

HEY, ARE WE READY TO FIRE THE MORTAR YET?

NOT TILL YOU CHECK MY REPLENISHER LEVEL, YOU'RE NOT!



## REPLENISHER MAY NEED REPLENISHING!

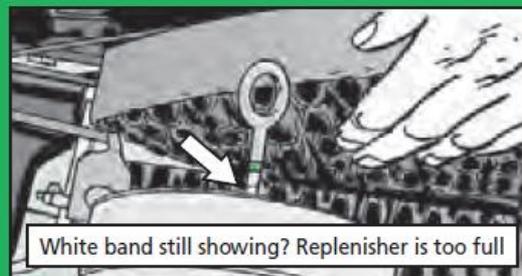
Crewmen, checking the FRH level in the replenisher of your M1129A1 Stryker's mortar is a before-operations PMCS check. And it's not something you want to forget!

If the hydraulic fluid level is low, the gun tube can recoil out of battery when it's fired. Besides damaging your mortar, anyone that's in the way could be seriously injured or killed!

Checking the fluid level is quick and easy. Here's how:

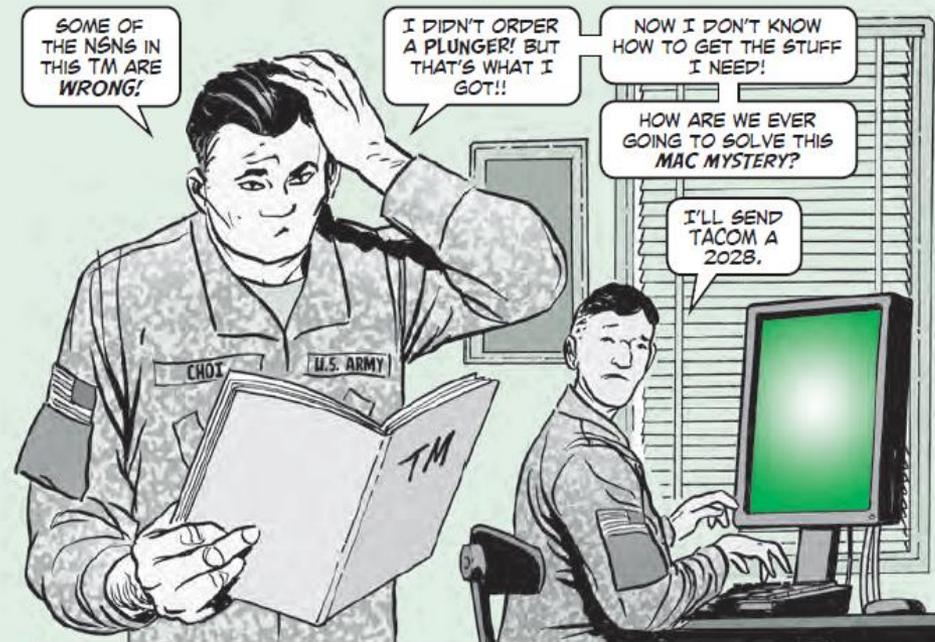
With the mortar in the stowed position, slide the dipstick all the way into the replenisher port. If the white band on the dipstick goes inside the port while the red band stays outside, the oil level is good.

If the white band is still visible, the replenisher is too full. Drain the oil to the proper level. But if the dipstick slides in past the red band, you'll need to add oil to the replenisher.



When dealing with FRH, you'll need to take some precautions, too. Make sure you're wearing long sleeves, gloves, goggles and a faceshield when adding or draining the oil. FRH contains a chemical that can cause paralysis if it's swallowed. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.

# MAC Update



Dear Half-Mast,

I used the maintenance allocation chart (MAC) in TM 9-2320-326-14&P (EM 0288) to order parts for my unit's HEMTT -A4. I think Table 2 (Tools and Test Equipment) needs to be updated because the NSNs for Item 17, the arbor press (gauge); Item 71, chemical oil protection gloves; and Item 125, refrigerant reclaiming, aren't good. Which NSNs bring these parts?

SGT I.D.

Dear Sergeant I.D.,

You're right. The NSNs for those parts are listed incorrectly in the IETM. Note the following NSN changes:

- The arbor press (gauge), Item 25, NSN 5120-00-613-3779, should be changed to NSN **5120-00-613-6779**.
- The gloves, chemical oil protection, Item 106, NSN 8415-00-641-4601, should be changed to NSN **8415-00-266-8675**.
- The reclaiming, refrigerant, Item 107, NSN 4250-01-396-8928, should be replaced with NSN **4250-01-555-7587**.

You should see these corrections when the HEMTT -A4's IETM is updated.

*Half-Mast*

# Use Replacement Clamp



Dear Half-Mast,  
I'm with FMS #4 in Santa Rosa, CA. Our unit just received four new -A4 HEMTT tankers with the old-style ground wire clamps.

These old-style ground wire clamps are known to fall apart from rust and broken springs.

Is there a better clamp in the supply system?

SSG K.M.

Dear Sergeant K.M.,  
You bet!

Order a new, durable clamp that comes with NSN 5999-00-134-5844. The new clamp is a snap to install.

Just remove the old clamp, snip off the wire eyelet if there is one, and fit the wire into the new clamp. Use a  $\frac{3}{32}$ -in hex wrench from the General Mechanic's tool set to tighten the clamp's handle screws to the ground wire.

*Half-Mast*

Tactical Vehicles...

# Tire Shine is Out of Line!



**I**f you're thinking of shining your vehicle's tires with a commercial product, think again! That's **not** authorized.

That's because it doesn't help the tires and it doesn't help camouflage your vehicle.

We know you want to protect your vehicle's tires. After all, vehicles that sit parked on hardstand in the blazing sun for weeks and months can wear out from ozone damage, heat and age. That wear can show up as cracks in the tire sidewall. When the cracks expose inner cords or belts, the tire is no longer good.



Vehicles...



## Stow That Fuel Can!

Dear Half-Mast,

Is it OK to transport full 5-gal fuel cans of JP-8 in HMMWVs if the cans are not stowed in the brackets?

SFC B.J.R

Dear Sergeant B.J.R.,

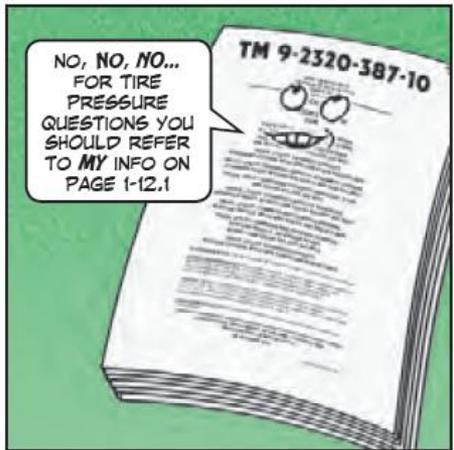
*No. It's not OK. In fact, it's downright unsafe. Fuel cans must not be carried "loose" inside a vehicle. They could tip over, spill JP-8 and create a fire hazard. It doesn't matter whether they're full or half full. Loose fuel cans pose a risk.*

*For proper stowage of fuel cans and other equipment, see Appendix F, On-Vehicle Equipment Loading Plans, in your vehicle's -10 TM. This is a standard load plan, and every vehicle has one. Your HMMWV's load plan calls for stowing each fuel can where it belongs: in the fuel can stowage bracket. Use the footman loops and strap to secure the can. If equipment's not shown in the load plan or in Appendix B, Stowage and Sign Guide, load it according to local command policy.*

FOR MORE INFORMATION ON LOAD PLANS AND FUEL CANS, CONTACT BUCKY McCUISTON AT TACOM LCMC: (586) 282-4760 OR EMAIL...  
[ucky.v.mccuiston.civ@mail.mil](mailto:ucky.v.mccuiston.civ@mail.mil)



# HMMWV... TIRE PRESSURE CORRECTIONS



Dear Half-Mast,  
 Your article on pages 10-11 of PS 698 (Jan 11) lists tire pressures for load range D and load range E tires used on HMMWVs. You told us that this info is also found in change 6 of TM 9-2320-387-10 on Page 1-12.1. But I'm not so sure the TM and PS information match. Which is correct?  
 SSG P.S.I.

Dear Sergeant P.S.I.,  
 Good eye! There was a little confusion surrounding the tire pressures because the TM presentation left room for different interpretations. But that's been fixed. The next update will clearly connect each HMMWV to the right tire pressure and will show the latest tire pressure information.

Note that the TM's tire pressure tables *don't* apply to HMMWVs with FRAG kits applied. Use the HMMWV rollover SMART card for limits on those vehicles. See the PS article at this link for more details:  
<https://www.logsa.army.mil/psmag/archives/PS2010/686/686-10-12.pdf>



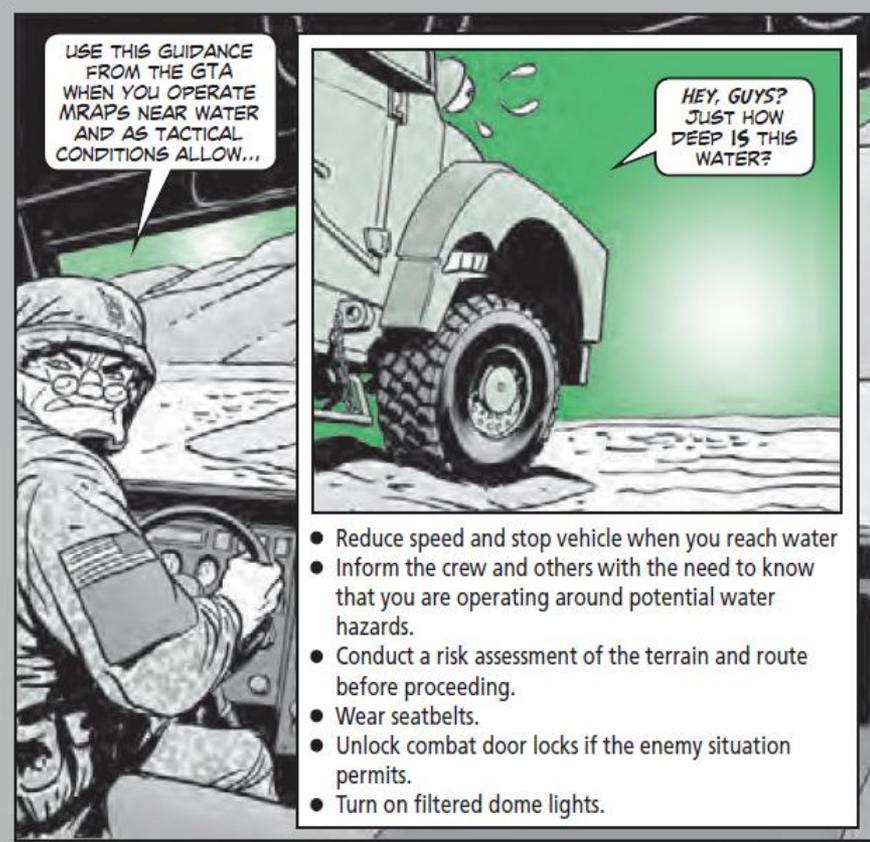
## Load Range D and E Tire Pressures

HMMWV Model	Front standard psi	Rear standard psi
Unloaded (driver plus one passenger): M1113, M1151, M1152, M1165	20	25
M1114, M1151A1, M1151A1 w/B1, M1152A1, M1152A1 w/B2, M1165A1, M1165A1 w/B3, M1167	35	45
At gross vehicle weight (GVW): M1113, M1151, M1152, M1165	30	45
M1114, M1151A1, M1151A1 w/B1, M1152A1, M1152A1 w/B2, M1165A1, M1165A1 w/B3, M1167	40	50
Mud, sand and snow (30 mph max. speed)	20	30



Half-Mast

# Focus ON SAFE FORDING

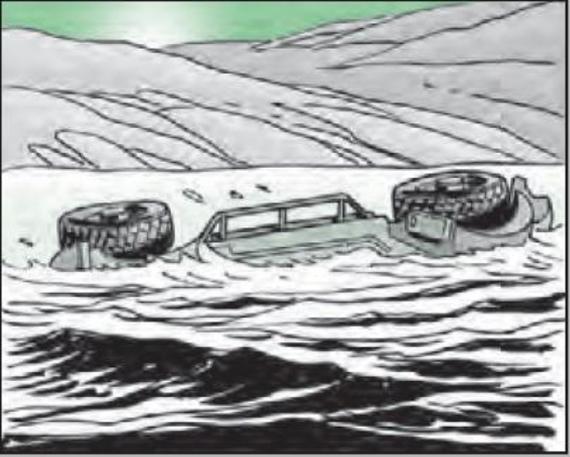


SOME SOLDIERS IN AN M-ATV RECENTLY TRIED TO FORD A RIVER IN AFGHANISTAN THAT WAS 5 FEET DEEP.

THE MAXIMUM FORDING DEPTH OF AN M-ATV IS 3 FEET IN CALM WATER.

**FOUR SOLDIERS DIED.**

- Reduce speed and stop vehicle when you reach water
- Inform the crew and others with the need to know that you are operating around potential water hazards.
- Conduct a risk assessment of the terrain and route before proceeding.
- Wear seatbelts.
- Unlock combat door locks if the enemy situation permits.
- Turn on filtered dome lights.



MAKE SURE YOU KNOW THE FORDING DEPTH OF YOUR MRAP VEHICLE BEFORE YOU FORD.

YOU SHOULD ALSO CONDUCT ROUTE RECONS AND REHEARSE THE ROLLOVER AND EGRESS DRILLS GIVEN IN MRAP GTA 07-09-001.

YOU CAN GET TO IT ONLINE:  
<https://safety.army.mil/LinkClick.aspx?fileticket=BMdwoKdpIdQ%3d&tabid=653>

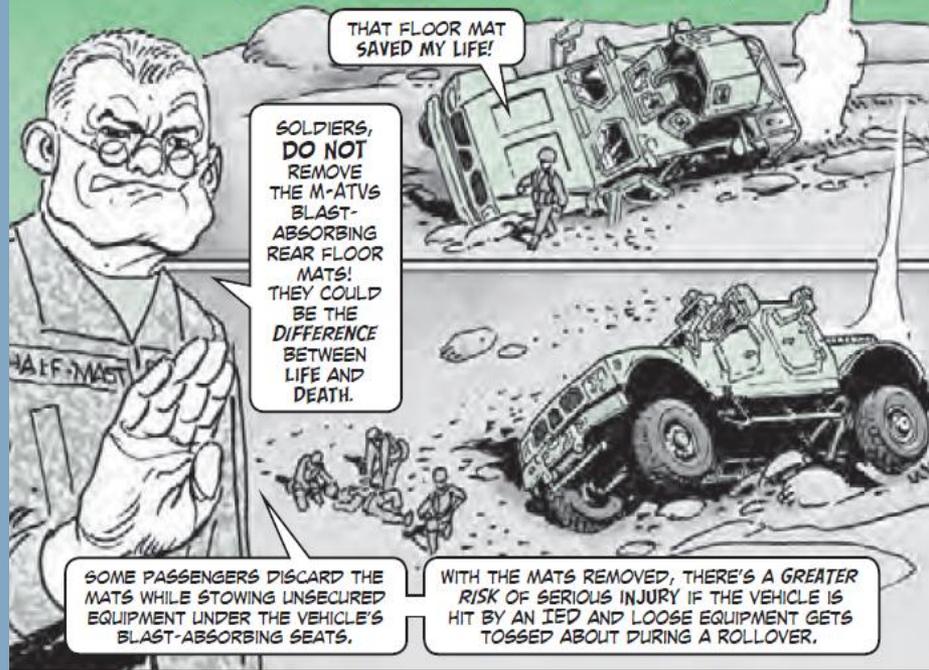
HERE ARE SOME KEY POINTS ABOUT WATER FORDING THAT SHOULD BE A PART OF YOUR UNIT'S SOP.

IT'S FROM THE TC 7-31 MRAP FOV DRIVER'S TRAINING ON SHALLOW WATER FORDING OPERATIONS.



1. Ensure the fording site has adequate entrance and exit points and a firm bottom.
2. Check that the water depth at the fording site is below the vehicle's fording limit and clear of submerged obstacles.
3. During training exercises, make sure drivers and crew members wear life vests if water is over 4 feet deep. (This doesn't apply to the M-ATV since its maximum fording depth is 3 feet.) Do not exceed 4 mph.
4. Follow all vehicle fording and swimming instructions in accordance with the vehicle TM.
5. Do not wear load-bearing equipment (LBE) during fording operations. It could snag on vehicle components and prevent crew members from evacuating through the top hatches during emergencies.

# FLOOR MAT MISHAP

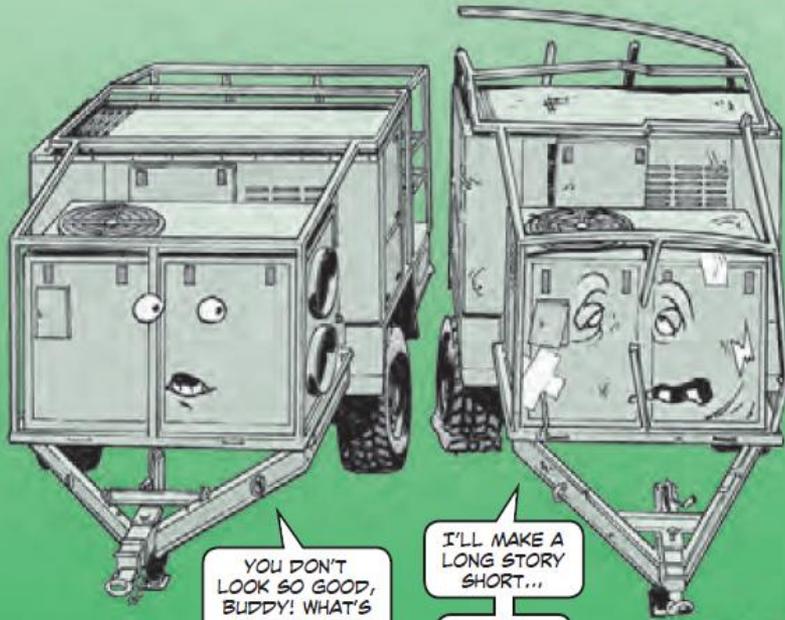


The M-ATV is not NMC if it's missing the mats—but why increase your risk of injury? Replace a missing rear floor mat (left-side) with NSN 2540-01-577-0620. Use NSN 2540-01-577-0627 to replace the rear right-side mat.



Wondering what to do with that unsecured equipment? Take a look at WP 0039 in TM 9-2355-335-10 for the lowdown on how to properly secure and stow equipment inside the M-ATV.

# THE TALE OF A TRAILER



YOU DON'T LOOK SO GOOD, BUDDY! WHAT'S YOUR STORY?

I'LL MAKE A LONG STORY SHORT...  
...NO PM!

THE PROPER CARE AND USE OF A TRAILER CAN SPELL THE DIFFERENCE BETWEEN ACCOMPLISHING YOUR MISSION OR GETTING STUCK ON THE ROADSIDE.

LOADING AND UNLOADING, OVER-THE-ROAD TOWING AND A LITTLE PREVENTIVE MAINTENANCE ALL PLAY IMPORTANT ROLES IN KEEPING THE TRAILER WORKING.



THE TRAILER THAT COMES WITH YOUR DRASH® TRAILER-MOUNTED SUPPORT SYSTEM (TMSS) MX MEDIUM SHELTER IS NO EXCEPTION.

THAT'S THE DRASH® HP-2C 18/5 UTILITY SHELTER TRANSPORT (UST) TRAILER, NSN 8340-01-533-5396.

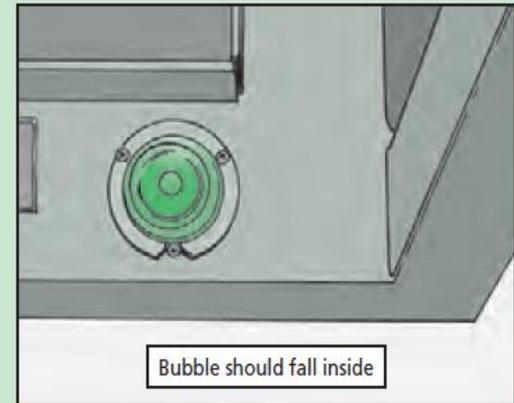
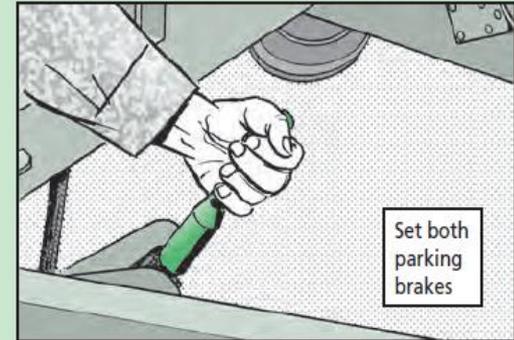
HERE'S WHAT YOU NEED TO KNOW TO KEEP US ROLLING...



## Loading and Unloading

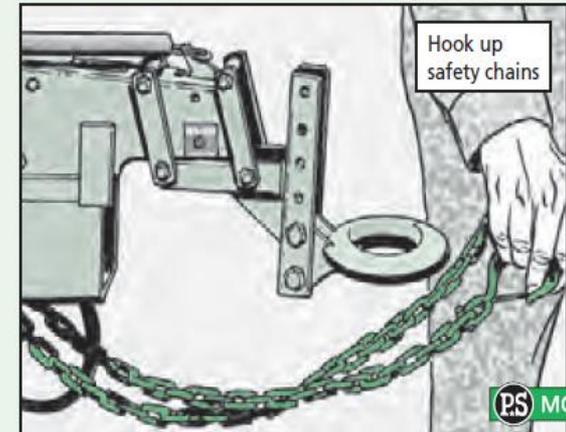
Before loading or unloading:

- Park the trailer on a flat, level surface.
- Set both parking brakes by pushing the levers forward.
- Use the tongue jack to raise and lower the trailer for leveling.
- Lower the stabilizer legs in the rear and pin them in place. They help keep the rear of the trailer from dropping.
- Look at the bubble level. The bubble should fall within the circle.
- Remove the tailgate at the rear of the trailer. Start by removing the four pins that hold it in place, then raise and remove it. Of course, before you move out, replace the tailgate and lock it in place with the pins.
- After loading, put the tarpaulin over the trailer. Make sure its straps are tight.

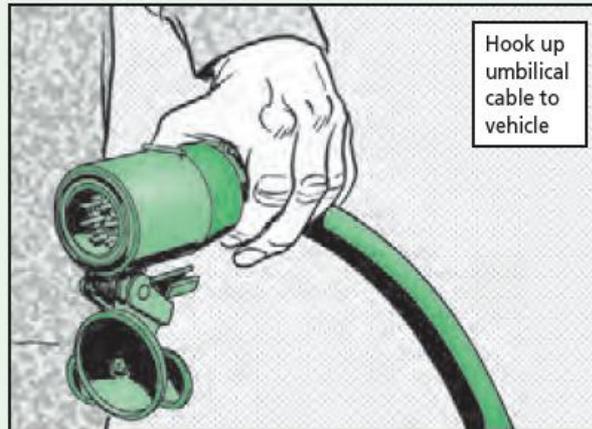


## Preparing to Tow

- Remove the nuts and bolts from the trailer's lunette. Raise the lunette until it's level with the towing vehicle's pintle. Reinsert the bolts. Install and tighten the nuts.
- Hook up safety chains and the safety chain brake to the vehicle. The safety chain brake triggers the trailer brakes if the trailer and vehicle separate.



- The umbilical cable provides power for the trailer's taillights and blackout lights. Hook up the cable to the vehicle. If it's not hooked up, the connector can work loose from its holding clamp during towing. Then cable and connector go bouncing down the road. Before long, they're both damaged.

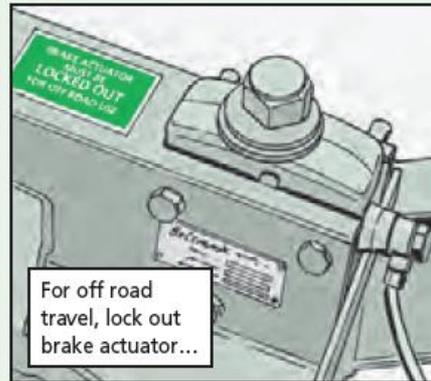


Hook up umbilical cable to vehicle

- Stow the tongue jack so that it won't get caught on anything during towing. First, crank up the tongue jack. Then remove the jack's two dolly wheel pins. Lift up the jack and set it on the pedestal. Using the two dolly wheel pins, fasten it to the pedestal.

Then remove the pin for the telescoping tongue jack. Slide the jack extension up into the tongue jack and reinsert the pin.

- Off-road travel can trigger the trailer's brakes. So, before you go off road, lock out the brake actuator. Install the pin into the ACTUATOR LOCK OUT to disengage the brakes. Also, remember to unhook the safety chain brake.



For off road travel, lock out brake actuator...



...by putting pin into ACTUATOR LOCK OUT

### A Little PM

- Keep the brake fluid reservoir topped off. Use the same brake fluid, NSN 9150-01-102-9455, that you use in the HMMWV.
- Use your vehicle lug wrench to test the lug nuts. Are they tight? If not, snug them up.
- Don't forget to check the tire pressure. Keep it at 20 psi.