



Roll-up of Articles
May 2023

General and Special Topics





Leader Interview: Mr. Duxbury, AMC C5ISR L-STR

/ Published May 4, 2023



Mr. James Duxbury

In the left photo, he briefs MG Gregory Anderson, CDR 10th MTN DIV

MSG Half-Mast recently traveled to Ft Drum to visit with Mr. James Duxbury, the AMC C5ISR Lead-System Tech Rep (L-STR) for the 10th Mountain Division/CECOM Integrated Logistics Support Center (ILSE) Forward Element – East Region, Army Field Support Battalion-Drum, 406th AFSB. They discussed the role of the L-STR in helping to improve C5ISR readiness.

Mr. Duxbury was born in Pittsburgh, PA. He enlisted in the U.S. Army in 1983 as a multichannel communications operator, later becoming a switchboard team chief and then, after reclassifying, a network switching system team chief. He held positions as senior operator, section sergeant, platoon sergeant and 1SG. After completing a 3-year tour with Recruiting Command, he was assigned as the NCOIC of the Communications-Electronics Command (CECOM) Telemaintenance Program at Ft. Monmouth, NJ, until retirement. Post-active duty, he served as a defense contractor before entering civil service as a logistics assistance representative (LAR) and serving as the telemaintenance

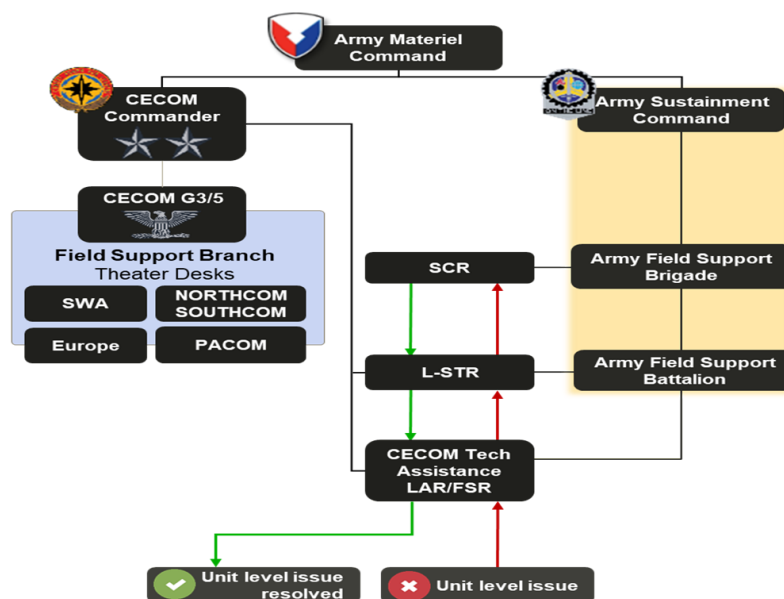
project lead. He later became the C5ISR lead-system tech representative (L-STR) with the AFSBn at Ft Drum, where he currently serves, overseeing a nine-state region in the Northeast, as well as Ft Polk, LA. He is responsible for integrating forward sustainment maintenance and providing logistics support for all Army C5ISR equipment through a tailored network of both organic and contracted service providers. He has also served as a C5ISR lead in Afghanistan, Iraq and Kuwait.

MSG Half-Mast: I've heard the term "trail bosses" bandied about in the field. Can you explain what a trail boss is and does?

Mr. Duxbury: First, the term "trail boss" is no longer used. Instead, at CECOM, we now refer to them as AMC Command, Control, Computers, Communications, Cyber, Intelligence, Surveillance and Reconnaissance (C5ISR) Lead-System Tech Representatives (L-STRs). L-STRs are Department of the Army civilian experts who assist the field, whether Active Army, National Guard or Reserves.

MSG Half-Mast: How do CECOM L-STRs interface with supported units?

Mr. Duxbury: L-STRs work at the corps or division (DIV) level and below. They directly support their assigned Army Field Support Battalion (AFSBn) commander and coordinate with the AFSBn's support operations (SPO) directorate to prioritize C5ISR support resources within the commander's intent.



Hierarchy includes L-STRs

Among their duties, L-STRs typically attend division-level meetings, address CECOM-specific policy and procedures and keep track of the division's operations to determine current and future needs. They continuously work closely with division and brigade combat team (BCT) staffs (2/3/4/6/8) to resolve their commander's technical and/or logistics concerns affecting their supply, readiness and training ratings.

The L-STRS also analyze trends based off the equipment status report (ESR), inputs into logistics assistance representative (LAR)-Visibility (LARVIS) system and data emerging from combat training center (CTC) rotations. Data collected in LARVIS are shared with supported units to improve future Soldier training and maintenance programs. The information is also provided to maintenance and supply chain managers in the CECOM Integrated Logistics Support Center to better posture resources to support B16 source of supply equipment.

MSG Half-Mast: What role, if any, does the L-STR have in unit training?

Mr. Duxbury: Working with the relevant Program Executive Office and the Division G3 and BDE S3 force integration officers, L-STRS can assist with any new equipment training and new equipment fielding (NET/NEF). They guide and assign the LARs and field service representatives (FSRs) to provide support for systems in CECOM sustainment and help fill training gaps with over-the-shoulder training on their C5ISR systems. A lot of this training is done at the unit motor pool on the unit's own equipment.

MSH Half-Mast: How do L-STRs differ from LARs?

Mr. Duxbury: L-STRs and LARs both provide expert technical advice, assistance and instruction at different levels in the hierarchy. L-STRs have a broader understanding of the programs that support all C5ISR systems, not just one. The L-STRs also supervise the LARs.

Editor's Note: To learn more about LARs, see our article [HERE](#).

For a regional POC list of CECOM L-STRS, visit our milSuite repository [HERE](#) (CAC required).



I Sustain This: April 2023 Nominees

/ Published May 4, 2023

PS Magazine's *I Sustain This* campaign is designed to recognize civilian sustainers who exemplify the highest standards while maintaining equipment to meet combat readiness requirements and stay in the fight, even under the most arduous of circumstances.

For Apr 2023, we had one civilian sustainer nominated for this program: Nicholas K. Johns, a small arms repair technician with the TACOM Fleet Management Expansion (FMX) office, Fort Benning, GA.

Spotlight Profile



Nicholas K. Johns

Small Arms Repair Technician

TACOM Fleet Management Expansion (FMX) office, Fort Benning, GA

Nominated by: Zachary DuBois

Why does this person deserve recognition? Mr. Nick Johns works as a small arms repair technician for the TACOM Fleet Management Expansion (FMX) office at Ft Benning, GA. He services and repairs multiple weapons platforms of different variations, tripods and night vision devices such as the MK19, M2, M2A1, M240, M249, M9, M17, M320, M4, M110A1, AK-47, M14, MK22, M192, MK64, MK93, M197, M205, PVS 14, PAS 13, among others.

He has been able to use his prior experience as an 11B Infantryman to effectively communicate with our Soldier-customers and provide them the support they need to

accomplish the training mission and achieve the highest levels of lethality. He has provided direct, real-time support to Soldiers at the ranges using our mobile repair truck on numerous occasions. He is currently embedded with the 197th Infantry Training Brigade satellite shop maintaining their weapons in order to conduct the Dot-40 M249 qualification and the U.S. weapons familiarization portion of Infantry OSUT. Additionally, he has helped to service the weapons and night vision devices at the 4th Ranger Training Battalion.

Mr. Johns was instrumental in the fabrication of the MK64 mount utilized at the Night Infiltration Course to increase safety for the soldiers and received several positive Interactive Customer Evaluation (ICE) comments from the Soldiers and command teams he supported. He has instructed and mentored (not part of his job description or duties) command teams, drill sergeants and support personnel for the brigade for proper weapons maintenance at the -10 level.

Additional Comments: Mr. Johns has spent his time off attaining a Master Gunsmith Certificate and an Associate of Science in Firearms Technology to help further his expertise in firearms. He was the first in the organization to complete the certificate and degree. He then mentored and encouraged five (5) coworkers to further their education. He currently has completed learning GCSS-Army to further himself as an asset to the organization and continues seeking ways for self-improvement.



I Own This Campaign: Nominate a Deserving Warfighter

/ Published May 5, 2023

Taking ownership and pride in assigned vehicles and equipment is vital to ensuring personal, unit and fleet readiness. Without this personal investment and active involvement, Warfighters fail to ensure preventive and scheduled maintenance gets done when it should and by the book. This failure, in turn, results in non-mission capable (NMC) vehicles and equipment, which negatively affects overall combat readiness.

Do you have or work alongside a Warfighter* in your unit/organization who takes full ownership of their assigned vehicle(s) and equipment?

Do they complete all their preventive maintenance checks and services (PMCS) with pride?

Do they exhort their peers to do the same? Are they serious about being combat ready at all times?

Then nominate them for the PS Magazine *I Own This* campaign, where they'll be featured on the magazine's website.

The campaign works like this:

1. Complete the nomination form located [HERE](#). Nominations will be accepted on a rolling/ongoing basis and anyone can nominate a Warfighter so long as they have daily, working knowledge of the Warfighter's exemplary behavior.
2. At the end of each calendar month, one name among those submitted over the prior 30 days will be selected at random. The reason for making it random is to

avoid concerns about the fairness of the selection process and to lessen the administrative burden of running a monthly selection panel.

3. The magazine's supervisory editor will communicate with the commander of whomever is selected to ensure the commander concurs with the nomination and endorses the recognition, unless he or she made the nomination.
4. A photo or two the nominated Warfighter beside or with their vehicle or equipment is encouraged with **all** nominations. Please ensure, however, they're OPSEC-compliant and don't include any security violations. You can email your pictures separately to: usarmy.redstone.asc.mbx.psmag@army.mil. Ensure to include the Warfighter's name and relevant caption information.
5. Although the randomly-selected Warfighter will be prominently featured, the names of all nominated Warfighters, along with a brief explanation of the reason, will be included on the *I Own This* campaign webpage created for that month. Nominees will also appear on PS's social media platforms and its newsletter.

*** NOTE:** *Currently the "I Own This Campaign" is focused on uniformed personnel of all service branches. At some point in the future, the campaign may be opened to civilian personnel or a separate, parallel campaign launched.*



Logistics Management: CY 2022 Petroleum Excellence Winners

/ Published May 5, 2023

BLUF: The calendar year 2022 Petroleum Excellence award winners are announced.



Photo by [Master Sgt. Benari Poulten](#)

The annual Petroleum Excellence awards recognize superior performance in petroleum management and fuel handling. The most recent performance period evaluated was from January 1 through December 31, 2022. For a full list of the categories and winners, see ALARACT 0224-2023 [HERE](#).

Units and individuals can self-nominate or be nominated for these awards. Regardless of the nomination process, the package must receive a command endorsement from the first O-6 in the chain of command. Nomination packages with command endorsements are submitted to the U.S. Army Petroleum Center not later than January 31st each year for the preceding calendar year.

Questions? Email the U.S. Army Petroleum Center [HERE](#).



Aviation Maintenance: MOS 15D Invited to Take Job Analysis Survey

/ Published May 8, 2023

BLUF: All MOS 15Ds should take the job analysis survey at the link below.

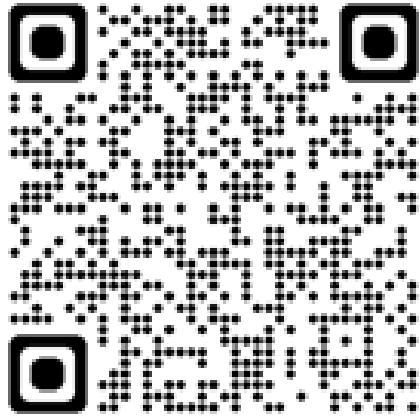


Photo by Staff Sgt. George Prince

If you're an aircraft powertrain repairer, MOS 15D, you can assist the critical task site selection board (CTSSB)—assembled by the U.S. Army Aviation Center of Excellence—by completing an online job analysis survey ASAP.

The results of the survey will be used to update the individual critical task list, which guides future instruction and training.

The Aircraft Powertrain Repairer MOS 15D survey is now open and will close 5 Nov 23. You can access the survey link [HERE](#) or scan the QR code below:



Scan QR Code



M1022-Series Dolly Set Mobilizer: Tire and Wheel Assembly NSN

/ Published May 10, 2023

BLUF: To get the dolly set mobilizer's tire and wheel assembly use NSN 2530-01-506-7243.



Photo by Sgt. 1st Class Clinton Wood

Dear Half-Mast,

I'm looking for the tire and wheel assembly NSN for the M1022-series dolly set mobilizer. I'm having trouble finding it. Can you help?

H.Y.

Dear Sir,

Certainly! The TM for the M1022-series dolly set mobilizer only lists the tires and tubes NSNs. To get the tire and wheel assembly use **NSN 2530-01-506-7243**.

Jot this info down until the NSN is added to the next revision of TM 9-2330-379-13&P (Jun 12).

Half-Mast



M30 BEB: Transmission Oil NSNs

/ Published May 15, 2023

BLUF: Use these NSNs to order transmission oil for your BEB



Photo by Spc. Anthony Ford

Dear Half-Mast,

Table 4 of LO 5-1940-324-13 (Apr 17) shows a 55-gal drum of transmission oil, 10W-30 (MIL-PRF—2104) that comes with NSN 9150-01-413-6990. Are smaller quantities of the BEB's transmission oil available?

SSG E.G.

Dear SSG,

Here are the NSNs you need for smaller quantities of transmission oil for the M30 bridge erection boat (BEB)...

Quantity	NSN 9150-
5 gallons	01-438-5882
1 gallon	01-438-5933
1 quart (box of 12)	01-413-6897

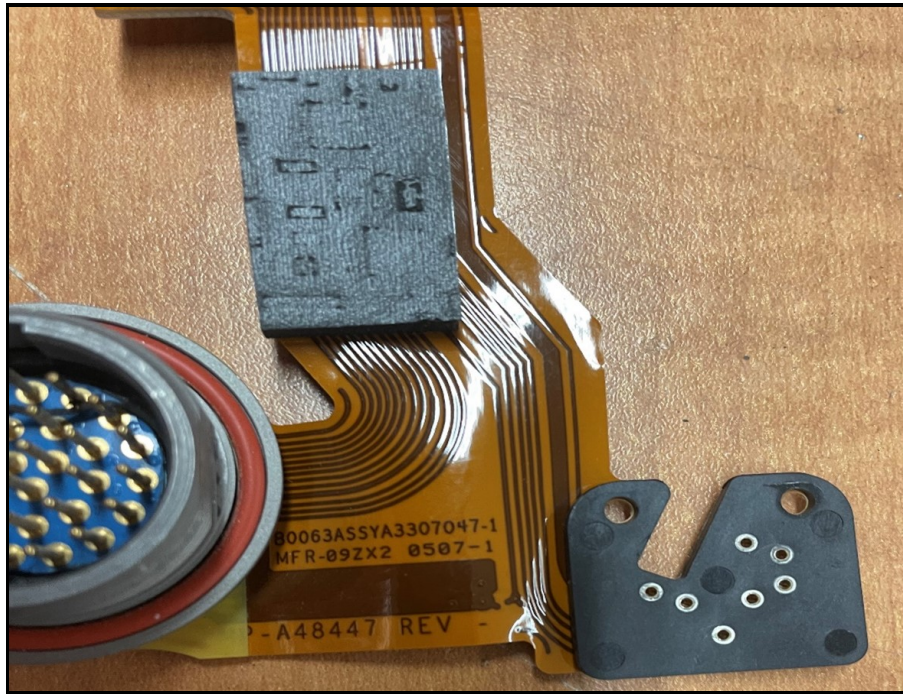
Half-Mast



SINGARS: Circuit Card Assembly PN Marking Problem

/ Published May 15, 2023

BLUF: An error in the design of the SINGARS CCA PN means that some units may have trouble trying to turn in the part for credit.



Courtesy photo

Dear Half-Mast,

We ordered a circuit card assembly (CCA), NSN 5998-01-539-5371. We were trying to turn in the old card to the supply support activity (SSA) because it's recoverable. The issue we're having is the PN on the circuit card reads A3307047-1. In the TM, it reads as PN A3307046-1. Is there a reason the two PNs don't match? This is costing our unit \$413.00 in expected return credit each time the SSA won't accept the part.

Dear Sir,

NSN 5998-01-539-5371, PN A3307046-1 is CCA – Flexible Rear Panel – RT. The CCA is installed in the RT-1523F and RT-1523G line replaceable units (LRUs) that are components of end item (COEI) for the Single Channel Ground and Airborne Radio System (SINGARS) Family of Systems (see Table 1 below for affected systems).

Table 1: LINs and NSNs of impacted SINGARS

LIN	NOMENCLATURE	NSN 5820-
R83141	Radio set, manpack, AN/PRC-119F	01-451-8252
R67296	Radio set, vehicular AN/VRC-87F	01-451-8248
R67330	Radio set, vehicular AN/VRC-88F	01-452-8435
R44999	Radio set, vehicular AN/VRC-89F	01-451-8247
R68044	Radio set, vehicular AN/VRC-90F	01-451-8246
R68146	Radio set, vehicular AN/VRC-91F	01-451-8249
R45543	Radio set, vehicular AN/VRC-92F	01-451-8250

Due to a design deficiency, the CCA marked with PN A3307047-1 is actually PN A3307046-1 for NSN 5998-01-539-5371; it was incorrectly marked during manufacture.

In response, on April 13, 2023, CECOM issued a Maintenance Informational Message (MIM), CECOM-MI-23-01009, for this marking issue to the Modification Management Information System (MMIS) in the AESIP Portal [HERE](#).

A copy may also be found in the *PS Magazine* milSuite repository [HERE](#).

This MIM acknowledges that CECOM recognizes the marking issue and that the CCA marked PN A3307047-1 is the PN A3307046-1 for NSN 5998-01-539-5371. This should ensure a smooth CCA turn-in process and proper credit.

The MIM has further details and POCs. Units should include a copy of the MIM as part of the turn-in process for this CCA to the SSA.

Half-Mast



Half-Mast Sends: Just Ask Already

/ Published May 23, 2023

BLUF: Don't hesitate to ask questions, even if you're an "old hand."



Photo by Sgt. 1st Class Ernest Henderson

This article initially appeared in PS 753, p. 1 (Sep 15).

You don't know the answer. You're baffled. You pride yourself on being able to figure things out, but this one escapes you.

Of course it's not covered in the TM. Or if it is, you can't find it. And nobody has ever shown you how to do it.

You **could** ask somebody, but what would the other mechanics say? You've been here so long it'd make you sound like an idiot.

Maybe you could get the new Soldier to ask instead. But what if they all look to you for the answer? Or worse, what if everybody knows the answer but you?

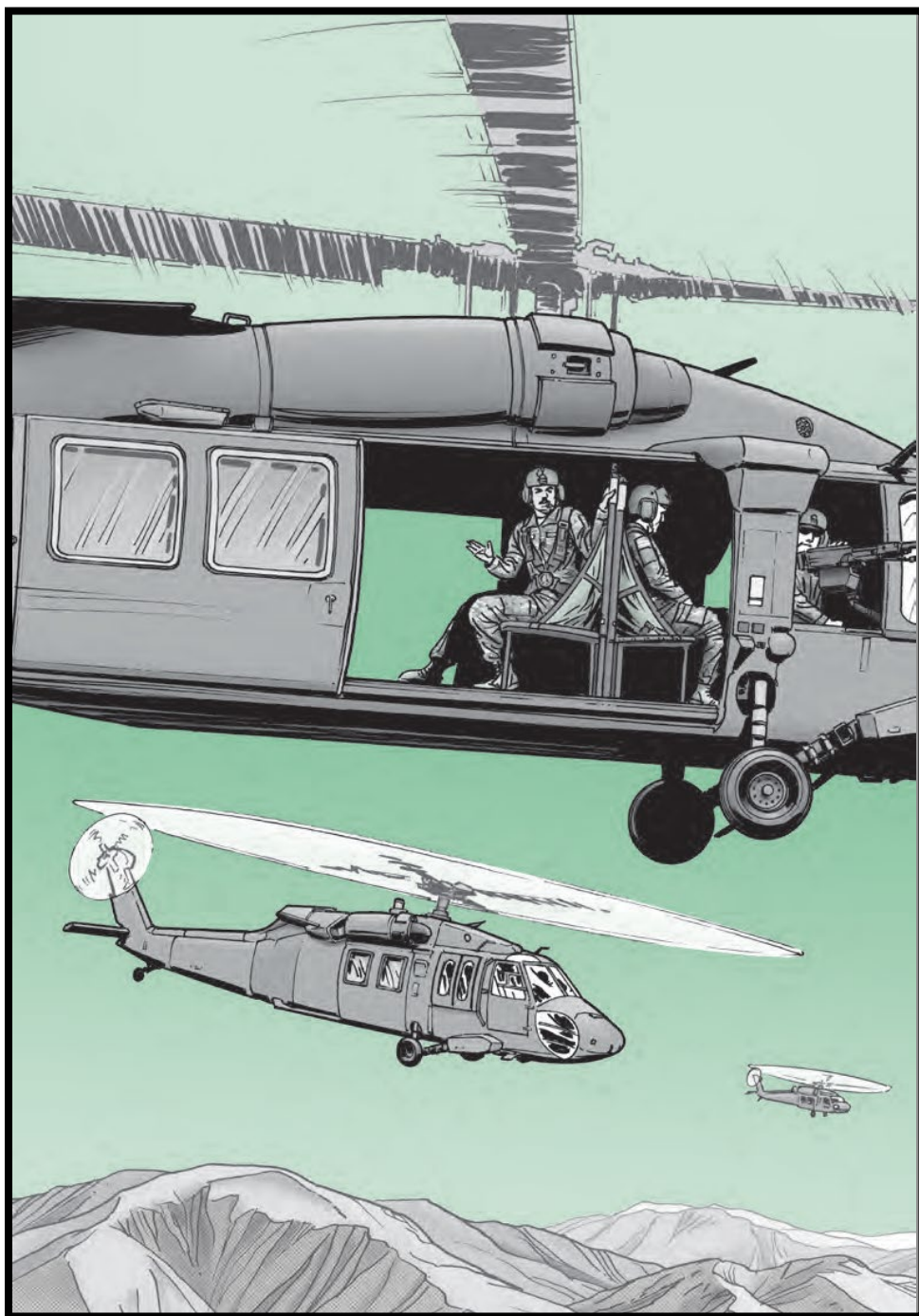
Nope, no way you're asking that question. So you guess. But you guess wrong. And then a real maintenance nightmare begins, one far more embarrassing than simply asking a question up front.

As the original Murphy's Law goes: *"If there are two or more ways to do something, and one of those ways can result in a catastrophe, then someone will do it."*

Don't be that someone. Ignorance isn't bliss. But it's not stupidity, either. It's just lack of knowledge.

If you're not sure, ask! Those who guess almost always guess wrong. Sure, you might get a little flak now, but it's better than making a big mistake later. And once you start asking questions, others will ask, too. It's contagious—in a **good** way. So ask already.

Aviation





Black Hawk: EBAPS Part Number Update

/ Published May 3, 2023

BLUF: If you have an EBAPS kit installed on your aircraft and fly under AWR 1752, a part number change is needed ASAP.



Photo by [Master Sgt. Becky Vanshur](#)

Mechanics, if your UH-60 helicopter has the enhanced ballistic armament protection system (EBAPS) kit installed, and you're flying under AWR 1752, contact the UH-60 Program Office ASAP to get a part number change for the kit.

You can contact Joseph Ingram by email at to receive instructions on the part number change:

joseph.a.ingram4.civ@army.mil



Shadow: Don't Throw Away Cables!

/ Published May 5, 2023

BLUF: Before throwing away shadow cables, check the list and turn them in despite what the SMR code says.



Photo by [Jamal Wilson](#)

This article was updated on 5/5/2023, adding an additional item to the table, highlighted in yellow.

Mechanics, the Army Shadow team needs your help. They're running short on some of the cables found in the Shadow system, so they're asking you to check the list below before you throw any cables away. They need the cables listed below to support the whole Shadow team, regardless of the Source, Maintainability and Recoverability (SMR) code. They cannot wait to change the SMR Codes in the REPAIR PARTS AND SPECIAL TOOLS LIST (RPSTL). If you have any unserviceable Shadow cables that are on this list, please turn them in as soon as possible.

NOMENCLATURE	NSN	PN	SMR	ITEM #	NOTES
CB ASSY - RF UGDT CX (W24)	5995-01-651-9958	39593-95610-382	PAOZZ		Not listed in

					RPSTL
CB ASSY - PE, CMD/STS (W8)	5995-01-630-6268	39593-95610-326	PAOOO	19	R00276
CB ASM - RF, UGDT CX (W10)	5995-01-630-6248	39593-95610-318	PAOOO	21	R00276
CB ASSY - UPS, STATUS (W15)	5995-01-633-2029	39593-95610-214	PAOOO	25	R00276
CABLE-UPS AC, FEED (W28)	5995-01-630-5931	39593-95610-501	PAOOO	30	R00276
TFOCA-II-GREEN (W2)	5995-01-633-2000	39593-95610-112	PAOOO	13	R00276
CABLE ASSY FIBER OPT (500 m)(W4)	6020-01-630-7983	39593-95610-511	PAODD	15	R00276
CB ASM - RF, UGDT CX (W6)	5995-01-630-5950	39593-95610-212	PAOOO	17	R00276
CB ASM - RF, UGDT CX (W7)	5995-01-630-5945	39593-95610-213	PAOOO	18	R00276
CB ASM - RF, UGDT CX (W9)	5995-01-630-6244	39593-95610-317	PAOOO	20	R00276
CB ASSY - RF, UGDT CX (W13)	5995-01-630-5919	39593-95610-314	PAOOO	24	R00276
CABLE ASSY (W3)		39593-44802-10	PAOZZ	46	R00276
CABLE ASSY, FO LAN (RS2F - W50)		39489-44305-10	PAOZZ	47	R00276
CA,GROUNDING	5999-01-630-9635	39489-90300-1	PAOZZ	48	R00276
CABLE ASSY (W2)	5995-01-630-6258	39593-44803-10	PAOZZ	49	R00276
FAN EXT CABLE ASSY	9999-01-624-3374	39489-44215-10	PAODD	8	R00167
PGDT UHF CABLE ASSY (W453)	5995- 01-630-9535	39489-95003-62	PAOZZ		Not listed in RPSTL
PGDT UPS STAT CABLE	5995-01-633-1992	39489-95003-86	PAOZZ		

And if you're turning in 500-meter Fiber Cable Assembly, ensure it's complete to include the cleaning kit, if possible.

Note from Shadow Team: Units will turn cables in to their supporting Contract Logistic Support (CLS) Window/Log Point. If a unit is not co-located, please contact the Field Service Representative (FSR) Hub Lead to obtain a return label. CLS windows will ship cables to Joint Base Lewis–McChord (JBLM) Log Point and the Log Point will update NON- MISSION Capable (NMC) status in Catalog Ordering Logistics Tracking System (COLTS). Item managers will direct Log Point on shipping instructions to the JBLM Regional Support Center (RSC) for repair induction. (No unit or FSR will ship directly to the RSC, regardless of SMR code).

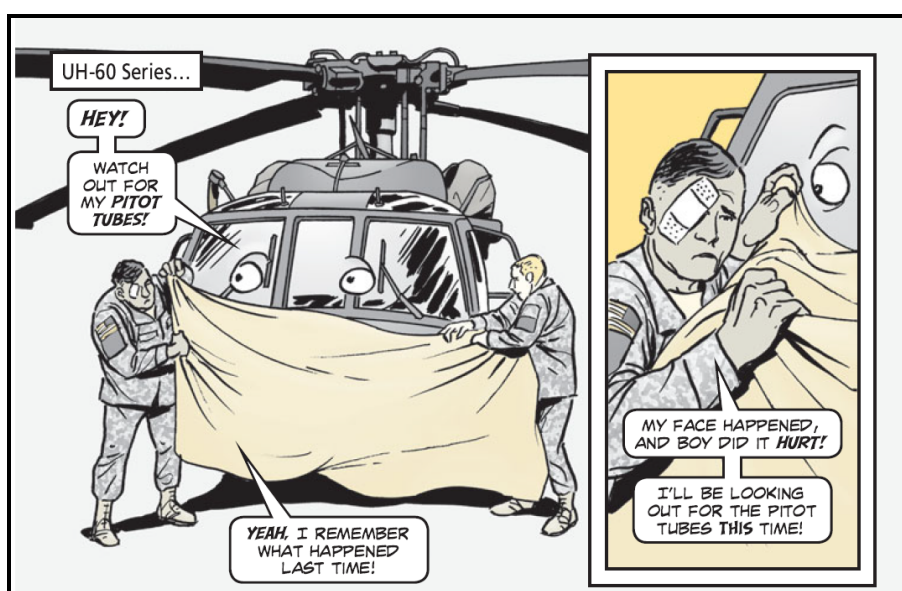
Thanks for your help, mechanics!



H-60 Series: Look Before You Hook!

/ Published May 8, 2023

BLUF: When using the nose cover on your helicopter, make sure you pay attention how to close the pitot static tubes are to your face.



This article initially appeared in PS 710 (Jan 12), p. 21.

Mechanics, the H-60 nose cover is bulky and cumbersome. Putting it on can be a hassle. It can also be dangerous if you're not careful.

Pay attention to the pitot static tubes when covering the nose and windshield as you try to hook the main rotor pylon opening.

When standing on the aircraft to secure the cover, some mechanics forget how close their face is to the opening of the pitot static tubes on both sides of the aircraft.

A sudden turn into the tube as you stretch to hook the cover could gouge out an eye, cause damage to your ear or severely cut your face. The opening of the tube is sharp and will cut you.

Watch where you are as you pull the cover over the windshield and make sure your face does not bump into the pitot tube opening.



When hooking cover, watch out for pitot tube



Aviation Maintenance: MOS 15D Invited to Take Job Analysis Survey

/ Published May 8, 2023

BLUF: All MOS 15Ds should take the job analysis survey at the link below.

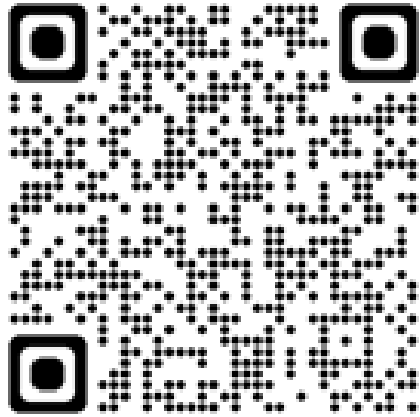


Photo by Staff Sgt. George Prince

If you're an aircraft powertrain repairer, MOS 15D, you can assist the critical task site selection board (CTSSB)—assembled by the U.S. Army Aviation Center of Excellence—by completing an online job analysis survey ASAP.

The results of the survey will be used to update the individual critical task list, which guides future instruction and training.

The Aircraft Powertrain Repairer MOS 15D survey is now open and will close 5 Nov 23. You can access the survey link [HERE](#) or scan the QR code below:



Scan QR Code



AH-64: New ECS Servicing Cart PN Now Available

/ Published May 10, 2023

BLUF: A new ECS servicing cart is available with NSN 4330-00-681-2281 (PN 7-562104012-607). Initial supply may be limited.



Photo by [Jeff Jurgensen](#)

Mechanics, Apache Environmental Control System (ECS) servicing carts, NSN 4330-01-512-5423 (PN 7-562104012-605) and NSN 4330-01-476-3165 (PN 7-562104012-603), have been replaced with NSN 4330-00-681-2281 (PN 7-562104012-607), which is now available through Army supply. However, ECS Carts PN 7-562104012-605 and PN 7-562104012-603 remain authorized for use.

Make a note that supply availability of the new servicing cart may be initially limited; Therefore, you must ensure the continued readiness of your existing PN 7-562104012-605 and PN 7-562104012-603. ECS carts. If you have unserviceable carts, turn them into your nearest (or local) regional support center (RSC), so they can examine and determine if the ECS carts can be repaired.

RSCs can repair authorized ECS carts at no expense to the unit, other than

transportation costs, which include NSN 4330-01-512-5423 (PN 7-562104012-605) and NSN 4330-01-476-3165 (PN 7-562104012-603). However, the new ECS cart, NSN 4330-00-681-2281 (PN 7-562104100-607), is not a part of the repair program.



ECS carts that can be repaired
(Right click and open in new tab to view larger image)

For more information about the ECS servicing cart repair program, contact George Morrishaw, or Daniell Doerk by email:

george.e.morrishaw.civ@army.mil

daniell.m.doerk.civ@army.mil



AH-64: Removing Nose Gearbox Blocker Plates

/ Published May 17, 2023

BLUF: Use a little muscle to remove the Apache nose gearbox blocker plates and resist using tools.



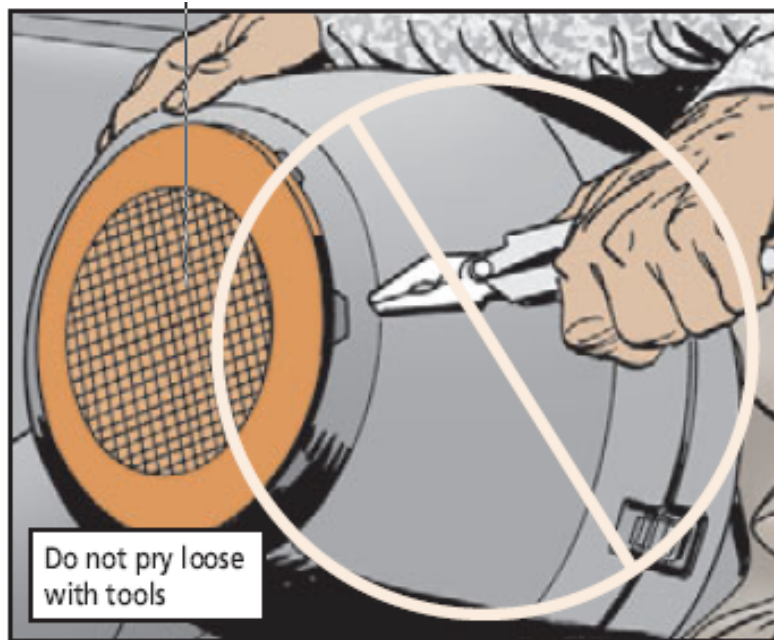
Photo by [Thomas Alvarez](#)

This article initially appeared in PS 699 (Feb 11), p. 35.

Now that the AH-64 aircraft have the nose gearbox blocker plates, take care how you remove them. AH-64 blocker plates come with NSN 1560-01-616-4633, PN 7-511141631-101. E-model blocker plates come with NSN 1560-01-647-6433, PN 7-511141631-103.

Keep in mind that the blocker plate is tough to remove because added hook-and-loop fasteners secure it more tightly. You'll have to use some elbow grease—but not tools—to work blocker plates loose from the gearbox.

If you're thinking of using a screwdriver or a pocket tool to get the job done, think again. You may get the blocker plate off, but you'll also break or damage the plate or the nose gearbox fairing.



Do not pry loose with tools

So, at every pre-flight inspection or every 25 hour/14-day gearbox inspection, remove the blocker plate the right way using your hands and not your tools.

Editor's Note: Minor edits have been made to the original version of this article to add NSNs and part numbers for the blocker plates.



All Aircraft: Repair Acrylic Windows

/ Published May 17, 2023

BLUF: Tossing out acrylic aircraft windows for minor damage is a thing of the past. Now you can repair them instead.



Photo by [Senior Airman Jared Trimarchi](#)

This article initially appeared in PS 753 (Aug 15), p. 23.

Mechanics, you can minimize downtime and save your unit tons of money by repairing damaged acrylic aircraft windows instead of ordering new ones.

Tossing out acrylic aircraft windows because for scratches, blemishes or minor damage is costly. Instead, repair them while they remain in the frame on the aircraft with the window repair kit, NSN 4920-01-569-3630, PN EZ2050B-1. The kit was improved so you may have the original part number, PN EZ2050B.

The window repair kit is included in the unit aviation shop set, NSN 4920-01-551-7472, and the AVIM sheet metal shop set, NSN 4920-01-600-7364. The kit contains an instruction manual and training DVD that explains the simple process for restoring acrylic aircraft windows.

Repairing acrylic windows is a good way to get in the habit of saving money, especially with tighter budgets. Also, check out Chapter 10 *Aircraft Plastics* of TM 1-1500-204-23-10 (Jul 92, w/Ch 6, Mar 15) for the window repair kit and how to use it.

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



HH/UH-60M, AH-64E, CH-47F: Aircraft Hand-held Fire Extinguishers

/ Published May 23, 2023

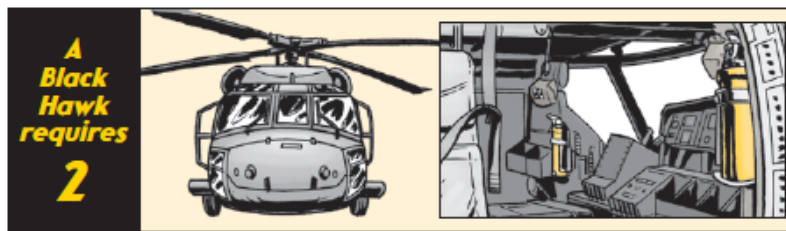
BLUF: Ensure Black Hawk, Apache and Chinook helicopters have portable fire extinguishers onboard.



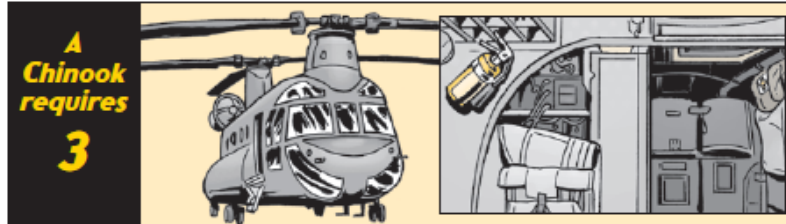
Photo by Sgt. Darci Brennan

This article initially appeared in PS 735 (Feb 14), p. 22.

Got questions about how many portable, hand-held fire extinguishers (HHFE) should be onboard your helicopter? Let's put that question to rest.



A Black Hawk requires two (2) HHFEs, NSN 6830-00-555-8837



A Chinook requires three (3) HHFEs, NSN 6830-00-555-8837



An Apache requires one (1) HHFE, NSN 4210-01-495-7617

Always check for fire extinguisher information in your specific aircraft -10 TMs. There you'll find information on where fire extinguishers should be mounted.

AR 95-1, *Flight Regulations* (Mar 18), doesn't tell you where to install fire extinguishers...only that fire extinguishers are required on aircraft.

The bulk of information you need to know about fire extinguishers is in Chapter 2, *Hangar and Shop Operations* and Chapter 3, *Flight Line Operations* of TM 1-1500-204-23-1, *General Aircraft Maintenance* (Jul 92, w/Ch 11, Dec 18).

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



Shadow: Use Digital Instead of Dial Torque Wrench

/ Published May 24, 2023

BLUF: A digital (audible/indicating) torque wrench is preferred to the dial torque wrench for performing the Shadow caliper brake pressure test for the arresting gear.



Photo by [Jamal Wilson](#)

Mechanics, because the dial torque wrench is no longer provisioned, Maintenance Engineering Orders (MEOs) S1705A (6 Mar 23) and S1798 (8 Mar 23) authorize the use of a digital (also called audible or indicating) torque wrench to adjust the caliper brake pressure for the arresting gear on the Shadow. The digital torque wrench replaces the dial torque wrench in the TM.

MEO S1798 provides information on the correct digital torque wrenches (and their PNs) to use. MEO S1705A provides details on conducting the caliper brake pressure test for arresting gear using the digital torque wrench. The MEOs can be viewed on *PS Magazine's* milSuite site [HERE](#).

Make a note that the MEOs have detailed information and WP changes that will appear in the next change to the IETM TM 1-1550-1689-23&P, EM 0370 (Apr 24).

Got questions or need information about unmanned aircraft systems (UAS), visit the Shadow home page on the JTDI website [HERE](#).



Aviation Maintenance: MOS 15H Invited to Take Job Analysis Survey

/ Published May 24, 2023

BLUF: All MOS 15Hs should take the job analysis survey at the link below.

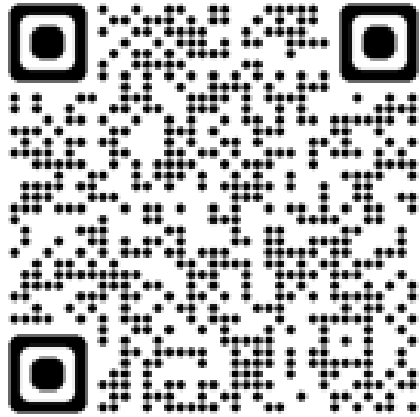


Photo by [Abraham Essenmacher](#)

If you're an aircraft pneudraulics repairer, MOS 15H, you can assist the critical task site selection board (CTSSB)—assembled by the U.S. Army Aviation Center of Excellence—by completing an online job analysis survey ASAP.

The results of the survey will be used to update the individual critical task list, which guides future instruction and training.

The Aircraft Pneudraulics Repairer MOS 15H survey is now open and will close 13 Feb 24. You can access the survey link [HERE](#) or scan the QR code below:



Scan QR Code to access survey



CH-47F Chinook: Replacement for Bad Engine Cowling Sealing Strip

/ Published May 24, 2023

BLUF: Replace a bad fairing sealing strip on the engine cowling with anti-chafe rubber bumpers, NSN 5340-01-054-1588, PN 0541588.



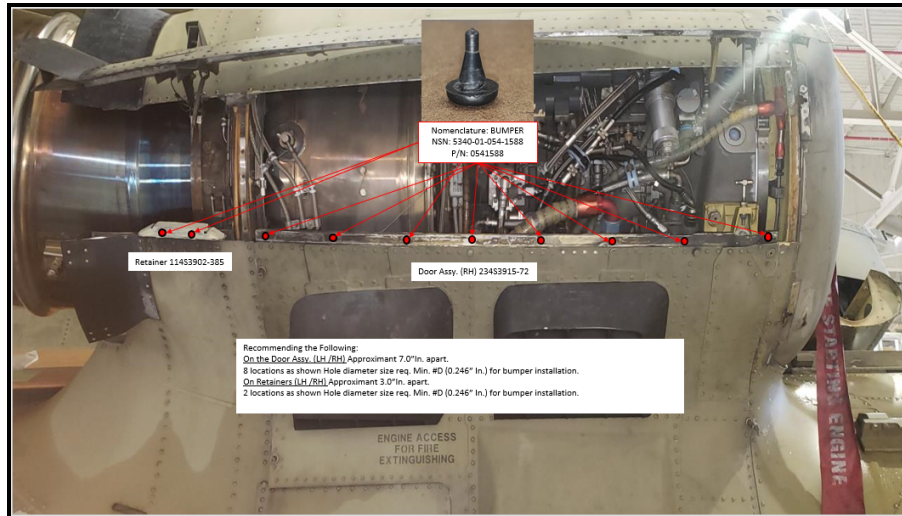
Photo by Sgt. Jason Greaves

Mechanics, the lower cowling sealing strip on the CH-47F Chinook left- and right-hand (LH/RH) engine door assemblies will not stick or stay in place, and it deteriorates rapidly.

If you've got this problem with your F-model Chinook, here's some good news. You can remove the chafed sealing strip and install anti-chafe rubber bumpers, NSN 5340-01-054-1588, PN 0541588 to protect the engine cowling edge from chafing. Here's how:

Per the diagram below, on each lower cowling door assembly, drill eight (8) x 0.246-in

holes approximately 7-in apart in which to install the rubber bumpers. On each retainer, drill two (2) x 0.246-in holes approximately 3-in apart.



Install anti-chafe rubber bumpers to protect lower engine cowlings per this diagram

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

CBRN





CBRN: M8 Paper Improvements

/ Published May 2, 2023

BLUF: The new instructions for M8 paper, NSN 6665-00-050-8529, detail how to detect and classify liquid A-series agents.

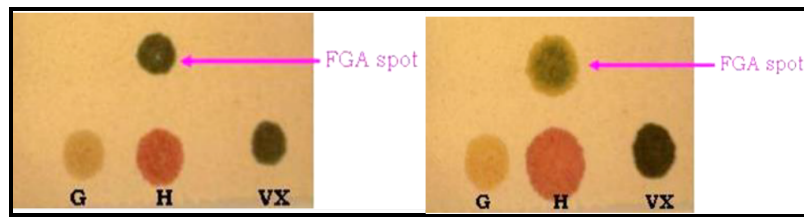


Courtesy photo

The M8 paper, NSN 6665-00-050-8529, is a simple booklet with paper that detects chemical warfare agents with color-changing dyes. Each booklet has a color comparison chart on the inside front cover. M8 paper is used as a standalone item and it's used with other end items, such as the M256A2 chemical detector kit and various protective masks.

Every Soldier should be familiar with the use of M8 paper because it's a common task. Updated instructions tell the user not only how to detect and identify blister and nerve (G and VX) agents, but also how to detect and classify fourth-generation agents (FGA), also known as A-series or Novichok nerve agents.

The M8 paper liquid A-series detection and classification are noted in the instructions on the cover of the booklet and in the M256A2 kit's TM 3-6665-426-10 (Sep 22). In the presence of A-series agents, the color response is as seen below.



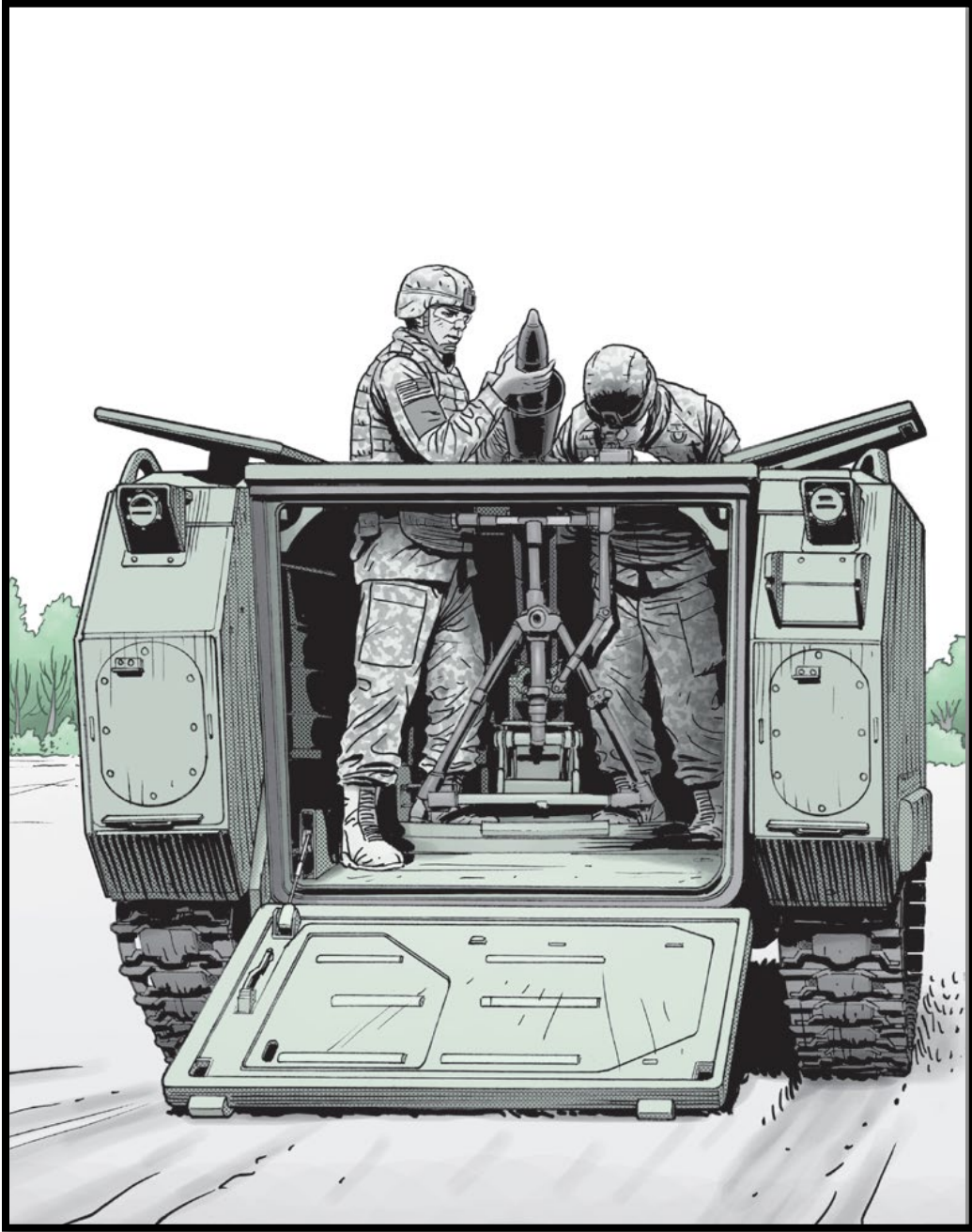
A-series color change from dark green to yellow green
(right click and open in new tab to view larger)

The user is instructed to look for colors that start out dark green and shift to yellow green after 10 or more minutes. This signature color change response indicates that A-series agents are present. See WP 0007 of TM 3-6665-426-10 (Sep 22) for the full instructions to test for and classify liquid agents. This additional agent classification is already possible with current M8 paper.

Units will receive the newly improved M8 paper through attrition of existing stock. Continue to use NSN 6665-00-050-8529 and you will eventually get the new M8 paper.

Grab your CAC to get a copy of the *Fourth Generation Agents: Reference Guide* [HERE](#).

Combat Vehicles





Ground Vehicles: BDAR Kit NSN

/ Published May 16, 2023

BLUF: Get a Battle Damage and Assessment Repair (BDAR) crew kit for your combat or tactical vehicle with NSN 2590-01-659-5620.



Photo by Staff Sgt. Charles Porter

Dear Half-Mast,

Is there a new Battle Damage Assessment and Repair (crew kit) for the Bradley FOV? The one I have shows up in FEDLOG as obsolete.

A.G.

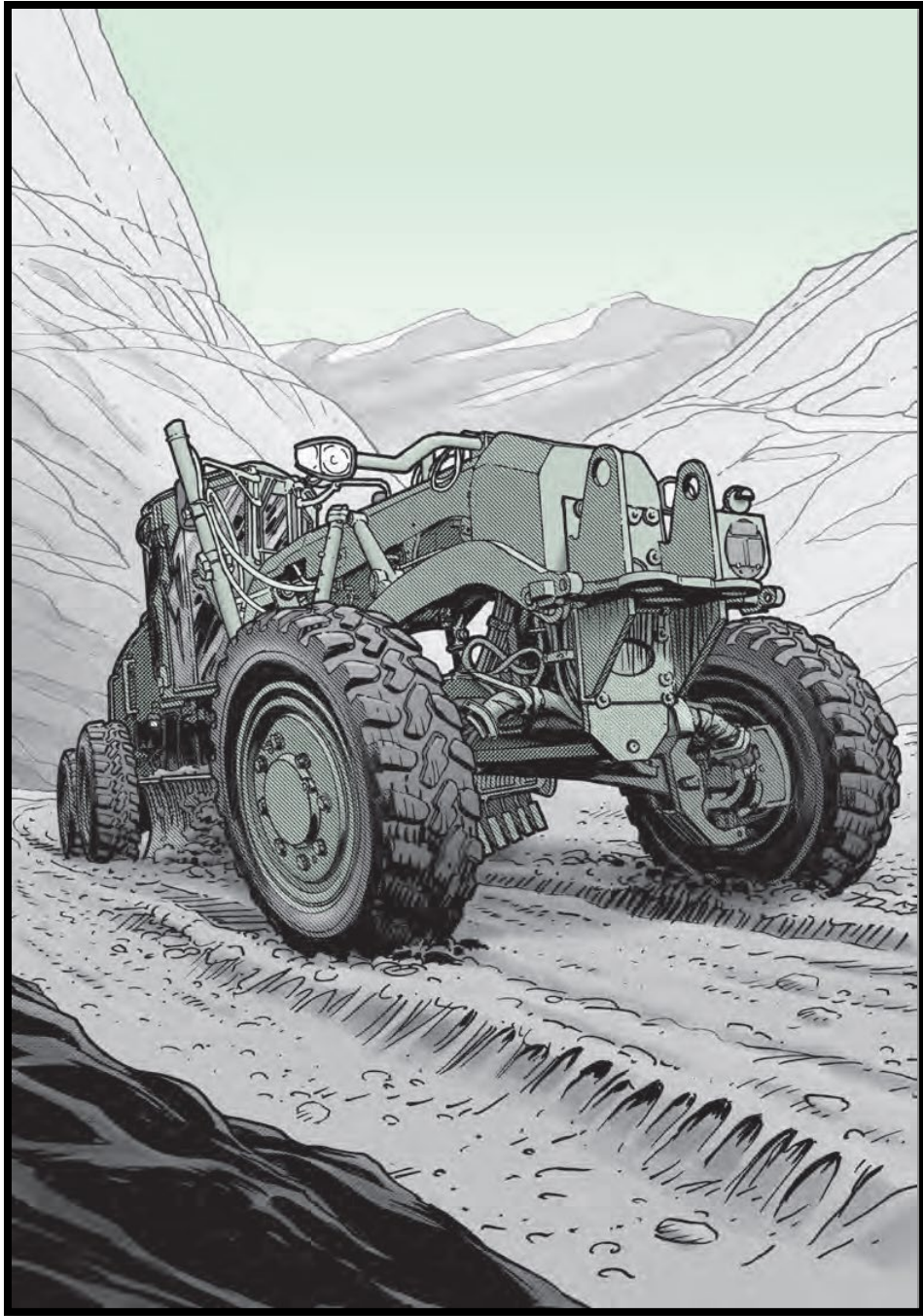
Dear Sir,

If you still have an old BDAR kit (**NSN 5180-01-502-9504**, **NSN 5180-01-502-9507** or **NSN 5180-01-575-1265**), order the new one with **NSN 2590-01-659-5620**.

It's been developed for use by all ground combat and tactical vehicles and combines all the capabilities of the previous kits while improving fluid line and electrical repairs.

Half-Mast

Construction





M1022-Series Dolly Set Mobilizer: Tire and Wheel Assembly NSN

/ Published May 10, 2023

BLUF: To get the dolly set mobilizer's tire and wheel assembly use NSN 2530-01-506-7243.



Photo by Sgt. 1st Class Clinton Wood

Dear Half-Mast,

I'm looking for the tire and wheel assembly NSN for the M1022-series dolly set mobilizer. I'm having trouble finding it. Can you help?

H.Y.

Dear Sir,

Certainly! The TM for the M1022-series dolly set mobilizer only lists the tires and tubes NSNs. To get the tire and wheel assembly use **NSN 2530-01-506-7243**.

Jot this info down until the NSN is added to the next revision of TM 9-2330-379-13&P (Jun 12).

Half-Mast



M30 BEB: Transmission Oil NSNs

/ Published May 15, 2023

BLUF: Use these NSNs to order transmission oil for your BEB



Photo by Spc. Anthony Ford

Dear Half-Mast,

Table 4 of LO 5-1940-324-13 (Apr 17) shows a 55-gal drum of transmission oil, 10W-30 (MIL-PRF—2104) that comes with NSN 9150-01-413-6990. Are smaller quantities of the BEB's transmission oil available?

SSG E.G.

Dear SSG,

Here are the NSNs you need for smaller quantities of transmission oil for the M30 bridge erection boat (BEB)...

Quantity	NSN 9150-
5 gallons	01-438-5882
1 gallon	01-438-5933
1 quart (box of 12)	01-413-6897

Half-Mast



924H/G Wheel Loader: Double-check Front Bucket Hydraulic Hose Couplings

/ Published May 23, 2023

BLUF: Inspect front bucket hose couplings for possible oil leaks.



Courtesy Photo

Follow the PMCS and pre-equipment conditions per TM 5-3805-290-10 (Nov 07) and TM 5-3805-298-10 (Jan 12). Check for any oil leaks before and after the day's run. A small leak can turn into a big leak. When that happens, construction operations come to a halt!



Ensure hose couplings click tightly to prevent leaks

A good way to prevent an oil leak is to grab the hose couplings and make sure they “click” in place for a tight fit.

Commo/Electronics





Radio Systems: GEN II MANPACK HUB Maintenance and Replacement

/ Published May 2, 2023

BLUF: Replace AN/PRC-158 and AN/PRC-162 hold up batteries properly or you'll have to turn R/Ts in for higher maintenance.



Photo by Jose Rodriguez

Units should immediately replace the hold up battery (HUB) when the *Days Remaining* message displays on the receiver/transmitter (R/T).

As a reminder, the HUB is essentially a backup battery designed to retain Type 1 initialization and mission plan information when the main battery has been depleted or detached. The AN/PRC-158 R/T has a HUB life of 365 days. The AN/PRC-162 R/T has a HUB life of 180 days.



R/T 2034, associated with AN/PRC-158



R/T 2048, associated with AN-PRC-162

Both R/Ts will provide a warning of diminishing HUB capacity in the form of a *Days Remaining* message. HUB warnings will display if the battery life is within 15 days of expiration for the AN/PRC-158, and 30 days for the AN/PRC-162.

Don't remove the main battery while the HUB is depleted or it will result in a loss of Type 1 initialization. In this case, turn in the R/T so higher-level maintenance can restore the R/T to fully mission capable.



Replace HUB when *Days Remaining* warning appears

The HUB comes with NSN 6135-01-669-4691, PN LS14250 and CAGE code 7X634.

Use the HUB replacement procedures and performance steps below when replacing the HUB on AN/PRC-158 and AN/PRC-162 R/Ts.

HUB Replacement

WARNING: Attach a fully charged main battery to the R/T when removing and replacing the HUB. Otherwise, the HUB's removal and installation will require Type 1 initialization.

NOTE: The following procedures can be used on both R/Ts:

1. Connect a fully charged battery to the J10 connector on the back of the R/T. Don't install the main battery cover; this will allow access to the HUB compartment.
2. Power on the R/T.
3. Remove the HUB cover and O-ring from the R/T by turning the HUB cover counterclockwise. Retain the O-ring.
4. Insert the new HUB into the R/T.
5. Apply silicone grease to the O-ring.
6. Install the O-ring and then the HUB cover and turn the HUB cover clockwise.
7. Finally, reset the HUB capacity.

Reset HUB Capacity Performance Steps for AN/PRC-158

1. Power on the R/T.
2. Select [PGM] > SYSTEM > RADIO CONFIG > MAINTENANCE > RESET HUB CAPACITY, and press [ENT].
3. Enter the maintenance password and press [ENT].
4. Press [ENT] when you see HUB CAPACITY WILL BE RESET.
NOTE: You'll then see RESET HUB CAPACITY.
5. Select YES, and press [ENT].
6. Press [ENT] when HUB CAPACITY HAS BEEN RESET displays.
7. Select [PGM] to exit to the main screen.

Reset HUB Day Counter Performance Steps for AN/PRC-162

1. Power on the R/T.
2. Select MENU>MORE>MAINT.
3. Press the [ENT] key and then select the HUB soft key.
4. Reset the HUB day counter.
5. Select MENU>MORE>MAINT, press the [ENT] key and then select HUB>RESET.

6. Press [ENT] to confirm reset.
7. Press [CLR] until the LAUNCH PRESET screen is displayed.

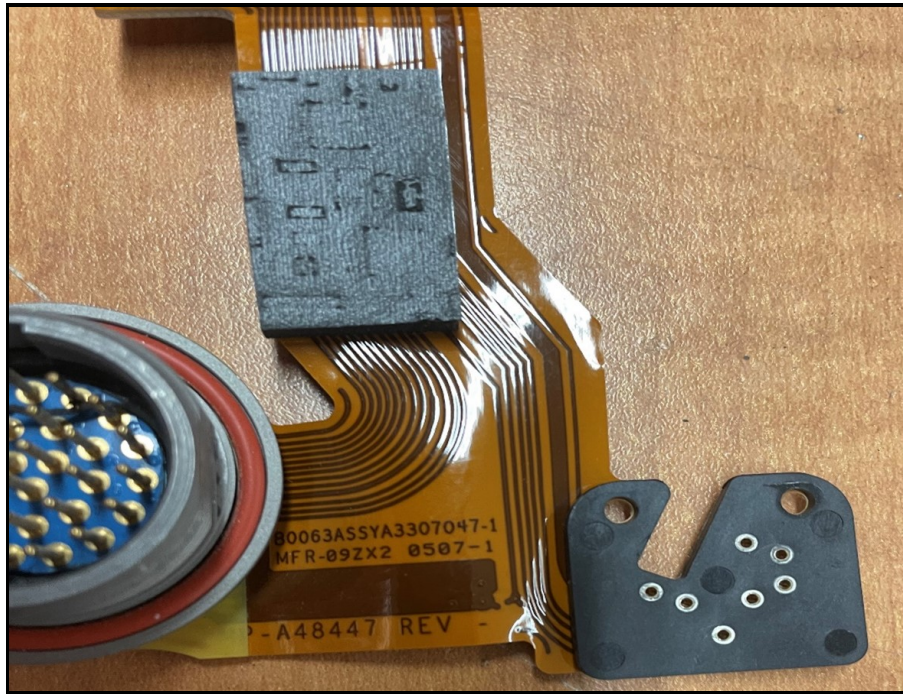
For further support, reach out to PM Tactical Radios at the PM Tactical Radios NEXUS website [HERE](#). You'll need your CAC to access.



SINGARS: Circuit Card Assembly PN Marking Problem

/ Published May 15, 2023

BLUF: An error in the design of the SINGARS CCA PN means that some units may have trouble trying to turn in the part for credit.



Courtesy photo

Dear Half-Mast,

We ordered a circuit card assembly (CCA), NSN 5998-01-539-5371. We were trying to turn in the old card to the supply support activity (SSA) because it's recoverable. The issue we're having is the PN on the circuit card reads A3307047-1. In the TM, it reads as PN A3307046-1. Is there a reason the two PNs don't match? This is costing our unit \$413.00 in expected return credit each time the SSA won't accept the part.

Dear Sir,

NSN 5998-01-539-5371, PN A3307046-1 is CCA – Flexible Rear Panel – RT. The CCA is installed in the RT-1523F and RT-1523G line replaceable units (LRUs) that are components of end item (COEI) for the Single Channel Ground and Airborne Radio System (SINGARS) Family of Systems (see Table 1 below for affected systems).

Table 1: LINs and NSNs of impacted SINGARS

LIN	NOMENCLATURE	NSN 5820-
R83141	Radio set, manpack, AN/PRC-119F	01-451-8252
R67296	Radio set, vehicular AN/VRC-87F	01-451-8248
R67330	Radio set, vehicular AN/VRC-88F	01-452-8435
R44999	Radio set, vehicular AN/VRC-89F	01-451-8247
R68044	Radio set, vehicular AN/VRC-90F	01-451-8246
R68146	Radio set, vehicular AN/VRC-91F	01-451-8249
R45543	Radio set, vehicular AN/VRC-92F	01-451-8250

Due to a design deficiency, the CCA marked with PN A3307047-1 is actually PN A3307046-1 for NSN 5998-01-539-5371; it was incorrectly marked during manufacture.

In response, on April 13, 2023, CECOM issued a Maintenance Informational Message (MIM), CECOM-MI-23-01009, for this marking issue to the Modification Management Information System (MMIS) in the AESIP Portal [HERE](#).

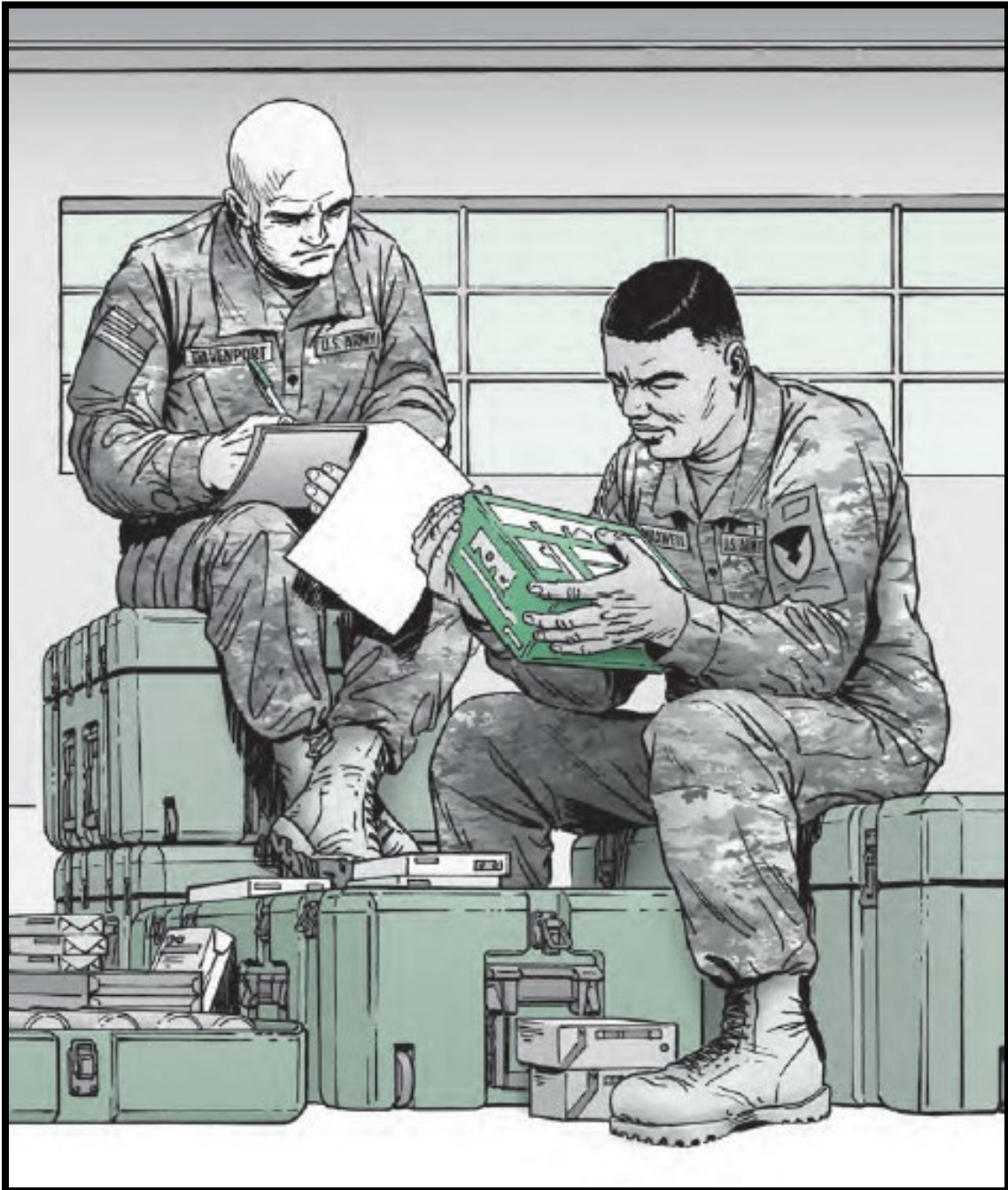
A copy may also be found in the *PS Magazine* milSuite repository [HERE](#).

This MIM acknowledges that CECOM recognizes the marking issue and that the CCA marked PN A3307047-1 is the PN A3307046-1 for NSN 5998-01-539-5371. This should ensure a smooth CCA turn-in process and proper credit.

The MIM has further details and POCs. Units should include a copy of the MIM as part of the turn-in process for this CCA to the SSA.

Half-Mast

Logistics Management





Logistics Management: CY 2022 Petroleum Excellence Winners

/ Published May 5, 2023

BLUF: The calendar year 2022 Petroleum Excellence award winners are announced.



Photo by [Master Sgt. Benari Poulten](#)

The annual Petroleum Excellence awards recognize superior performance in petroleum management and fuel handling. The most recent performance period evaluated was from January 1 through December 31, 2022. For a full list of the categories and winners, see ALARACT 0224-2023 [HERE](#).

Units and individuals can self-nominate or be nominated for these awards. Regardless of the nomination process, the package must receive a command endorsement from the first O-6 in the chain of command. Nomination packages with command endorsements are submitted to the U.S. Army Petroleum Center not later than January 31st each year for the preceding calendar year.

Questions? Email the U.S. Army Petroleum Center [HERE](#).



Aviation Maintenance: MOS 15D Invited to Take Job Analysis Survey

/ Published May 8, 2023

BLUF: All MOS 15Ds should take the job analysis survey at the link below.

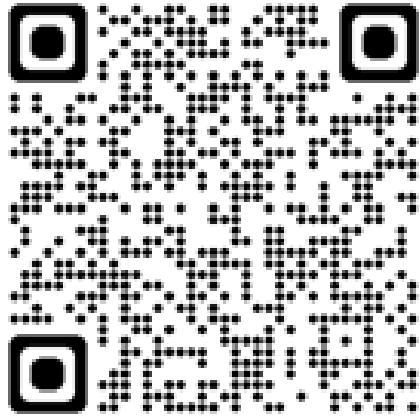


Photo by Staff Sgt. George Prince

If you're an aircraft powertrain repairer, MOS 15D, you can assist the critical task site selection board (CTSSB)—assembled by the U.S. Army Aviation Center of Excellence—by completing an online job analysis survey ASAP.

The results of the survey will be used to update the individual critical task list, which guides future instruction and training.

The Aircraft Powertrain Repairer MOS 15D survey is now open and will close 5 Nov 23. You can access the survey link [HERE](#) or scan the QR code below:



Scan QR Code



Publications: ETM Updates and IADS Conversion

/ Published May 24, 2023

BLUF: Subscribe to LDAC's ETMs/IETMs Online for TM updates, such as when they convert to IADS.

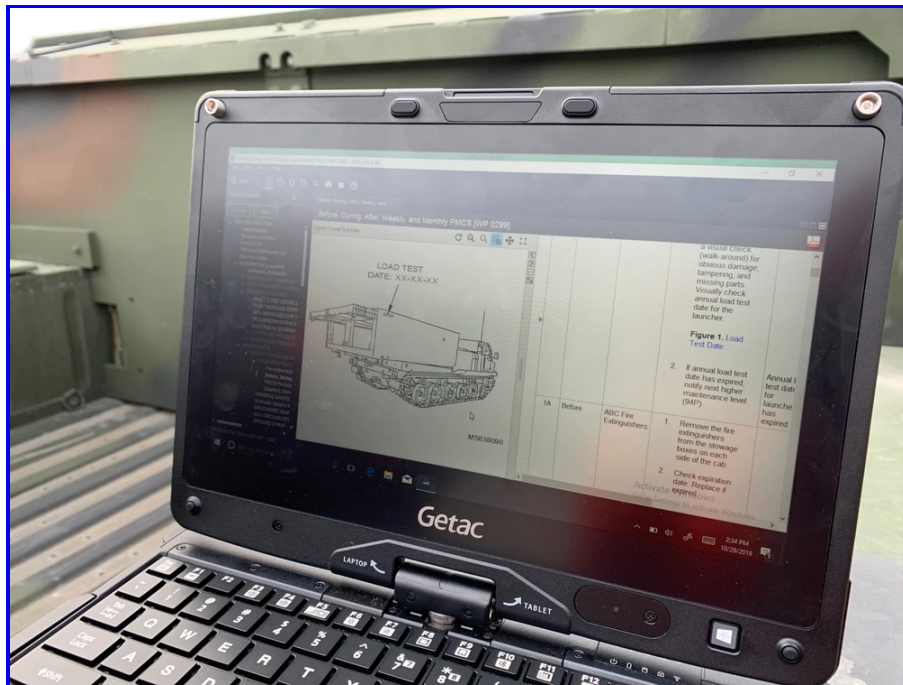


Photo by [Kinsey Lindstrom](#)

Dear Half-Mast,

Is there a website or publication that has updates on TMs and on the status of TMs being transitioned to IADS from EMS-NG? It would be super helpful to maintainers if they knew when pubs are being released onto the new viewer.

SGT V.N.

Dear Sergeant,

There is! Logistics Data Analysis Center's (LDACs) ETMs/IETMs Online allows subscribers to receive email notifications when TMs are updated and there's also information on IETMs that have been converted to IADS.

Click [HERE](#) for the ETMs/IETMs website, but keep in mind you'll need a .mil account and your CAC for access.

On the ETM Search page select "View Notifications" to create an account and select the publications you want to track. Individual accounts allow you to track up to 120 ETMs.

Download the Fielded IETM Sustainment Report under "Related Links" for details on which IETMS have been converted to IADS.

Questions? Email:

usarmy.redstone.ldac.mbx.logetm@army.mil

Mines





M1270 MMPV Type II: New Annual Service Kit NSN

/ Published May 4, 2023

BLUF: Get the annual service kit with NSN 4910-01-695-9966.



Courtesy Photo

Maintenance leaders, you can now order an annual service kit for the M1270 medium-mine protected vehicle (MMPV) Type II with **NSN 4910-01-695-9966**.

Make a note until this NSN is added to the RPSTL in the next revision of TM 9-2355-435-23P-2 (Aug 18) which is forecasted to be in FY24.



M1272 Buffalo: Annual Service Kit NSN

/ Published May 18, 2023

BLUF: NSN 4910-01-696-4545 brings the annual service kit for the M1272 Buffalo

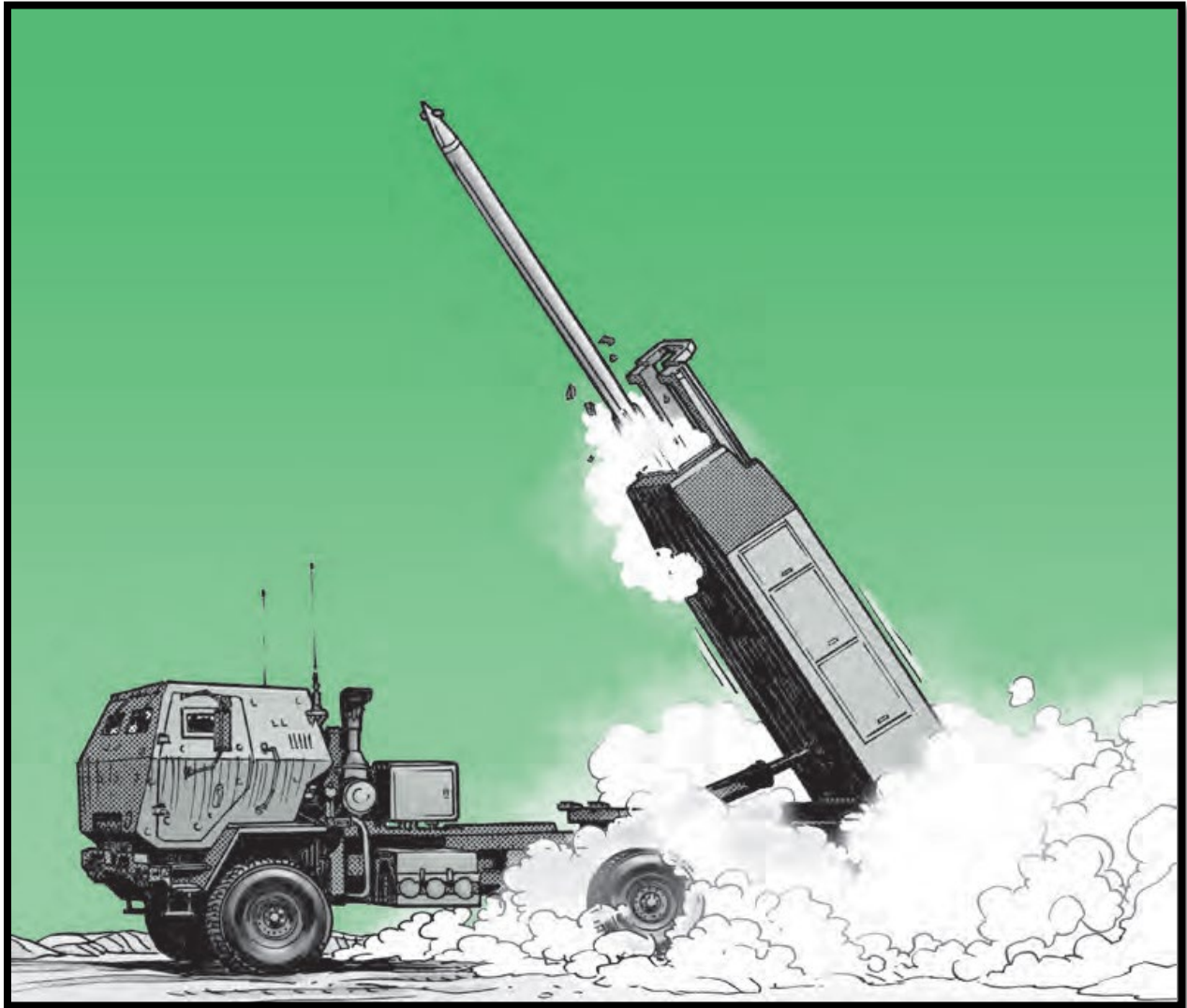


Photo by Spc. Enrique Moya

Mechanics, use NSN 4910-01-696-4545 when you need the annual service kit for the M1272 Buffalo.

Make a note until the NSN is added to TM 9-2355-352-23P (Jun 18).

Missiles





Avenger: Argon Bottles Inspect and Replace Criteria

/ Published May 25, 2023

BLUF: The Avenger CRA argon bottle is good for 30-years from the manufacture's date.

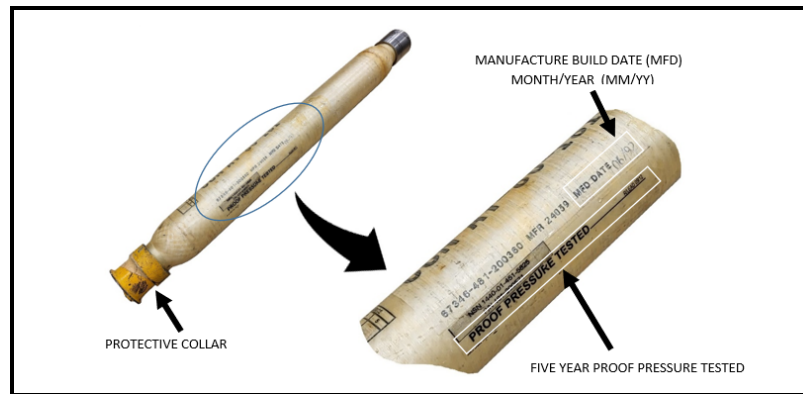


Photo by [Georgios Mournoulidis](#)

The Avenger coolant reservoir assembly (CRA) argon bottles have inspection and replacement requirements, based on two dates annotated on each:

1. The manufacture build date (MFD). If the MFD exceeds 30-years, it's no longer useable and needs to be turned in.
2. The proof pressure tested date. If it exceeds five (5) years, the argon bottle must be replaced. The end date of proof pressure test date cannot extend beyond the 30-year expiration date. In fact, during the 5-year proof

pressure test, if the bottle is nearing the 30-year expiration date, it should be replaced at that time.



Argon bottle manufacture build date and proof pressure tested date

Make sure you follow **all** cautions and warnings noted in TM 9-1430-433-10 (Jul 20) or TM 9-1430-1433-10 (Jul 20). Be careful when handling the coolant reservoir assembly because argon is a colorless, odorless inert gas that can cause dizziness and suffocation. Also, never feel for leaks because you risk frostbite or lacerations.

Finally, make sure to install the protective collar on the coolant reservoir when it's not installed in the missile pod.

Small Arms





M16-Series Rifle, M4/M4A1 Carbine: See the New AAL Items

/ Published May 8, 2023

BLUF: The M16-Series Rifle, M4/M4A1 Carbine has some new AAL items.



Photo by [Matthew Moeller](#)

TACOM has added some items to the M16-Series Rifle, M4/M4A1 Carbine additional authorization list (AAL).

Nomenclature	Part Number	NSN
quick release sling swivel attachment, rail mounted	13110153	1005-01-706-2552
quick release sling swivel attachment, rail mounted	13110154	1005-01-706-2366
tactical sling (black)	13110155	1005-01-706-2558
tactical sling (black)	13110156-1	1005-01-693-8723

tactical sling (tan)	13110156-2	1005-01-692-2559
tactical sling (black)	13110157-1	1005-01-625-4470
tactical sling (tan)	13110157-2	1005-01-707-1744
vertical pistol grip assembly (tan)	13110158	1005-01-707-1842
buttstock assembly (black)	13110159	1005-01-706-2547
buttstock assembly (black)	13110161-1	1005-01-706-2373
buttstock assembly (tan)	13110161-2	1005-01-706-2510
buttstock assembly (black)	13110162-1	1005-01-614-7778
buttstock assembly (tan)	13110162-2	1005-01-616-4923

For pictures of these items, download the attached document and keep it on hand until TM 9-1005-319-10 (Aug 16) is updated.



Click above to download document



M4 and M16 Series Rifles: Only You Can Avoid a Cook Off

/ Published May 10, 2023

BLUF: Continuously firing a weapon in excess of the sustained rate of fire can overheat the barrel and cause a cook off.



Photo by [Davide Dalla Massara](#)

Soldiers, if you think only machine gun rounds cook off, you're wrong. A cook off can happen to your rifle if the allowable sustained rate of fire is exceeded by rapid and continuous fire, causing the barrel to overheat.

A live round in a hot chamber can detonate (cook off) in as few as ten (10) seconds. That means you need to remove it in under ten (10) seconds if you've exceeded the sustained rate of fire. If the round can't be removed, then remove the magazine and let the weapon cool down for 15 minutes. Keep the weapon pointed in a safe direction to avoid injury in case there's a cook off. **Always**, keep your face away from the ejection port when clearing a hot chamber.

Don't exceed the sustained rate of fire except under extreme circumstances, like if you are in a defensive position that is about to be overrun by a numerically superior force or assaulting through a near ambush. What isn't considered extreme and should never happen is trying to expel remaining ammo when at the range.

Allowable sustained rates of fire are listed below.

Weapon	Rate of fire	Max continuous rounds	Time to expel rounds
M16 Series	12-15 rounds per min	140	11.7 – 9.3 min
M4 Carbine	12-15 rounds per min	150	12.5 – 10 min
M4A1 Carbine	12-15 rounds per min	180	15 – 12 min

To learn more about indiscriminately firing rounds, check out the *PS Magazine* article [**Ammunition: Don't Waste it!**](#)

Also, grab your CAC and check out the [**M4A1 Carbine / Reflex Fire Training**](#) article on the U.S. Army Combat Readiness Center website to see how things can go wrong. This one ended with a Soldier sustaining a fatal injury.

Leaders, make sure you know the weapon limitations and adhere to all cautions and warnings listed in TM 9-1005-319-10 (Aug 16, w/Ch 2, Apr 19) before running the next range.

Soldier Support





Logistics Management: CY 2022 Petroleum Excellence Winners

/ Published May 5, 2023

BLUF: The calendar year 2022 Petroleum Excellence award winners are announced.



Photo by [Master Sgt. Benari Poulten](#)

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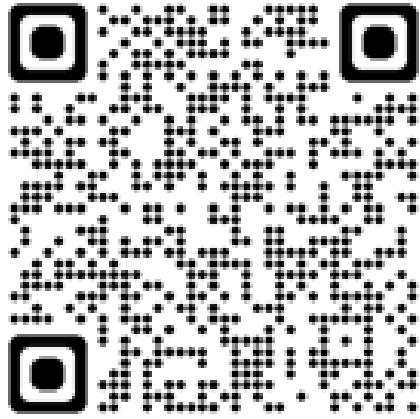


Photo by Staff Sgt. George Prince

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The results of the survey will be used to update the individual critical task list, which guides future instruction and training.

The Aircraft Powertrain Repairer MOS 15D survey is now open and will close 5 Nov 23. You can access the survey link [HERE](#) or scan the QR code below:



Scan QR Code



Laundry Advanced Systems: No Open Door Policy

/ Published May 15, 2023

BLUF: The key to LADS running smoothly is keeping three (3) enclosures closed.



Photo by Warren Wright

This article initially appeared in PS 737 (Apr 14), p. 51.

The laundry advanced system (LADS) has three enclosures:

- main control
- inverter
- heating system

Keep the doors to these enclosures shut **tight**.

Here's why: An open door is an invitation for fine dirt and sand to settle on electrical and electronic components and contacts. That can block electric current or cause

components to overheat. Either way, it can shut down the LADS. The problem is especially bad in areas with lots of fine dust and sand. They can collect in very tight places.

So, keep the main control and heating system doors closed.

Inverter Enclosure

During operation, do this to the inverter enclosure:

- Make sure the main door is closed.
- Open the air inlet door and air outlet door. Keep these doors open to get rid of heat. If you close them during operation, heat can shut down the inverter.

And if you find sand inside any of the enclosures, use a vacuum, brush, cloth or can of compressed air to get rid of it.



Soldier Support: New Limitations on Shipping Lithium Batteries

/ Published May 16, 2023

BLUF: New rules impact the shipment of lithium batteries in personal property shipments.



Graphic by [Cameron Porter](#)

Prepping for a PCS? There's an important new rule that may affect you. Starting May 15, 2023, there are some limitations placed on lithium batteries when they're included as part of your personal property shipment. The reason is due to fire hazards that lithium batteries can cause.

There are two common types of lithium batteries: lithium-ion and lithium metal batteries.

- Lithium-ion batteries are found in such items as cellphones, power tools, robot vacuums, and e-bikes, for example; these batteries are rechargeable and intended for multiple uses.
- Lithium metal batteries are found in watches, remote controls, handheld games and smoke detectors. They're typically non-rechargeable and come in various sizes and styles.

Personal property items containing:

rechargeable lithium-ion batteries at 100 watt-hours or less or 20 watt-hours or less per lithium-ion cell...

and/or

lithium metal batteries containing two grams or less of lithium content or one gram or less per lithium metal cell...

...can be shipped in household goods and unaccompanied baggage shipments. Any higher amount is now prohibited.

The new rule is particularly applicable to those who are moving to or from overseas. In CONUS, lithium batteries can be moved from one location to another by POV, thereby avoiding the prohibition. But the limits apply to any items with lithium-ion or lithium metal batteries placed in government shipments.

For more details and info, see Cameron Porter's article on Army.mil [HERE](#).



Tactical Expandable Shelters: Keep Cautions in Mind

/ Published May 24, 2023

BLUF: Two updated TMs contain set-up and breakdown warnings; one specific warning covers an area called the crush zone.



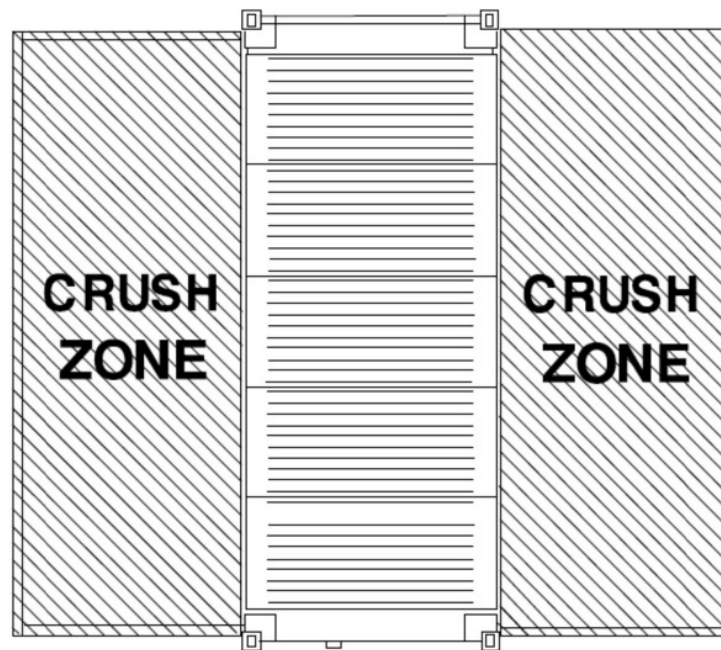
Photo by Jacob Caldwell

Two tactical expanded shelter TMs have been updated for 2023. They include:

- TM 10-5411-201-13&P (Apr 23), which covers one-sided tactical expandable shelters:
 - PN 5-4-2828 (60 AMP) NSN 5411-01-124-1377
 - PN 5-4-3200 (100 AMP) NSN 5411-01-295-3433
- TM 10-5411-200-13&P (Apr 23), which covers two-sided tactical expandable shelters:
 - PN 5-4-3118 (60 AMP) NSN 5411-01-136-9838

While both TMs contain shelter set-up and breakdown warnings, one of the most important warnings concerns the area called the crush zone. This is the space that the ceiling and floor panels move through during the shelter opening and closing on the side of the container. If there's a malfunction of either the fixed roof load balancers or the hinged roof support struts, the force of falling panels could result in the injury or death of anyone standing in the crush zone.

Note that the expandable section or sections (hinged floor and hinged sidewall together) weigh(s) 700 pounds (318 kg). Make sure that nobody is standing in the crush zone when quick release pins are released.



**The crush zone is on either or both sides of the shelter;
stay clear of these zones when deploying/closing expansible areas**

While the crush zone is the most critical area to note and avoid, there are some other risks with setting up or taking down a shelter. They include:

- Doors, cables, roofs, floors or wall hinges that can pinch fingers.
- Tripping hazards because the shelter is raised off the ground.
- Malfunction of the load balancer. The load balancer assembly is a spring-powered mechanism. Never completely release all the tension from the reel assembly or the cable wrapped around the drum will tangle. Don't try to repair the load balancer. If the fixed roof load balancers fail, hinged panels could move or collapse without warning.

See the TMs for further cautions and warnings when working with these shelters.

Search for the TMs [HERE](#). You'll need your CAC to access. Select the ETM/IETM button, then click [Enter Site](#).

Tactical Vehicles





M149-Series Water Trailers: NSNs for Safety Chain and Accessories

/ Published May 2, 2023

BLUF: Get safety chains with NSN 4010-00-286-5645; NSNs for required accessories are also listed here.



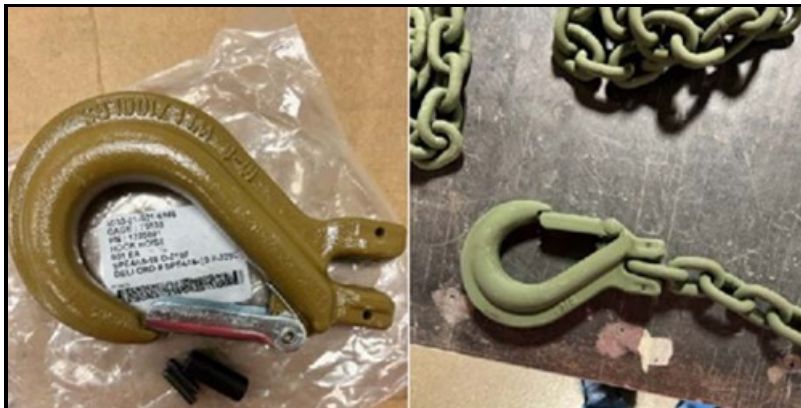
Photo by Sgt. 1st Class Matthew Keeler

Soldiers, if you're replacing the safety chains on your M149-series water trailers, the chain can be purchased in bulk with NSN 4010-00-286-5645 for about \$240. You'll need to paint them prior to installation.



Bulk order safety chain

The safety hook, which includes a connection pin, comes with NSN 4030-01-501-6946 for about \$79. The safety hook may also require painting before you attach it to the safety chain as shown below.



Left side shows hook prior to paint and right side shows painted hook attached to chain

You can get the detachable link with pin using NSN 4010-01-041-9751 for about \$20. The detachable link is used to connect the safety chain to the eye bolt on the water trailer.



Detachable link connects safety chain to water trailer eye bolt

Make sure the chain's length, from the front tip of the safety hook to the end of the detachable link, is 50 inches (31 links of chain). This length allows the safety chains to catch the tongue of your trailer before it hits the ground if the tongue were to come off the trailer hitch (ball). If the safety chains are too long, the water trailer's tongue can come off the trailer hitch (ball) and dig into the ground. That can lead to trailer damage and a safety risk for vehicle operators and others on the road.



Measure to ensure safety hook to detachable link is 50 inches

If you have any questions, contact your LAR.



HMMWV: Need Hardtops?

/ Published May 3, 2023

BLUF: You can order authorized hardtops for HMMWVs from the manufacturer with commander approval.



Photo by Tech. Sgt. Wolfram Stumpf

Are you trying to replace canvas with hardtops for your HMMWV fleet and having trouble finding them? We've got you covered.

The Army has only authorized certain variations of hardtops for HMMWVs and you **won't** find them in any of the HMMWV TMs because the Army doesn't support them.

Here are lists of the authorized hardtops, summarized by color. Be sure you select **only** from these NSNs because the Army hasn't approved all variations.

Standard Helmet Hardtops®, OD Green

Description	NSN 2510-	PN
Unit for 4-door, w/side storage compartments	01-446-3535	1551

Description	NSN 2510-	PN
CARC painted version of PN 1551	01-502-7721	1551-C
Unit for 4-door, without side storage compartments or windows	01-446-3542	1551-0
CARC painted version of PN 1551-0	01-502-8840	1551-0-C
Unit for 4-door, w/side storage compartments, left-side antenna door and ground	01-439-9949	1551-1
CARC painted version of PN 1551-1	01-503-4573	1551-1-C
Unit for 2-door, w/side storage compartments	01-446-3550	1551-3
CARC painted version of PN 1551-3	01-502-8304	1551-3-C
Unit for 4-door, w/left storage compartment only	01-446-3553	1551-4
CARC painted version of PN 1551-4	01-502-8364	1551-4-C
Unit for 2-door, without side storage compartments or windows	01-502-8485	1551-5
CARC painted version of PN 1551-5	01-502-7668	1551-5-C
Unit for 2-door, w/side storage compartments and bulkhead kit (includes roof vents)	01-462-9095	1551-6
CARC painted version of PN 1551-6	01-502-7711	1551-6-C

Standard Helmet Hardtops®, Sand

Description	NSN 2510-	PN
Unit for 4-door, w/side storage compartments	01-446-3558	1552
CARC painted version of PN 1552	01-502-6659	1552-C
Unit for 4-door, without side storage compartments or windows	01-446-3562	1552-0
CARC painted version of PN 1552-0	01-502-9088	1552-0-C
Unit for 4-door, w/side storage compartments, left-side antenna door and ground	01-446-3568	1552-1
CARC painted version of PN 1552-1	01-502-8314	1552-1-C
Unit for 2-door, w/side storage compartments	01-446-3575	1552-3
CARC painted version of PN 1552-3	01-502-8296	1552-3-C
Unit for 4-door, w/left storage compartment only	01-446-3576	1552-4
CARC painted version of PN 1552-4	01-502-8842	1552-4-C
Unit for 2-door, without side storage compartments or windows	01-503-4569	1552-5
CARC painted version of PN 1552-5	01-502-6664	1552-5-C
Unit for 2-door, w/side storage compartments and bulkhead kit (includes roof vents)	01-462-9169	1552-6
CARC painted version of PN 1552-6	01-502-6668	1552-6-C

By the way, the HMMWV's LIN won't change when you install the hardtops.

Before placing your order, you'll need approval from your unit commander, and you must comply with local regulations regarding CARC painting.

NOTE: When the time comes to turn in the HMMWV, you'll need to remove the hardtop and return the vehicle to its original state.

If you have questions or need assistance selecting the hardtops to best fit your mission requirements, contact McClarin™ Composites [HERE](#).



Ground Vehicles: View New CARC Spot Painting Videos

/ Published May 9, 2023

BLUF: TACOM CPC released two CARC spot painting videos.



Photo by Staff Sgt. Christian Nevitt

TACOM's Corrosion Prevention and Control (CPC) program has released two videos for chemical agent resistant coating (CARC) spot painting. There's a video for using aerosol products and a video for using pint and quart kits.

Have your CAC ready and click on each title to view the videos:

[Corrosion Prevention and Control – CARC Spot Painting Using Aerosol Products](#)

[Corrosion Prevention and Control – CARC Spot Painting Using Pint and Quart Kits](#)

You can also view them and get more information on the TACOM CPC CAC-enabled SharePoint site [HERE](#).



M1022-Series Dolly Set Mobilizer: Tire and Wheel Assembly NSN

/ Published May 10, 2023

BLUF: To get the dolly set mobilizer's tire and wheel assembly use NSN 2530-01-506-7243.



Photo by Sgt. 1st Class Clinton Wood

Dear Half-Mast,

I'm looking for the tire and wheel assembly NSN for the M1022-series dolly set mobilizer. I'm having trouble finding it. Can you help?

H.Y.

Dear Sir,

Certainly! The TM for the M1022-series dolly set mobilizer only lists the tires and tubes NSNs. To get the tire and wheel assembly use **NSN 2530-01-506-7243**.

Jot this info down until the NSN is added to the next revision of TM 9-2330-379-13&P (Jun 12).

Half-Mast



M872-Series Semitrailers: Corrosion Inspections

/ Published May 15, 2023

BLUF: TACOM is reinspecting M872-series semitrailers for corrosion.



Photo by [Capt. Fernando Ochoa](#)

In 2016, TACOM inspected the M872-series semitrailers except for the M872A4 and found corrosion issues. Maintenance Information Message 23-015 advises that TACOM will reinspect the entire M872-series fleet for corrosion, to include the M872A4 model.

Units with M872-series semitrailers should expect TACOM, ground vehicle systems center (GVSC) or program management (PM) personnel to contact them to establish corrosion reinspection dates. If you have any questions, contact your LAR or get your CAC and go to the message [HERE](#).



Ground Vehicles: BDAR Kit NSN

/ Published May 16, 2023

BLUF: Get a Battle Damage and Assessment Repair (BDAR) crew kit for your combat or tactical vehicle with NSN 2590-01-659-5620.



Photo by Staff Sgt. Charles Porter

Dear Half-Mast,

Is there a new Battle Damage Assessment and Repair (crew kit) for the Bradley FOV? The one I have shows up in FEDLOG as obsolete.

A.G.

Dear Sir,

If you still have an old BDAR kit (**NSN 5180-01-502-9504**, **NSN 5180-01-502-9507** or **NSN 5180-01-575-1265**), order the new one with **NSN 2590-01-659-5620**.

It's been developed for use by all ground combat and tactical vehicles and combines all the capabilities of the previous kits while improving fluid line and electrical repairs.

Half-Mast



Fuel Tanker Trailers: New NSNs for Fire Extinguishers and Brackets

/ Published May 16, 2023

BLUF: Fuel tanker trailer's have NSN changes for fire extinguishers and brackets that need to be noted in current TMs.



Photo courtesy of UTAP

Maintainers, if you have any fuel tanker trailers that need a new fire extinguisher bracket or replacement fire extinguishers, you'll want to pay close attention to your specific fuel tanker model because there are NSN changes for these items that aren't in the current TMs.

M967A1, M969A1 and M969A2 Fire Extinguishers

The fire extinguisher **NSN 4210-00-808-4544** has been replaced with **NSN 4210-01-493-1791** for the M967A1, M969A1 and M969A2 fuel tankers in TM 9-2330-339-13 (Dec 15). This is for the rear and side fire extinguishers stowed on the fuel tankers.

M967A1, M969A1 and M969A2 Brackets

The fire extinguisher bracket (PN 12356108) has been replaced with **NSN 4210-01-406-5003** for M967A1, M969A1 and M969A2 fuel tankers in TM 9-2330-339-23P (Dec 15).

M967A2 Fire Extinguishers

The fire extinguisher **NSN 4210-00-808-4544** has been replaced with **NSN 4210-01-493-1791** for M967A2 fuel tankers in TM 9-2330-339-13 (Dec 15). This is for the rear and side fire extinguishers stowed on the M967A2 fuel tankers.

M967A2 Brackets

The fire extinguisher bracket **NSN 4210-01-302-5507** has been replaced with **NSN 4210-01-406-5003** for M967A2 fuel tankers in TM 9-2330-329-23P (Dec 15).

M969A3 Fire Extinguishers

The fire extinguisher **NSN 4210-00-000-4544** has been replaced with **NSN 4210-01-493-1791** for M969A3 fuel tankers in TM 9-2330-330-13 (Dec 15). This is for the rear and side fire extinguishers stowed on the M969A3 fuel tankers.

M969A3 Brackets

The fire extinguisher bracket **NSN 4210-01-362-5567** has been replaced with **NSN 4210-01-406-5003** for M969A3 fuel tankers in TM 9-2330-330-23P (Dec 15).

You'll want to jot these changes down until the TMs are revised.



PLS: M6 Dump Body Tarp

/ Published May 24, 2023

BLUF: Get a replacement tarp for the PLS's M6 dump body modular with NSN 2540-01-631-8339.



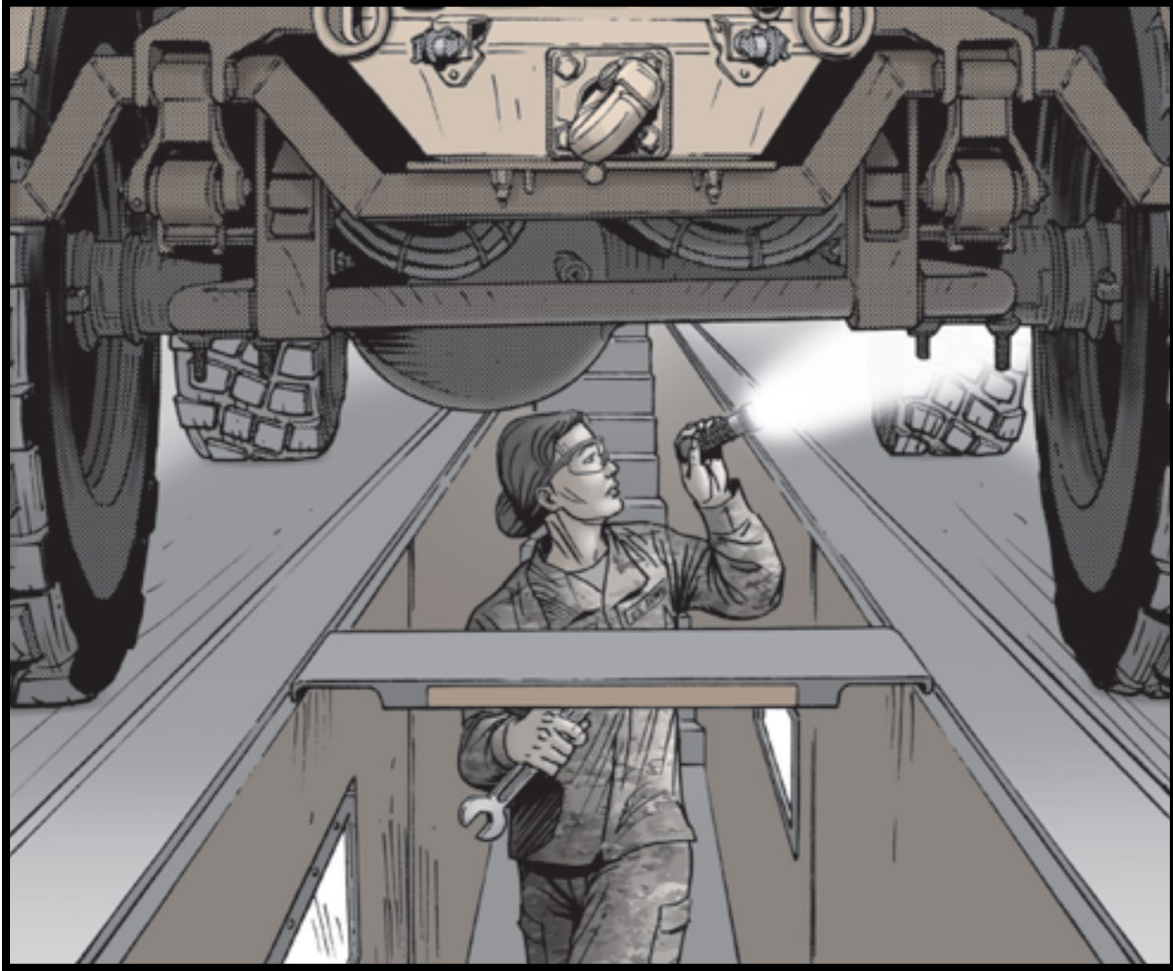
Photo courtesy of UTAP

This article initially appeared in PS 766 (Sep 16), p.60.

Need a replacement tarp for your PLS's M6 dump body modular? Get the one you need with **NSN 2540-01-631-8339**.

NSN 2540-01-449-5775, which is shown as Item 19 in Fig 1 of TM 9-3930-259-13&P (Jun 07), is actually for the M917 dump truck. It's too wide and short for the M6 dump body modular.

Tools





Tools: DeWALT Miter Saw Recall

/ Published May 3, 2023

BLUF: The rear guard on the DeWALT® miter saw can break during operations.



Photo by [Seaman Apprentice Deanna Velasquez](#)

DeWALT® miter saw, Model DWS780, is a component of the vertical skills engineer construction kits (VSECK) Type III carpenters tool kit. The saw's plastic rear guard assembly can break or shatter when struck, exposing the saw blade, and causing a laceration hazard to the face and body from the exposed saw blade. That's why there's a recall.

Read TACOM Ground Safety Action Message (GSA) 23-003 [HERE](#) to determine if your saw is affected by the recall. If it is, stop using it immediately and contact DeWALT® to get a repair kit, **FREE** of charge. Don't use affected saws until the recall actions are completed. All repairs are done at field level.

To replace the saw's plastic rear guard assembly, you'll need detailed replacement guidance. Instructions are included with the new guard and they're available on the

DeWALT® website [HERE](#).

TACOM GSA 23-003 says that units must report in the maintenance management information system (MMIS) within 180 days that they have inspected their saws and if recalled, have replaced the rear guard. The message was released in November 2022, so make sure your unit does this in time to meet the required suspense.

Also, commanders shall ensure that recalled miter saws have the rear guard and tag off all affected equipment until the recall is completed. Contact your local LAR if you need further assistance.

