

Stryker...

WHOA! WHAT HAPPENED TO YOUR **BUSTLE RACK**, MACK?

Y'KNOW THOSE **CARGO STRAPS** THAT WERE **DANGLING** WHEN WE LEFT THIS MORNING?

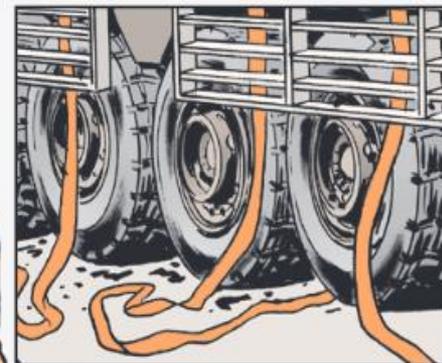
DON'T Let Straps Dangle!

THOSE **CARGO STRAPS** ON YOUR **STRYKER'S** **BUSTLE RACK** SURE COME IN HANDY ON A MISSION.

BUT IF YOU GET IN A HURRY AND DON'T **SECURE 'EM** PROPERLY, THEY CAN CAUSE YOU **HEADACHES**.

DON'T JUST TOSS THE STRAPS INTO THE RACK AND GO ON YOUR WAY. THE STRAPS CAN FALL LOOSE, THEN THEY GET RUN OVER AND WRAPPED AROUND THE TIRES.

BECAUSE THE STRAPS ARE SO STRONG, THE BUSTLE RACK ENDS UP GETTING RIPPED LOOSE INSTEAD OF THE STRAP BREAKING.



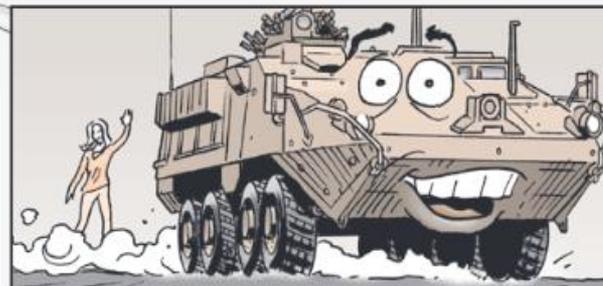
BUT THAT'S **EASY** TO AVOID. JUST BE SURE TO **ALWAYS** ROLL UP THE STRAPS AND TUCK 'EM OUT OF THE WAY BEFORE ROLLING OUT ON A MISSION.

THE SAME GOES FOR THE **CHOCK BLOCK CHAINS**. IF YOU JUST THROW THE **CHOCK BLOCKS** BEHIND THE **SLAT ARMOR** ANY OL' WAY, THE CHAINS HANG DOWN AND CAN GET RUN OVER BY THE TIRES. NOT ONLY CAN THAT **SNAPE** THE CHAINS, IT CAN **DAMAGE** THE **SLAT ARMOR** WHERE THE **CHAIN** CONNECTS.

DON'T LEAVE **CHOCK BLOCK CHAINS** **DANGLING!**



SO STORE THOSE **CHAINS** AND **CHOCK BLOCKS** INSIDE MY **BUSTLE RACK** NEATLY AND **DON'T** LEAVE 'EM **HANGING!**



INU Needs Proper Packaging



The inertial navigation unit (INU) is a reliable, ring-laser gyroscope that provides constant, upgraded grid coordinate information for your vehicle's location and targeting missions.

And at \$60K a pop, it's also very expensive!

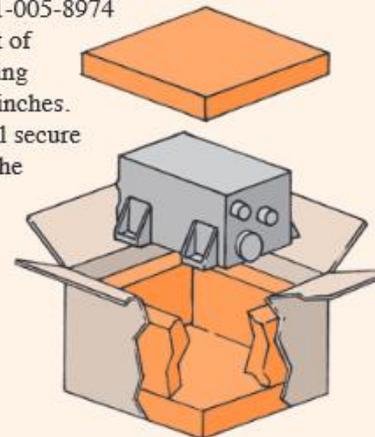
So when you pack the INU for shipment, make sure you use its reusable shipping container, NSN 8145-01-502-2474. That container includes a metal shock isolation tray that protects the INU from damage.

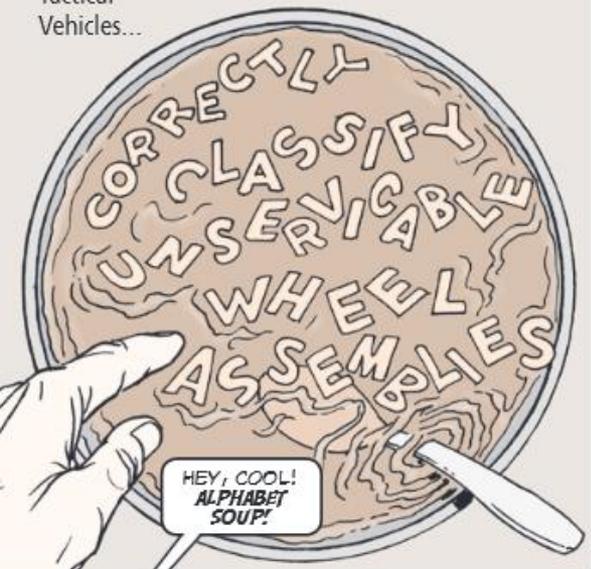
If you have to use another container, the INU **must** be surrounded by at least 4-5 inches of high-density polyurethane foam.

NSN 8135-01-005-8974

brings a sheet of foam measuring 108 x 24 x 2 inches.

The foam will secure and cushion the INU so it'll arrive at its destination undamaged.





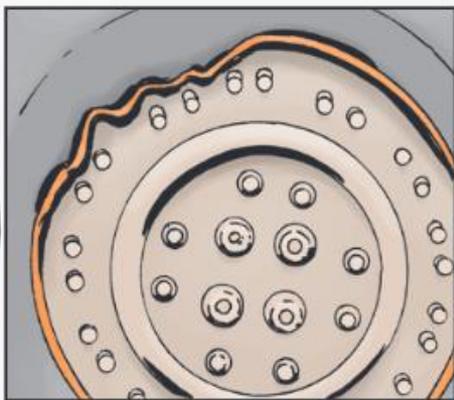
A-B-C-D-E-F-G∞ The alphabet is simple enough. But when it comes to condition codes for wheel assemblies, those letters can seem more like alphabet soup!

That's because not everyone knows which condition code letter to use to correctly classify unserviceable wheel assemblies used on tactical wheeled vehicles. Some have given unserviceable assemblies condition code "H - unserviceable, condemned," when the code should have been "F - unserviceable, repairable."

Here are a few tips to help you figure out which condition code to use:

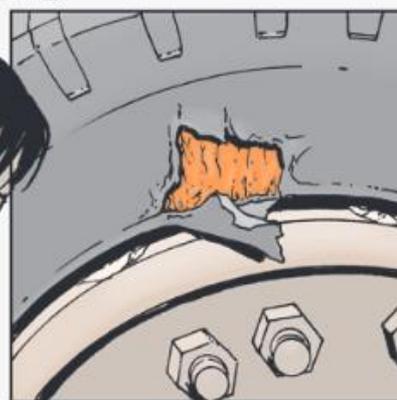
H Coding

IF THERE IS **SERIOUS RIM DAMAGE**, SUCH AS RIM GASHES, MAJOR BENDS OR KINKS, EXCESSIVE RUST DAMAGE, CRACKS, OR LOTS OF WEAR AROUND LUG NUT HOLES, THE RIM IS UNUSABLE AND THE CONDITION CODE SHOULD BE "H."



FOR BASICALLY ALL OTHER ISSUES THAT WOULD MAKE THE WHEEL ASSEMBLY UNSERVICABLE, THE CONDITION CODE SHOULD BE "F."

THIS INCLUDES CONDITIONS SUCH AS A FLAT TIRE, EXPIRED SHELF LIFE, TREAD DEPTH THAT'S PAST ITS WEAR POINT, TIRE DAMAGE LIKE CRACKING OR HOLES, AND VALVE OR NUT DAMAGE.



F Coding

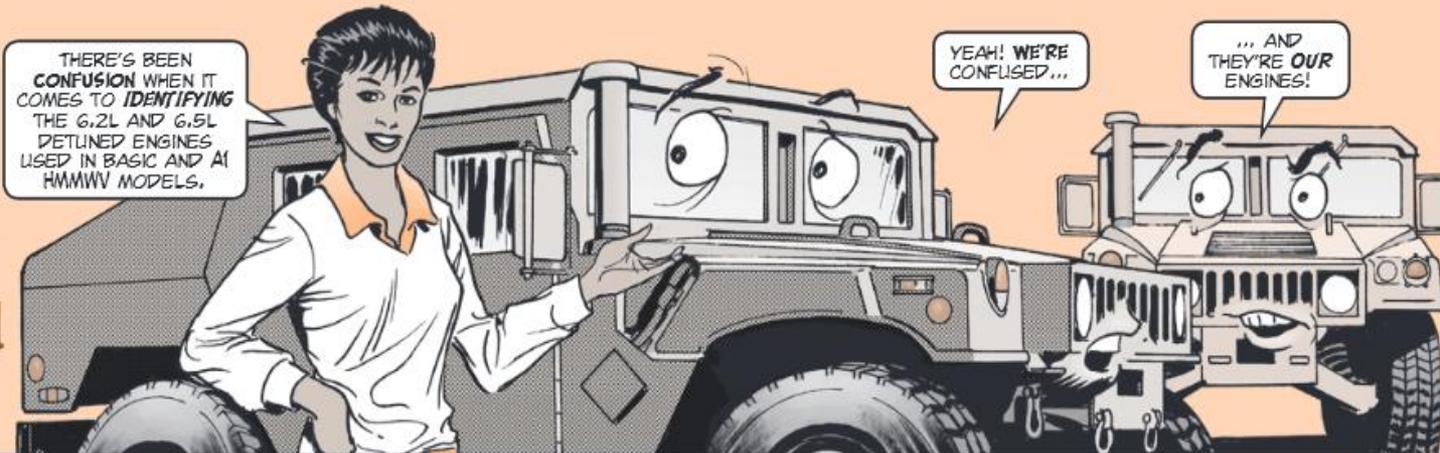
It's More Than Just the Tire

The condition of the tire itself isn't the same as the condition of the complete wheel assembly. So don't use just the tire to determine the condition code for the entire wheel assembly.

Need more help deciding which condition code to use for your unit's unserviceable wheel assemblies? See if Table C-38 in AR 725-50, *Requisitioning, Receipt, Issue System*, helps you out. Or contact TACOM LCMC's tire and wheel assembly team at 586-282-8342 or email:

usarmy.detroit.tacom.mbx.ilsc-tire-assemblies@mail.mil

HMMWV... **Know the Difference Between the 6.2L and 6.5L Detuned Engines**



THERE'S BEEN CONFUSION WHEN IT COMES TO IDENTIFYING THE 6.2L AND 6.5L DETUNED ENGINES USED IN BASIC AND A1 HMMWV MODELS.

YEAH! WE'RE CONFUSED...

... AND THEY'RE OUR ENGINES!

TACOM LCMC says the HMMWV engine repair program is receiving unserviceable 6.2L engines mislabeled as 6.5L detuned engines. So why is that a problem?

All unserviceable 6.2L engines must be sent to DLA Disposition Services (formerly called DRMO), and replaced with the 6.5L detuned engine, NSN 2815-01-439-6664. The 6.5L detuned engine is a drop-in replacement for the 6.2L engine. And all unserviceable 6.5L detuned engines must be sent to the HMMWV engine repair program.

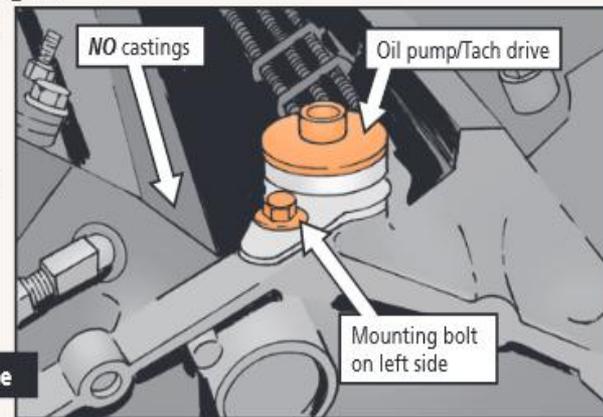


IF YOU CAN'T TELL THE DIFFERENCE BETWEEN THE ENGINES, YOU WON'T KNOW WHERE TO SEND THEM. SO HERE'S SOME HELP...

You can identify the 6.2L engine by looking at the rear of the engine block, between the cylinder heads. Locate the oil pump/tachometer drive mount bolt on the top of the engine.

6.2L Engine

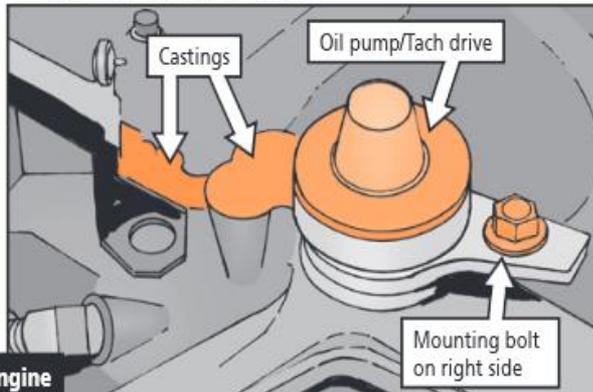
If the bolt is on the left-hand side of the oil pump/tachometer drive, and there's no turbocharger mount casting in front of the oil pump/tachometer drive, you've got a 6.2L engine.



Left side of engine

6.5L Detuned Engine

And you can identify the 6.5L detuned engine by looking for the mount bolt on the right-hand side of the oil pump/tachometer drive. You'll see the turbocharger mount casting in front of the oil pump/tachometer drive.



Right side of engine

If you still need help identifying your engine, TACOM's HMMWV engine maintenance manager, Buck McCuiston, can assist you. He's at DSN 786-4738, 586-282-4738, and email: bucky.v.mccuiston.civ@mail.mil

REMEMBER, YOUR UNIT'S UNSERVICEABLE 6.2L ENGINES GO TO DLA DISPOSITION SERVICES AND UNSERVICEABLE 6.5L DETUNED ENGINES GO TO THE HMMWV ENGINE REPAIR PROGRAM.

TACOM's HMMWV engine item manager, Ted Robinson, can assist you with any disposition issues you may have. He's at DSN 786-4734, 586-282-4734, and email:

ted.f.robinson.civ@mail.mil



Up-armored HMMWVs...

THE DEAL ON HOOD SEALS

IF YOU'RE TRYING TO FIND THE HOOD SEALS FOR YOUR UP-ARMORED HMMWV, YOU **WON'T** SEE THEM IN THE TM JUST YET.

SO MAKE A NOTE OF THESE HOOD SEAL NSNs...

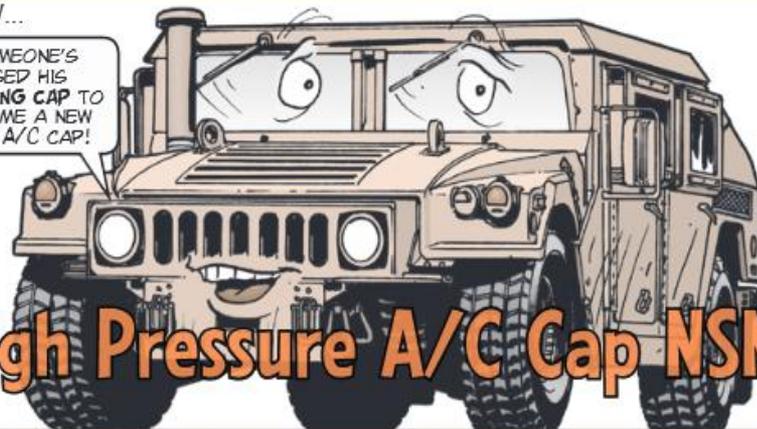


HMMWV model	Serial Numbers	Side	NSN 5330-
M997A3, M1151, M1151A1, M1152, M1152A1, M1165, M1165A1, and M1167	246890 and above	left	01-593-9642
		right	01-593-9643
M1113, M1114, M1151, M1151A1, M1152, M1152A1, M1165, and M1165A1	246889 and below	left	01-588-4355
		right	01-588-4356

NSN 2510-01-432-3338 brings the hood for M1113, M1114, M1151, M1151A1, M1152, M1152A1, M1165, and M1165A1 HMMWVs with serial numbers 246889 and below. You can convert the hood on trucks with serial numbers 246890 and up by replacing the hood seals.

HMMWV...

SOMEONE'S USED HIS THINKING CAP TO GET ME A NEW RED A/C CAP!



High Pressure A/C Cap NSN

Dear Editor,

On Page 59 of PS 722 (Jan 13), you told us that NSN 5340-01-547-6786 brings the HMMWV air conditioning high-pressure service port cap. FED LOG now shows it's a terminal item, and after checking with DLA, I found out the stock is depleted. TACOM LCMC gave me NSN 5340-01-597-2841 as a replacement for the red high-pressure cap.

Anthony Di Stefano
Equipment Specialist
JB MDL, NJ

Editor's note: Thanks, Anthony. Now other readers can order the cap.

GET A **FREE** BATTERY DISCONNECT SWITCH!

HOW DO WE PUT A STOP TO ALL THESE DEAD BATTERIES?! THEY'RE EVERYWHERE!

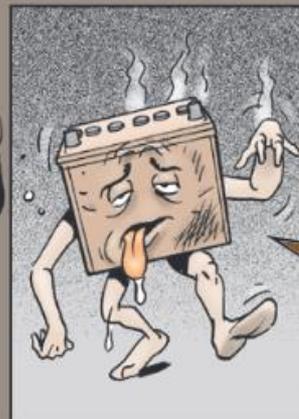
THERE'S NO TRICK! JUST INSTALL A **BATTERY DISCONNECT SWITCH!**



BATTERIES ON THE ARMORED SECURITY VEHICLE HAVE BEEN MYSTERIOUSLY DRAINING AFTER SHUTDOWN.

YOU MECHANICS CAN PUT A STOP TO **DEAD BATTERIES** BY INSTALLING A BATTERY DISCONNECT SWITCH KIT, NSN 6160-01-598-6460.

EVEN BETTER NEWS IS THAT THE KIT IS **FREE**.



JUST SUBMIT A FUNDED REQUISITION FOR THE DISCONNECT SWITCH THROUGH THE ARMY SUPPLY SYSTEM.

ONCE THE REQUISITION IS POSTED TO TACOM, THE ITEM MANAGER WILL ADJUST IT TO MAKE THE DISCONNECT SWITCH A FREE ISSUE. INSTALLATION INSTRUCTIONS COME WITH THE KIT.

Questions? Contact the TACOM Item Manager, Eric Hamilton, at DSN 786-9307, (586) 282-9307, or eric.m.hamilton.civ@mail.mil

PIN GIVES BEFORE LOCKS

NEED TO REPLACE THE SHEAR PIN ON YOUR PLS OR HEMTT LHS TRUCK?

I'VE GOT YOUR NSNs RIGHT HERE!



PLS AND HEMTT TRUCKS THAT HAVE ENHANCED CONTAINER HANDLING UNITS (E-CHU) WITH SERIAL NUMBERS 1422 AND ABOVE HAVE REDESIGNED LOWER STORAGE LOCKS.

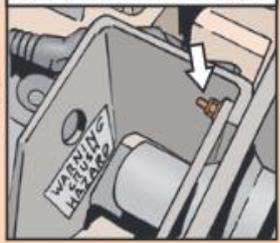
IF THOSE LOCKS AREN'T DISENGAGED BEFORE RAISING THE E-CHU FROM ITS STOWED POSITION, A SHEAR PIN INSIDE EACH LOCK IS DESIGNED TO SNAP.

THAT PREVENTS ANY DAMAGE TO THE E-CHU.



IT'S UP TO YOU TO REPLACE THOSE BROKEN SHEAR PINS WHEN THAT HAPPENS.

SO CHECK FOR SNAPPED OR MISSING SHEAR PINS BEFORE EACH DAY'S RUN.



REPLACE A MISSING OR DAMAGED PIN WITH THESE NSNs:

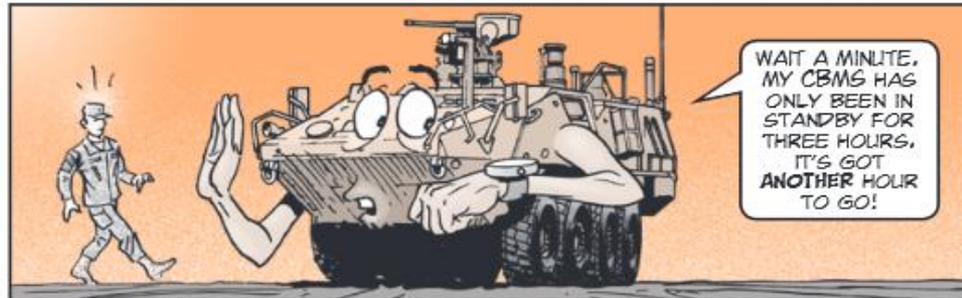
Item	NSN
Shear screw	5305-01-440-3666
Locknut	5310-01-457-3244
Washer	5310-01-506-0517

CBMS PMCS Makes Things A-OK



SOME CREWS OPERATING THE M1135 NUCLEAR BIOLOGICAL CHEMICAL RECON VEHICLE (NBCRV) STRYKER ARE RUNNING INTO PROBLEMS WITH ITS CHEMICAL BIOLOGICAL MASS SPECTROMETER II (CBMS II), BUT A LITTLE **WEEKLY PMCS** CAN MAKE THINGS **A-OK**.

- Completely do the PMCS in WP 0035 of TM 3-6665-392-13&P, including the weekly PMCS in WP 35-6. Make sure to put the system in STANDBY and run it for 4 hours to ensure it's fully mission capable.



- Give the CBMS II as much time as it needs to complete its built-in-test (BIT) sequence. If you shut down the CBMS too soon, it eventually can lead to BIT failures with corresponding FAIL codes on Page 6 of the status tab. If you do the weekly PMCS on time, it cuts down the time needed to complete the start up procedure and reduces the number of failures.
- Do the confidence checks both before and after you go into STANDBY for PMCS.
- Document any FAIL codes from Page 6 on either a DA Form 5988-E or 2404. That way the field level maintainer can do a better job troubleshooting what's wrong.



- Shut down the CBMS like it says in WP 0012. Make sure the soldier display unit (SDU) says it's safe to turn off the power before you do.

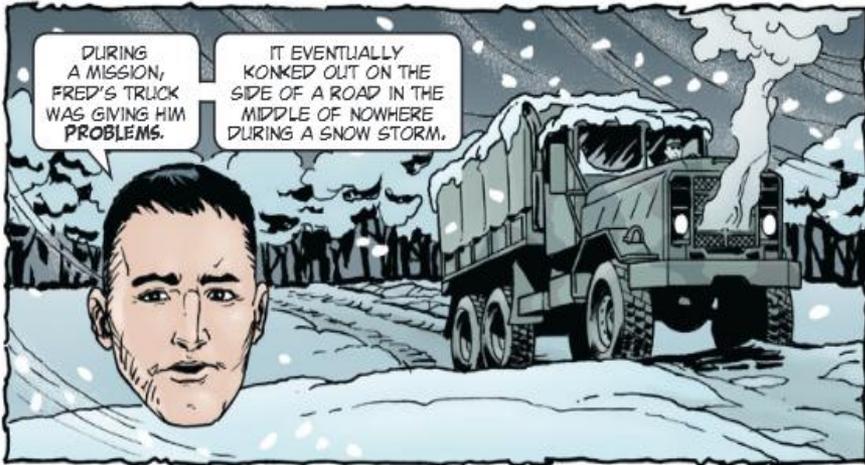
RURHRH
RURHRH

WHAT THE... THIS TRUCK WON'T START!
WHAT'S GOING ON HERE?!

RURHRH
RHRH

PM GHOST HUNTERS MEET FUEL LINE FRED





DURING A MISSION, FRED'S TRUCK WAS GIVING HIM PROBLEMS.

IT EVENTUALLY KONKED OUT ON THE SIDE OF A ROAD IN THE MIDDLE OF NOWHERE DURING A SNOW STORM.



HE GOT OUT AND CHECKED THE ENGINE, BUT COULDN'T FIGURE OUT THAT HE HAD A FROZEN FUEL LINE.



FRED WALKED AWAY LOOKING FOR HELP.



HE WAS NEVER...



...SEEN ALIVE...



...AGAIN!



GULP!



THERE'S ONLY ONE THING TO DO.

LET'S CALL IN THE PM GHOST HUNTERS.

MAYBE THEY CAN FIGURE OUT WHY FRED KEEPS HAUNTING US.



LATER THAT EVENING...



...AND HE WAS NEVER SEEN ALIVE AGAIN!

HMMM... NOW THAT WE HAVE AN OVERVIEW OF FRED'S DEMISE, LET'S TAKE A LOOK AT WHERE HIS GHOST WAS LAST SEEN.





LATER STILL...



THE LAST THING I REMEMBER IS THE GHOST POINTING TO THE ENGINE COMPARTMENT.



HMMM... COULD BE THIS GHOST IS TRYING TO HELP YOU OUT.

WE'LL TAKE IT FROM HERE AND SEE YOU ALL IN THE MORNING.

THE NEXT MORNING...

MOTOR POOL INVESTIGATION: THE REVEAL

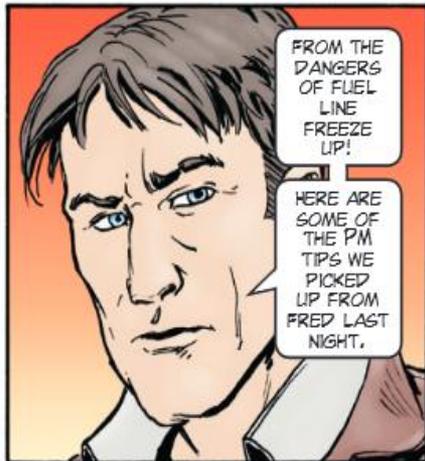


WE CAN CERTAINLY SEE WHY YOU CALL HIM FUEL LINE FRED.



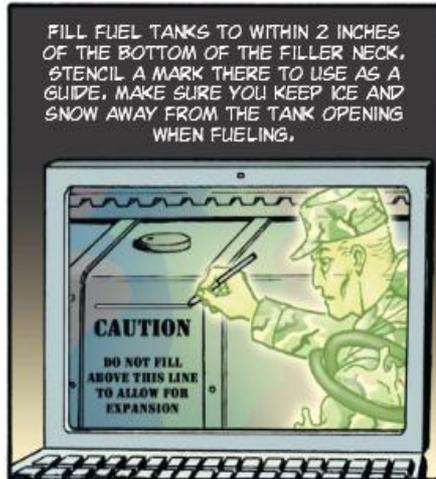
OUR INSTRUMENTS INDICATE FRED IS A RESIDUAL GHOST THAT IS TRYING TO WARN AND PROTECT YOUR OPERATORS.

HUH? PROTECT US FROM WHAT?

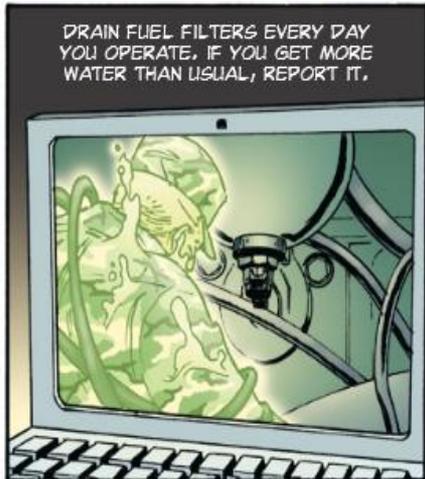


FROM THE DANGERS OF FUEL LINE FREEZE UP!

HERE ARE SOME OF THE PM TIPS WE PICKED UP FROM FRED LAST NIGHT.



FILL FUEL TANKS TO WITHIN 2 INCHES OF THE BOTTOM OF THE FILLER NECK. STENCIL A MARK THERE TO USE AS A GUIDE. MAKE SURE YOU KEEP ICE AND SNOW AWAY FROM THE TANK OPENING WHEN FUELING.



DRAIN FUEL FILTERS EVERY DAY YOU OPERATE. IF YOU GET MORE WATER THAN USUAL, REPORT IT.

IF YOU'RE STILL USING OLD-STYLE DIESEL FUEL OR GASOLINE, CONSIDER ADDING **ICING INHIBITOR** TO THE FUEL. JUST MAKE SURE SOME HASN'T ALREADY BEEN ADDED, AND ADD THE INHIBITOR **FIRST** SO IT CAN MIX PROPERLY AS THE FUEL IS ADDED.

HERE ARE THE RATIOS FRED RECOMMENDS...

Fuel	Inhibitor
40 gallons	1 pint
30 gallons	3/4 pint
20 gallons	1/2 pint
10 gallons	1/4 pint

Diesel Fuel Inhibitor

Size	NSN 6850-
5-gal can	01-377-5074
55-gal drum	01-089-5514

Gasoline Inhibitor

Size	NSN 6810-
1-gal can	00-597-3608
5-gal can	00-275-6010

AND NOW HE'S SHOWING WHAT STUFF TO USE...

ONE THING FRED DIDN'T MENTION IS THAT JET A-1 FUEL DOES **NOT** CONTAIN AN INHIBITOR. SO TREAT IT LIKE DIESEL FUEL.

INTERESTINGLY, FRED **ONLY** SEEMS TO APPEAR WHEN COLD WEATHER PM NEEDS TO BE EMPHASIZED ON VEHICLE FUEL SYSTEMS.

WILL HE EVER GO AWAY?

NOT AS LONG AS PM IS **NEGLECTED!**

OUR CONCLUSION IS THAT YOU NEED TO FOLLOW THE PMCS IN YOUR VEHICLE'S -10 TM, **ESPECIALLY** WHEN THE SNOW STARTS TO FLY.

THANKS FOR ALL YOUR HELP! WE'LL SURE TAKE COLD WEATHER PM TO HEART FROM NOW ON.

ONCE THE ROOM HAS EMPTIED OUT...

ping!

FINALLY, I GOT SOMEONE'S ATTENTION ABOUT THE IMPORTANCE OF COLD WEATHER PM!

AT LONG LAST, I CAN REST IN PEACE!