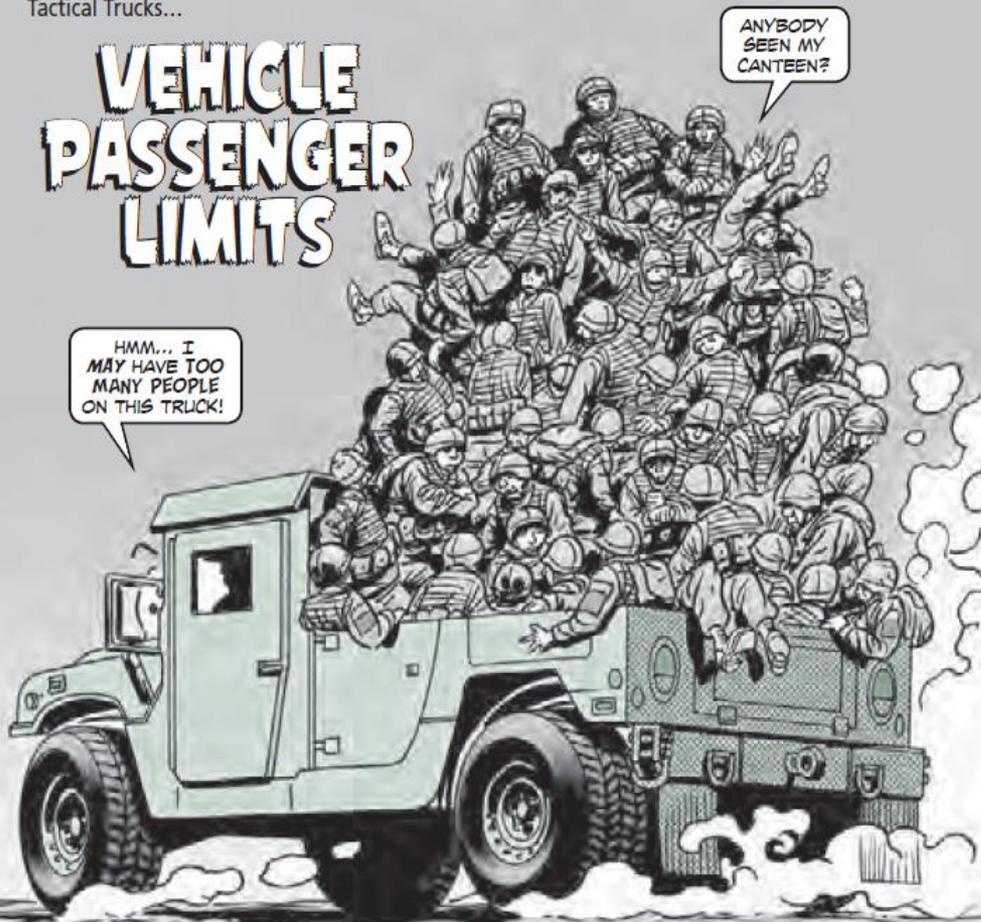


# VEHICLE PASSENGER LIMITS



HMM... I MAY HAVE TOO MANY PEOPLE ON THIS TRUCK!

ANYBODY SEEN MY CANTEEN?



THE TB GIVES YOU THE PASSENGER LIMITS FOR TACTICAL AND ADMINISTRATIVE VEHICLES COMMONLY USED TO TRANSPORT PERSONNEL.

HERE ARE A FEW THINGS YOU'LL LEARN FROM THIS TB...

1. The limits provided apply only to vehicles that are properly equipped with permanent or temporary seats. It doesn't include the operating crew.
2. Don't crowd passengers on bench-type seats in cargo beds.
3. Passengers may be transported on post without fixed seats for distances under 10 miles, if each passenger remains seated wholly within the body and the body is equipped with stakes or sideboards. When cargo space is used for passengers, canvas tops will be in place with sides rolled down.
4. Drivers **must** refuse to move a vehicle if anyone is in an unsafe position or the vehicle has too many passengers.

Vehicle	Passenger Capacity
2 1/2-Ton Cargo Truck	14
2 1/2-Ton Extended Cargo Body Trucks	18
2 1/2-Ton Dump Trucks	10
5-Ton Cargo Trucks	16
5-Ton Extended Cargo Body Trucks	20
5-Ton Dump Trucks	12
1 1/4-Ton HMMWV Troop Carrier	8
1 1/4-Ton HMMWV Cargo/Troop Carrier	4
1 1/4-Ton M880, M881, M882	8
Semitrailer Personnel Van	80

NOTE THESE LIMITS...



GROAN!



NEED TO KNOW HOW MANY PASSENGERS YOU CAN SAFELY CARRY IN YOUR TACTICAL TRUCK?

TB 9-639, PASSENGER-CARRYING CAPACITY OF TACTICAL AND ADMINISTRATIVE VEHICLES COMMONLY USED TO TRANSPORT PERSONNEL, CAN HELP YOU WITH THAT.

YOU'LL HAVE TO CHECK THE OPERATOR'S MANUAL AND AR 385-55, PREVENTION OF MOTOR VEHICLE ACCIDENTS, TO GET PASSENGER LIMITS FOR VEHICLES NOT LISTED.

EIGHT PEOPLE! NOW THAT'S MORE LIKE IT!

FIND MORE GUIDANCE ON SAFELY TRANSPORTING PERSONNEL IN FM 21-305, MANUAL FOR THE WHEELED VEHICLE DRIVER



# SUBSTITUTE OIL IN THE TRANSFER

HERE'S A GOOD QUESTION THAT YOU MAY HAVE SEEN BEFORE...



Dear Half-Mast,

Our maintenance shop says they cannot get OE/HDO 40W oil and wants to know if they can use OE/HDO 15/40W oil in the HEMTT's transfer. Card 3 of 35 in LO 9-2320-279-12 only specifies OE/HDO 40W oil.

Is OE/HDO 15/40W oil an acceptable substitute?

Mr. G.P.

Dear Mr. G.P.,

This is an issue that has come up in the past. The quick answer is "yes," but there are some stipulations.

The NSN shown in the HEMTT IETM for OE/HDO 40W oil has been discontinued. However, you can get re-refined OE/HDO 40W oil to use instead. NSN 9150-01-433-7970 brings a 55-gal drum.

If OE/HDO 402 isn't available, you can substitute OE/HDO 15W40... but only if your vehicle's warranty has expired.

*Half-Mast*

WHOA, NELLY! WHAT'S WITH THE ATTITUDE? DIDN'T YOU GET YOUR MORNING GRINDS?



THE ONLY GRINDING I'M GONNA DO IS ON YOUR HAND IF YOU DON'T FIX MY BROKEN HINGE POINTS!

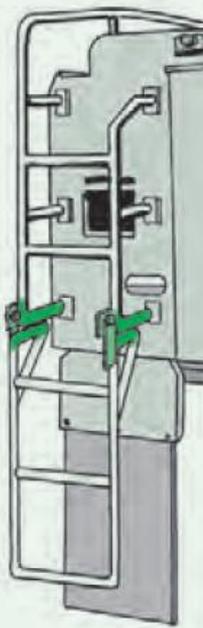
## NIP LADDER BITE IN BUD

Soldiers, some of you climb up and down M978, M978A, and M978A4 HEMTT tanker ladders many times a year to tackle tasks like fueling vehicles or aircraft.

Most of the time, you probably don't give a second look or thought to those vehicle access ladders. They're just a means to get from Point A to Point B. So while the ladders are there, you may not really "see" them anymore.

Well, turns out that ladders need PMCS, too. Injuries have been caused by damaged HEMTT ladders—some serious enough that workers have lost fingers.

Even on a ladder that is not damaged, the hinge between the bottom and top halves of the ladder is a pinch point. Follow the warnings in the TM and keep hands clear of the ladder hinge.



Ladder hinge is a pinch point. Keep hands clear

When doing weekly PMCS on your HEMTT, don't forget to check that the safety pins are in place to secure the ladder properly. Repair or replace any damaged components you find. If necessary, replace the whole ladder.

A ladder can get damaged when it's accidentally left in the down position. Remember to stow your HEMTT's ladder when it's not in use or before you move the truck. Follow the guidance in your specific HEMTT model's operator's manual.

Use these NSNs to order new retention pin hardware for ladders

Item	NSN
Wire rope	4010-01-162-9825
Clevis pin	5315-01-197-0608
Ladder clip	5340-01-155-3590

Remember, taking the time to fix a broken ladder now sure beats trying to fix a busted finger down the road.

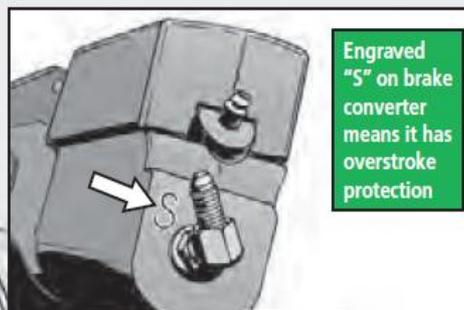
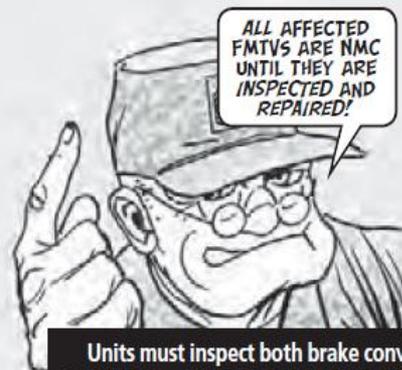
FMTV...

# LTAS HYDRAULIC BRAKE CONVERTER CONFLICT



**L**isten up, FMTV users! IETM versions dated earlier than Sep 2010, new equipment training and TACOM SOUM 11-005 incorrectly tell maintainers to pump the brake pedal to bleed air from the brake hydraulic system. That mistake has resulted in damaged brake converters due to overstroke on LTAS FMTV trucks with a serial number before 707,449.

Overstroke occurs when the brake pedal is pumped when there is air or a leak in the hydraulic brake system. The resulting damage to the brake converter causes poor brake performance or sharp pulling of the FMTV left or right during heavy braking.



Units must inspect both brake converters on LTAS trucks with serial numbers lower than 707,449. See TACOM SOUM 11-013 for inspection and repair details. The instructions are pretty long, but there are detailed pictures to help you out. You can get to the guidance you need online: [https://tulsa.tacom.army.mil/safety/soum/tacom\\_wn/sou11-013.html](https://tulsa.tacom.army.mil/safety/soum/tacom_wn/sou11-013.html)



NO MATTER  
WHAT IS ON  
YOUR MRAP  
WISH LIST THIS  
YEAR, WE'VE  
GOT YOU  
COVERED!

### MRAP Heat Detector NSNs

Use NSN 6350-01-575-4494 to get a front heat detector for the CAIMAN Plus, RG33 CAT II, RG33 SOCOM, RG33 HAGA, RG33 CAT II Plus, and RG33 HAGA Plus MRAP vehicles. NSN 6350-01-575-4487 gets the rear heat detector for the same vehicles. By the way, these new heat detectors replace the old-style detectors shown in Fig 46 of TM 9-2355-108-24P and Fig 50 of TM 9-2355-319-24P.

### MaxxPro Dash Straight Axle

Tell your buddies in support that NSN 2530-01-570-2511 gets the front straight axle assembly for the MaxxPro Dash straight axle MRAP vehicle. This NSN replaces the parts info shown as Item 005 on Page 2-3 in TM 9-2355-324-24P.

### MaxxPro MRAP Batteries

Do not mix different types of batteries in MaxxPro MRAP vehicles. Mixing batteries burns out the vehicle's voltage regulator. Only use all Exide batteries, NSN 6140-01-446-9506, or only all AGM Hawker Armasafe Plus batteries, NSN 6140-01-485-1472. Remember, all batteries installed in the vehicle need to be the same type, and the Exide and Hawker are considered different types.

### MRAP Light Bar Kit

To get a light bar kit for the MRAP RG33L CAT II Plus, NSN 2355-01-562-6675, or the M1237A1 RG33L HAGA Plus, NSN 2355-01-564-4340, use NSN 6220-01-586-3096. This new kit provides 360-degree illumination and night-vision enhanced capabilities. The kit includes 4 light bars, 2 search lights, control panel, vehicle interface box, electrical harnesses, brackets and attaching hardware. Installation instructions come with the kit. If your RG33 MRAP vehicle has the Rhino IED defeat equipment installed, you will need to order the Rhino adapter kit that comes with NSN 6220-01-588-7845.

# TIRE ASSEMBLY REPAIR PROGRAM

DID YOU KNOW THAT TIRE ASSEMBLY REPAIR SITES EXIST IN CONUS AND OCONUS?

THEY'RE PART OF THE NATIONAL MAINTENANCE MANAGEMENT PROGRAM.



## TARPs in SWA

There is a fixed-site Tire Assembly Repair Program (TARP) in Camp Arifjan, Kuwait. The Kuwait TARP currently repairs 61 different wheel assemblies. The TARP also gets unserviceable wheel assemblies from the Retrograde yard at Camp Arifjan. These are turn-ins from various supply support activities (SSAs) in Iraq and Kuwait.

The Kuwait TARP repairs the unserviceable wheel assemblies and returns them to co-located SSAs for reissue. The TARP also repairs a few wheel assemblies for drive-thru customers who can't remove or replace their own tires.

When ordering replacement wheel assemblies, turn in the unserviceable ones. If the wheels are not damaged, unserviceable wheel assemblies can be recovered, repaired and returned to the supply system.

## Other Repair Sites

Outside of SWA, repair programs exist in the following places:

West Virginia ANGB (Red House, WV); Ft Lewis, WA; Ft Hood, TX; Ft Sill, OK; MAK Germany (Kaiserslautern); and MSC Korea (Camp Carroll).

These sites were opened to conform with the two-level maintenance concept and the DA G-4 policy to have units order wheel assemblies instead of tires. Note that not all wheel assemblies are repaired and some sites may repair only one type of wheel assembly.

Finally, there are five mobile tire service centers that do repairs in Afghanistan. They're at Bagram, Kandahar, Sharana, Jalalabad, and Camp Leatherneck.

## POCs for Assistance

Email your technical wheel assembly questions to A.J. Gianfermi, TACOM LCMC's Tire Assembly Team equipment specialist:

[anthony.j.gianfermi.civ@mail.mil](mailto:anthony.j.gianfermi.civ@mail.mil)

He can help you get a current list of wheel assembly NSNs.

IF YOUR LOCATION WASN'T MENTIONED, CONTACT A TACOM SENIOR COMMAND REPRESENTATIVE (SCR) OR LAR FOR INFO ON A CONUS OR OCONUS TARP NEAR YOU.



MRAP-ATV...

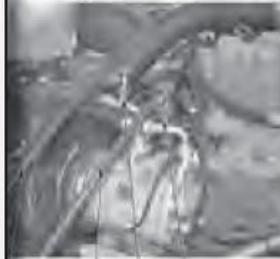
## A/C System Charge Change

**M**echanics, the CAUTION and NOTE from WP 0022-5 in TM 9-2355-335-23-1 say it takes 5 pounds of refrigerant to fully charge the MRAP all terrain vehicle's air conditioner system. That's *wrong!*

Instead, 3½ pounds (1.59 kg) of refrigerant is the full charge—no more! Overcharging the system causes blown seals and hose leaks.

If you have questions, contact your local TACOM logistics assistance representative.

TM 9-2355-335-23-1



1) to service ports (3 and 4)

### CAUTION

- Do not overcharge system. The system is fully charged with ~~5.0 lbs (2.27 kg)~~ <sup>3.5 lbs (1.59 kg)</sup> of refrigerant. Failure to comply may result in damage to equipment.
- Do not operate vehicle system with the panel high-side valve in open position. Failure to comply may result in damage to equipment.

### NOTE

- System must be in a 10 inHg vacuum before charging.
  - Use Table 1 to monitor pressure.
  - A slow charge condition may occur due to pressure equalization between service station and vehicle system.
  - Any change in pressure indicates a leak in A/C system.
  - Total system charge is ~~5.0 lbs (2.27 kg)~~ <sup>3.5 lbs (1.59 kg)</sup>.
3. Charge system with R134a refrigerant in accordance with Table 1.

MAKE A NOTE OF THESE CHANGES UNTIL THEY'RE ADDED TO THE TECHNICAL MANUAL.