



**Roll-up of Articles
February 2023**

General and Special Topics





MEP-831A Generator: Finding an XB-coded Part

/ Published Feb. 1, 2023

BLUF: Because the 3-kW MEP-831A generator has a metal plate that's coded XB, plan to make a salvage request or order it on DD Form 1348-6.



Photo by [Sgt. John Onuoha](#)

Dear Half-Mast,

I'm searching for the NSN for the metal plate that comes with PN 98-19548. This is the support for the main access cover on the 3-kW MEP-831A generator. It's Item 22 in Fig 27 of TM 9-6115-639-13&P (Aug 17).

No luck so far. Can you help?

Mr. S.J.

Dear Sir,

Unfortunately, that part number is coded XB. If you reference source, maintenance and recoverability (SMR) codes, **XB means the part is a supported item not expected to fail and not stocked**. In some cases, it may be available through salvage.

The salvage request should go to the item manager who can then check warehouses or other sources for the part. But if the part is unavailable through salvage, **order the item through normal supply channels using CAGE code 30554 and PN 98-19548** on a DD Form 1348-6, *DOD Single Line Item Requisition System Document*.

To learn more about SMR codes, see our article [HERE](#). And you can review how to fill out DD Form 1348-6 on Pages 56-58 of PS 797 (Apr 19). You'll find the story in our archives [HERE](#).

Half-Mast



MEP-1050/1051 Generators: Finding Elusive Oil Filter

/ Published Feb. 1, 2023

BLUF: Order the correct oil filter for the MEP-1050/1051 AMMPS 15-kW generators with NSN 2940-01-589-6600.



Photo by [Petty Officer 3rd Class Bryin Venegas](#)

Dear Half-Mast,

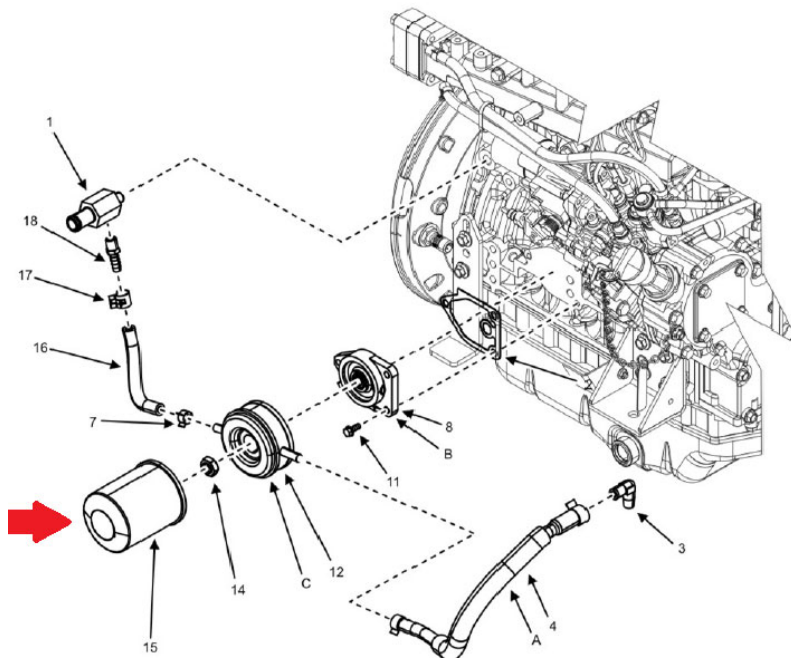
I'm trying to find a good NSN for an oil filter for a MEP-1050 15-kW advanced medium mobile power source (AMMPS) generator, NSN 6115-01-561-7634. I haven't been able to locate a good NSN in TM 9-6115-751-24&P (Nov 15). It lists NSN 4720-01-546-8857 for the oil filter but that comes up in FED LOG as *hose, non-metallic*.

Can you point me in the right direction?

MSG R.R.

Dear Master Sergeant,

Always glad to assist. You can get the oil filter with NSN 2940-01-589-6600. This info also applies to the MEP-1051 generator and replaces the error in Item 15 of Fig 26 in the RPSTL. The new CAGE code is 80LX1, the part number is 119005-35170, and the name is listed as *filter element, fluid*.



Oil filter is Item 15 in Fig 26 of TM 9-6115-751-24&P (Nov 15)

Half-Mast



M1-Series Tank: Turret Maintenance Stand Fabrication Plans

/ Published Feb. 2, 2023

BLUF: The turret maintenance stand for the M1-series tank is unit-fabricated rather than ordered.



Photo by Spc. Nathan Franco

Dear Half-Mast,

I'm looking for the NSN for the turret maintenance stand for the M1-series tank. Can you help?

D.G.

Dear Sir,

No and yes. The M1-series turret stand, PN 12284871, isn't orderable. It's an item units must fabricate. You'll find the plans and all the related info needed to make the stand in the Maintainer Maintenance Illustrated List of Manufactured Items section in TM 9-2350-264-40-2-2 (Sep 11, w/Ch 1, May 13) for the M1A1, TM 9-2350-388-13&P (Feb 22) for the M1A2 SEpv2 and TM 9-2350-412-13&P (Sep 22) for the M1A2 SEpv3.

Half-Mast



FMTV: Updated Flex Plate Bolt Torque

/ Published Feb. 2, 2023

BLUF: TACOM has revised the flex plate bolts' torque to 46-54 lb-ft.

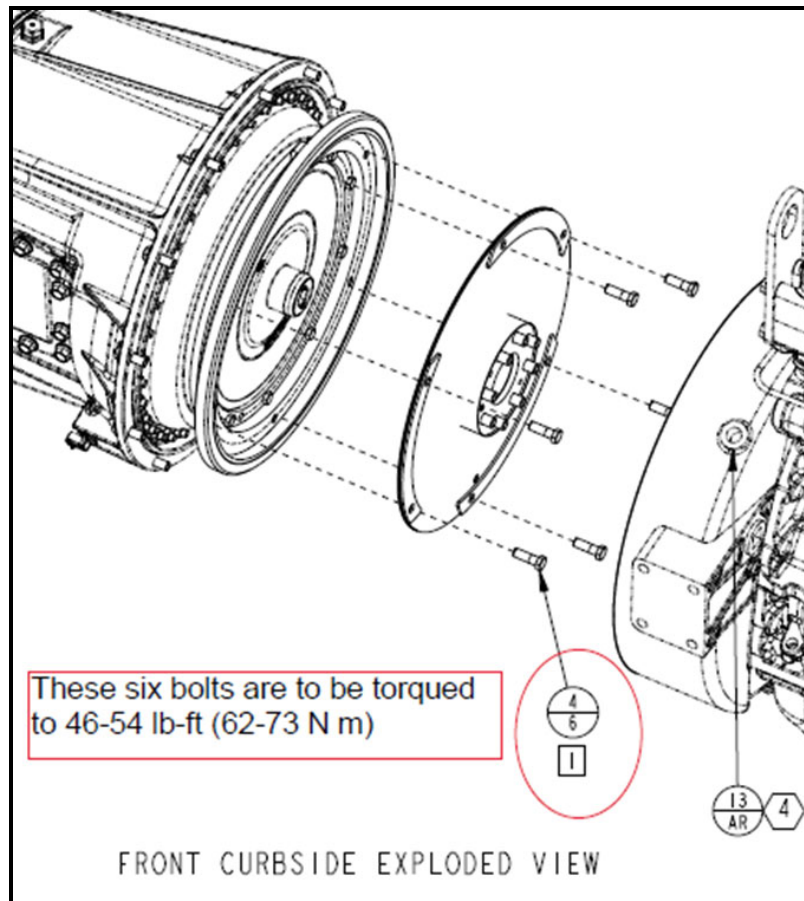


Photo by Sgt. Joshua Oh

Dear Editor,

I'm a CS/CSS LAR. While replacing an engine and transmission for an FMTV A1P2, an error was discovered in TM 9-2320-333-23&P (IETM EM 0372, Jun 19) regarding the torque of the six (6) flex plate bolts.

The same torque specifications are given for the FMTV A1 in TM 9-2320-391-23&P (IETM EM 0369, Oct 17) which are incorrect as well. TACOM is aware of the incorrect torque info for the flex plate bolts and will correct the IETMs to show **46-54 lb-ft**. Here's an excerpt from the revised FMTV A1P2 IETM:



Updated FMTV A1P2 TM will show correct torque for six (6) flex plate bolts

Units with FMTVs will need to jot this info down until TM 9-2320-333-23&P (IETM EM 0372, Jun 19) is revised.

Robert Engstrom

Ft Drum, NY

Editor's note: *Great info, Robert!*

Incorrect torque can damage equipment and cause unnecessary downtime and costs. Also, TACOM advises that there probably won't be another revision to the FMTV A1 TM 9-2320-391-23&P (IETM EM 0369, Oct 17) because the A1P2 is replacing the A1 in the near future, so units with the A1 should also take note of the updated torque specs.



I Own This: January 2023 Nominees

/ Published Feb. 3, 2023

PS Magazine's I Own This campaign is designed to recognize Warfighters of all services who exemplify the highest standards of care for their assigned vehicles and equipment and contribute in meaningful ways to their unit's overall maintenance and supply posture. In short, they live and breathe readiness.

For January 2023, one (1) Warfighter was nominated for this program: SPC Franklin Rauhofer, Army National Guard, New York.

Spotlight Profile



SPC Rauhofer (facing forward) training other Soldiers

SPC Franklin Rauhofer

Army/National Guard

Tactical Power Generation Specialist

Nominated by: 2LT Ian Gallagher

How you came to know/observe the nominee's actions? I'm SPC Rauhofer's platoon leader. I observe Frank's duties while at drill and during missions.

Why does this individual deserve recognition? SPC Rauhofer has served in the 101st ESB for 16 years, including one OCONUS deployment and an extended CONUS deployment in response to COVID-19. He has been known to pull the unit out of tough situations on several occasions. He has repeatedly gone above and beyond the call of duty to repair equipment and ensure mission success. On one occasion, while everyone else was sleeping for the night, SPC Rauhofer took it upon himself to go to the motor pool with fellow soldiers to identify an issue with a HMMWV radio mount that was supposed to be utilized for an important RETRANS mission the following day. Without being asked, he identified the issue and proceeded to work through the night to resolve it so that the mission could take place the next day. He is our go-to subject matter expert to conduct training on generators or military driver's training. He's never backed down from a challenge and is the epitome of a role model to his leadership and fellow soldiers.

Additional Comments: It's heartening and rewarding when you find a Soldier that stands out among the rest. Regardless of the situation, SPC Rauhofer shows up and gets the job done. Not only is he hard-working, but he's extremely intelligent and knows absolutely everything one could know about a motor. He motivates his peers, does his research and is a true Soldier's Soldier. SPC Rauhofer is an absolute honor to lead and an honor to have in the 101st ESB.



SINGGARS: FMTV Radio Installation Kits Differ

/ Published Feb. 7, 2023

BLUF: The SINGGARS radio installation kits for up-armored FMTV LTAS variants differ from the non-armored version. A table gives the necessary info.



Photo by [103rd Public Affairs Detachment](#)

Dear Half-Mast,

Can you confirm that a SINGGARS radio installation kit for the up-armored FMTV (M1083A1P2) is the same kit used in the non-armored FMTV?

SSG C.E.

Dear Sergeant,

Although that seems logical, it's not the case; they are **different**. See the following

table for the NSNs of the various FMTV LTAS variant kits.

SINGARS Installation Kits			
FMTV model	Radio Series	Kit	NSN
Up-armored			
M1148A1P2, M1157A1P2, M1078A1P2, M1079A1P2, M1080A1P2, M1083A1P2, M1084A1P2, M1085A1P2, M1086A1P2, M1087A1P2, M1088A1P2, M1089A1P2, M1092A1P2, M1096A1P2	AN/VRC-87/88/90	MK-3148/VRC	5895-01-616-5435
	AN/VRC-89/91/92	MK-3174/VRC	5895-01-616-6168
Non-armored			
M1078, M1080, M1081, M1083, M1084, M1085, M1086, M1088 M1089, M1090 M1091, M1092, M1093, M1094, M1096	AN/VRC-87/88/90	MK-2400/VRC	5895-01-421-0814
	AN/VRC-89/91/92	MK-2715/VRC	5895-01-421-0812

Half-Mast



Corrosion: TACOM Introduces Basic Corrosion Course for Operators

/ Published Feb. 9, 2023

BLUF: TACOM has a new online corrosion course for operators.

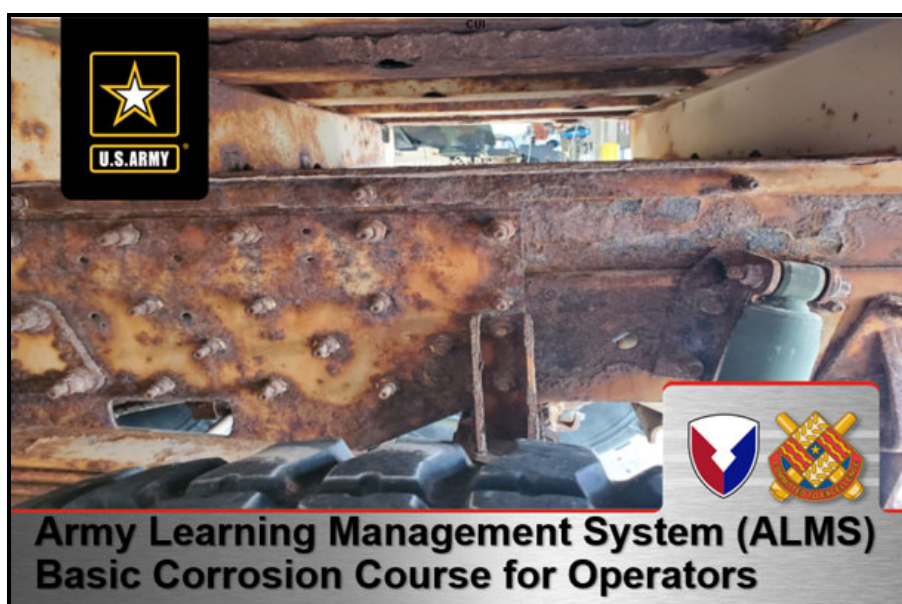


Photo courtesy of TACOM

Soldiers, there's a new corrosion course from TACOM. The **Basic Corrosion Course for Operators** is available in the Army Learning Management System (ALMS). Corrosion maintenance at all levels is critical because it minimizes material degradation, improves Soldier and equipment safety, increases equipment readiness rates, reduces maintenance costs and prolongs equipment life. It's also part of the Command Maintenance Discipline Program (CMDP).

The new course is offered to all Army personnel, including civilians and contractors who operate and maintain Army ground equipment. It covers the basics on corrosion theory, Army corrosion publications and the essentials needed for operator-level corrosion prevention.

Make sure to have your CAC handy to access the course on ALMS [HERE](#).

Once you've logged into ALMS, enter "Basic Corrosion Course for Operators" in the Search Courses browser at the top of the page. Then find the course on the Search Results page and select Register.

For more information, visit the TACOM Corrosion Prevention and Control team's CAC-enabled SharePoint site [HERE](#).

You can also email the TACOM Corrosion Prevention and Control team at:

usarmy.detroit.tacom.mbx.ilsc-corrosion@army.mil



Leader Interview: SFC Asher, TRADOC CADD

/ Published Feb. 14, 2023



SFC Asher, FM 3-0 subject-matter expert

MSG Half-Mast recently stopped by scenic Ft Leavenworth, Kansas to meet and greet **SFC Matthew J. Asher**, the face of the newly updated **FM 3-0, Operations** (Oct 22).

SFC Matthew J. Asher currently serves as a spokesman for the **Combined Arms Doctrine Directorate (CADD)** at Ft Leavenworth. CADD falls under the **US Training and Doctrine Command (TRADOC)**. **SFC Asher** made his first appearance there in early 2021 and typically hangs around the post's gyms, commissary, DFAC and bowling alley, talking with Soldiers. He supports static displays with members of the CADD team and recently appeared in a Fall 2022 doctrine developer's newsletter article regarding multidomain operations. Some find him a bit two-dimensional (**MSG Half-Mast** can relate), but few know **FM 3-0** better than this seasoned NCO.

MSG Half-Mast: It's a pleasure to make your acquaintance, **SFC Asher**. My understanding is that your mission is to help get Soldiers interested and invested in "reading and heeding" doctrine. Why is that important?

SFC Asher: Every profession has a foundational body of knowledge that shapes how and, more importantly, why individuals and organizations perform their jobs the way they do. For the Army, doctrinal publications form a significant portion of that body of knowledge (as you know, technical manuals or TMs form another). But, producing and publishing these manuals is only half of the battle. Soldiers need to know where to find the latest doctrine, and they must read and understand the fundamentals it contains.

MSG Half-Mast: The new **FM 3-0** (Oct 2022) establishes multidomain operations as the Army's new operational concept. Please explain multidomain operations and how they differ from previous concepts, such as unified land operations.

SFC Asher: I'm going to sound a bit preachy here but, hey, that's my job. Multidomain operations are the standard for how the Army must fight today and into the future. It requires Army forces to employ land, air, maritime, space and cyberspace capabilities in complementary and reinforcing ways to create and exploit advantages against an adversary or enemy during all operations. It's important to note that creating and exploiting advantages begins long before the Army enters armed conflict. We must create advantages during our training and preparation for armed conflict.

Multidomain operations differs from previous operational concepts in that it expands the idea of combined arms beyond the Army's traditional focus on air and land capabilities. Our leaders need to understand how land forces influence other domains and how capabilities applied in other domains influence outcomes on land. For example, we don't control satellite communications or air interdiction, but they impact us and we impact them.

MSG Half-Mast: As you might know, *PS Magazine's* mission is to keep Soldiers informed about maintaining their vehicles and equipment so they're always combat-ready. How does this focus on equipment readiness mesh with multidomain operations? Put another way, are there particular aspects of multidomain operations that are more acutely dependent on equipment readiness than before?

SFC Asher: Isn't one of your tag lines, "Would you stake your life, right now, on the condition of your equipment?" Multidomain operations meshes well with the mantra of always being combat-ready. With multidomain operations, the Army continues to reinforce the idea that Soldiers and leaders may need to deploy on a moment's notice to fight or to respond to a crisis. In either situation, if we show our adversaries that we're combat-ready in terms of training and equipment readiness, then that may cause an adversary to reconsider whether to initiate or continue hostile activities. Our readiness may prevent the next war. If we must enter armed conflict, then we're prepared to win. And, again, equipment readiness is a huge component of that preparedness.

MSG Half-Mast: Doctrine (just like TMs) doesn't make for the most compelling reading, and some Soldiers think that only their leaders need to do it. Why is it crucial that Soldiers/warfighters at every level read FM 3-0?

SFC Asher: The threats facing our nation today impact Soldiers not only on the battlefield, but also at home station. So, Soldiers need to understand how the Army conducts operations to meet and overcome these threats. FM 3-0 is the starting point for that understanding.

MSG Half-Mast: What are some strategies and resources that CADD at Ft. Leavenworth is developing and employing to help make it easier for Soldiers to consume doctrine? For example, are there videos, podcasts, MS Team training sessions, etc. available to them and their units? What more lies just over the horizon?

SFC Asher: CADD offer several multimedia products to improve accessibility and understanding of Army doctrine. For about 4 years now, we've been producing

audiobooks of our publications. You can find our library of audiobooks on the Central Army Registry (CAR) [HERE](#).

We have a YouTube channel where we post videos that explain the many terms and concepts found in Army doctrine, including a feature-length video of our CADD director explaining the major changes found in the new FM 3-0, Operations [HERE](#).

We produce a podcast called *Breaking Doctrine*, where we discuss a variety of doctrine-related topics with Army senior leaders. We cover a broad range of subjects, so there's something there for everyone. You can find *Breaking Doctrine* on Spotify, Apple Podcast, or the Google Podcast websites.

Finally, we're active on both Facebook and Twitter where we promote all our products and offer our followers the latest information on emerging Army and joint doctrine. Help us help you and follow us on our social media sites.

MSG Half-Mast: Any final thoughts you'd like to share on the new FM 3-0, doctrine in general and the ways they reinforce and rely on personal, vehicle and equipment readiness?

SFC Asher: The US Army is a doctrine-based force. Doctrine informs how we operate as an Army. It drives how we train, personnel requirements, equipment and how we organize. The Army is making a significant shift as we transition from unified land operations (ULO) to multidomain operations. That shift starts with doctrine.

To make the transition, it's important that all Soldiers understand multidomain operations. So, read the new FM 3-0 or listen to the audiobook and check out our multimedia resources to help us help you.

You know, MSG Half-Mast, doctrine, vehicles and equipment aside, our success as an Army is built on the great Soldiers we have the opportunity to lead. We, as leaders, owe it to these Soldiers to be the best we can be and being the best starts with a foundation of Army doctrine.

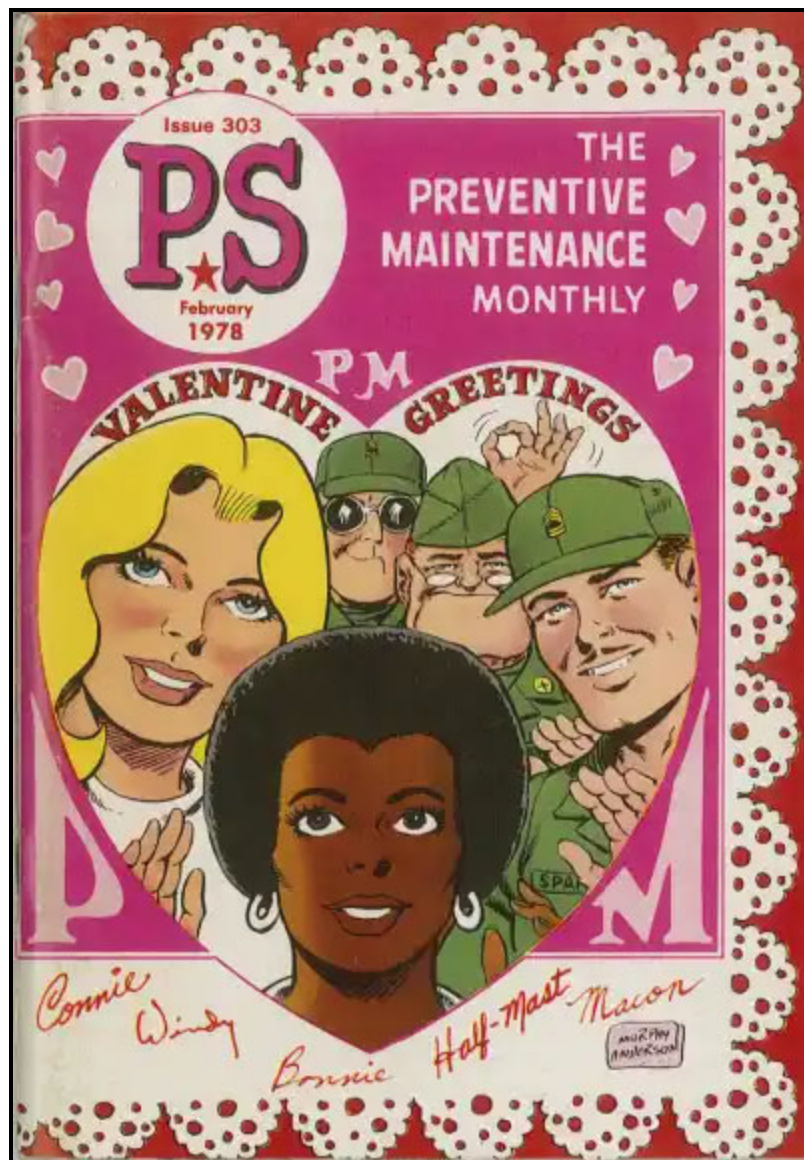
To view, download and read FM 3-0, click [HERE](#).



PS Magazine: A One-Stop Shop for 70 Years of PS

/ Published Feb. 14, 2023

BLUF: A private, non-profit website hosts PS issues going back to 1951.



This article initially appeared in PS 783, p.61.

Ever wonder how Master Sergeant Half-Mast and the PS gang looked in the 60's or 70's or what PM advice they were sharing with Soldiers in the 80's and 90's?

A few PS Magazine super-fans operate an archive filled with past issues of PS going all the way back to our first issue in 1951!

To see the archive and a few extra PS goodies, go [HERE](#).





M240B Machine Gun: Properly Clean the Gas System to Avoid Malfunction

/ Published Feb. 14, 2023

BLUF: Use the proper tools and these steps to clean your M240 machine gun gas ports.



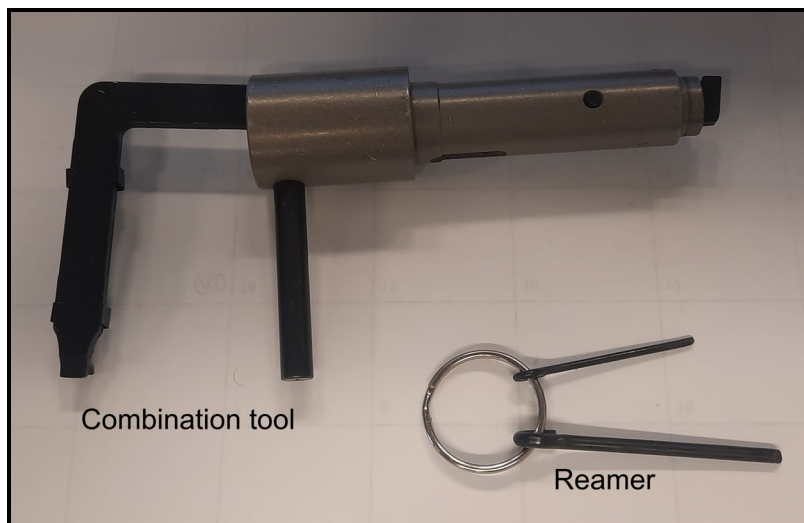
Photo by Sgt. Lianne Hirano

Dear Editor,

The M240 machine gun is gas-operated and fires from the open bolt position. But some operators are failing to clean its gas system properly, leaving the ports on the barrel plugged. This blocks the gas system and causes the weapon to malfunction.

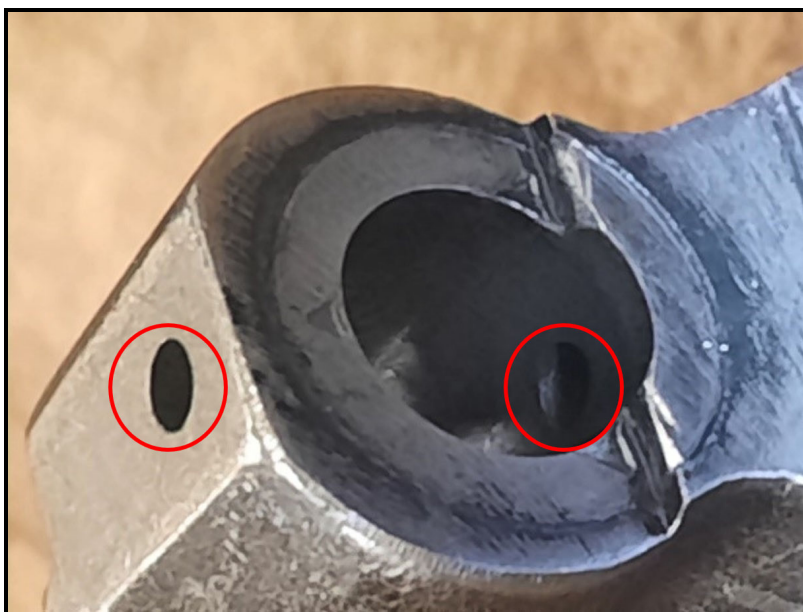
Follow these tips to keep the gas flowing in your machine gun:

- Make sure you have the combination tool, NSN 4933-01-033-1503, and reamer, NSN 4933-01-047-3394, on hand.



Keep combination tool and reamer handy

- Clean the gas ports in the barrel using the reamer. Then check down the barrel to see if it's clear and the carbon is broken up.



Clean using barrel gas port holes



Use reamer in gas port

- Clean the gas regulator next. Make sure to remove all the carbon and built-up copper, inside and out, along the gas regulator cutout and port hole.



Clean M240 gas regulator

- Then clean the carbon and copper from the guide rod.
- Finally, clean the gas tube end of the receiver.

If the M240 gas system isn't properly cleaned, then the regulator may not fit correctly, and the barrel may not be properly attached to the weapon. That can lead to injury.

Also, pay attention to the barrel threads, receiver and outside chamber end of the barrel while cleaning and maintaining the machine gun. Remove all carbon from these areas. This will help the barrel firmly and properly fit together.



Clean carbon from receiver and barrel

Fred Fanning II

Mark Haggith

Ft Leonard Wood, MO

Editor's Note: *Thanks, gentlemen, for the insightful information. We'll 'gas's it on.*



Communications: JBC-P Fuse Proves Elusive

/ Published Feb. 23, 2023

BLUF: Order the 8-amp, 250V glass fuse for the Joint Battle Command-Platform with NSN 5920-01-592-8212.



Photo by [Capt. Gabrielle Hildebrand](#)

Dear Half-Mast,

I've been searching for the 8-amp, 250V glass fuse that's used in the Joint Battle Command-Platform (JBC-P) communications equipment. Seems a shame to order a whole new cable for more than \$300 when a fuse costs less than \$2.

Have you got a lead on an NSN by any chance?

SSG U.B.

Dear Sergeant,

You can order the glass fuse you need with NSN 5920-01-592-8212, PN 0313008P, CAGE code 75915. That info will be included in the new TM 11-7010-613-13&P for the Mounted Family of Computer Systems (MFOCS), which will be authenticated soon.

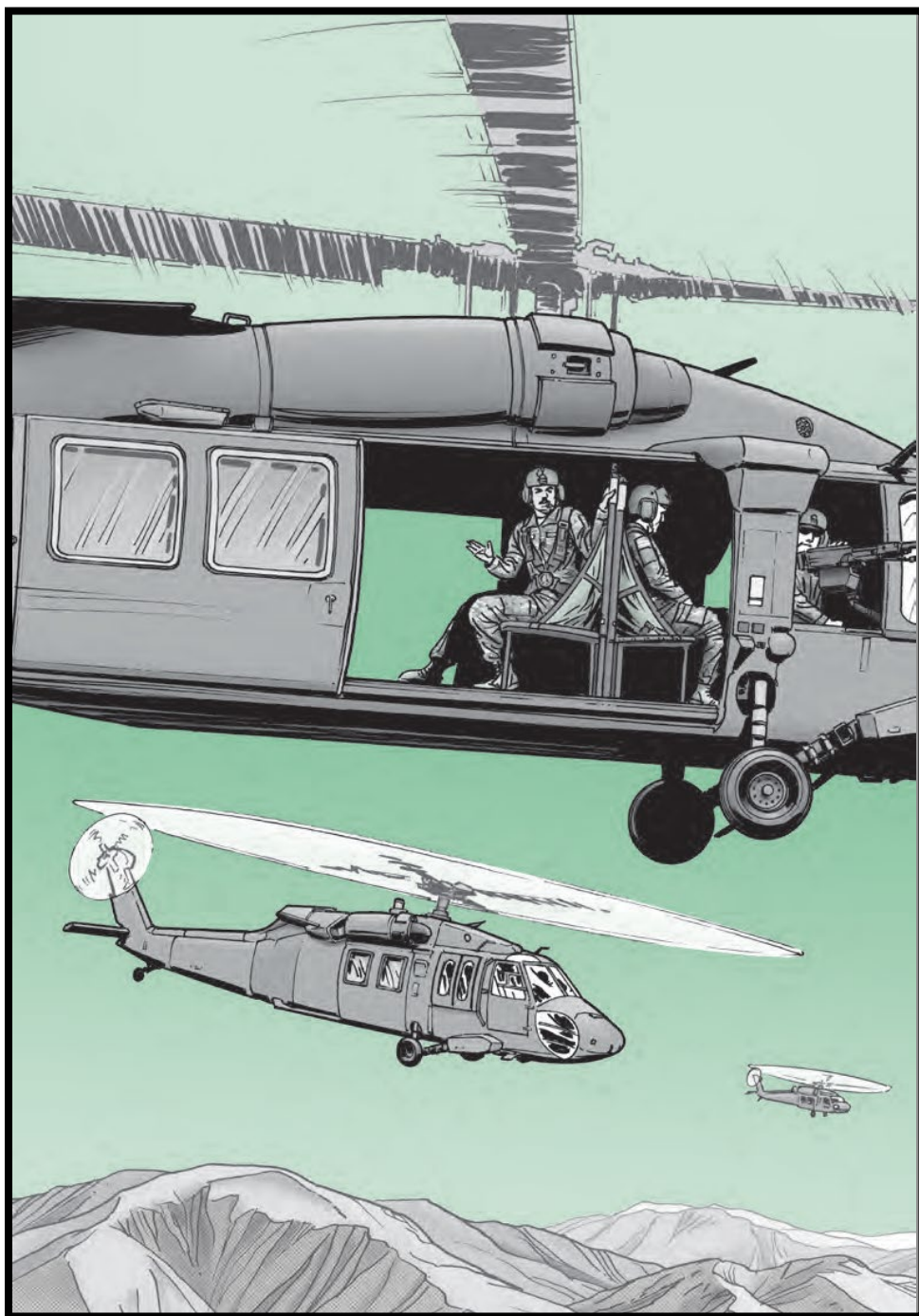
Another option is to replace the cable with a newer one with a fuse that is less prone to breaking. Order the new cable with NSN 6150-01-691-0735, PN A3381302-003.

For answers to your questions about JBC-P, contact maintenance engineer Thomas Carpentier at:

thomas.k.carpentier.civ@army.mil

Half-Mast

Aviation





Apache: Inspect for Missing Grommet in E-Model Extended Forward Avionics Bay

/ Published Feb. 1, 2023

BLUF: AMAM H-64-23-AMAM-05 requires inspection of the right-hand extended forward avionics bay (EFAB) skate angle for a missing grommet on select aircraft.

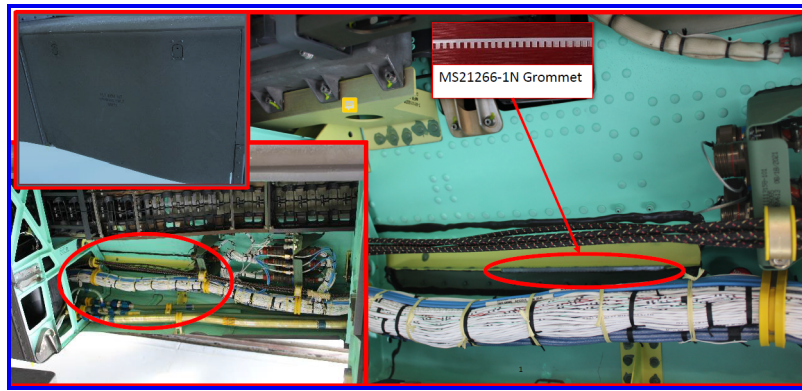


Photo by Staff Sgt. Oscar Gollaz

Aviation units with Version 6 E-models need to inspect their aircraft to see if they have the nonmetallic grommet, NSN 5325-00-960-2410, PN MS21266-1N, installed on the right-hand extended forward avionics bay (EFAB) skate angle. This action is required per aviation maintenance action message (AMAM) H-64-23-AMAM-05. Follow the detailed guidance in the AMAM to include all NOTES. Also follow the detailed reporting and compliance instructions in Para 2.

NOTE: An update to the AMAM, issued on 11 Jan 2023, informs units that only a very few aircraft didn't receive the correct grommet and that earlier E-model aircraft have a

different clamping configuration.



Follow AMAM instructions if grommet is missing from (EFAB) skate angle

With CAC in hand, you can view and download the AMAM [HERE](#).

Click on Consolidated Listings, select Aviation as the Record Type, H-64 as System Type and AMAM as Message Type. Then click Search. Results are listed in chronological order.



AGSE: TMs for Aviation Ground Support Equipment

/ Published Feb. 7, 2023

BLUF: Here's a list of aviation ground support equipment (AGSE) TMs and how to access them.



Photo by Staff Sgt. Thomas Mort

Mechanics, taking care of your aviation ground support equipment (AGSE) is a must, and the place to start is with AGSE TMs. Here's a list of all current AGSE TMs, along with a TB:

Nomenclature	Technical Publication
Aviation ground power unit (AGPU)	TM 1-1730-229-13 (Jan 17)
Aviation ground power unit (AGPU)	TM 1-1730-229-24P (Jan 16)
Generic aircraft nitrogen generator (GANG)	TM 1-3655-245-13&P (Mar 13)
Self-propelled crane aircraft maintenance and positioning, increment II	TM 9-3810-365-13&P (Feb 22)
Aviation light utility mobile maintenance cart (ALUMMC)	TM 1-1740-213-13&P (Feb 16)
Shop equipment contact maintenance system	TM 1-4920-924-13&P (Oct 12)
Standard aircraft towing system (SATS)	TM 1-1740-221-13&P (Feb 15)

Aviation vibration analyzer (AVA)	TM 1-6625-724-13&P (Feb 15)
Pitot and static test set (PSTS)	TM 1-4920-910-14&P (Apr 13)
Unit maintenance aerial recovery kit (UMARK)	TM 1-1670-261-23&P (Jun 16)
Aircraft tow bar assembly	TM 1-1730-225-23P (Apr 09)
Aircraft adjustable maintenance platform, Type B-4	TM 1-1730-215-13&P (Mar 10)
AVIM tool crib shop	TM 1-4920-441-13&P (Oct 13)
AVIM sheet metal shop	TM 1-4920-435-13&P (Oct 13)
AVIM composite shop	TM 1-4920-445-13&P (Dec 13)
AVIM non-destructive inspection shop	TM 1-4920-444-13&P (May 13)
AVIM production/quality control shop	TM 1-4920-440-13&P (Aug 13)
AVIM power train shop	TM 1-4920-438-13&P (Sep 13)
AVIM pneudraulic shop	TM 1-4920-433-13&P (Oct 13)
AVIM machine and welding shop	TM 1-4920-434-13&P (Dec 12)
AVIM armament and electrical shop	TM 1-4920-500-13&P (Sep 16)
AVIM engine shop	TM 1-4920-436-13&P (Oct 13)
Inspection and repair of aviation ground support equipment	TB 1-4920-445-20-1 (Jun 04)

To view and download any TM of interest, proceed to the [LDAC ETM/IETM website](#), select the [ETM/IETM](#) button and enter the site. In the Search Type dropdown menu, select [Pub Number](#) and then type in or copy and paste into the Search Criteria box the TM number from the table above and press [Search](#).



AGSE: Now on milSuite - Update

/ Published Feb. 22, 2023

BLUF: AGSE has a milSuite site for all relevant AGSE information and help (use it rather than JDTI)



Photo by Staff Sgt. George Prince

If you work on aviation ground support equipment (AGSE), the product office has a new milSuite site.

Make a note that the product office is currently uploading information and documents to the site, including current component listings (CLs), so the site is not yet fully populated.

To join the AGSE milSuite **now** and let the SMEs know what type of documents and content you want to see on the site, click [HERE](#).

Article update as of 2/22/2023

As of now and into the future, AGSE will no longer post or update information on the Joint Technical Data Integration (JTDI) website. Any AGSE content still there may be outdated.

For all current and future AGSE content and help, go to AGSE on milSuite.



Black Hawk: Update MAC-Airframe Work Packages in IADS

/ Published Feb. 24, 2023

BLUF: The work package titled *Maintenance Allocation Chart – Airframe* in three TMs needs updating in IADS.



Photo by [Charles Rosemond](#)

The work package (WP) titled *Maintenance Allocation Chart - Airframe* in the following TMs needs to be updated in IADS to change the NSN of the indicator thermometer from 6685-00-079-9115 to 6685-01-429-1279:

- TM 1-1520-237-23 (Mar 22)
- TM 1-1520-246-23&P (Jun 21)
- TM 1-1520-280-23&P (May 22)

For instructions on updating TMs and work packages in IADS, you can view and download the AMAM [HERE](#), with your CAC in hand. Click on Consolidated Listings, select Aviation as the Record Type, GEN as System Type and AMAM as Message Type. Then click Search. Results are listed in chronological order.



Lakota: Use Correct Hardware to Install Cowling Gas Springs

/ Published Feb. 24, 2023

BLUF: Inspect Lakota cowling gas springs for incorrect hardware and replace them with correct hardware.



Photo by [Mark Olsen](#)

Mechanics, inspect your Lakota cowling gas springs to see if they're installed correctly. If there's excessive play, it's likely that shipping hardware was used to install the part, which is incorrect. Use the specified hardware in the Lakota commercial aircraft maintenance manual (AMM) to install the cowling gas springs, like it says in the AMM excerpted [HERE](#).



Excessive play means wrong hardware used

As a reminder, make sure you use only authorized ground handling equipment on the Lakota. You can view the related infographic [HERE](#).



Aircraft General: Birds—Small Creatures, Big Impact

/ Published Feb. 24, 2023

BLUF: Don't let birds affect your aircraft's maintenance and operational readiness.



Photo by Staff Sgt. Daniel Ter Haar

Birds can do a lot of damage to aircraft, both in the air and on the ground. For some insights on their impact while flying, see *Flightfax's* article on bird strikes [HERE](#).

To gain appreciation for their impact to aircraft on the ground, view some of *PS's* previous articles on the ways birds' nests in hangars and aircraft can affect maintenance and ways to avoid the damage they can cause. Click [HERE](#) for a list of those articles.



AGSE: SATS Radiator Flat Washer NSN Correction

/ Published Feb. 27, 2023

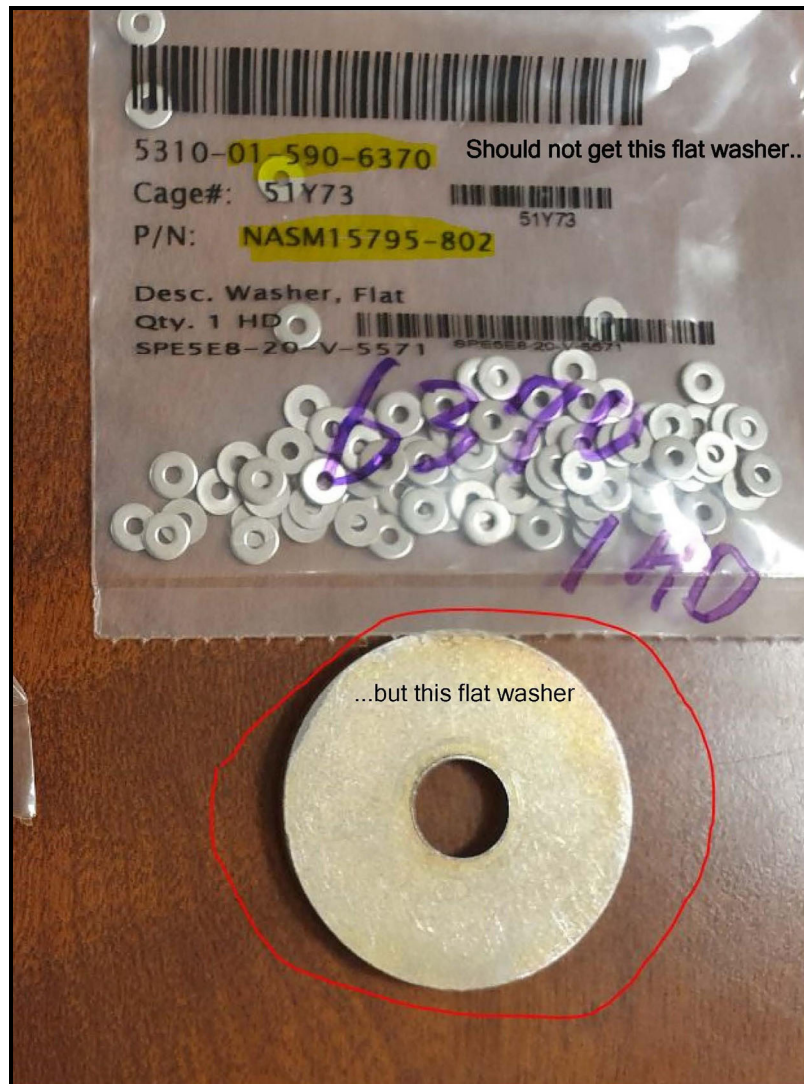
BLUF: The correct NSN for the standard aircraft towing system (SATS) radiator flat washer is NSN 5310-01-598-8683.



Photo by Staff Sgt. Sharon Matthias

Dear Sergeant Blade,

When we ordered flat washer, NSN 5310-01-590-6370, PN NASM15795-802, CAGE 80205, which is listed as Item 16 in Fig 39 of TM 1-1740-221-13&P, for the standard aircraft towing system (SATS) radiator, we discovered it's not the correct NSN or part number for the required flat washer. See below.



NSN 5310-01-590-6370 brings the incorrect washer

FIELD MAINTENANCE
COOLING SYSTEM AND ELECTRICAL

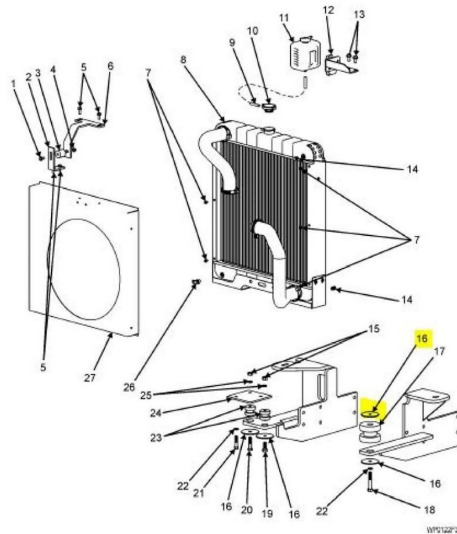


Figure 39. RADIATOR, RADIATOR MOUNTS AND OVERFLOW.

COOLING SYSTEM AND ELECTRICAL - (CONTINUED)

(1) ITEM NO.	(2) SMR CODE	(3) NSN	(4) CAGEC	(5) PART NUMBER	(6) DESCRIPTION AND USABLE ON CODE (UOC)	(7) QTY
					GROUP 05 COOLING SYSTEM FIGURE 39 RADIATOR, RADIATOR MOUNTS AND OVERFLOW	
1	PAOZZ	5305-01-359-8002	16207	12346514-32	SCREW, CAP, HEXAGON HEAD,	1
2	XDOZZ		44185	47378-39	BRACKET,	1
3	XDOZZ		44185	47378-40	SPACER,	1
4	PAOZZ	5310-01-568-7463	1SE17	F5P2	NUT, PLAIN, EXTENDED WASHER, HEXAGON,	5
5	PAOZZ	5305-01-598-7075	1SE17	F516	SCREW, CAP, HEXAGON HEAD,	2
6	XDOZZ		44185	47378-41	BRACKET,	1
7	PAOZZ	5305-01-575-1984	39428	91308A375	SCREW, CAP, HEXAGON HEAD,	6
8	PAOZZ	2630-01-568-1619	5X475	76000625	RADIATOR, ENGINE COOLANT,	1
9	PAOZZ	4720-01-598-4117	44185	47378-46	HOSE, NONMETALLIC,	1
10	PAOZZ	2630-01-568-5900	5X475	96300001	CAP, FILLER OPENING,	1
11	PAOZZ	2815-01-568-7539	5X475	81500001	TANK, COOLANT RECOVERY,	1
12	XDOZZ		1Q0C4	21000240	BRACKET, MOUNT,	1
13	PAOZZ	5305-01-438-1864	11083	8C-8585	SCREW, MACHINE,	2
14	PAOZZ	4730-00-089-2515	81343	4-130109E-C	PLUG, PIPE,	2
15	PAOZZ	5310-00-575-5326	81349	M45913/1-7CG5C	NUT, SELF-LOCKING, HEXAGON,	1
16	PAOZZ	5310-01-560-6370	80205	NASM15795-802	WASHER, FLAT,	4
17	PAOZZ	5340-01-598-5244	5P059	60270-5	MOUNT, RESILIENT, GENERAL PURPOSE,	1
18	PAOZZ	5305-01-568-7460	1SE17	512K	BOLT, SQUARE NECK,	1
19	PAOZZ	5305-00-225-3941	05047	AES01C250A37A- W6A91	SCREW, CAP, HEXAGON HEAD,	1
20	PAOZZ	5305-00-071-2058	80204	B16216H044C225N	SCREW, CAP, HEXAGON HEAD,	1
21	PAOZZ	5305-00-071-2069	05047	AES01C250A37A- W6A91	SCREW, CAP, HEXAGON HEAD,	1
22	PAOZZ	5310-00-013-1101	96906	MS35339-29	WASHER, LOCK,	1
23	PAOZZ	5340-01-598-7457	5P059	60230	MOUNT, RESILIENT, GENERAL PURPOSE,	2
24	XDOZZ		44185	48856	MOUNT, RADIATOR,	1
25	PAOZZ	5310-00-194-0743	1SE17	MS35338-28	WASHER, LOCK,	1
26	PAOZZ	4820-00-845-1066	72853	308400	COCK, DRAIN,	1
27	XDOZZ		44185	47378-38	SHROUD, FAN,	1
END OF FIGURE						

Item 16 in Fig 39 lists incorrect NSN and part number

Can you help find the correct NSN?

SGT D.M.

Dear Sergeant D.M.,

We can. The correct NSN for the flat washer for the standard aircraft towing system (SATS) radiator is 5310-01-598-8683. That NSN is associated with PN 49130 and CAGE code 44185. Make a note in your TM until it's updated.

SFC "Rotor Blade"



MEDEVAC: Strictly Follow Aviation SOP When Using D-Lok Hoist Hook

/ Published Feb. 28, 2023

BLUF: MEDEVAC units must follow the aviation rescue hoist SOP as stated in H-60-17-SOF-03, despite new guidance issued by the Lifesaving Systems Corporation.



Photo by Pfc. Mariah Aguilar

Mechanics, recently the Lifesaving Systems Corporation issued a note concerning its D-Lok hoist hook recommending that no more than 25 kilograms of weight be placed in the hook's utility eye during hoist operations.

This guidance contradicts the hoist rider attachment procedures and safety requirements found in the US Army aviation rescue hoist standard operating procedures (SOP), as stated in H-60-17-SOF-03 for the MEDEVAC helicopter.

PD MEDEVAC wants units to continue to observe the SOP. The rationale is provided [HERE](#).

To view the safety of flight (SOF) message, click [HERE](#).

- Click on Consolidated Listings, select Aviation as the Record Type, H-60 as System Type and SOF as Message Type. Then click Search. Results are listed in chronological order.

CBRN





M12A1 Decon: Belt NSNs Switched in TM

/ Published Feb. 1, 2023

BLUF: The generator belt and centrifugal pump belt NSNs are switched in the TM.



Photo by Sgt. 1st Class Joel Quebec

There's a mistake in the maintenance TM for your M12A1 decon apparatus. WP 0106 of TM 3-4230-237-23&P (Jul 12) shows Items 6 and 11 as:

- Item 6, NSN 3030-01-033-0597, PN 3VX335, Belt, V (1 ea)
- Item 11, NSN 3030-00-103-8691, PN MS39277-030, Belt, V (4 ea)

Here's what you need to order instead.

- For the belts that go from the engine to the pump, order NSN 3030-01-033-0597 (4 each).
- For the belt that turns the alternator generator, order NSN 3030-00-103-8691 (1 each). Also, note that the part number associated with NSN 3030-00-103-8691 will be changed from PN MS39277-030 to PN 3VX300.

These corrections will be made in the next TM update. Keep checking the LDAC website and download the update when it's available.



M8E1 CBPS: Boot Screen Troubleshooting Update

/ Published Feb. 14, 2023

BLUF: The CBPS TM 10-5410-285-23&P-1 has an update for troubleshooting the boot screen.



Photo by [Spc. Justin Snyder](#)

WP 0088 of TM 10-5410-285-23&P-1 (Mar 18, w/Ch1, Apr 21) for the chemical biological protected shelters (CBPS) currently has an error. When the TM update is released, it will contain an update to the work package for the system controller boot screen not appearing.

Until then, there's a revised Step 1 that's needed to perform troubleshooting procedures found in WP 0088, *Troubleshooting for boot screen does not disappear on touchscreen*.

Perform the following step instead of Step 1 as currently printed in WP 0088.

Revised **Step 1:**

- a. Power up the system, select the power source (Vol 2, WP 0219) and use STATIC mode, referencing TM 10-5410-285-10 (Feb 20).
- b. Watch the touch screen for error messages.

Condition/Indication:

Did a blue screen appear with no boot screen? Or did a blue screen with an error message appear instead of the standard boot screen (Figure 1)?

Decision:

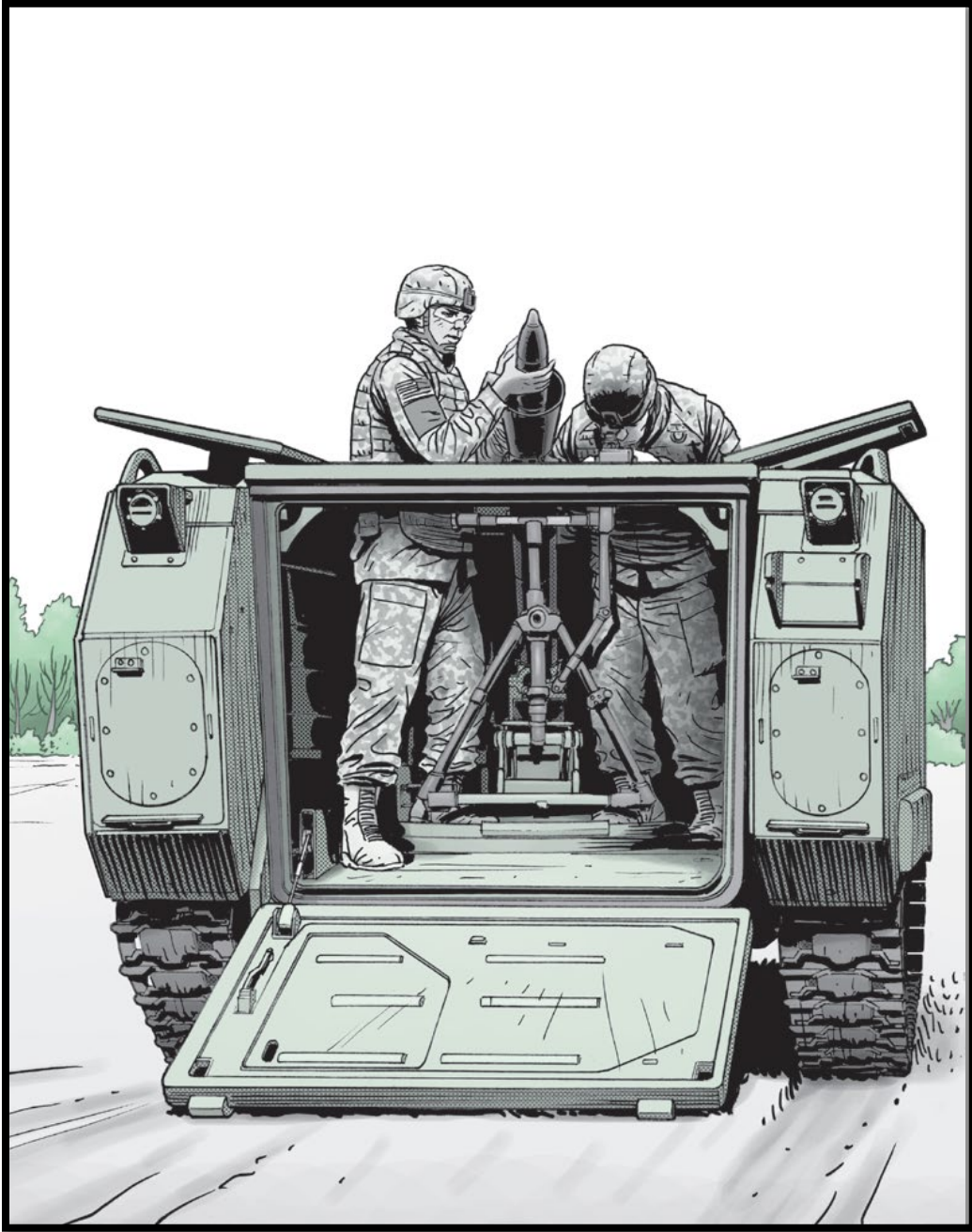
Yes – Go to MALFUNCTION: System Controller Faulty in WP 0088.

No – Continue with WP 0088 beginning with Step 2.

Any questions regarding this change may be directed to the ChemBio COLPRO/Decon Team at:

usarmy.detroit.tacom.mbx.ilsc-collective-protection@army.mil

Combat Vehicles





M1-Series Tank: Turret Maintenance Stand Fabrication Plans

/ Published Feb. 2, 2023

BLUF: The turret maintenance stand for the M1-series tank is unit-fabricated rather than ordered.



Photo by Spc. Nathan Franco

Dear Half-Mast,

I'm looking for the NSN for the turret maintenance stand for the M1-series tank. Can you help?

D.G.

Dear Sir,

No and yes. The M1-series turret stand, PN 12284871, isn't orderable. It's an item units must fabricate. You'll find the plans and all the related info needed to make the stand in the Maintainer Maintenance Illustrated List of Manufactured Items section in TM 9-2350-264-40-2-2 (Sep 11, w/Ch 1, May 13) for the M1A1, TM 9-2350-388-13&P (Feb 22) for the M1A2 SE Pv2 and TM 9-2350-412-13&P (Sep 22) for the M1A2 SE Pv3.

Half-Mast



Stryker: Check Vehicle Fluids the Right Way

/ Published Feb. 23, 2023

BLUF: Check Stryker fluids regularly and correctly to keep the vehicle mission ready.



Photo by [Spc. Chandler Coats](#)

Crewmen, checking the fluids on your Stryker is vital to keeping your vehicle combat ready. Here are a few tips to help you check those fluids the right way:

- If the engine coolant sight glass is dirty, it can look like the coolant level is OK when it's not. When the engine is cool, take off the radiator cap and clean the sight glass with a damp rag.
- When the radiator is full, the surge tank should be only half full. That's so the coolant has someplace to go when the radiator gets hot.
- Keep an eye on the hub sight glasses on all the wheels because sometimes hubs leak. Too little hydraulic fluid and you end up with hub

damage. The fluid level should be 1/2 to 3/4 full. The Stryker needs to be on flat ground so this check is accurate. Add fluid slowly if needed. Wait at least two minutes for the fluid to settle before you check it or you may add too much, which busts the seals.

- Check all fluid levels **before** each mission. The TMs stress checking fluid levels at the end of a mission, but you can't go wrong by also making sure fluid levels are still OK before the next mission.



M1-Series Tank: Start and Shut Down by the Book

/ Published Feb. 23, 2023

BLUF: Failure to read the engine start and shutdown procedures in the operator manuals for the M1-series tank can result in equipment damage or cause injury or death to personnel.



Photo by [Spc. Nathan Franco](#)

Crewmen, you need to follow the proper engine start and shutdown procedures for your M1-series tank and have a general understanding of how the engine operates to prevent damage to equipment and injuries to personnel.

The following expensive components or more could be damaged through improper start or shutdown procedures: engine, digital electronics control unit (DECU), hull power distribution box (HPDB)/ hull power distribution unit (HPDU)/ enhanced hull power distribution unit (eHPDU), starter, generator, batteries and Force XXI Battle

Command Brigade-and-Below (FBCB2).

You'll find everything you need to know in Volume 1 of TM 9-2350-264-10 (Sep 11, w/Ch 4, Jan 18) for the M1A1, TM 9-2350-388-10 (Jan 18, w/Ch 2, Oct 21) the M1A2 SEpv2 and TM 9-2350-412-10 (Feb 23, w/Ch 1) for the M1A2 SEpv3.

Engine Start and Shutdown Procedures Under Usual Conditions

Follow step-by-step the procedures found in the -10 TM sections titled START ENGINE (NORMAL), START ENGINE (AFTER ABORTED START) and SHUT DOWN ENGINE.

Engine Start and Shutdown Procedures Under Unusual Conditions

Follow step-by-step the procedures found in the -10 TM sections titled OPERATE TANK IN EXTREME COLD (START ENGINE), SLAVE START TANK (PREPARE TANKS), SLAVE START TANK (START DEAD TANK).

Engine Operation

To gain a general understanding of how your tank's engine operates, read through the sections of the -10 TMs called OPERATOR POWERPACK (TURBINE ENGINE) THEORY OF OPERATION.

Make sure you:

- Read through **all** warnings, cautions and notes with every procedure.
- Follow the troubleshooting procedures in the -10 TMs if any issues arise, and then notify field maintenance if necessary.
- Confirm that every tank is issued a set of TMs as part of the basic issue items (BII). The M1A2 SEP v3 also has digital manuals accessible through the loader's display unit (LDU).



M1A2 SEPv2: Slave Starting the Right Way Avoids Damage

/ Published Feb. 24, 2023

BLUF: Correctly slave-starting your M1A2 SEPv2 tank is critical to avoiding expensive damage to the power take off (PTO), commonly known as the generator drive shaft, as well as the charging system and possibly the transmission.



Photo by Staff Sgt. Shane Hamann

Crewmen, follow all the proper procedures for slave starting your M1A2 SEP v2 tank and have a general understanding of how the power distribution works. That'll prevent damage to equipment and injuries to personnel.

Components that could be damaged through improper slave starting procedures include, but aren't limited to the following: engine, transmission, digital electronics control unit (DECU), hull power distribution unit (HPDU), starter, generator, batteries and Force XXI Battle Command Brigade-and-Below (FBCB2).

You'll find everything you need to know in Volume 1 of TM 9-2350-388-10 (Jan 18,

Preventive Maintenance Checks and Services (PMCS)

Perform PMCS for batteries using the work package (WP) titled MAINTAIN BATTERIES (SERVICE BATTERIES).

Maintenance Instructions

Maintain your tank's batteries by following the procedures in the WP titled MAINTAIN BATTERIES (CHARGE BATTERIES) and MAINTAIN BATTERIES (SERVICE BATTERIES).

Slave Start Procedures Under Unusual Conditions

Follow the procedures in the -10 TM sections titled OPERATE TANK IN EXTREME COLD (START ENGINE), SLAVE START TANK (PREPARE TANKS) and SLAVE START TANK (START DEAD TANK).

Troubleshooting

Follow the troubleshooting procedures in the -10 TM titled OPERATOR TROUBLESHOOTING and OPERATOR TROUBLESHOOTING INDEX.

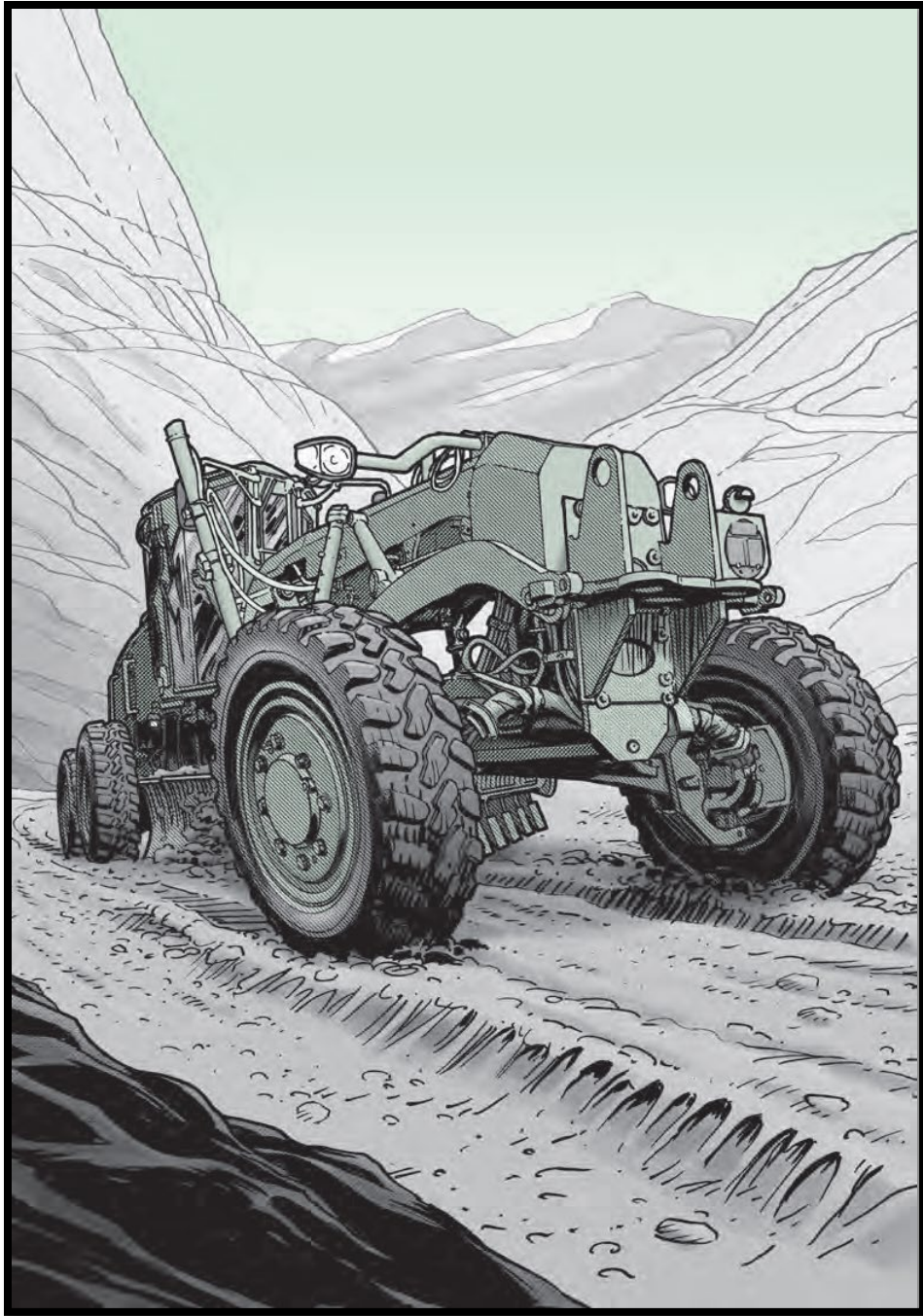
Power Distribution

To gain a general understanding of how your tank's power management system operates, read through the section of the -10 TM titled OPERATOR POWER DISTRIBUTION THEORY OF OPERATION.

Also, make sure you:

- Read through **all** cautions, warnings and notes with every procedure.
- Follow the troubleshooting procedures in the -10 TM if any issues arise. Notify field maintenance if necessary.
- Double check that every tank is issued a set of TMs as part of the basic issue items (BII).

Construction





ATLAS II Forklift: Wider Carriage Available

/ Published Feb. 3, 2023

BLUF: Get the eight (8)-ft carriage for the ATLAS II forklift with NSN 3930-01-553-6676 and follow these precautions when using it.



Photo by [Spc. Quontel Prince](#)

Operators, a wider 8-ft carriage for the ATLAS II forklift is available with NSN 3930-01-553-6676.

Make sure you keep these wide-carriage precautions in mind whenever you're operating the forklift at the work site:

- Wide-carriage operation is limited to level ground conditions.
- Don't travel more than 5 mph while carrying a load.
- Be in full compliance with the approved load chart.

- Check the ISO container's label for tare weight to ensure lifting capacity is in compliance.

These pointers will reduce accidents and keep your forklift operating smoothly.



MK II Bridge Boat: Bilge Pump Relay NSN

/ Published Feb. 10, 2023

BLUF: Order the bridge boat bilge pump relay with NSN 5945-01-530-1867.



Photo by [Michael Strasser](#)

Dear Half-Mast,

Our unit supports a large number of MK II bridge boats and we need to replace a bad bilge pump relay in a few of them. The relay is located inside the dash on the left side of the steering wheel.



Bilge pump relay

Unfortunately, we can't find it listed anywhere in TM 5-1940-277-20P (May 95, w/Ch 1, Dec 96). Can you help us out?

Mr. R.C.M.

Dear Sir,

I sure can! Get the bilge pump relay with **NSN 5945-01-530-1867** for your MK II bridge boat. Be sure to annotate your TM with this information.

Half-Mast



BEB: BII Capstan Handle

/ Published Feb. 14, 2023

BLUF: Get the BEB capstan handle with NSN 5340-99-854-4714.



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

Order the bridge erection boat's (BEB) capstan handle that's stowed in the console starboard storage box using NSN 5340-99-854-4714.

This NSN is missing from Item 16 of the basic issue items (BII) listed in Table 2 on Page 0131-7 of TM 5-1940-324-10 (Aug 17).



REBS: Wire Rope Needs TLC

/ Published Feb. 15, 2023

BLUF: Remember to perform REBS wire rope PM.



Photo by [Spc. Reese Von Rogatz](#)

Dirt, grit, rain and snow can wreck the wire rope (cable) that's used on the rapidly emplaced bridge system (REBS). These conditions creep in and weaken the cable until it's no longer usable or safe.

Remember to put on leather gloves before you do any rope PM. They'll protect your hands from any broken strands or wires.

Here's what to look for after a muddy or dirty operation, or whenever the rope needs attention.

Cleaning

Grit and corrosion get buried among the cable strands, so it's important not only to

clean them but how.

Lay out the wire rope and stretch it out straight on a clean surface, like a paved motor pool. Using a wire brush, like the one from the standard automotive tool set (SATS), remove dirt and corrosion.

Inspecting

While you're cleaning, look for broken wires, kinks, bends, caging and other damage. See your vehicle's TM for inspecting details. TM 5-125, *Rigging Techniques, Procedures and Applications* (Feb 01) and TB 43-0142, *Safety Inspection and Testing of Lifting Devices* (Feb 97) have more good information.

A damaged rope with kinks or bends needs to be removed from service. Follow your unit's SOP for disposition.

Lubing

Lube the wire rope according to the instructions in TM 5-5420-280-23P (Aug 06). There are several lubricants that are acceptable to use but the current best practice is to use MIL-PRF-21260 10W preservative engine oil. Get a 5-gallon can with NSN 9150-00-111-3199.

Stay away from used oil. It has acid that weakens the rope strands.

When the wire rope is subjected to dust and dirt, or if conditions are damp or involve salt water, give the rope more protection with MIL-PRF-18458 wire rope grease. Get a 35-lb can with NSN 9150-00-530-6814.



Perform wire rope (cable) preventive maintenance

In dry, dusty areas, make sure you remove excess oil or grease so it doesn't collect more dust and dirt.

When in doubt about whether to apply oil or grease, ask your supervisor or motor sergeant.



D6K Dozer: Door Seal NSN

/ Published Feb. 23, 2023

BLUF: Get the D6K dozer door seal with NSN 5330-01-643-9109.



Photo by [Lance Cpl. Manuel Serrano](#)

Get a new door seal for your D6K dozer with NSN 5330-01-643-9109 (PN 133-3234).

It replaces PN 2855734, shown as Item 2 in Fig 119 of TM 5-2410-240-24P (Jun 12). That part number doesn't cross to an NSN.



M400W Skid Loader: Solid Tire NSNs

/ Published Feb. 27, 2023

BLUF: Get solid tires with these NSNs.



Photo by Master Sgt. Cheresa D. Clark

Get solid tires for the M400W compact skid loader with the following NSNs:

- Left side: 2530-01-581-5180
- Right side: 2530-01-581-5183



120M Road Grader: Drain Out the Water

/ Published Feb. 27, 2023

BLUF: Drain out water from the vehicle's fuel/water separator to avoid engine troubles.



Photo by [Capt. Ramah Knox](#)

In some environments, temperatures will go up during the day and drop at night. In northern climates, there can be a change of 30 or more degrees in just one day.

Changes in temperature create condensation in your 120M road grader's fuel tank. The vehicle's fuel/water separator is designed to get rid of excess water.

If you don't drain the separator before the day's run, water and other crud are left behind in the fuel system. Too much water and crud can cause an engine to run rough...or not at all. Do your part to prevent this from happening. During PMCS, turn the fuel/water separator's drain-cock counterclockwise and use a clear container to catch the water/fuel mixture.



Turn drain-cock correctly to open

Once the fuel runs clear, close the valve, and go about the day's work. If it stays cloudy, close the valve and have your mechanic check things out.

Clean up any mess and dispose of rags properly. Then dispose of drained fuel in an approved hazardous waste container. Never dump it down a drain or on the ground.



Atlas I and II Forklifts: Transmission Removal Reminder

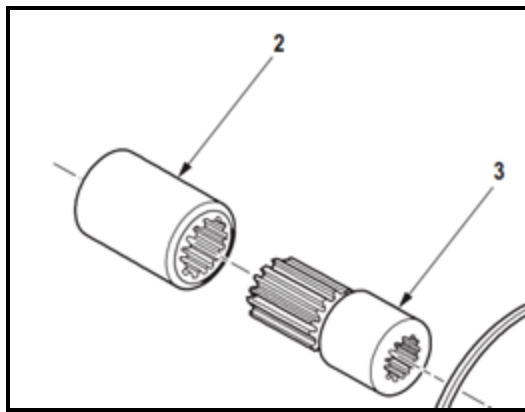
/ Published Feb. 27, 2023

BLUF: Retain the spacer sleeve and shoulder shaft when removing the Atlas 10K forklift's transmission.



Photo by [Spc. Quontel Prince](#)

Mechanics, remember to **keep** the spacer sleeve and shoulder shaft after the transmission of your Atlas 10K forklift is removed for repair or replacement. The spacer sleeve and shoulder shaft are shown as Items 2 and 3 in Fig 96 of TM 10-3920-673-24P (Aug 12). You might find them stuck to either the transmission or the forklift itself, so be sure to recover them during the removal process.



Keep transmission's spacer sleeve (2) and shoulder shaft (3)

You'll need these parts to reinstall the transmission back into its forklift. If a part gets lost or stays attached on the old transmission, you'll have to track down the transmission and get the parts back or wait until the transmission's manufacturer can find replacement parts.

Commo/Electronics





MEP-831A Generator: Finding an XB-coded Part

/ Published Feb. 1, 2023

BLUF: Because the 3-kW MEP-831A generator has a metal plate that's coded XB, plan to make a salvage request or order it on DD Form 1348-6.



Photo by [Sgt. John Onuoha](#)

Dear Half-Mast,

I'm searching for the NSN for the metal plate that comes with PN 98-19548. This is the support for the main access cover on the 3-kW MEP-831A generator. It's Item 22 in Fig 27 of TM 9-6115-639-13&P (Aug 17).

No luck so far. Can you help?

Mr. S.J.

Dear Sir,

Unfortunately, that part number is coded XB. If you reference source, maintenance and recoverability (SMR) codes, **XB means the part is a supported item not expected to fail and not stocked**. In some cases, it may be available through salvage.

The salvage request should go to the item manager who can then check warehouses or other sources for the part. But if the part is unavailable through salvage, **order the item through normal supply channels using CAGE code 30554 and PN 98-19548** on a DD Form 1348-6, *DOD Single Line Item Requisition System Document*.

To learn more about SMR codes, see our article [HERE](#). And you can review how to fill out DD Form 1348-6 on Pages 56-58 of PS 797 (Apr 19). You'll find the story in our archives [HERE](#).

Half-Mast



MEP-1050/1051 Generators: Finding Elusive Oil Filter

/ Published Feb. 1, 2023

BLUF: Order the correct oil filter for the MEP-1050/1051 AMMPS 15-kW generators with NSN 2940-01-589-6600.



Photo by [Petty Officer 3rd Class Bryin Venegas](#)

Dear Half-Mast,

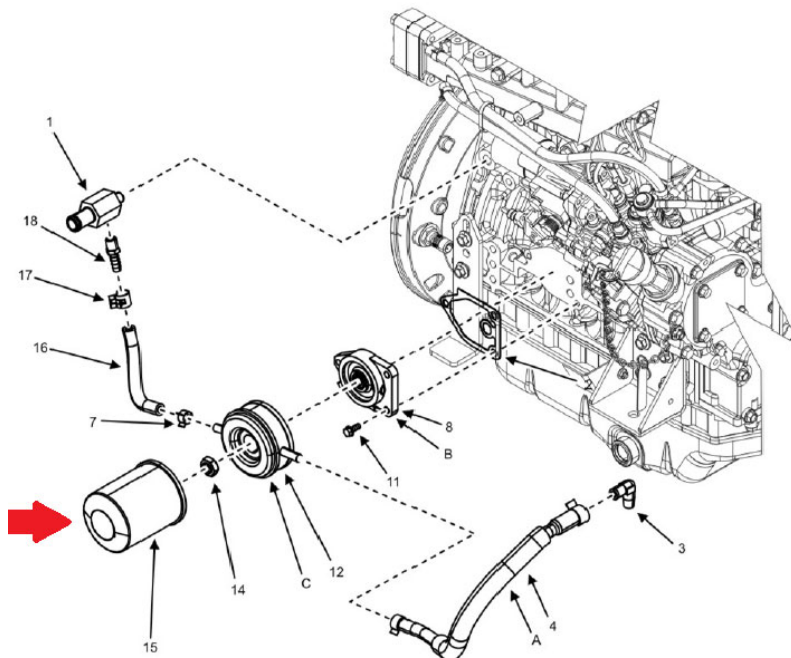
I'm trying to find a good NSN for an oil filter for a MEP-1050 15-kW advanced medium mobile power source (AMMPS) generator, NSN 6115-01-561-7634. I haven't been able to locate a good NSN in TM 9-6115-751-24&P (Nov 15). It lists NSN 4720-01-546-8857 for the oil filter but that comes up in FED LOG as *hose, non-metallic*.

Can you point me in the right direction?

MSG R.R.

Dear Master Sergeant,

Always glad to assist. You can get the oil filter with NSN 2940-01-589-6600. This info also applies to the MEP-1051 generator and replaces the error in Item 15 of Fig 26 in the RPSTL. The new CAGE code is 80LX1, the part number is 119005-35170, and the name is listed as *filter element, fluid*.



Oil filter is Item 15 in Fig 26 of TM 9-6115-751-24&P (Nov 15)

Half-Mast



MEP-805A TQG: Replacement for Obsolete Engine Parts

/ Published Feb. 2, 2023

BLUF: Due to obsolete engine parts, the MEP-805A tactical quiet generator is being replaced with the MEP-805B.



Photo courtesy of CECOM

The tactical quiet generator (TQG) engine, NSN 2815-01-350-2208, is used in the MEP-805A TQG (30kW, 50/60Hz), LIN G74575, NSN 6115- 01-274-7389. But parts for these engines are obsolete and no longer sustainable.

Units currently using the MEP-805A that need secondary parts or line replaceable units (LRUs) for repair must replace the next higher assembly, which is the entire system. **In short, MEP-805As with consistent repair issues need to be replaced by MEP-805Bs.**

Before ordering a MEP-805B, verify your current authorization first. The MEP-805B will be the MEP-805A replacement until advanced medium mobile power source (AMMPS) generators are fielded.

Also, contact the item or integrated logistics support managers listed below. They'll validate all unit authorizations and arrange for replacements. For assistance, contact the following:

- John Blaha, integrated logistics support manager, CECOM Power and Environmental Directorate, at:

john.f.blaha.civ@army.mil

- Hillary Giampaolo, item manager, CECOM Power and Environmental Directorate, at:

hillary.e.giampaolo.civ@army.mil



SINGGARS: FMTV Radio Installation Kits Differ

/ Published Feb. 7, 2023

BLUF: The SINGGARS radio installation kits for up-armored FMTV LTAS variants differ from the non-armored version. A table gives the necessary info.



Photo by [103rd Public Affairs Detachment](#)

Dear Half-Mast,

Can you confirm that a SINGGARS radio installation kit for the up-armored FMTV (M1083A1P2) is the same kit used in the non-armored FMTV?

SSG C.E.

Dear Sergeant,

Although that seems logical, it's not the case; they are **different**. See the following

table for the NSNs of the various FMTV LTAS variant kits.

SINGARS Installation Kits			
FMTV model	Radio Series	Kit	NSN
Up-armored			
M1148A1P2, M1157A1P2, M1078A1P2, M1079A1P2, M1080A1P2, M1083A1P2, M1084A1P2, M1085A1P2, M1086A1P2, M1087A1P2, M1088A1P2, M1089A1P2, M1092A1P2, M1096A1P2	AN/VRC-87/88/90	MK-3148/VRC	5895-01-616-5435
	AN/VRC-89/91/92	MK-3174/VRC	5895-01-616-6168
Non-armored			
M1078, M1080, M1081, M1083, M1084, M1085, M1086, M1088 M1089, M1090 M1091, M1092, M1093, M1094, M1096	AN/VRC-87/88/90	MK-2400/VRC	5895-01-421-0814
	AN/VRC-89/91/92	MK-2715/VRC	5895-01-421-0812

Half-Mast



Satellite Communication Terminal: Operator and Maintenance TMs Released

/ Published Feb. 10, 2023

BLUF: Three (3) TMs for the satellite communication terminal AN/TSC-208 are now available.



Photo by [Charles Rosemond](#)

A three (3)-volume set for the satellite communication terminal AN/TSC-208, NSN 5895-01-627-0485, has been released. The set includes (all Dec 22):

- TM 11-5865-2010-13&P-1
- TM 11-5865-2010-13&P-2
- TM 11-5865-2010-13&P-3

These TMs are restricted so you'll need your CAC to access them. Search for the TMs [HERE](#).



Tactical Intelligence Ground Station: Updated TM Available

/ Published Feb. 10, 2023

BLUF: The updated TM for the AN/TSQ-179F(V)2 is now available.



Photo by [Sgt. Melissa Lessard](#)

TM 11-5865-1105-10 (Dec 22) for the AN/TSQ-179F(V)2 tactical intelligence ground station, NSN 5865-01-695-7200, is now available. Having the most up-to-date TM is essential to good preventive maintenance and operational readiness.

This TM is restricted so you'll need your CAC to access it. Search for the TM [HERE](#).



Communications: JBC-P Fuse Proves Elusive

/ Published Feb. 23, 2023

BLUF: Order the 8-amp, 250V glass fuse for the Joint Battle Command-Platform with NSN 5920-01-592-8212.



Photo by [Capt. Gabrielle Hildebrand](#)

Dear Half-Mast,

I've been searching for the 8-amp, 250V glass fuse that's used in the Joint Battle Command-Platform (JBC-P) communications equipment. Seems a shame to order a whole new cable for more than \$300 when a fuse costs less than \$2.

Have you got a lead on an NSN by any chance?

SSG U.B.

Dear Sergeant,

You can order the glass fuse you need with NSN 5920-01-592-8212, PN 0313008P, CAGE code 75915. That info will be included in the new TM 11-7010-613-13&P for the Mounted Family of Computer Systems (MFOCS), which will be authenticated soon.

Another option is to replace the cable with a newer one with a fuse that is less prone to breaking. Order the new cable with NSN 6150-01-691-0735, PN A3381302-003.

For answers to your questions about JBC-P, contact maintenance engineer Thomas Carpentier at:

thomas.k.carpentier.civ@army.mil

Half-Mast



NVD: Handle Screen with Care

/ Published Feb. 24, 2023

BLUF: The NVD TM includes a warning about potentially toxic material.



Photo by [Spc. Daniel Parrott](#)

The night vision device (NVD) AN/PVS-14, NSN 5855-01-432-0524, is great piece of equipment to have in the field. But it can also pack a dangerous punch if not used properly. It uses phosphor, a hazardous material, to operate. It's only toxic if mishandled.

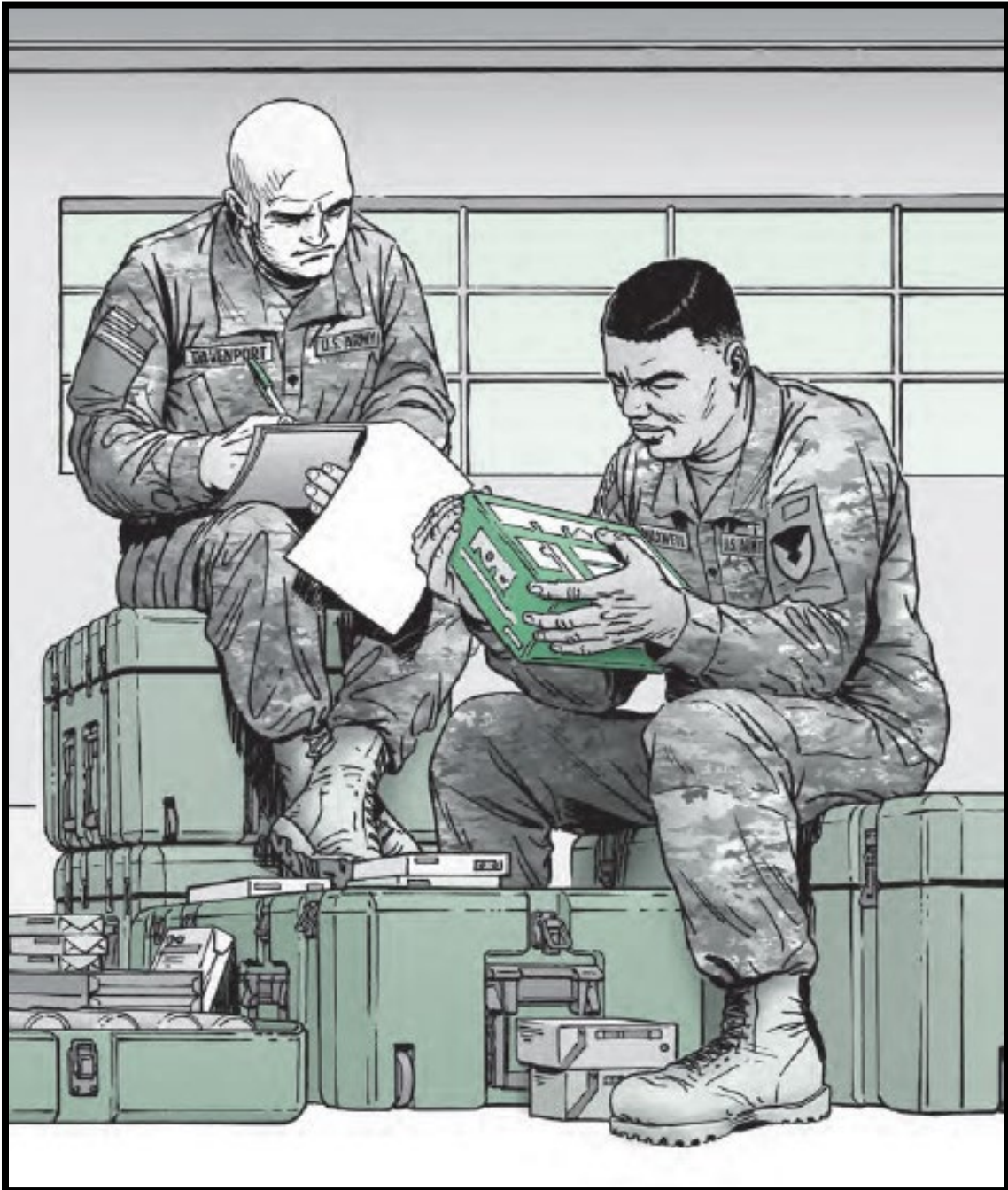
As a warning in TM 11-5855-306-23&P (Jul 14) states, the presence of phosphor in the monocular device's screen means extra care is needed in handling. Read and heed the following paraphrased guidance from the TM:

- A broken image intensifier assembly may be caused from damage to the monocular assembly, especially if the monocular housing is cracked by force. If an image intensifier assembly breaks, avoid inhaling the phosphor screen material.

- Don't allow the phosphor screen material to come into contact with your mouth or open wounds on the skin. If it touches your skin, immediately wash it off with soap and water.
- If you accidentally inhale or swallow any phosphor screen material, drink plenty of water, induce vomiting and seek medical attention as soon as possible.

Follow the instructions in **all** the cautions and warnings in the TM. Handle your NVD carefully and it will serve you safely.

Logistics Management

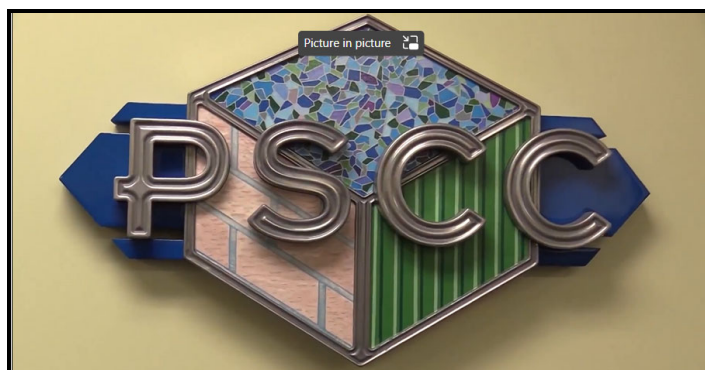




Packaging: Managing COSIS MOP 50 Items

/ Published Feb. 3, 2023

BLUF: Managing MOP 50 items correctly protects them from harm and increases readiness.



Screen Capture of Video by [Greg Wilson](#)

This is the second article in the series on Care of Supplies in Storage (COSIS) Priority Groups (CPGs). CPG 1 or Method of Preservation (MOP) 50 items—such as engines, transmissions and rotor blades—are typically high-value and packed and preserved as prescribed in MIL-STD-2073, *Standard Practice for Military Packaging* (Oct 96).

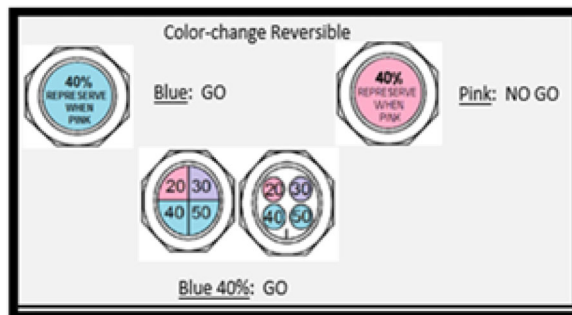
MOP 50 items, which are highly vulnerable to moisture, are easily identifiable by the long-life reusable containers (LLRCs) they are packed in. These LLRCs are heat-sealed in a water-vapor-proof enclosure with activated desiccant. To maintain the item's protection, the container's seal must remain undamaged, and the humidity indicator needs to stay within the humidity acceptance tolerance. When those tolerances are no longer acceptable, the person conducting the inspection replaces the desiccant.



Typical LLRC

Here's how to successfully manage MOP 50 items:

1. Run an Inventory Location Report in AESIP to locate your unit's MOP 50 items.
2. Inspect the MOP 50 humidity indicators in the LLRC to ensure they're within their tolerances. The LLRC can contain either pink and purple reversible indicators or orange and brown irreversible indicators.



Reversible humidity indicator



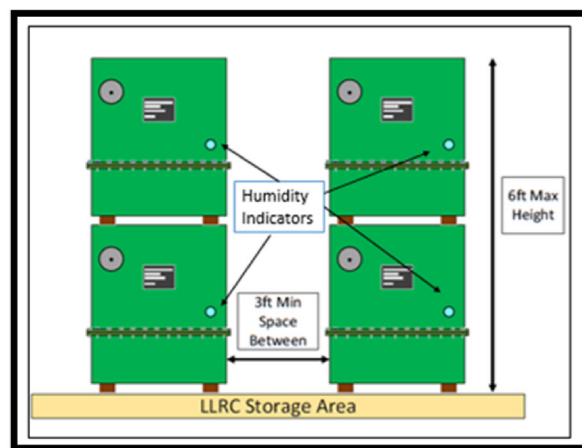
Irreversible humidity indicator

3. Inspect the LLRC for:
 - Broken, missing or loose handles.
 - Rust or corrosion.

- Cracks or dents.
- Broken latches and missing or loose hardware on the flange.
- A missing or damaged gasket.
- A missing or damaged automatic purge valve or pressure valve.
- Solid wood components that have International Standards for Phytosanitary Measures Number 15 (ISPM 15) compliance markings.

Always store MOP 50 items by their Item Type Storage Code (ITSC). These codes are found in DODM 4100.39, *Federal Logistics Information System (FLIS) Procedures Manual Volume 10, Multiple Application References/Instructions/Tables and Grids* (Mar 17). The codes are also referenced as Type of Storage (TOS) in accordance with AR-708-1, *Logistics Management Data and Cataloguing Procedures for Army Supplies and Equipment* (Nov 16) and Table 3-17 of DA PAM 708-2, *Cataloguing and Supply Management Data Procedures for the Army Enterprise Master* (Mar 20).

When the humidity indicators are visible on the LLRC, make inspections easier by orienting items so that the indicators are easily seen. Also, leave at least three (3) feet between items, when possible, to allow space to walk around the larger LLRCs.



Proper LLRC Storage

How often should you perform COSIS inspections on CPG 1 items? Inspect humidity indicators on LLRCs in any type of storage environment at least once a month and look for changing humidity levels. Try to inspect items in the early afternoon to get the best reading.

Replace desiccant whenever the humidity level has exceeded the indicator's tolerance. Normally, the amount of desiccant is described in the instructions posted on the container but, as a rule, replace the old desiccant with the same amount of new desiccant or try to fill the desiccant port with as much as it will hold.

For further guidance on LLRC, COSIS and desiccant, watch these videos:

<https://www.dvidshub.net/search/?q=pscccosis&view=list>

Finally, when selecting a MOP 50 item to issue or ship, always use first-in-first-out (FIFO), check that the humidity indicator is in good tolerance and make sure all the hardware is present, even for “F” stock and empty LLRCs. Never issue or ship an LLRC with failing humidity indicators or broken or missing hardware.

Additional COSIS guidance on Army items is available in TM 38-8145-709, *Care of Army Supplies in Storage (COSIS) for Army Materiel* (Jan 20). Click [HERE](#) to download a copy.

For answers to any questions about COSIS, complete and submit the form on the ASC Packaging, Storage and Containerization Center (PSCC) website:

<https://www.psc.army.mil/About-Us/Contact-Us/>

Or send PSCC an email:

usarmy.tyad.usamc.mbx.pt@army.mil



Corrosion: TACOM Introduces Basic Corrosion Course for Operators

/ Published Feb. 9, 2023

BLUF: TACOM has a new online corrosion course for operators.

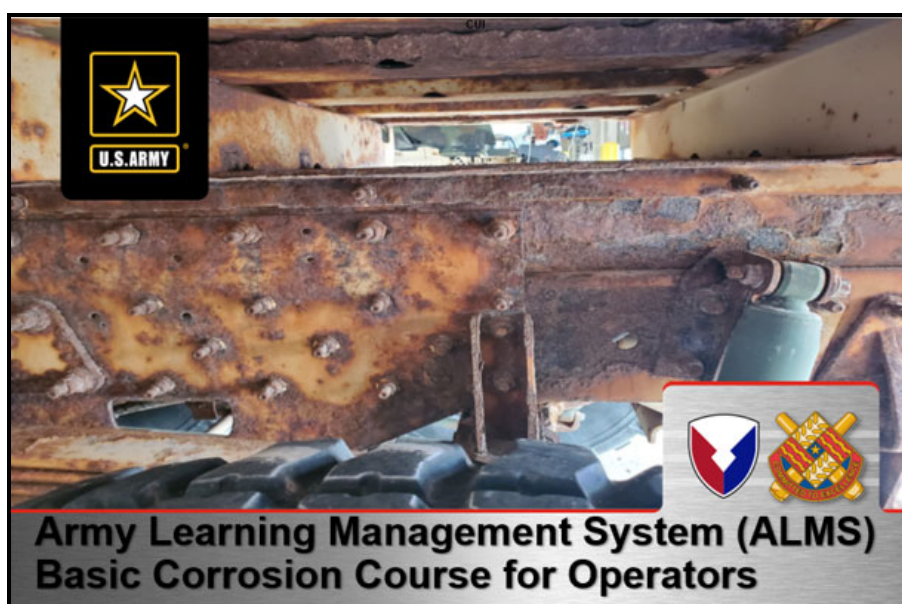


Photo courtesy of TACOM

Soldiers, there's a new corrosion course from TACOM. The **Basic Corrosion Course for Operators** is available in the Army Learning Management System (ALMS). Corrosion maintenance at all levels is critical because it minimizes material degradation, improves Soldier and equipment safety, increases equipment readiness rates, reduces maintenance costs and prolongs equipment life. It's also part of the Command Maintenance Discipline Program (CMDP).

The new course is offered to all Army personnel, including civilians and contractors who operate and maintain Army ground equipment. It covers the basics on corrosion theory, Army corrosion publications and the essentials needed for operator-level corrosion prevention.

Make sure to have your CAC handy to access the course on ALMS [HERE](#).

Once you've logged into ALMS, enter "Basic Corrosion Course for Operators" in the Search Courses browser at the top of the page. Then find the course on the Search Results page and select Register.

For more information, visit the TACOM Corrosion Prevention and Control team's CAC-enabled SharePoint site [HERE](#).

You can also email the TACOM Corrosion Prevention and Control team at:

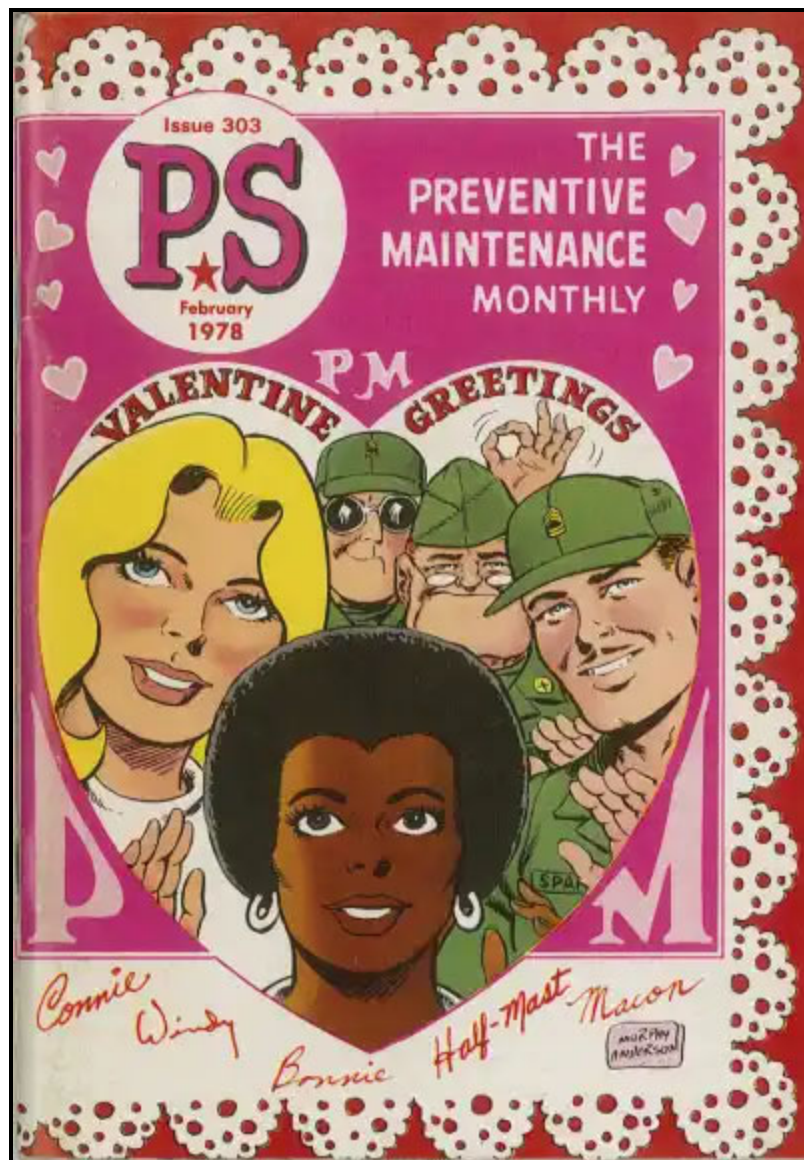
usarmy.detroit.tacom.mbx.ilsc-corrosion@army.mil



PS Magazine: A One-Stop Shop for 70 Years of PS

/ Published Feb. 14, 2023

BLUF: A private, non-profit website hosts PS issues going back to 1951.



This article initially appeared in PS 783, p.61.

Ever wonder how Master Sergeant Half-Mast and the PS gang looked in the 60's or 70's or what PM advice they were sharing with Soldiers in the 80's and 90's?

A few PS Magazine super-fans operate an archive filled with past issues of PS going all the way back to our first issue in 1951!

To see the archive and a few extra PS goodies, go [HERE](#).





Soldier Support: PM's not a Back Burner Issue

/ Published Feb. 17, 2023

BLUF: It's time to move PM to the front burner.

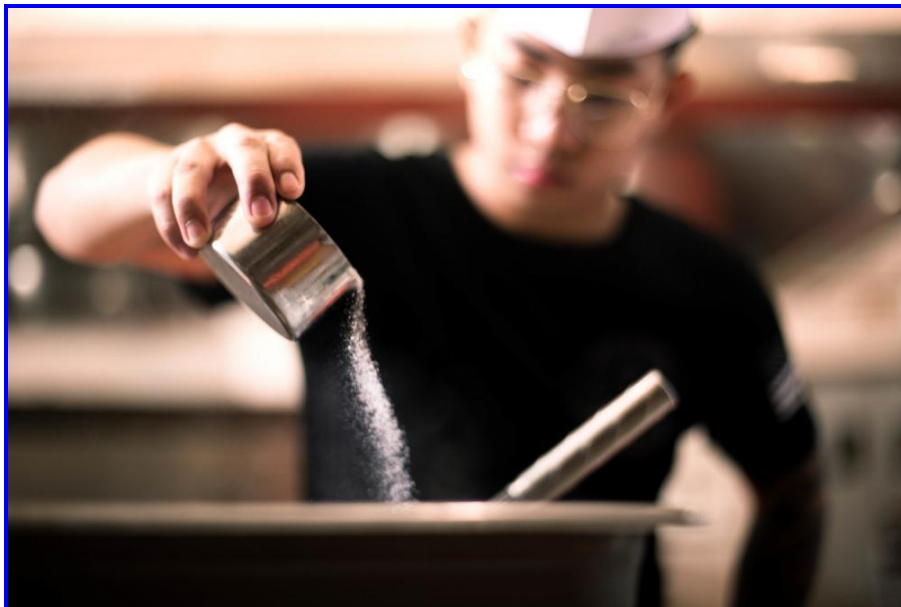


Photo by [Lance Cpl. Christian Tofteroo](#)

This article initially appeared in PS 766, p. 1 (Sep 16).

NCOs, you rely on operators and mechanics to perform PMCS on vehicles and other Army equipment. You're counting on them to look out for potential maintenance problems.

But does it sometimes seem like preventive maintenance gets treated as a "back burner" issue? Does a vehicle have to be deadlined, affecting unit readiness, before maintenance becomes important?

It's not like you can inspect all that equipment yourself. Plain and simple, it takes a team to keep the little things from growing into maintenance nightmares.

So the next time you spot something small—a truck’s worn V-belt, a weapon needing lube, loose tank track—teach the operator to be proactive. If he fixes it now, he won’t have to worry about it failing and threatening a mission. That’s the preventive in preventive maintenance!

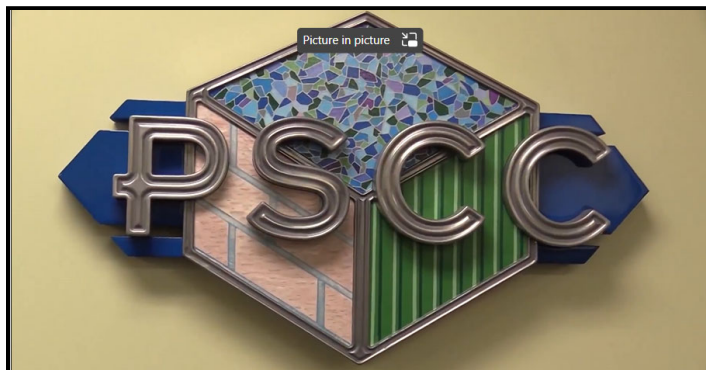
When PM is moved to where it belongs—the front burner— you’ll have a unit that hums along as smoothly as its equipment.



Packaging: Managing COSIS ESDS Items

/ Published Feb. 27, 2023

BLUF: Managing Care of Supplies in Storage Priority Group 2 (ESDS) items correctly protects them from harm and increases readiness.



Screen Capture of Video by [Greg Wilson](#)

This is the third article in the series on Care of Supplies in Storage (COSIS) Priority Group (CPG) items.

CPG 2 or Electrostatic Discharge Sensitive (ESDS) items are electronic items that are susceptible to damage or degradation due to electric discharge. Examples of ESDS items include motherboards, circuit cards and radio amplifiers. These types of high-value items are packaged and preserved under the specialized preservation code GX or method of preservation (MOP) 41, in accordance with MIL-STD-2073, *Standard Practice for Military Packaging* (Apr 19).



Managing ESDS Items

1. Run your unit's Inventory Location Report to identify all ESDS items. Look for items with MOP 41 or GX on the unit label or the ESDS barrier. You can also identify ESDS items by the required MIL-STD-129, *Military Marking for Shipment* label.





ESDS special marking

2. Inspect the ESDS items for:

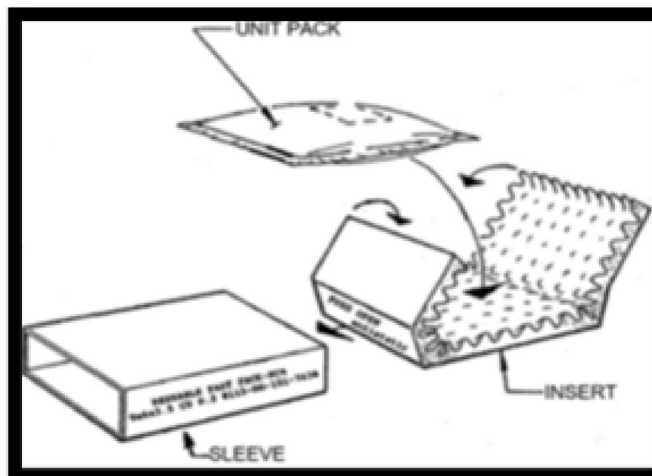
- Any damage to or discrepancies with the protective unit container.
- Damage to the barrier bag, such as holes or any opening that allows moisture or air in. The barrier bag prevents invisible electrostatic damage which can disable or lower the performance of an item. Keep in mind that the protective unit container and ESDS protection are used together to protect the item while in storage.



Physical protection



ESD protection



Physical and ESDS protection

3. Heed the following advice to ensure proper storing and handling, which in turn leads to proper ESDS management:

- Always store ESDS items by their Item Type Storage Code (ITSC). These codes are found in DoDM 4100.39, *Federal Logistics Information System (FLIS) Procedures Manual Volume 10, Multiple Application References/Instructions/Table and Grids* and they are referred to as Type of Storage (TOS) in accordance with AR 708-1, *Logistics Management Data and Cataloging Procedures for Army Supplies and Equipment* and DA Pam 708-2, *Cataloging and Supply Data Management Procedures for the Army Enterprise Materiel Master*, Table 3-17.
- Handle the item with care and avoid damage to the original packaging.

- Never remove the physical protection, which is usually a fiberboard box called a fastpack, from the item until you're ready to use or install the item. Once you unpack the item, keep the box and bag to ship the component being replaced. Sometimes ESDS items are reparable, and the box and bag will protect the item during shipping.
- Only open the item at a properly grounded ESDS workstation, ESDS field kit or other ESD-protected area. Be aware that hot, dry, dusty air increases static.

4. When performing COSIS inspections on ESDS items, remember the barrier bag is the ultimate protection.



ESDS barrier bag

That's why you should:

- Never open an ESDS bag for inspection. Only open the bag when you're ready to use or install the item because opening the packaging will compromise the barrier bag's protection.
- Carefully inspect the bag and if it's compromised, downgrade the item's condition code to F, meaning the item is unserviceable but reparable. ESDS items with compromised packaging require testing before use.

Additional COSIS guidance is available in TM 38-8145-709, *COSIS for Army Materiel* (Jan 20). Download a copy [HERE](#).

Questions? Fill out the ASC Packaging, Storage and Containerization Center (PSCC) form on their website:

<https://www.psccl.army.mil/About-Us/Contact-Us/>

Or send an email to:

usarmy.tyad.usamc.mbx.pt@army.mil

For a related article on the dangers of ESD, click [HERE](#).



Small Arms: Replacing Lower Receiver?

/ Published Feb. 28, 2023

BLUF: When changing out a lower receiver, make sure to complete the paperwork to change the serial number on the property book.

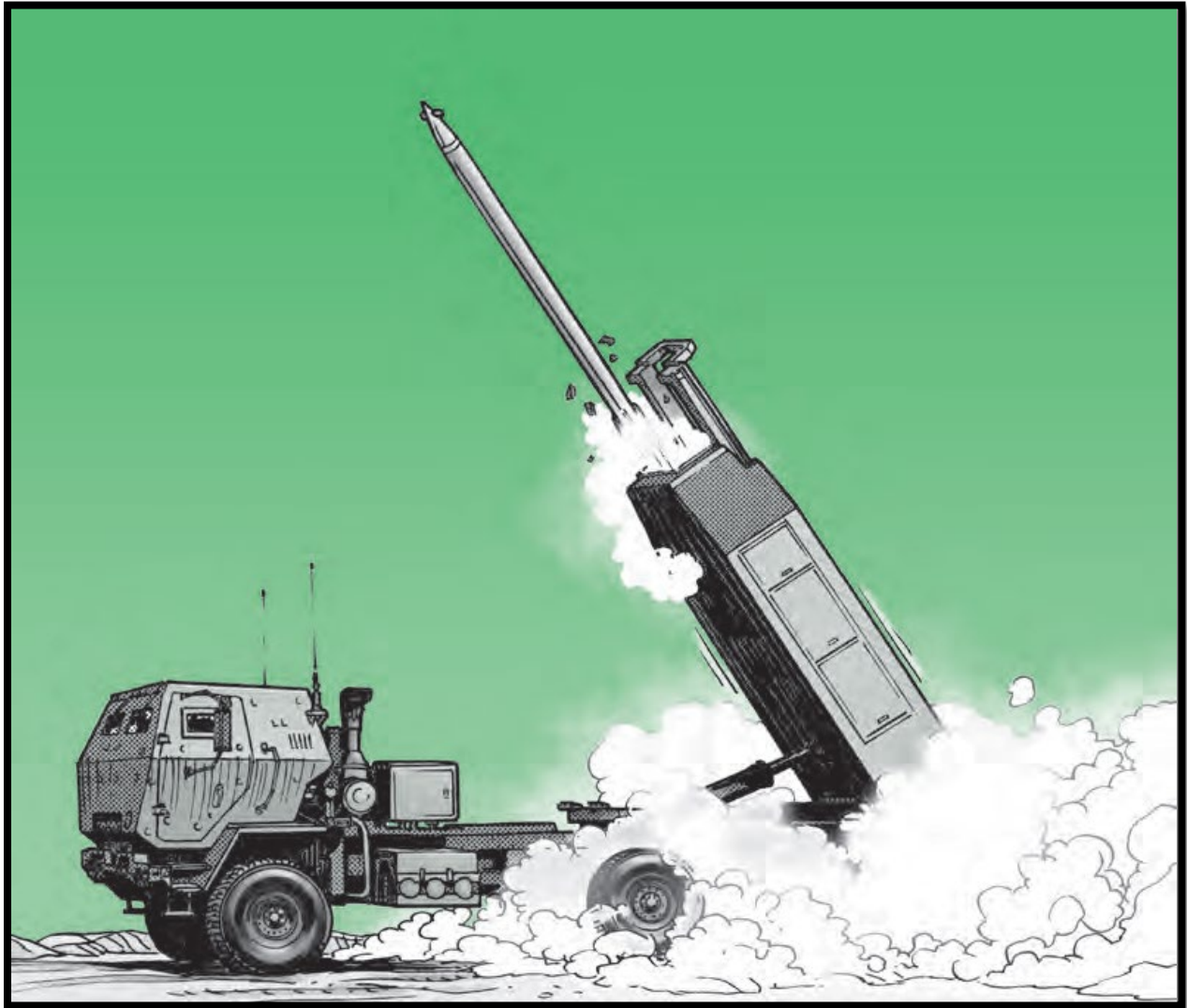


Photo by [Sgt. Steven Lewis](#)

The approach to small arms weapons maintenance is changing, allowing more tasks to be performed at field level. Today, the lower receiver on **some** weapons can be replaced by the field-level 91F; however, always check the specific weapon TM to see if changing the lower receiver is authorized at the field level.

Maintainers, because the lower receiver contains the weapon serial number, every time one is replaced, **make sure to complete the required paperwork**. Reference Chapter 4-12 (b) of DA PAM 710-2-1. The paperwork (DA Form 4949 and SAMS Form 2470E or GCSS-A Form 5990) must be turned in to the property book office so the change can be made on the property book.

Missiles





Patriot: Stow the Antenna Shroud by the Book

/ Published Feb. 6, 2023

BLUF: Follow the TM when stowing the antenna shroud to prevent the SLC access covers from being damaged.



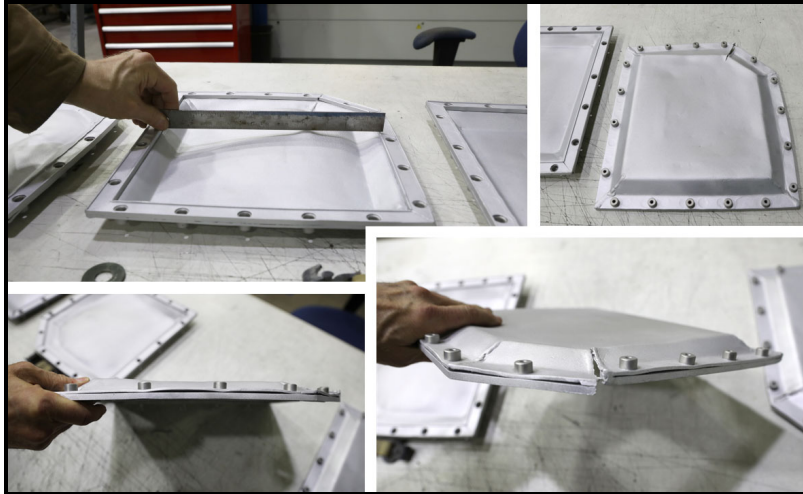
Photo by [Adan Cazarez](#)

Dear Editor,

Here at Letterkenny Army Depot (LEAD), we see radar sets arriving from the field with damage to the sidelobe canceler (SLC) access covers (A6 & A7). This is because some Patriot radar crew members are incorrectly stowing the antenna shroud. Soldiers aren't following the steps for stowing the antenna shroud as stated in WP 6193 or WP 6194 of TM-9-1430-1600-14&P (Sep 21). Excess shroud material isn't being pushed toward the middle of the shroud.

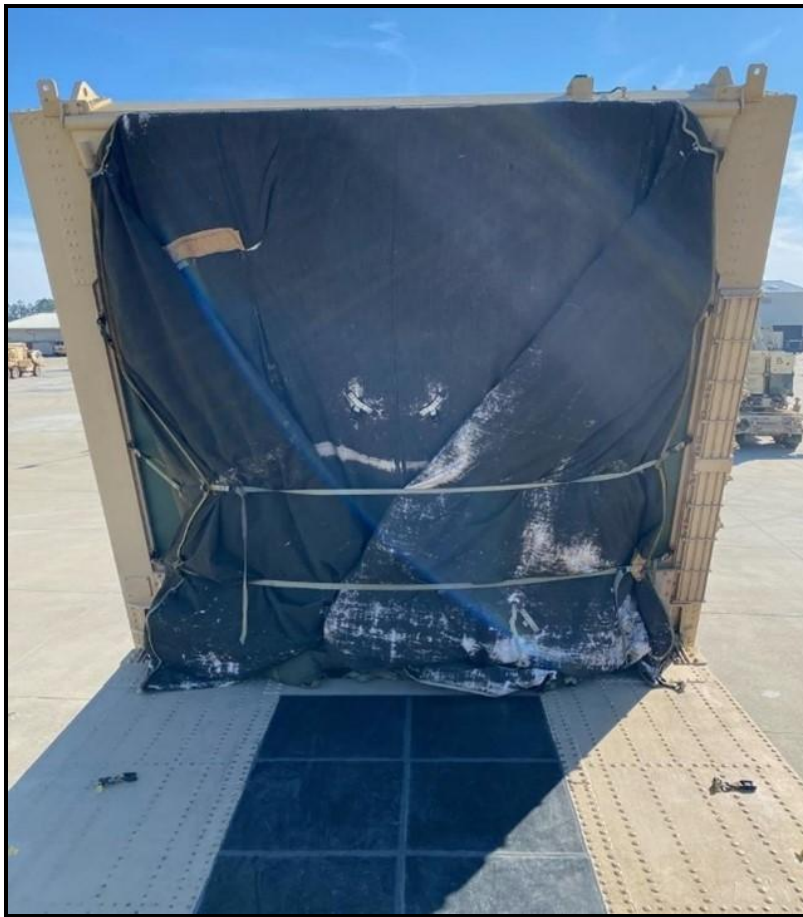
A damaged SLC access cover can allow foreign object damage (FOD) to occur which can lead to electrical arcing and repairs that only depot can perform. A damaged SLC

cover will also allow moisture into the main array (radar), which can result in corroded electronic components and preventable faults.



Damaged SLC access covers

Damage can be prevented by using care when stowing the antenna shroud. That means not letting the material bunch up around the frame and antenna and making sure to fold the excess material and tuck it toward the middle of the shroud. These actions will help prevent cracks in the SLC access cover welds. Soldiers should also make sure they only push the shroud frame.



Push only the antenna shroud frame

CW3 Joshua G. Morris
Letterkenny Army Depot

Editor's note: *Good point, Chief Morris.*

Patriot crew members, make sure you follow the TM and prevent damage to your system. Also, pay attention to all cautions and warnings.

Small Arms





M240B Machine Gun: Properly Clean the Gas System to Avoid Malfunction

/ Published Feb. 14, 2023

BLUF: Use the proper tools and these steps to clean your M240 machine gun gas ports.



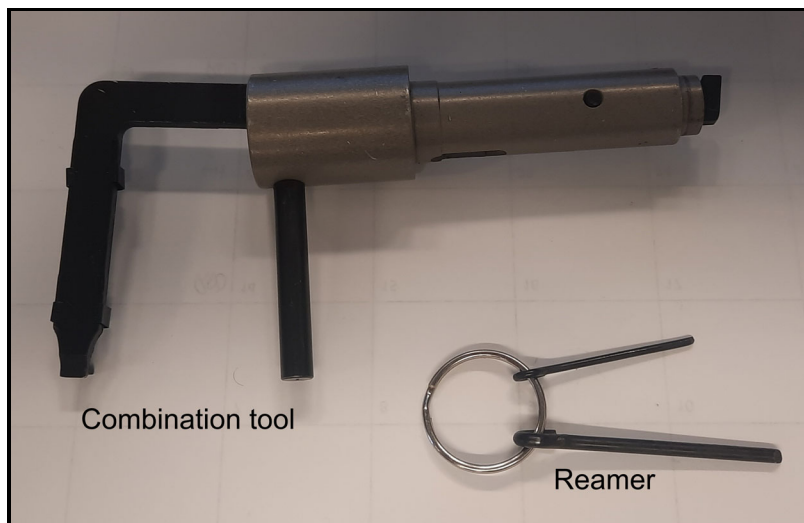
Photo by [Sgt. Lianne Hirano](#)

Dear Editor,

The M240 machine gun is gas-operated and fires from the open bolt position. But some operators are failing to clean its gas system properly, leaving the ports on the barrel plugged. This blocks the gas system and causes the weapon to malfunction.

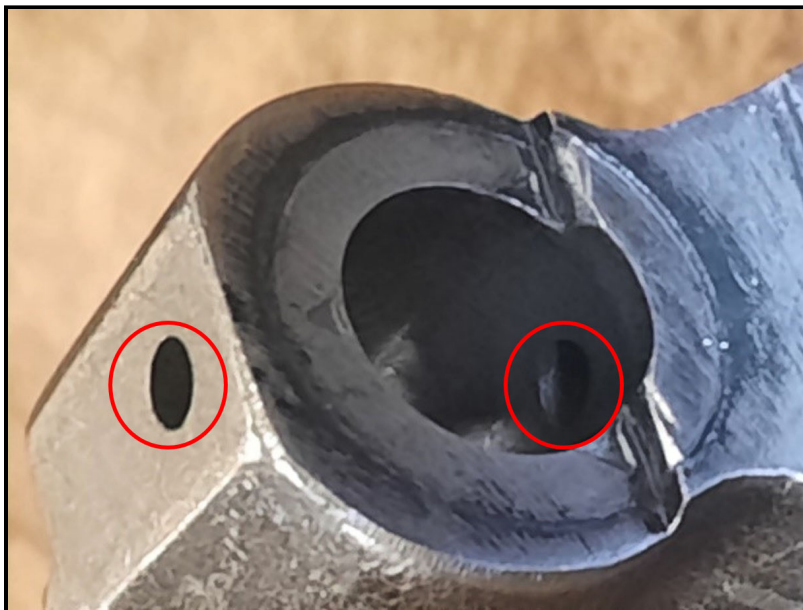
Follow these tips to keep the gas flowing in your machine gun:

- Make sure you have the combination tool, NSN 4933-01-033-1503, and reamer, NSN 4933-01-047-3394, on hand.



Keep combination tool and reamer handy

- Clean the gas ports in the barrel using the reamer. Then check down the barrel to see if it's clear and the carbon is broken up.



Clean using barrel gas port holes



Use reamer in gas port

- Clean the gas regulator next. Make sure to remove all the carbon and built-up copper, inside and out, along the gas regulator cutout and port hole.



Clean M240 gas regulator

- Then clean the carbon and copper from the guide rod.
- Finally, clean the gas tube end of the receiver.

If the M240 gas system isn't properly cleaned, then the regulator may not fit correctly, and the barrel may not be properly attached to the weapon. That can lead to injury.

Also, pay attention to the barrel threads, receiver and outside chamber end of the barrel while cleaning and maintaining the machine gun. Remove all carbon from these areas. This will help the barrel firmly and properly fit together.



Clean carbon from receiver and barrel

Fred Fanning II

Mark Haggith

Ft Leonard Wood, MO

Editor's Note: *Thanks, gentlemen, for the insightful information. We'll 'gas's it on.*



Small Arms: Replacing Lower Receiver?

/ Published Feb. 28, 2023

BLUF: When changing out a lower receiver, make sure to complete the paperwork to change the serial number on the property book.



Photo by [Sgt. Steven Lewis](#)

The approach to small arms weapons maintenance is changing, allowing more tasks to be performed at field level. Today, the lower receiver on **some** weapons can be replaced by the field-level 91F; however, always check the specific weapon TM to see if changing the lower receiver is authorized at the field level.

Maintainers, because the lower receiver contains the weapon serial number, every time one is replaced, **make sure to complete the required paperwork**. Reference Chapter 4-12 (b) of DA PAM 710-2-1. The paperwork (DA Form 4949 and SAMS Form 2470E or GCSS-A Form 5990) must be turned in to the property book office so the change can be made on the property book.

Soldier Support

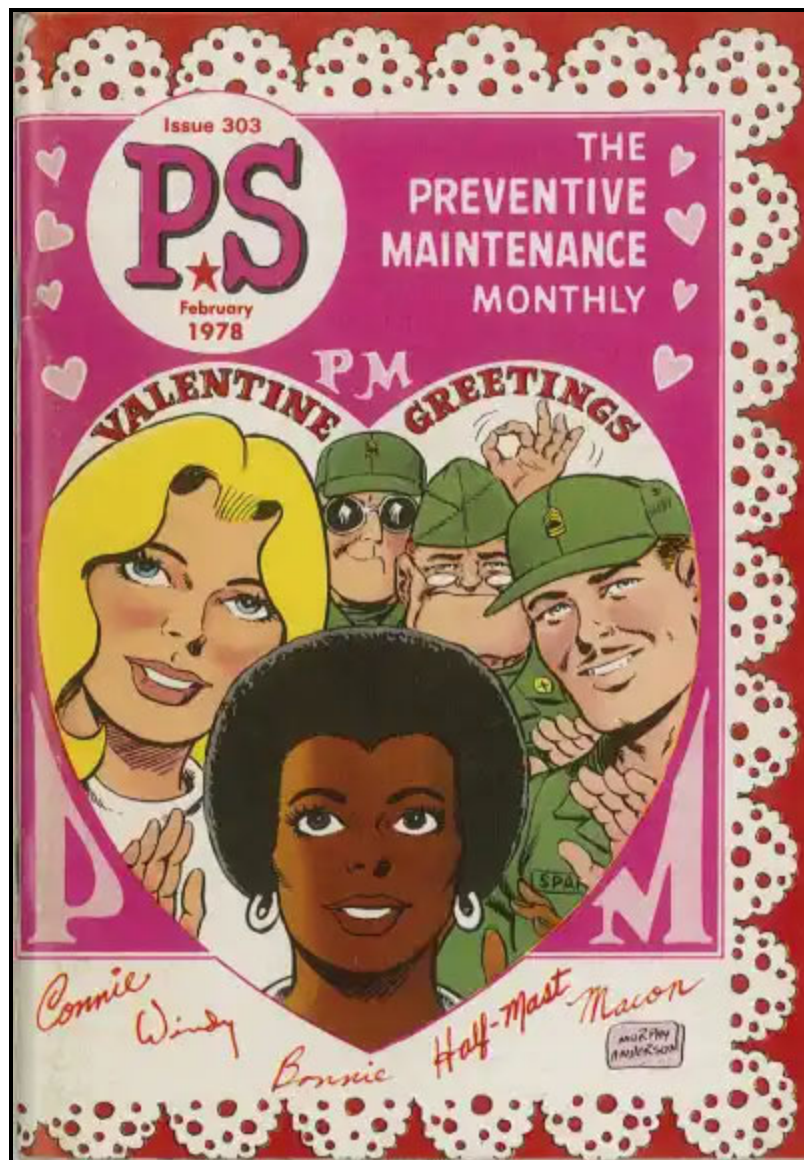




PS Magazine: A One-Stop Shop for 70 Years of PS

/ Published Feb. 14, 2023

BLUF: A private, non-profit website hosts PS issues going back to 1951.



This article initially appeared in PS 783, p.61.

Ever wonder how Master Sergeant Half-Mast and the PS gang looked in the 60's or 70's or what PM advice they were sharing with Soldiers in the 80's and 90's?

A few PS Magazine super-fans operate an archive filled with past issues of PS going all the way back to our first issue in 1951!

To see the archive and a few extra PS goodies, go [HERE](#).





Soldier Support: PM's not a Back Burner Issue

/ Published Feb. 17, 2023

BLUF: It's time to move PM to the front burner.

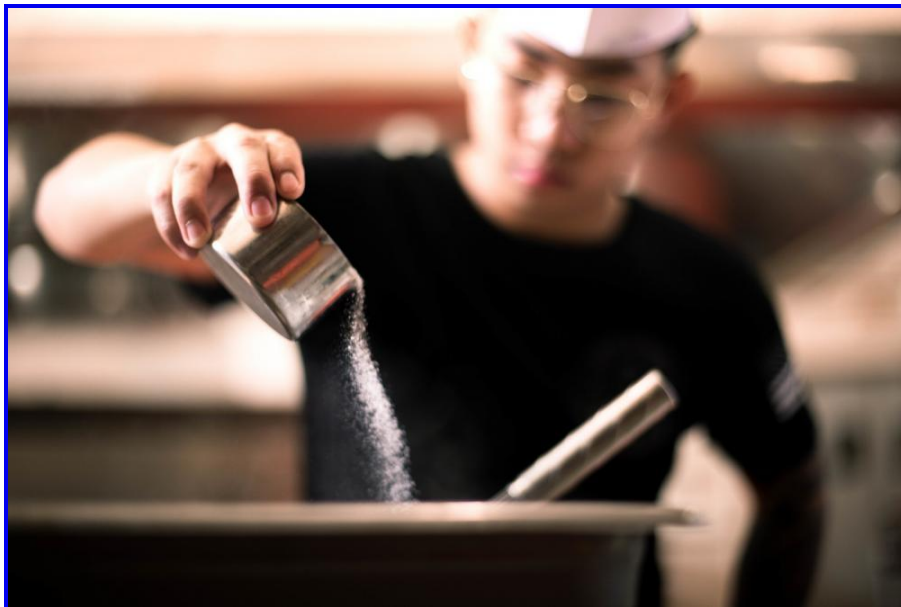


Photo by [Lance Cpl. Christian Tofteroo](#)

This article initially appeared in PS 766, p. 1 (Sep 16).

NCOs, you rely on operators and mechanics to perform PMCS on vehicles and other Army equipment. You're counting on them to look out for potential maintenance problems.

But does it sometimes seem like preventive maintenance gets treated as a "back burner" issue? Does a vehicle have to be deadlined, affecting unit readiness, before maintenance becomes important?

It's not like you can inspect all that equipment yourself. Plain and simple, it takes a team to keep the little things from growing into maintenance nightmares.

So the next time you spot something small—a truck’s worn V-belt, a weapon needing lube, loose tank track—teach the operator to be proactive. If he fixes it now, he won’t have to worry about it failing and threatening a mission. That’s the preventive in preventive maintenance!

When PM is moved to where it belongs—the front burner— you’ll have a unit that hums along as smoothly as its equipment.



Laundry Advanced System: Beware of Static Electricity

/ Published Feb. 28, 2023

BLUF: Static electricity can damage parts in the LADS.



Photo by [Spc. John Russell](#)

This article initially appeared in PS 735, p. 52 (Feb 14).

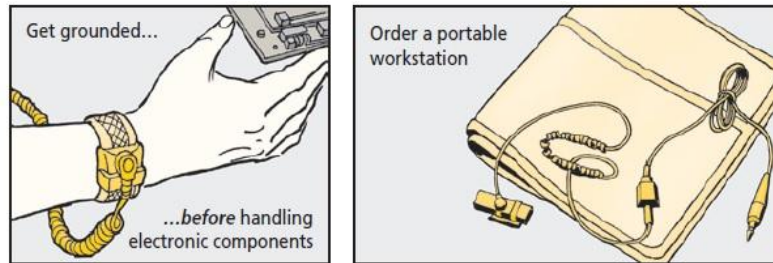
The laundry advanced system (LADS) has a lot of electronic components. Problem is, some of them are getting damaged needlessly.

Electronic components are sensitive to electrostatic discharge (ESD)—in other words, the discharge of static electricity. ESD can degrade or destroy transistors, resistors and integrated circuits in the LADS. ESD is especially common in areas of extreme, dry heat—places such as deserts, where humidity is very low.

The damage comes when you troubleshoot the LADS. Some of you handle electronics without proper grounding. When that happens, static electricity on your

body discharges. You don't feel the discharge or see the damage—but it's there. A spark of as little as 30 volts can destroy electronics.

Protect electronic components by handling them only at a static-safe workstation. NSN 5920-01-250-4237 brings you a portable work surface, a common point ground system and a wrist strap.



Order portable ESD-safe workstation with NSN 5920-01-250-4237

Tactical Vehicles





M149A2 Water Trailer: Wheel Assembly NSN Updates

/ Published Feb. 1, 2023

BLUF: There are a couple NSN updates to WP 0095 that aren't in the latest version of TM 9-2330-267-13&P (Dec 15).



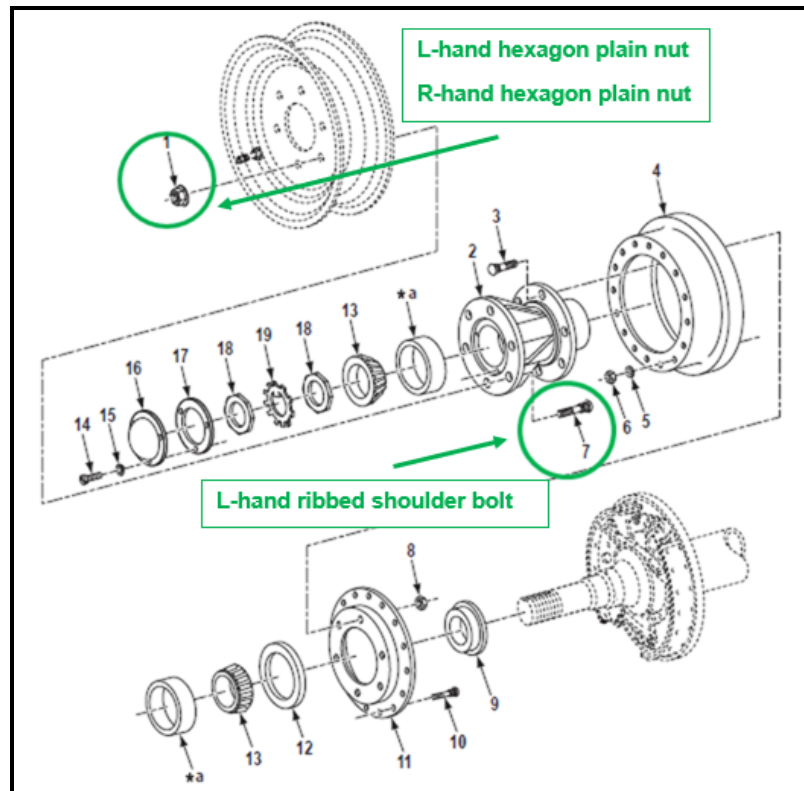
Photo by Sgt. James Geelen

There's a TACOM update to the wheel assembly for the M149A2 that's not shown in WP 0095 or the RPSTL in TM 9-2330-267-13&P (Dec 15). The plain nut, **NSN 5310-01-518-7455**, shown as Item 1 in WP 0095 is the wrong part and is **not** to be used.

The nut is commonly known as a lug nut.

The TM will be updated to show Item 1 in WP 0095 as the left-hand hexagon plain nut, **NSN 5310-00-518-5566**, and the right-hand hexagon plain nut, **NSN 5310-01-045-3709**. Before ordering the hexagon nuts check your water trailer to verify if you need the left-hand or right-hand nuts.

Additionally, Item 7 in WP 0095 will be updated to add the left-hand ribbed shoulder bolt, **NSN 5306-00-733-9239**. Currently, the TM only shows a right-hand ribbed shoulder bolt. The updated parts are shown here:



TM excerpt with affected parts circled

Jot this NSN info down until the updated TM is released.



FMTV: Updated Flex Plate Bolt Torque

/ Published Feb. 2, 2023

BLUF: TACOM has revised the flex plate bolts' torque to 46-54 lb-ft.

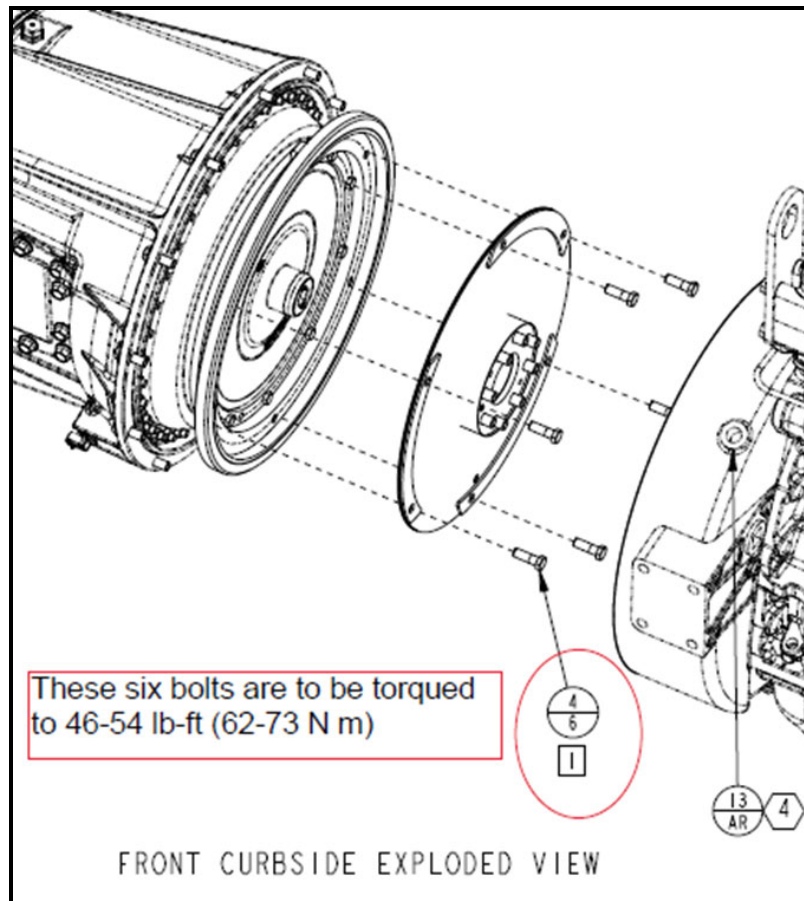


Photo by Sgt. Joshua Oh

Dear Editor,

I'm a CS/CSS LAR. While replacing an engine and transmission for an FMTV A1P2, an error was discovered in TM 9-2320-333-23&P (IETM EM 0372, Jun 19) regarding the torque of the six (6) flex plate bolts.

The same torque specifications are given for the FMTV A1 in TM 9-2320-391-23&P (IETM EM 0369, Oct 17) which are incorrect as well. TACOM is aware of the incorrect torque info for the flex plate bolts and will correct the IETMs to show **46-54 lb-ft**. Here's an excerpt from the revised FMTV A1P2 IETM:



Updated FMTV A1P2 TM will show correct torque for six (6) flex plate bolts

Units with FMTVs will need to jot this info down until TM 9-2320-333-23&P (IETM EM 0372, Jun 19) is revised.

Robert Engstrom

Ft Drum, NY

Editor's note: *Great info, Robert!*

Incorrect torque can damage equipment and cause unnecessary downtime and costs. Also, TACOM advises that there probably won't be another revision to the FMTV A1 TM 9-2320-391-23&P (IETM EM 0369, Oct 17) because the A1P2 is replacing the A1 in the near future, so units with the A1 should also take note of the updated torque specs.



M1083A1P2 FMTV: New Cap Protects Hydraulic Fluid!

/ Published Feb. 7, 2023

BLUF: Get a protective (breather) cap to keep EHPC fluid from getting water contamination.



Photo by [Staff Sgt. Frank Brown](#)

This article initially appeared in PS 779 (Oct 17) p. 13.

A1P2 FMTV trucks were fielded without the protective (breather) cap on the electric hydraulic power unit (EPHU). As a result, the EPHU fluid gets contaminated with water. That leads to failing or stalled cab lift hydraulic components.

So order a new breather cap with NSN 5340-01-646-6963. That keeps water out of the EPHU's fluid.



SINGGARS: FMTV Radio Installation Kits Differ

/ Published Feb. 7, 2023

BLUF: The SINGGARS radio installation kits for up-armored FMTV LTAS variants differ from the non-armored version. A table gives the necessary info.



Photo by [103rd Public Affairs Detachment](#)

Dear Half-Mast,

Can you confirm that a SINGGARS radio installation kit for the up-armored FMTV (M1083A1P2) is the same kit used in the non-armored FMTV?

SSG C.E.

Dear Sergeant,

Although that seems logical, it's not the case; they are **different**. See the following

table for the NSNs of the various FMTV LTAS variant kits.

SINCGARS Installation Kits			
FMTV model	Radio Series	Kit	NSN
Up-armored			
M1148A1P2, M1157A1P2, M1078A1P2, M1079A1P2, M1080A1P2, M1083A1P2, M1084A1P2, M1085A1P2, M1086A1P2, M1087A1P2, M1088A1P2, M1089A1P2, M1092A1P2, M1096A1P2	AN/VRC- 87/88/90	MK- 3148/VRC	5895-01- 616-5435
	AN/VRC- 89/91/92	MK- 3174/VRC	5895-01- 616-6168
Non-armored			
M1078, M1080, M1081, M1083, M1084, M1085, M1086, M1088 M1089, M1090	AN/VRC- 87/88/90	MK- 2400/VRC	5895-01- 421-0814
M1091, M1092, M1093, M1094, M1096	AN/VRC- 89/91/92	MK- 2715/VRC	5895-01- 421-0812

Half-Mast



FMTV: A Little Tweak Seals the Leak

/ Published Feb. 9, 2023

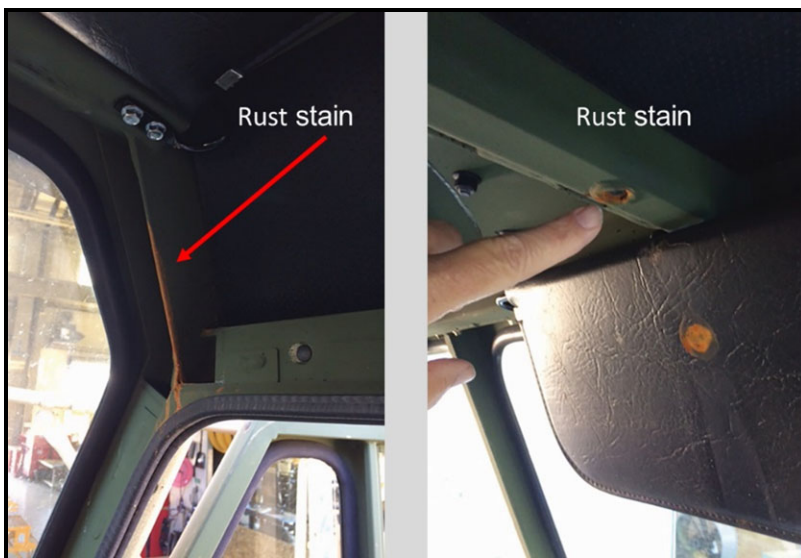
BLUF: You can prevent cab leaks in your FMTV with adhesive silicone, NSN 8040-01-118-2695.



Photo by [Capt. Joseph Warren](#)

Operators, a rusty water stain on the ceiling of your FMTV's cab usually means water is seeping past the roof's cab bolts. This is normal and something that usually happens over time.

If you see stains on the cab's ceiling, inside the frame or behind the windshield visor, let your mechanic know. You can get rid of the leaks in two quick steps:



Rust stains warn of leaks

1. Clean the area around the cab bolts. Make sure it's dry before going to Step 2.
2. Apply adhesive silicone, NSN 8040-01-118-2695, around the top of the bolts. That seals out water and prevents future leaks.



Adhesive silicone seals out water



M1270 MMPV: Transmission Fluid NSNs

/ Published Feb. 13, 2023

BLUF: Use the following transmission fluid NSNs for your M1270 MMPV.



Courtesy Photo

Use only TES-295 transmission fluid in medium mine protected vehicle (MMPV) Type II M1270. Order with these NSNs:

NSN 9150-	Qty
01-552-9119	1-qt
01-565-0981	Six 1-gal bottles
01-552-9157	5-gal container
01-551-2796	55-gal drum

Never mix other fluids, like Dexron III or IV, in the MMPV Type II's transmission. That will cause performance problems and unnecessary wear and tear.



M1082, M1095 FMTV Trailers: Authorized Air Brake Chamber

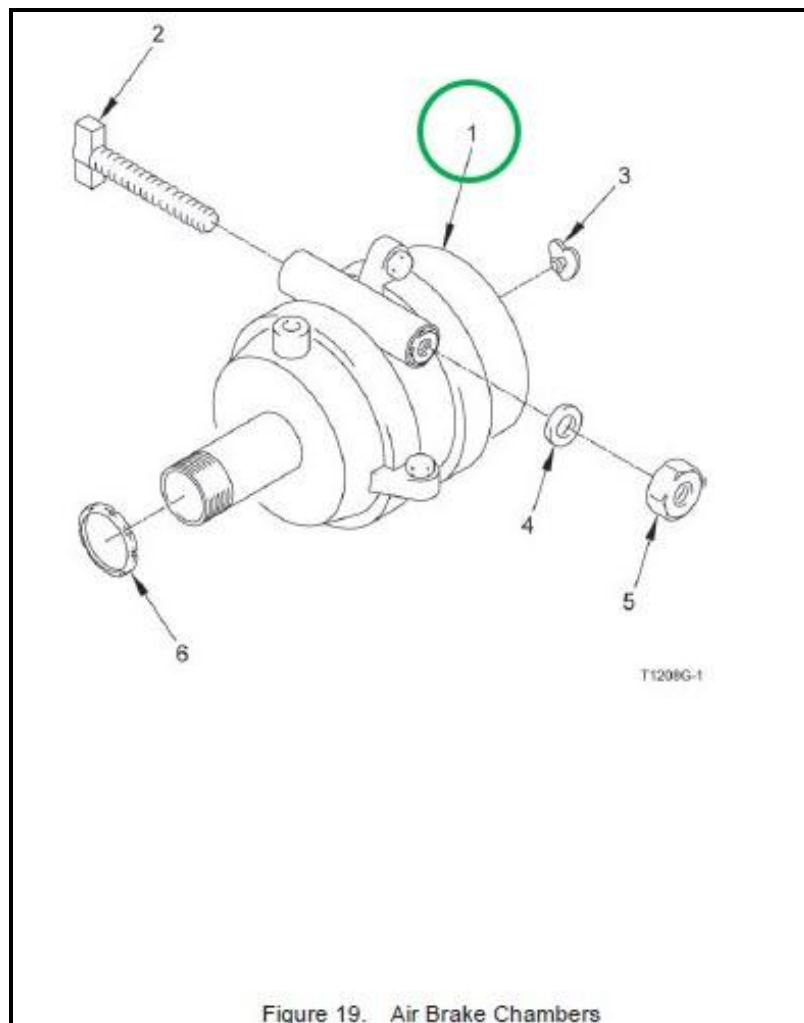
/ Published Feb. 14, 2023

BLUF: Get the only authorized air brake chamber for FMTV trailers, manufactured by Meritor, with NSN 2530-01-394-8332.



Photo courtesy of UTAP

There's only one authorized air brake chamber for M1082 and M1095 FMTV trailers. The **only** authorized air brake chamber is manufactured by Meritor. It's shown as Item 1 in Fig 19 of TM 9-2330-394-13&P-2 (Sep 15).



Air brake chamber TM excerpt

To get the air brake chamber, use NSN 2530-01-394-8332. It costs about \$145.



FMTV: Tan-Colored Side Window Covers

/ Published Feb. 28, 2023

BLUF: There's no NSN for tan side window covers on FMTV expansible vans, but you can still order them direct from the manufacturer.



Photo by Staff Sgt. Samuel Northrup

According to TACOM, you can get OD green side window covers for your M1087A1P2 and M1079 FMTV expansible vans with NSN 2540-01-479-5834 for about \$10.

But if you're looking for the tan side window covers, you won't find an NSN for them.

The solution is to purchase tan side window covers from AAR Mobility Systems for about \$120. For assistance, contact Mark Peterson at:

mark.peterson@aarcorp.com

If you have any questions, contact your LAR or email TACOM at:

ask-tacom-lad@army.mil



M915A5 Tractor Truck: Vent Louver Assembly NSN

/ Published Feb. 28, 2023

BLUF: Get a new vent louver assembly for your M915A5 tractor truck with NSN 2540-01-576-7334.



Photo by Sgt. 1st Class John Fries

Get a new vent louver assembly for your M915A5 tractor truck with NSN 2540-01-576-7334. It replaces PN 10.336.57, which is listed as Item 1 in Fig 212 of TM 9-2320-426-13&P (IETM EM 0308, Aug 14).

