Roll-up of Articles
March 2024

General and Special Topics

I Sustain This: February 2024 Nominees

/ Published March 8, 2024

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.

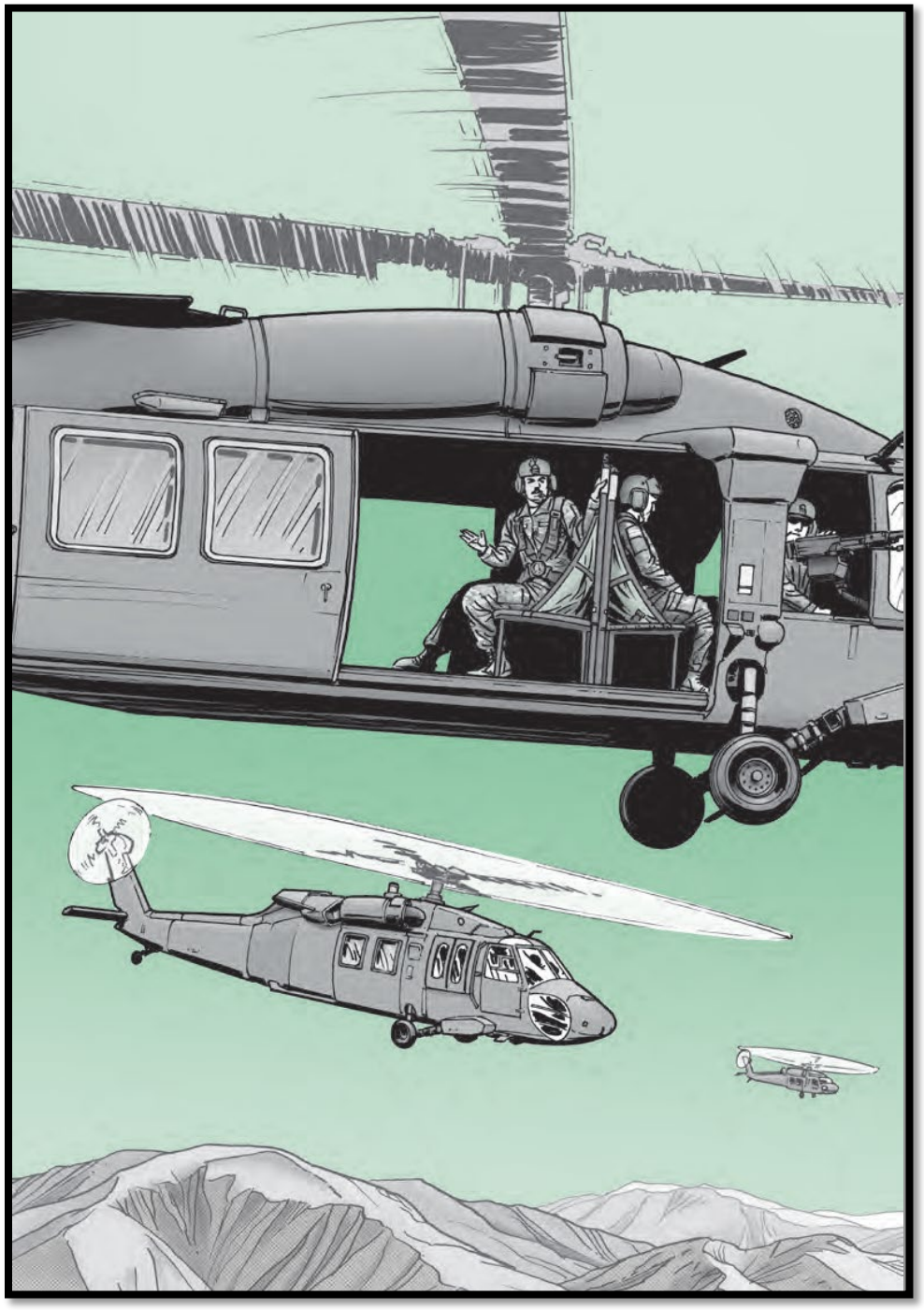
For February 2024, we had one civilian sustainer nominated for this program: Mr. Andy W. Georgeson , a surface maintenance mechanic inspector with the Combined Support Maintenance Shop, Camp Douglas, WI.

Spotlight Profile

Andy W. Georgeson
Title 5 Surface Maintenance Mechanic Inspector
Combined Support Maintenance Shop (CSMS) #57
Camp Douglas, WI (WIARNG)
Nominated by: CW4 Bradley Dahl

Why does this person deserve recognition? Mr. Georgeson is our Swiss army knife. His job is to conduct initial and final inspections on all ground equipment for the CSMS. He has quickly become a state-level SME for ground equipment and a trusted source of information. However, his technician career has mostly been in armament and weapon systems, so we frequently take advantage of his knowledge in this area as well. Finally, he has maintained his GSA Lockmasters certification and is currently the only person in the WIARNG certified to penetrate locks and safes. Mr. Georgeson is an unsung civilian hero that quietly works in the background and keeps us rolling.

Aviation



Aviation Maintenance: MOS 151A Invited to Take Job Analysis Survey

/ Published March 11, 2024

BLUF: All MOS 151A should take the job analysis survey at the link below.

Photo courtesy Directorate of Training and Doctrine, U.S. Army Aviation CoE

If you're an Aviation Maintenance Technician, MOS 151A, and in the ranks of W-1 through W-3, you can assist the Warrant Officer Basic Course 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 aviation maintenance technician, MOS 151A survey is now open and will close 17 Jan 25. You can access the survey link **HERE** or scan the QR code below:

Scan QR Code

Editor's Note: Thanks to Carlos Testa of the Directorate of Training and Doctrine (DOTD) at the United States Army Aviation Center of Excellence (USAACE) for drafting this article.

AGSE: PM AGSE-Managed Items Graphical Aid

/ Published March 20, 2024

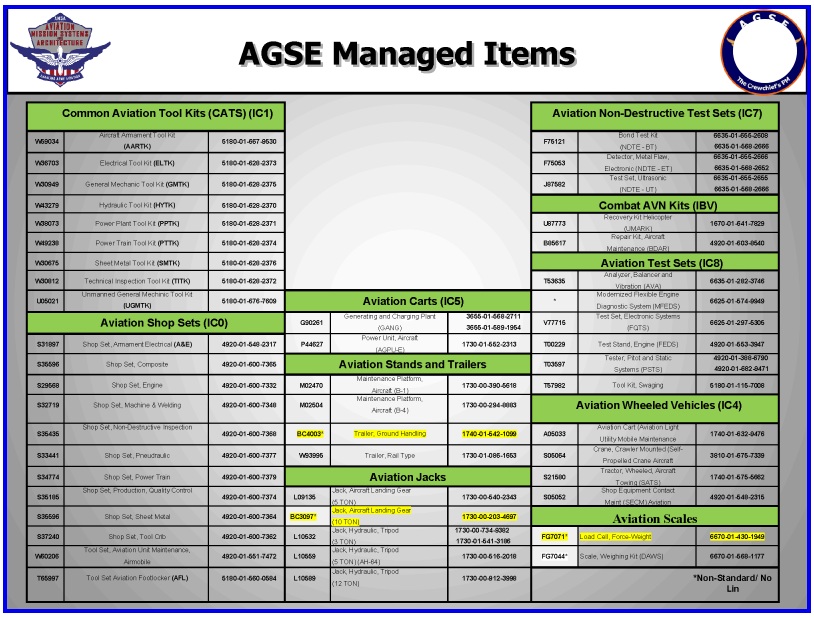
BLUF: Use this reference sheet of AGSE-managed items to avoid searching multiple ETMs and IETMs.

Photo by Staff Sgt. George Prince

Mechanics, aircraft maintenance is important and aviation ground support equipment (AGSE) plays a key role in maintaining aircraft readiness. But having to search through multiple TMs, ETMs and IETMs for an NSN or NSNs on AGSE-managed items can be a chore.

So, if you need to know what items PM AGSE manages, here is a list of NSNs for quick reference. Click on the image below to open a PDF copy that you can keep deskside.

Make a note that the highlighted items are not directly managed by PM AGSE, but they can provide information on sustainment or product issue support.



AGSE Managed Items

Common Aviation Tool Kits (CATS) (IC1)

W69034	Aircraft Armament Tool Kit (AARTK)	5180-01-667-6630
W06703	Electrical Tool Kit (ELTK)	5180-01-628-2373
W30949	General Mechanic Tool Kit (GMTK)	5180-01-628-2375
W43279	Hydraulic Tool Kit (HYTK)	5180-01-628-2370
W89073	Power Plant Tool Kit (PPTK)	5180-01-628-2371
W49239	Power Train Tool Kit (PTTK)	5180-01-628-2374
W30675	Sheet Metal Tool Kit (SMTK)	5180-01-628-2376
W30812	Technical Inspection Tool Kit (TITK)	5180-01-628-2372
U05021	Unmanned General Mechanic Tool Kit (UGMTK)	5180-01-676-7609

Aviation Shop Sets (IC0)

S31697	Shop Set, Armament Electrical (A&E)	4920-01-648-2317
S36596	Shop Set, Composite	4920-01-600-7365
S29568	Shop Set, Engine	4920-01-600-7332
S32719	Shop Set, Machine & Welding	4920-01-600-7348
S35435	Shop Set, Non-Destructive Inspection	4920-01-600-7368
S33441	Shop Set, Pneudraulic	4920-01-600-7377
S34774	Shop Set, Power Train	4920-01-600-7379
S35185	Shop Set, Production, Quality Control	4920-01-600-7374
S36596	Shop Set, Sheet Metal	4920-01-600-7364
S37240	Shop Set, Tool Crib	4920-01-600-7362
W60206	Tool Set, Aviation Unit Maintenance, Airmobile	4920-01-661-7472
T65997	Tool Set Aviation Footlocker (AFL)	5180-01-660-0684

Aviation Carts (IC5)

G90261	Generating and Charging Plant (GANG)	3655-01-668-2711 3655-01-669-1954
P44627	Power Unit, Aircraft (AGPU-E)	1730-01-652-2313

Aviation Stands and Trailers

M02470	Maintenance Platform, Aircraft (B-1)	1730-00-390-5618
M02504	Maintenance Platform, Aircraft (B-4)	1730-00-294-8883
BC4003[1]	Trailer, Ground Handling	1740-01-642-1099
W93995	Trailer, Rail Type	1730-01-086-1653

Aviation Jacks

L09135	Jack, Aircraft Landing Gear (5 TON)	1730-00-640-2343
BC3097[1]	Jack, Aircraft Landing Gear (10 TON)	1730-00-203-4697
L10632	Jack, Hydraulic, Tripod (3 TON)	1730-00-734-8382 1730-01-641-3196
L10569	Jack, Hydraulic, Tripod (5 TON) (AH-64)	1730-00-616-2018
L10599	Jack, Hydraulic, Tripod (12 TON)	1730-00-812-3996

Aviation Non-Destructive Test Sets (IC7)

F76121	Borid Test Kit (NDTE - BT)	6636-01-666-2668 6635-01-668-2666
F76053	Detector, Metal Flaw, Electronic (NDTE - ET)	6636-01-666-2666 6635-01-668-2652
J87562	Test Set, Ultrasonic (NDTE - UT)	6636-01-666-2655 6635-01-668-2666

Combat AVN Kits (IBV)

U67773	Recovery Kit Helicopter (UMARK)	1670-01-641-7829
B86617	Repair Kit, Aircraft Maintenance (RKAM)	4920-01-603-6540

Aviation Test Sets (IC8)

T53635	Analyzer, Balance and Vibration (AVA)	6635-01-282-3746
*	Modernized Flexible Engine Diagnostic System (MFEDS)	6625-01-574-9949
V77715	Test Set, Electronic Systems (FQTS)	6625-01-297-5305
T00229	Test Stand, Engine (FEDS)	4920-01-553-3947
T03597	Tester, Pitot and Static Systems (PSTS)	4920-01-388-6790 4920-01-682-8471
T57982	Tool Kit, Swaging	5180-01-515-7008

Aviation Wheeled Vehicles (IC4)

A05033	Aviation Cart (Aviation Light Utility Mobile Maintenance	1740-01-632-9476
S05064	Crane, Crawler Mounted (Self-Propelled Crane Aircraft	3810-01-675-7339
S21590	Tractor, Wheeled, Aircraft Towing (SATS)	1740-01-675-5662
S05052	Shop Equipment Contact Maint (SECM) Aviation	4920-01-648-2315

Aviation Scales

FG7071[1]	Load Cell, Force-Weight	6670-01-430-1949
FG7044*	Scale, Weighing Kit (DAWS)	6670-01-668-1177

*Non-Standard/ No Lin

Click to open a full-sized PDF

If you have questions or concerns about AGSE, visit their MilSuite site **HERE**.

CBRN

CBRN EOD M165 SKO Generator: New TM Available

/ Published March 13, 2024

BLUF: The small tactical generator, NSN 6115-01-707-8923, for the CBRN EOD M165, has a new TM.

Photo by Sgt. 1st Class Gregory Williams

TM 3-6665-447-13&P (Feb 24) including RPSTL for the alternating current small tactical generator, NSN 6115-01-707-8923, a component of the CBRN reconnaissance sets, kits and outfits EOD M165, NSN 6665-01-667-5446, is now available for download.

This new operator and field maintenance TM is restricted but authorized personnel can view it **HERE**.

Commo/Electronics

SINCGARS RT-1523F: Finding the Fix for an LIT Failure

/ Published March 10, 2024

BLUF: If a SINCGARS RT-1523F failure LIT 797 AUX DISPLAY appears, the solution can be found in Step 45 of WP 0701-15 in TM 11-5820-890-13&P-5 (Aug 14).

Photo by Aungel Terrangi

Dear Half-Mast,

I'm testing a SINCGARS RT-1523F on an AN/GRM-22 and the radio is failing LIT 797 AUX DISPLAY. When searching through TM 11-5820-890-13&P-5 (Aug 14), I can't find that specific LIT number anywhere.

I'm assuming that the display needs to be replaced, but without the TM confirming my suspicion, I can't be 100 percent sure. Is my TM out of date?

Dear Specialist,

No, you’ve got the right TM. WP 0701 of TM 11-5820-890-13&P-5 contains the field troubleshooting procedures operational check for the receiver-transmitter RT-1523F(C)/U.

You'll find step-by-step field troubleshooting procedures for AUX DISPLAY CHECK (LIT 797) in Step 45 in WP 0701-15.

ECU: Preventing Battery Discharge

/ Published March 27, 2024

BLUF: ECU batteries need a full charge to retain their full capacity.

Photo by JoAnna Delfin

Environmental control units (ECUs) require fully charged onboard batteries to remain cool and preserve temperature-sensitive material during transportation to laboratories for analysis. The ECU can operate on partially charged or discharged batteries when connected to an AC power source; however, if the AC power is disconnected then the ECU shuts down and the onboard batteries discharge.

The 12-volt DC batteries inside of ECUs require constant recharging to retain their full charge capacities. Batteries that sit inside of ECUs without recharging can begin to lose capacity to hold a full charge in as little as a few hours.

Remove, check and recharge batteries weekly in accordance with WP 0050.7 of TM 3-6665-428-10 (Sep 14). Charge the batteries by connecting the battery harness connector to the fusible link connector and connect the AC power cord to the ECU power panel 100-240VAC 50/60Hz 120W INPUT connector.

Connect battery harness to fusible link connector

Connect AC power cord to ECU power panel

Use an AC power source from the DR SKO system generator set, shore power, or an additional power cord in accordance with WP 0050.2 of TM 3-6665-428-10 (Sep 14). The additional power cord allows operators to remove the ECU from the DR SKO system and operate and charge the ECU from alternate AC power sources. Need to order an additional power cord? TACOM recommends using NSN 6150-01-512-1007.

Additional power cord assists operators

While operating the ECU, make sure that the battery harness connector is connected to the fusible link connector in accordance with WP 0050.2 of TM 3-6665-428-10 (Sep 14). When performing AFTER OPERATION procedures and preparing to stow the ECU, make sure the battery harness is disconnected. If it's not disconnected, the ECU will continue to operate after AC power is disconnected and discharge the batteries.

3-kW TQ Generator: Power Distribution Unit Now Available

/ Published March 30, 2024

BLUF: A new power distribution unit for the 3-kW TQG is available. Order it with NSN 6150-01-697-4856.

Product Manager Mobile Electric Power Systems (PdM MEPS) has developed a power distribution unit (PDU) for the 3-kW tactical quiet generator (TQG). You can order it from the Army supply system with NSN 6150-01-697-4856.

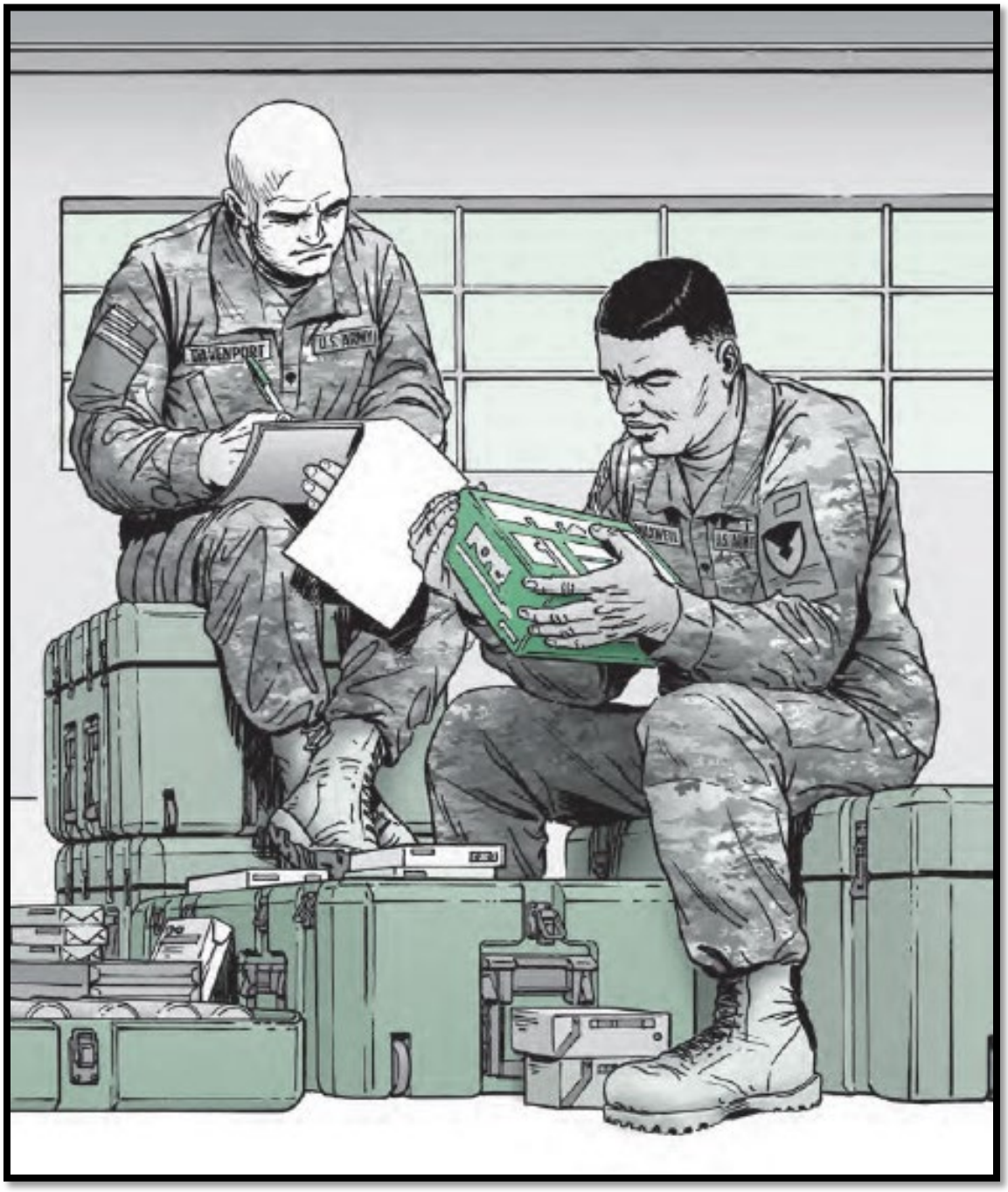
The PDU is a ruggedized 50-ft extension cord that allows users to tap safely into 2.4 kW of power from the 3-kW TQG. The PDU also:

- is compatible with any 120V, 60 Hz, 20-AMP system.
- comes with two 20-AMP ground fault circuit interrupter receptacles and circuit breaker protection against overload and overcurrent conditions.

- is a compact size (15.3-inches x 14-inches x 14-inches) with an 8-inch reel for wrapping the 50-ft quick disconnect power cord for convenient transportability and stowing.
- has a quick disconnect power cord that comes with a pigtail on one end that allows for easy setup, connecting directly to the 3-kW TQG load terminals.
- can be set up and operated by any MOS.

You can download the PDU's TM 9-6150-267-13&P (Mar 24), including RSPTL, **HERE** (CAC required).

Logistics Management



Logistics Management: EMS and ADM Updates Are Available

/ Published March 5, 2024

BLUF: New updates for the EMS Viewer and ADM software are available for download from the CMTool website.

Photo by Sgt. Rebecca Call

Army Materiel Command (AMC), 7th Signal Command and United States Army Europe and Africa (USAREUR-AF) have approved Electronic Maintenance System (EMS) Viewer 3.1.0 to replace EMS NG Viewer 2.x on Department of Defense information networks (DODINs).

Also, Autonomous Diagnostic Manager (ADM) 4.0.4 is approved to operate on PD TMDE's maintenance support devices (MSDs) with the updated EMS Viewer 3.x software. The latest version of the EMS software extends the ability to view enhanced schematics that was discontinued with the sunset of the Adobe Flash Player.

The new software is permitted on all CONUS and USAREUR-AF work desktops that

are connected to the Army or DoD networks and non-connected devices like the MSD. Permission to use the software on remaining OCONUS networks is pending.

To have EMS installed on a networked computer, you'll need to submit a help ticket to your local IT help desk or Network Enterprise Center (NEC). Click **HERE** for instructions to download the updated software for non-networked devices.

Installing the updated software on an MSD? First, make sure that Legacy IETM 1.0.1.45 or later is installed, so EMS Viewer 3.1.0 and ADM 4.0.4 run correctly if you're performing on-system diagnostics.

Click **HERE** to download the latest copy of Legacy IETM from the CMTool website. You'll need your CAC to access the site. If the CMTool website gives you trouble, call the PD TMDE help desk at (877) 564-1137, or send an email to:

apats@redstone.army.mil

Have questions about the new EMS Viewer or ADM software? Call the EMS help desk at (877) 445-1780, or send an email to:

support@ems-helpdesk.com

Tactical Vehicles

JLTV A1 FOV: Inspect Tow Eyes for Cracks NOW!

/ Published March 8, 2024

BLUF: Immediately and visually inspect your JLTV A1's front tow eyes for cracks per TACOM SOUM 23-002, and **don't** use the tow eyes if they're cracked.

Photo by Sean Kimmons

Warfighters, TACOM's safety of use message (SOUM) 23-002 was issued because cracks have been found on the front tow eyes of some JLTV A1s. The cracks could cause the tow eyes to fail and become detached during:

- tiedown
- sling load or lift
- maintenance lift using JLTV jack stands
- winch or tow/lift for recovery, including self-recovery.

A tow eye failure could potentially cause a fatal accident.

You'll need to visually inspect the front tow eyes of all JLTV A1s in accordance with

TACOM SOUM 23-002. Prior to the visual inspection, make sure the front of your JLTV is clean and free of dirt and debris.

Until this initial inspection is completed, **do not** use any vehicle that requires the use of the front tow eyes.

If you discover a crack or cracks, the vehicle is considered not mission capable (NMC) according to WP 1291 of TM 9-2320-452-23&P (Feb 19), and you'll need to submit a product quality deficiency report (PQDR) for that vehicle.

If you have multiple JLTVs with tow eye cracks, you must submit a PQDR for each vehicle. Each cracked tow eye will be painted yellow for identification of restricted use. For more info and the painting instructions, see the attachments in Para 5b of the SOUM.

You can view TACOM SOUM 23-002 **HERE**.

Keep in mind that per AR 750-1, *Army Materiel Maintenance Policy*, faults that render equipment NMC require immediate correction or authorization for limited operation using Circle X status condition. Commanders have the option to use Circle X status condition to limit vehicle operations by restricting use from operations that require the use of front tow eyes. This includes tiedown, sling/lift, maintenance lift using JLTV jack stands, winching or tow/lift for recovery, including self-recovery.