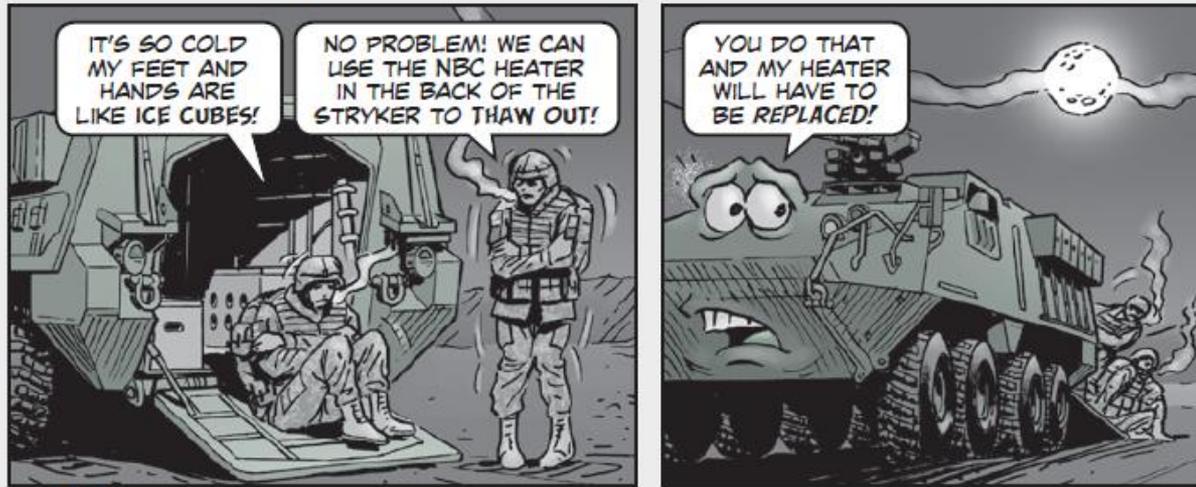


Stryker... **Stop Heater Meltdowns Cold**



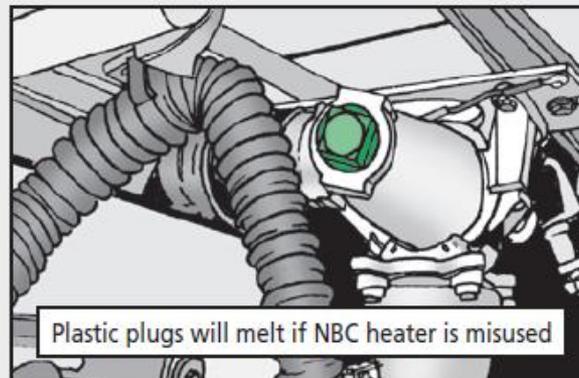
Stryker crewmen looking to escape the cold desert night sometimes try to keep warm any way they can.

And one method many Soldiers use to beat the cold is sticking the hose of the NBC/M3 heater inside their uniforms and turning the heater up to full blast.

Those heaters weren't designed to be used like that. The unit will overheat and the plastic plugs at the ends of the heater will melt.

Once that happens, your unit will have to order a whole new heater, NSN 4240-00-807-6856, because replacement plugs aren't available. That sets your unit back about \$250.

Check out the NBC Ventilating System Operation or Chemical Defense System Operation section of your -10 TM for the right way to use your NBC/M3 heater.



Spray Primer Makes Touch-Up Easy



When it's time for some touch-up work on your vehicle's paint job, reach for MIL-PRF-53022 Type V primer. That's the official primer designed to go underneath WD CARC paint.

It's now available as an aerosol, which makes it a lot easier to use than the cans of liquid primer that have to be applied with a brush or roller. And it's chromate free, so it's better for you and the environment.

Because it's an aerosol, you don't have to spend time measuring or mixing the primer. And clean-up is a snap because you don't need any special containers for disposal.

Get a box of six 8 1/2-oz cans with NSN 8010-01-610-7329, while NSN 8010-01-610-7330 gets you six 13 1/2-oz cans. Instructions for use come with the primer.

Be sure to check out TB 43-0242, *WD CARC Spot Painting*, before you get started. That'll tell you everything you need to know about how to touch up your vehicle.

Aerosol version
of MIL-PRF-53022
primer now
available



PLS...

MAKE COLD WEATHER CARE COUNT



If you're stationed in Alaska or any other place with arctic conditions, you're probably no stranger to operating vehicles in extreme cold. But in that type of environment, your unit's M1074, M1074A1, M1075, and M1075A1 Palletized Loading System (PLS) trucks will need extra prep and more maintenance to operate well.

Why? Cold weather puts more stress on vehicles, creating issues that don't exist in normal temperatures. So follow the guidance in TM 9-2320-364-14&P for your M1074 and M1075 PLS and TM 9-2320-319-13&P for your M1074A1 and M1075A1 PLS. Then you can properly operate and maintain your trucks.

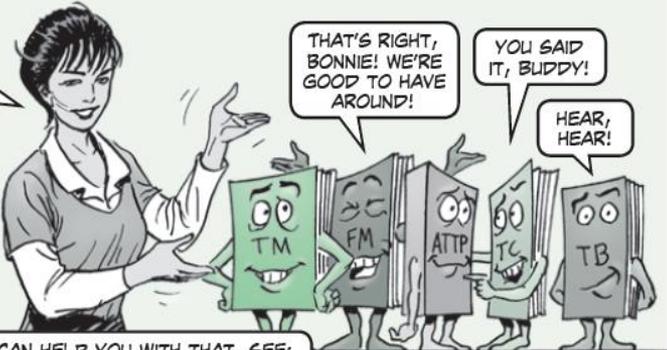
Winter Resources

Pay special attention to these other pubs that can help keep your vehicles up and running in winter weather:

- FM 9-207, *Operations and Maintenance of Ordnance Materiel in Cold Weather (Jul 13)*
- ATTP 3-97.11, *Cold Region Operations (Jan 11)*
- TC 21-305-20, *Manual for the Wheeled Vehicle Operator (Jul 09)*
- TB 750-651, *Use of Antifreeze Multi-Engine Type Cleaning Compounds and Test Kit in Engine Cooling Systems (Sep 06)*
- TM 750-254, *Cooling Systems: Tactical Vehicles (Mar 72, w/Ch 2, Apr 73)*

KEEP THESE REFERENCES IN YOUR MAINTENANCE SHOP.

JUST MAKE SURE YOU HAVE THE LATEST VERSION OF THE TM AND THESE OTHER PUBS.



THAT'S RIGHT, BONNIE! WE'RE GOOD TO HAVE AROUND!

YOU SAID IT, BUDDY!

HEAR, HEAR!

DA PAM 25-30 CAN HELP YOU WITH THAT. SEE: <http://armypubs.army.mil/2530.html>

Ether and Engines

The engines in PLS trucks have built-in ether starting aids. They use measured amounts of ether to help start your trucks in very cold weather. Use only the approved procedures shown in the TM for ether usage. External spray cans of ether are **not authorized** for use on any PLS trucks.

If you think it's no big deal to spray the ether anyway, maybe this will change your mind. Ether has a higher and hotter rate of burn than JP8 and diesel. Spraying external ether can damage your PLS truck's engine, causing your vehicle to stop instead of start!

Spraying ether into engines will crack pistons, fracture cylinder sleeves, bend connecting rods and ruin engine cylinder heads. This can lead to permanent damage and your vehicle will be NMC. That's **not** what you want.

So remember, whenever your PLS truck won't start, do this:

- Follow the troubleshooting guidance in the Operator's TM.
- If that doesn't help, call your mechanic to find out what's wrong.



Don't use spray can ether!

PLS,
HEMTT
LHS...

To Lock or Not to Lock E-CHU Slide Locks



THERE'S A RIGHT TIME AND A WRONG TIME TO LOCK MY E-CHU SLIDE LOCKS.

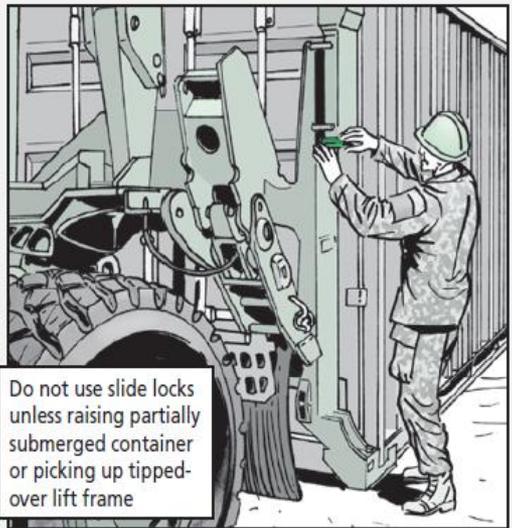
Operators, Step 2 in WP 0008-7 of TB 9-3950-253-13&P (Jul 09, w/Ch 1, Jun 12) says to push the locking handle on the enhanced-container handling unit (E-CHU) toward the container to secure the slide lock when transporting a container.

But when transferring a container to an M1076/M1076A1 trailer, there's no safe way to reach and unlock the slides so you can detach the E-CHU. The ladders in your PLS and HEMTT BII's aren't tall enough, so you have to lower the container to the ground, undo the slide locks, and then place the container on the trailer.

The slides should be locked only when you're raising a partially submerged container or picking up a tipped-over lift frame like it says in WP 0009 of the TB.

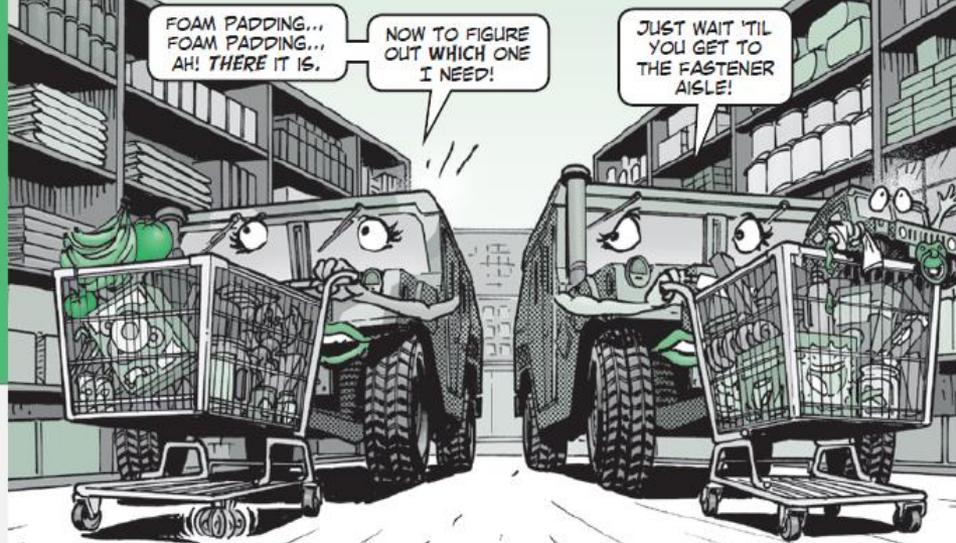
ANY OTHER TIME, LEAVE THE SLIDE LOCKS ALONE.

MAKE A NOTE UNTIL THE TB IS CORRECTED.



Up-Armored
HMMWVs...

SEARCHING FOR DOOR INSULATION?



FOAM PADDING...
FOAM PADDING...
AH! THERE IT IS.

NOW TO FIGURE
OUT WHICH ONE
I NEED!

JUST WAIT 'TIL
YOU GET TO
THE FASTENER
AISLE!

Dear Half-Mast,
My unit needs thermal insulation kits, or foam padding, for our M1151A1 HMMWV's front and rear doors. I've searched, but can't seem to find any NSNs. Can you help us?

MSG M.C.

Dear Master Sergeant M.C.,

I sure can!
TACOM LCMC has a new, fire-resistant door foam that is precut for doors on the following HMMWV models:

HMMWV Models	Item	NSN 2510-
M1151A1, M1152A1, M1165A1 and M1167	Left-hand front door	01-606-1450
M1151A1, M1152A1, M1165A1 and M1167	Right-hand front door	01-606-2365
M1151A1, M1165A1 and M1167	Left-hand rear door	01-606-2339
M1151A1, M1165A1 and M1167	Right-hand rear door	01-606-2357

These are the only NSNs available now. So for doors on HMMWV models other than those listed, you'll need to order the foam in bulk, NSN 2510-01-575-4233. Then cut it to fit your doors.

Half-Mast

To Lock or Not to Lock E-CHU Slide Locks



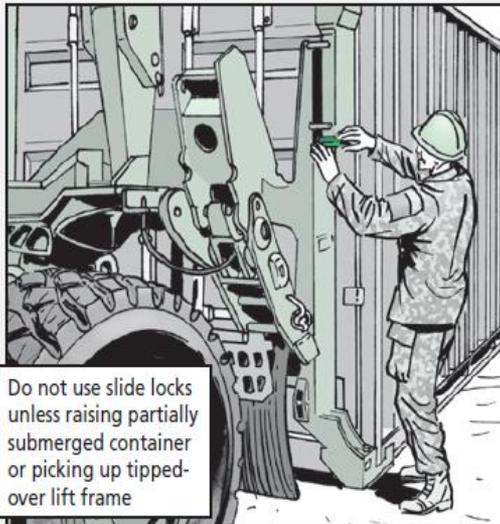
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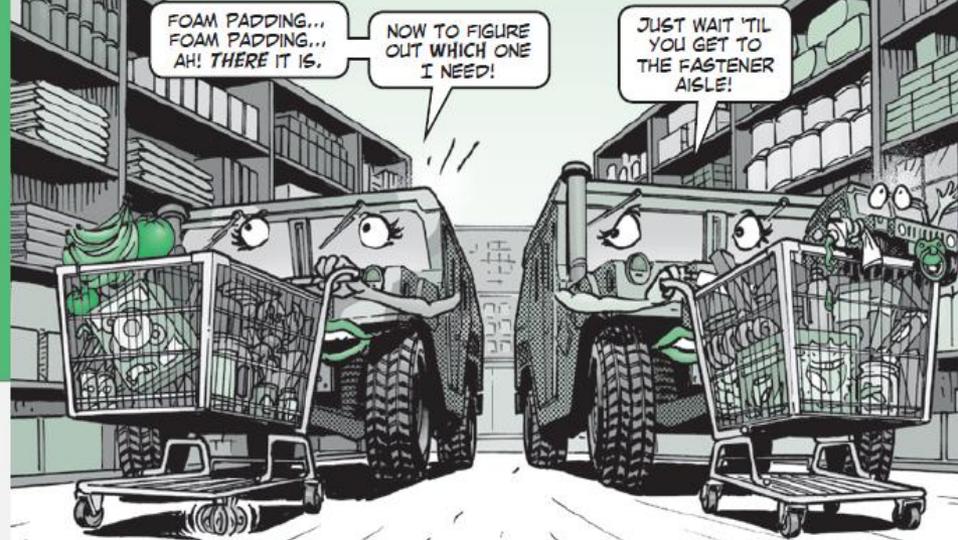
ANY OTHER TIME, LEAVE THE SLIDE LOCKS ALONE.

MAKE A NOTE UNTIL THE TB IS CORRECTED.



Do not use slide locks unless raising partially submerged container or picking up tipped-over lift frame

SEARCHING FOR DOOR INSULATION?



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M1151A1, M1165A1 and M1167	Left-hand rear door	01-606-2339
M1151A1, M1165A1 and M1167	Right-hand rear door	01-606-2357

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Half-Mast

WHAT TO DO ABOUT MELTED COVER

OH, MAN! I FORGOT TO REMOVE YOUR SPOTLIGHT COVER WHEN I TURNED IT ON LAST NIGHT!

NOW THE COVER'S MELTED!

DON'T WORRY ABOUT IT! TURNS OUT I DON'T EVEN NEED A COVER!

Dear Half-Mast,

I have a question about the go light on my MaxxPro Dash. We forgot to remove the cover before powering up the go light and partially melted it. I've looked everywhere I can think of but can't seem to find an NSN for a replacement cover.

Is there an NSN or do we need to order a new go light to get the cover?

SSG M.J.P.

Dear Sergeant M.J.P.,

I've got good news and bad news. The bad news is that there is no NSN for the cover.

The good news is that you won't need to order a new go light. Turns out the light wasn't supposed to have a cover to begin with! The manufacturer accidentally included the covers when the first round of go lights were distributed. Ordering a new go light will now bring the light without the cover.

So you can toss that damaged cover. It's not needed.



Toss and don't replace damaged cover

Half-Mast

Operators OK'd to Inspect Fire Extinguishers

I'M DONE WITH MY OPERATOR PMCS, BUT WHO INSPECTS THE FIRE EXTINGUISHER?

YOU DO, SERGEANT!



Dear Editor,

A lot of email traffic has been generated over who is qualified to routinely inspect fire extinguishers on Army vehicles. The answer is the operator doing PMCS.

The safety engineers at TACOM LCMC's safety office weighed in with the following statement:

A Soldier does not have to be certified or licensed to do the PMCS inspections. They are NOT allowed to repair or refill the bottles if an issue is found and the vehicle is to be considered NMC until the bottle/AFES system is brought back to ready. If the fire department or other office has a requirement to check all fire extinguishers on base, including those contained in vehicles, by certified personnel, this is above and beyond the vehicle's requirement. PMCS should still be done per the intervals called out in the TM.

Please help us tell the field that operators should inspect their vehicle's AFES.

Ron Rowland
Action/Security Officer, TWV
TACOM LCMC
Warren, MI

Editor's note: Your comments should extinguish those emails, Mr. Rowland.

MRAP MaxxPro Dash...

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Tactical Vehicles...

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Ron Rowland
Action/Security Officer, TWV
TACOM LCMC
Warren, MI

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Safety...

GROUND GUIDED

WHEW!
GOOD TO SEE
YOU THERE,
SERGEANT!

I SURE PREFER IT
WHEN SOMEONE POINTS
OUT MY PATH IN TIGHT
SPOTS LIKE THIS.

I'LL DO MY BEST
TO KEEP YOU FROM
GOIN' OFF COURSE.



Army equipment is often large and awkward to move. Safely maneuvering large equipment, especially in tight spaces, requires properly trained and positioned ground guides.

However, simply using ground guides isn't enough. Good crew coordination is critical. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death. Here are some tips for safe ground guiding:

- Everyone should know basic visual signals used in communicating with drivers, including flashlight signals.
- Position front ground guides to the left front of vehicles. Ground guides must never walk directly in a vehicle's path.
- When two ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must stop the vehicle if he loses sight of the rear ground guide.
- Drivers must immediately stop if they lose sight of a ground guide or don't understand a signal.
- Ground guides, not vehicle commanders, are in charge of moving vehicles. When a vehicle is under a ground guide's control, the only command the vehicle commander should issue to the driver is "stop."



REMEMBER, SAFE, EFFICIENT VEHICLE OPERATIONS AND PERSONNEL SAFETY DEPEND ON CLEAR, ACCURATE COMMUNICATION BETWEEN SOLDIERS.

To review standard visual signals, see FM 21-60, *Visual Signals*, at:

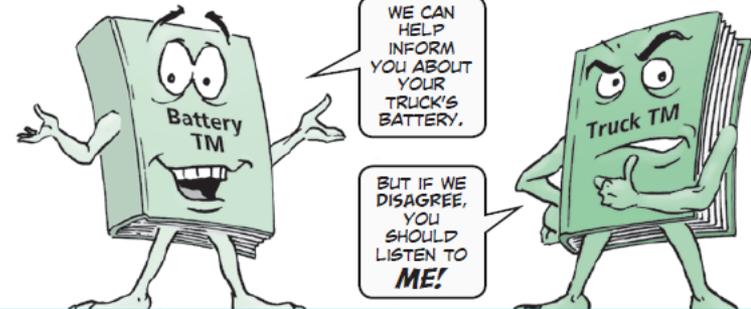
http://armypubs.army.mil/doctrine/DR_pubs/DR_a/pdf/fm21_60.pdf

Find more ground guide materials in the U.S. Army Combat Readiness/Safety Center Driver's Training Toolbox. Visit:

<https://safety.army.mil/drivertrainingtoolbox>

Lead-Acid
Batteries...

When in Doubt, Go with the Vehicle TM



Machine Gun Mounts...

Disarm FMTV Mount Problem

YOUR RING MOUNT HAS THE PINTLE MOUNTED SO CLOSE TO YOU THAT IT'S DIFFICULT TO MOUNT ANYTHING OTHER THAN THE M249 MACHINE GUN WITH THE COLLAPSIBLE STOCK.

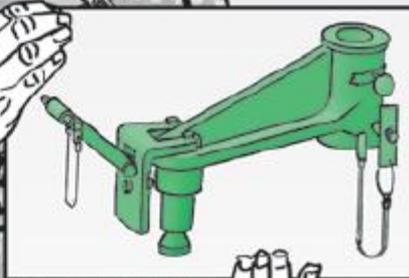


TELL ME THERE'S A SOLUTION!

THERE IS A SOLUTION.



LAST YEAR THE ARMY STARTED FIELDING AN ADJUSTABLE ARM ASSEMBLY THAT EXTENDS THE WEAPON OUT 9 INCHES. ORDER THE ADJUSTABLE ARM WITH NSN 1090-01-568-5052.



Training...

UTAP Offers Tactical Vehicle Driver's Course



Looking for driver's training that won't bust a hole in your unit's budget? The Unit Training Assistance Program (UTAP) at TACOM LCMC offers an advanced tactical vehicle driver's course online.

You can find the course in the Library of TACOM Training Information Site (LOTTIS). Get your CAC and go to: <https://utap.army.mil>

Once you've logged in, click on [Tactical Vehicle Drivers Course \(Advanced\)](#) at the top left of the page.

Click one simple button to find driver's training at UTAP

TACOM
Life Cycle Management Command

Welcome:
Number of Visitors To Date: 79969
Number of files downloaded: 166090

Library of TACOM Training Information Site (LOTTIS)

TACOM LCMC, ILSC, UTAP
AMSTA-LCF-MU, Bldg 904
6201 East 11 Mile Road, Warren MI 48397
Comm: 586-282-4276 D301 - 212786-4276

Click here!

[Tactical Drivers Training Course \(Advanced\)](#)
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HOME ARMY MARINES NAVY

The training is 40 hours. There are 10 modules that include PowerPoint slides and a training support plan in PDF. The complete package includes videos, course critique, final exam and course certificate. There are 27 documents and three videos available for download.

If you have any problems finding or downloading course content, email:
usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil