

Tactical
Vehicles...

The Meaning of "R1"



Dear Half-Mast,
What's the "R1" mean when you see it at the end of a HMMWV or HEMTT truck model? Maybe you've already written about this and I missed it.

SFC D.H.

Dear Sergeant D.H.,

We haven't written about the meaning of "R1," so no worries. You didn't miss a thing.

For HMMWVs, the "R1" means the truck is a recapped HMMWV. The RECAP (Recapitalization) program extended the useful life of the HMMWV fleet at a fraction of new production costs. This was done through drive train and suspension upgrades that made the vehicle more reliable. For a specific breakdown of the R1 repair parts, contact the Legacy HMMWV team at:

usarmy.detroit.tacom.mbx.ilsc-hmmwv@mail.mil

And for HEMTTs, the "R1" also means the truck has been recapped. For example, some A2 HEMTTs were newly produced, and others were recapped from base and A1 HEMTT models. A new production HEMTT won't have the R1 attached to the model number. So an M1120A2 is a new production truck, while an M1120A2R1 is a truck that's been recapped to the same configuration as the A2.

Half-Mast

Tactical Vehicles...

Library
Quiet Please

SHUSH!



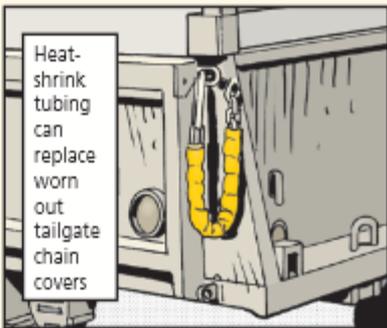
Cost-Saving Tailgate Chain Covers

Dear Editor,

I've noticed many tailgate chains on tactical vehicles are being replaced due to a missing or torn chain cover. The rubber cover gets exposed to all types of weather and deteriorates over time.

Since the chain covers are basically for noise discipline, the DOL while I was at Fort Hood started using heat-shrink tubing on the chains instead of replacing the entire chain assembly. NSN 5970-00-815-1300 gets you the 1-in heat-shrink tubing. It shrinks to $\frac{1}{2}$ inch and costs only **43 cents** per foot. Plus, it takes just two minutes to install.

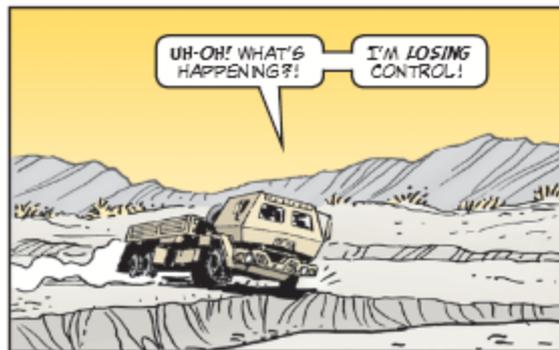
Rob Matson
Logistics Management Specialist
Ft Carson, CO



Heat-shrink tubing can replace worn out tailgate chain covers

Editor's note: We hope our readers won't shrink away from using your money-saving tip, Mr. Matson!

Loose Torque Rod Locknuts Cause Deadlines



You want to avoid problems while driving your FMTV, or any other vehicle for that matter. After all, losing control of your vehicle can quickly turn a good day into a bad one.

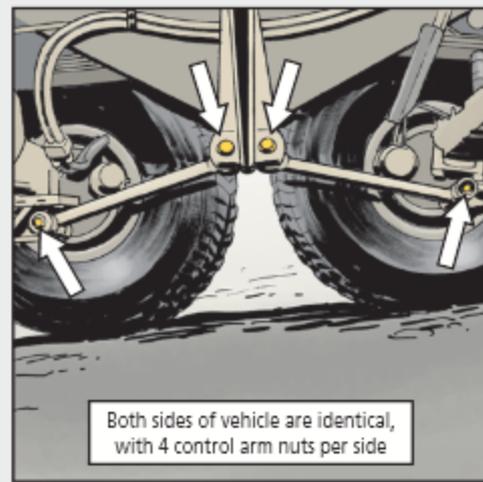
If you haven't already heard, a production error caused some FMTVA1P2 LTAS 6X6 (3-axle variant) trucks within the serial number range of 720,001-744,192 and M1095 trailers within the serial number range of 720,038-759,324 to roll off the line with improperly tightened torque rod nylon insert locknuts, NSN 5310-01-434-0078. The vehicles have four individual torque rods secured by eight nylon insert locknuts. If these locknuts are not installed and torqued properly, the individual torque rod could separate from the truck or trailer, putting you at risk for a loss of control, rollover, and collision.

By now, the corrective measures provided in TACOM SOUM 12-015 and TACOM SOUM 13-005 should be completed. But if they haven't been, or if you encounter loose torque rod locknuts, here's what you should do.

For your FMTVA1P2 LTAS truck, use the maintenance instructions found in the Rear Torque Rod Replacement work package of TM 9-2320-333-14&P (EM 0294, Jun 12). And for your M1095 trailer, refer to the maintenance guidance in WP 0097 of TM 9-2330-394-13&P.

By the way, if inspections reveal missing nylon insert locknuts, Oshkosh will replace the missing hardware free of charge. They'll even cover shipping. Just call Jim Erickson at 920-235-9151, ext. 22744, or John Dykstra at 920-235-9151, ext. 27185, for assistance. Or email:

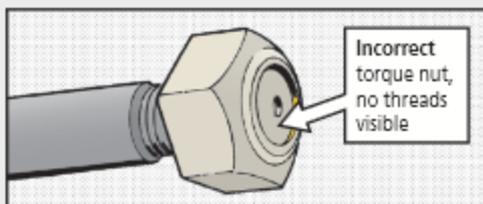
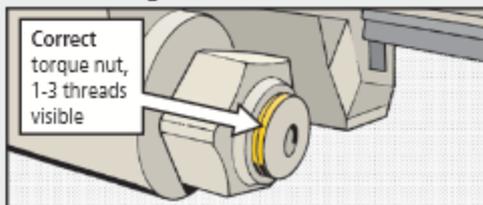
jerickson@defense.oshkoshcorp.com or jdykstra@defense.oshkoshcorp.com



Check for Extending Threads

Immediately inspect your FMTV LTAS 6X6 truck and M1095 trailer to see if each torque rod nylon insert locknut has threads that are visible beyond the locknut. A properly tightened nylon insert locknut will show 1-3 threads exposed past the nylon lock feature.

You won't see extending threads if the locknut is improperly torqued. That means your truck or trailer is non-mission capable (NMC) until all the nylon insert locknuts have been properly torqued.



Color Coding

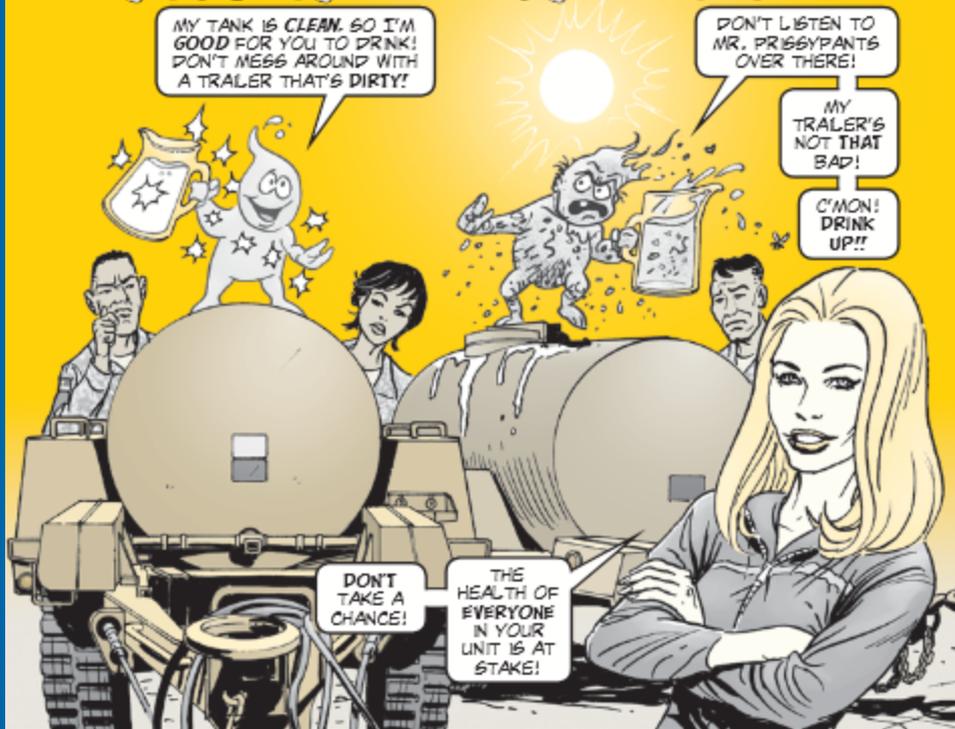
See any green or blue markings on the locknuts? Then your truck or trailer is good. But if you don't see these marks, a green mark is needed after your vehicle gets a passing inspection, or when corrective actions have been completed. Mark each torque rod nylon insert locknut with a small green marking.

If blue torque seal markings have been applied to all eight locknuts, Oshkosh has already inspected the vehicle. If your truck or trailer serial number is within the ranges we gave you earlier, and your unit hasn't given a status report, make sure you follow the guidance in TACOM SOUM 12-015 and TACOM SOUM 13-005.

Eyeball both safety messages to get the full scoop on the loose locknut issue. They're available online at:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM12-015.html>
<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM13-005.html>

WATER TANK CLEANING TIPS



WARNING:

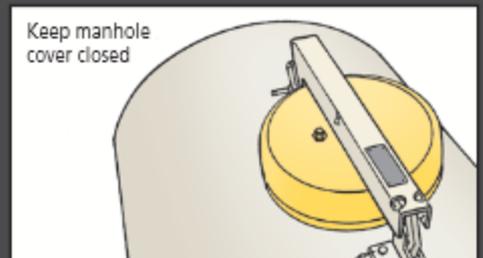
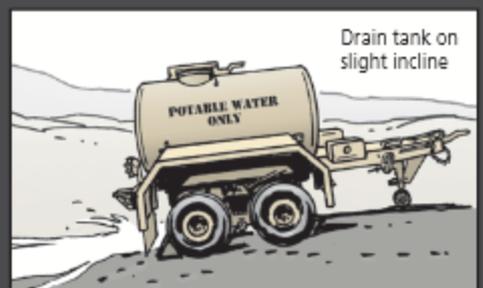
If contents of water tank was other than potable water, the water tank must be flushed out with clean potable water and drained. Do not allow trailer to sit for extended periods of time with any amount of liquid in it. Standing water will result in contamination and food poisoning. **KEEP WATER TANK CLEAN AT ALL TIMES.** Failure to follow this warning may result in serious injury or death to personnel.

If you've eyeballed TM 9-2320-267-14&P (Jul 91), you've probably seen this warning. It lets you know it's not a good idea to wait 'til the last minute to clean your water trailer's tank. And it's not a good idea to leave water in the tank for months at a time!

Cleaning the tank improves the taste of the water and keeps the tank safe to use. The TM says to clean the tank annually or when the medics tell you the tank is contaminated. But why wait? You have to drink the water, too!



- When you're done using the water trailer, empty the tank completely. Water left in the tank causes rust, mineral deposits and algae buildup. Put the trailer on an incline with the rear slightly lower than the front so that all water will drain through the drain plug. Then open the faucets to let out any water still in the pipes.
- Close the manhole cover tightly when the water trailer is in storage. That keeps out dirt, sand and rain.
- To stop deposit buildup, every three months, pour in eight gallons of vinegar, NSN 8950-01-079-3978, and leave it for 5-6 hours. Then empty the tank and flush it with clean water.
- Clean the tank more often during the summer since you'll be drinking more water then. Make sure you drain the tank completely between uses.



Rusty Stainless Steel

If the water from a stainless steel tank has a rusty, metallic taste, check the welded joints in the tank for rust.

Scrub away rust with a solution of water and scouring powder, NSN 7930-01-294-1116. Always use a nonmetallic, nylon brush. You can get one with NSN 7920-00-061-0038.

Flush the tank thoroughly with clean water. Scrub it again if you still see rust. You're done when the rust is gone.

Eyeball TB MED 577, *Sanitary Control and Surveillance of Field Water Supplies*, for more on cleaning.



M939A2-Series 5-Ton Trucks...

OPERATORS! KEEP THESE TIRE PRESSURES IN MIND WHEN YOU TAKE ME ON A LONG-DISTANCE HIGHWAY MISSION!

CTIS Updates for Highway Missions!

MAKE SURE THE TIRES ON YOUR M939A2 WRECKER ARE INFLATED TO 90 PSI WHILE PERFORMING LONG-DISTANCE HIGHWAY MISSIONS.

TIRES ON ALL OTHER M939A2 MODELS NEED TO BE INFLATED TO 70 PSI.

THERE'S A PROBLEM—THE VEHICLE'S ORIGINAL CENTRAL TIRE INFLATION SYSTEM (CTIS) ONLY PROVIDES 80 PSI FOR THE WRECKER AND 60 PSI FOR ALL OTHER M939A2 5-TON MODELS!

GOOD NEWS! NEW HARDWARE THAT INCREASES YOUR VEHICLE'S CTIS AIR PRESSURE IS AVAILABLE.

Wrecker

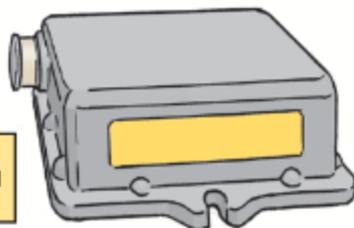
YOU'LL NEED THESE ITEMS FOR THE WRECKER TO ACHIEVE ITS NEW 90 PSI HIGHWAY MODE...

Item	NSN
Valve kit, front wheel	2530-01-539-0982
Valve kit, rear wheel	2530-01-540-9408
Electronic control unit (ECU)	2530-01-565-1565
Pressure transducer kit	6695-01-565-1579

Other M939A2 Trucks

If your vehicle had its CTIS' electronic control unit (ECU) replaced within the last four years, the CTIS may already be capable of the new 70 psi highway requirement. There are two ways of finding out:

1. Check the vehicle's tire pressure after the CTIS has operated in highway mode and reached its highway requirement of 70 psi. If the pressure stays at 70 psi, the CTIS is updated and you're good to go.
2. Look on the back of the ECU after it's been removed from the vehicle's shift tower. An updated ECU has a label marked 70 psi for highway mode.



Updated ECU has 70 psi label on back

IF YOUR VEHICLE HAS AN ORIGINAL OR NON-FUNCTIONING ECU, ORDER A NEW ONE WITH NSN 6110-01-268-8739 OR NSN 2530-01-565-1565.

YOU'LL FIND THE REMOVAL AND REPLACEMENT PROCEDURES STARTING IN WP 0810 OF TM 9-2320-272-23-6 (SEP 12).



M1152 HMMWV Fire Extinguisher NSN

If you need the short fire extinguisher bottle used in M1152 HMMWVs, order NSN 4210-01-562-0852. It's not listed in TM 9-2320-387-24P yet. The regular fire extinguisher, NSN 4210-01-525-6692, used in all other up-armored HMMWVs, is in the parts manual.

MRAP M-ATV Service Kits

Get the annual service kit for the M1240 M-ATV with NSN 2530-01-591-1753. NSN 2530-01-591-1751 gets the annual service kit for the M1245 SOCOM M-ATV.

CAT Engine Valve Push Rod NSN

Tell your buddy in sustainment maintenance to get the valve push rod for the Caterpillar 3126 and C7 engines with NSN 2815-01-570-5374. Then make a note until this NSN replaces the parts info shown in all the FMTV and MRAP TMs with CAT engines.