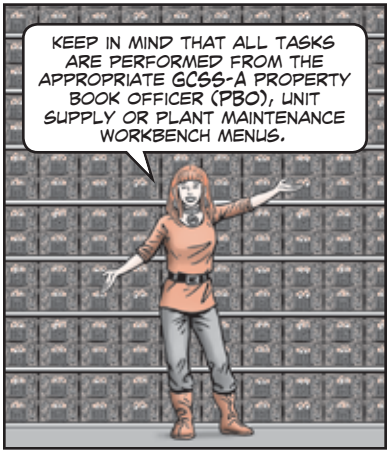
Units are being told to clear Class VII radio sets from their property books and turn in the RT and its components to their Logistics Readiness Center/Supply Support Activity (LRC/SSA).

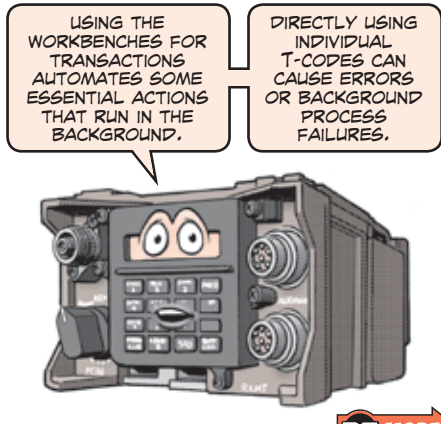


Unit turn-in of RTs versus radio sets keeps DLA Distribution Centers from suspending stock, which impacts readiness.

Clearing Class VII radio sets in GCSS-Army (GCSS-A) requires a disassembly action, a reassembly action or both.

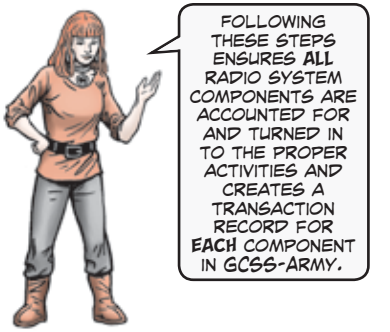






PS MORE

1. Use the most current Bill of Materials (BOM) Component Hand Receipt (CHR) with your technical manual to inventory the components. Complete the adjustment actions for component shortages in accordance with AR 735-5 and have the commander or responsible officer validate the shortages. Confirm if any components are posted separately.
2. Verification is required prior to start of disassembly and turn-in if components are on hand and not already posted to inventory records. If components are verified on hand but not posted to the to the inventory records (GCSS-Army Material Situation ISDPFS/DISP_MAT_SIT), use the PBO, unit supply or plant maintenance workbench to process an asset increase for each material number (NSN or part number) and on hand quantity (MIGO 501). This applies to Class II or Class VII with ARC N to PBO, CLASS II with ARC D or X to unit supply or Class IX to maintenance.
3. Turn in all unit supply or maintenance Class II or XI components. The clerk will use the appropriate workbench to create a "Turn-in for Provisions". Follow the appropriate GCSS-A End User Manual (EUM) instructions depending on whether the item is recoverable or non-recoverable while also following the local SOP and Army policy.
4. Turn in the PBO level nonexpendable components. The PBO should request disposition for these items on a PSD through DST. Follow local SOPs and the PSD disposition instructions and use the GCSS-Army PBO workbench to create a Turn-in to External SSA/LRC. The unit is relieved of responsibility for the component once it's been turned in and the SSA completes the Post Goods Receipt. Collect the signed receipts and make copies to accompany the DA Form 4949.
5. To decrease the radio set system from PBO accountability, the unit provides the PBO with a DA Form 4949 showing that the radio set is disassembled for turn-in and a list of radio parts. Include comments about the PSD ID directing radio system disposition as a turn-in and attach the PSD directive to the DA Form 4949 along with receipts for all classes of radio components. You'll need to attach a validated BOM CHR to prove any missing components have been adjusted and reviewed in accordance with AR 735-5. Once PBO confirms that all of the components are either turned in or validated as shortages, the PBO will drop the radio system from accountability using the MIGO 502 movement type with reason for movement 241, disassemble end item. The PBO will add the comments to the DA Form 4949 and file it according to the SOP and ARIMS.



Questions? Contact Mr. Jacob Dozier at DSN 848-6343, (443) 861-6343 or email: jacob.s.dozier.civ@mail.mil

PS END

Connie's POST SCRIPTS PS

966H Scoop Loader Joystick NSN

To get a **complete** electrohydraulic joystick for your 966H scoop loader, order NSN 2520-01-619-2035. Use NSN 2520-01-557-4374, which is shown as Item 1 in Fig 151 of TM 5-3805-291-23P (Jan 10), if you want only the top handle control of the joystick.

M577A3, M1068A3 APU Fuel Line NSN

Need to replace the fuel supply line that connects your M577A3 or M1068A3 command post carrier to the auxiliary power unit (APU)? Get a new one with NSN 4720-01-194-1991. Make a note until the NSN is added to TM 9-2350-277-13&P (IETM EM 0321, Oct 14).

M915 Coolant Filter Kit

Use NSN 2930-01-184-1877 to get a coolant filter kit for the M915-series trucks. The coolant filter keeps the cooling system clean and helps prevent corrosion. Get replacement filters with NSN 2940-00-274-4712. Installation instructions come with the kit.

R438A Refrigerant Available

The R438A refrigerant used in environmental control unit systems as a replacement for R22 is available:

Size (lbs)	NSN 6830-
24	01-675-2895
43	01-675-2905
125	01-675-2899

Note: OCONUS units should factor in three to six months additional transit time. Shipments occur according to a unit's priority code (1-15), determining priority placement of shipping assets.

New Engine for 3-kW Generator

There's a new 3-kW engine for the MEP-831A and -832A 3-kW tactical quiet generator set. Order it with NSN 2815-01-660-5994. It replaces the legacy 3-kW engine, NSN 2815-01-465-5993, shown as Item 1 in Fig 2 of TM 9-6115-639-13&P (Aug 17).

M10A Forklift Wiper Motor Kit

Get a new windshield wiper motor kit for your M10A rough terrain forklift with NSN 2540-01-346-8773. It replaces PN 1279573H91, which is shown as Item 1 in Fig 178 of TM 10-3930-643-24P (Jan 90). That part number doesn't cross to an NSN.

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

Let Tool Guide Be Your Guide!