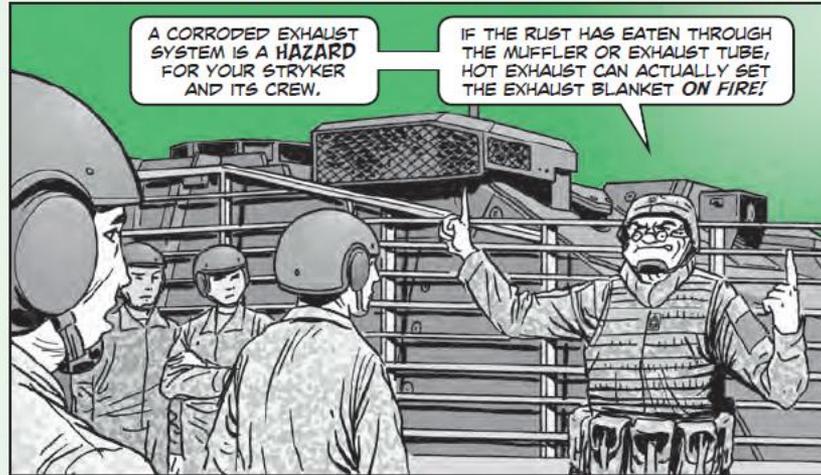


Holiday wishes for all of  
you from the  
Transportation Regiment  
and Corps and School,  
Army Driver Standards  
Office (ADSO)  
Fort Lee, Virginia

Stryker...

# STOP EXHAUST BLANKET FIRES!



FOLLOW THE *INSPECTION INSTRUCTIONS* IN TACOM MAINTENANCE ACTION MESSAGE 12-009 RIGHT NOW TO MAKE SURE YOUR STRYKER'S EXHAUST SYSTEM IS GOOD TO GO.

YOU CAN ACCESS THE MESSAGE AT:  
[https://tulsa.tacom.army.mil/safety/mam/tacom\\_wn/MA12-009.html](https://tulsa.tacom.army.mil/safety/mam/tacom_wn/MA12-009.html)

INSIDE THE MESSAGE, YOU'LL FIND A LINK TO A SPECIAL EXHAUST SYSTEM CHECKLIST THAT TAKES YOU STEP-BY-STEP THROUGH THE INSPECTION PROCESS.

DOWNLOAD THE CHECKLIST AND USE IT TO LOOK OVER YOUR STRYKER.



M777A2  
Towed  
Howitzer...

## KEEP TOWING LUNETTE TIGHT

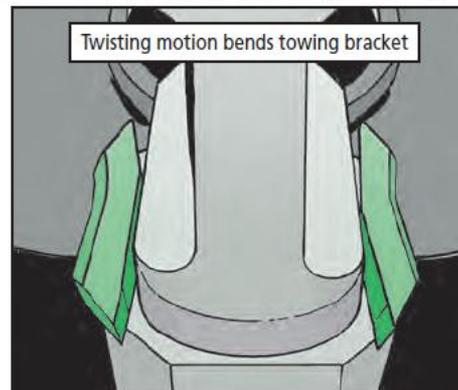


A LOOSE LUNETTE ON  
YOUR M777A2 HOWITZER'S  
MUZZLE BRAKE CAN CAUSE  
NO END OF PROBLEMS!



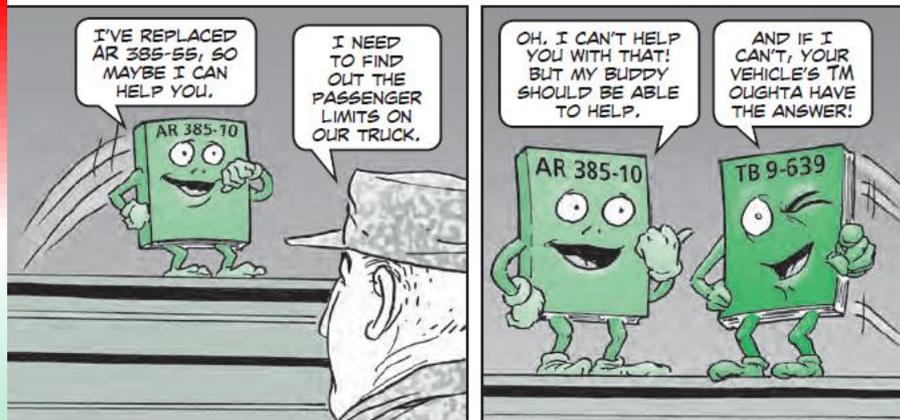
If the lunette isn't tightened down properly, it allows a twisting motion during towing. It doesn't take too much twisting to damage the muzzle brake's tow bracket. The fix requires a depot-level welding and re-machining of the bracket.

You can prevent that expensive damage by making sure both the washer, NSN 5365-01-528-9349, and long nut, NSN 5310-01-528-9347, are in place. Then keep the long nut torqued to 350 lb-ft.



Tactical Trucks...

# VEHICLE PASSENGER LIMITS UPDATE



Dear Editor,

On Page 11 of PS 709 (Dec 11), you mention AR 385-55, *Prevention of Motor Vehicle Accidents*, as a source to get passenger limits for vehicles not listed in your article. This is incorrect, because AR 385-55 no longer exists. It was replaced by Chap 11 of AR 385-10, *The Army Safety Program*.

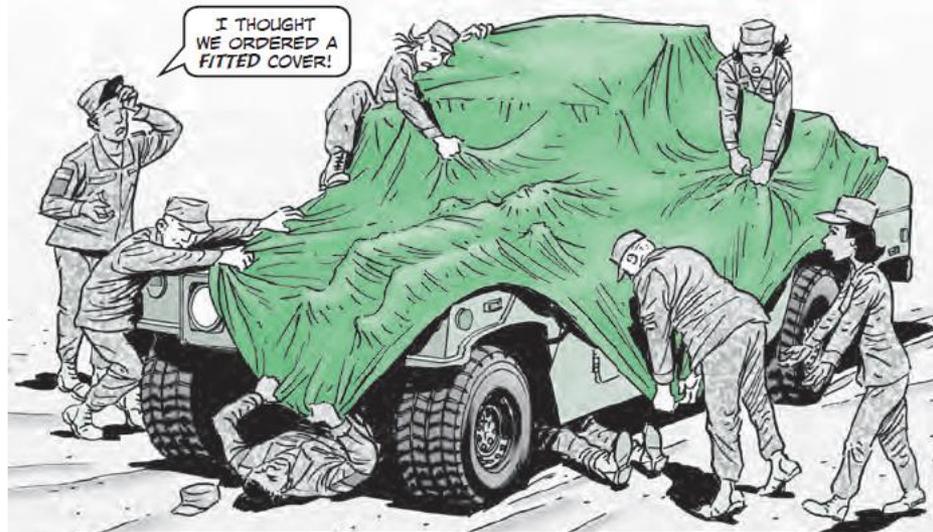
Also, AR 385-10 doesn't prescribe passenger limits, except to refer the reader to TB 9-639, *Passenger-Carrying Capacity of Tactical and Administrative Vehicles Commonly Used to Transport Personnel*, (which you mentioned on Page 10) or the appropriate vehicle TM.

CWS Christopher D. Volkert  
Division Maintenance Officer  
G-4, 4th Infantry Division  
Fort Carson, CO

*Editor's note: Thanks for bringing this to our attention, Chief Volkert. We made a mistake and appreciate the update.*

HMMWVs...

# Fitted Covers **NOT** a Perfect Fit



Dear Half-Mast,

When my unit ordered a few of the HMMWV covers you mentioned on Page 10 of PS 707 (Oct 11), we found out that NSN 2540-01-330-6177 isn't really a fitted cover. It brings a tan soft top for a 4-seater HMMWV. Which NSN brings a fitted cover that's a perfect fit?

SGT S.B.

Dear Sergeant S.B.,

*Sorry about the confusion. Here's what you should know.*

*The "fitted" cover, NSN 2540-01-330-6177, is actually the crew area soft top cover. It can cover the turret tray if needed.*

*TACOM LCMC says that the tarpaulin, NSN 2540-00-587-2532, will fit over the turret with an objective gunner protection kit (OGPK) installed. But if you have the overhead cover also, it probably won't be fitted the way you'd like.*

*You can search in FED LOG for other tarp options. Or you can use one of the choices we've provided. Just add your own straps or band to hold the tarp in place if you want it to fit better.*

*Remember, these cover options are intended for use during storage, not while your HMMWV is in use.*

*Half-Mast*

# HOOK-UP ON TRAILER SAFETY CHAIN HOOKS



Dear Editor,

Would you please tell your readers not to bend the hooks on trailer safety chains to fit the shackles on the back of FMTVs? You told us on Pages 11-13 of PS 673 about NSNs for larger hooks and extensions for the chains. That should've been enough to stop people from bending open hooks, but we're still seeing this in the field.

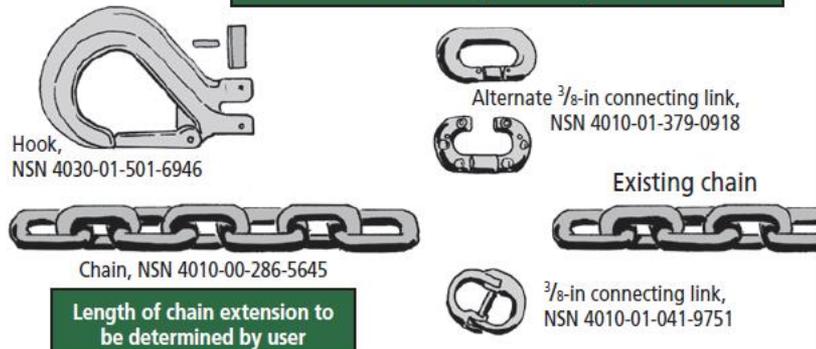
Robert L. Matson  
ARFORGEN-LBE Specialist  
TACOM LCMC  
Fort Hood, TX

*Editor's Note: Can do, Sir. To give you a little history, the FMTV manufacturer increased the size of the FMTV's tow shackles to meet new air transport and rail tie-down requirements. When this happened, the tow shackles fit the size and weight of the FMTV trailer, but not the smaller hook size of the lunette trailers that must be towed.*

Instead of bending open hooks, follow these steps to ensure the trailer safety chains are the right fit:

1. Remove the current hook and connecting link from the forward end of the trailer safety chains.
2. Couple the trailer to the FMTV at a 45-degree angle.
3. Attach the new safety chain hook to the FMTV tow shackle opposite the trailer angle.
4. Cross the safety chain under the trailer tongue. Then pull the end of the chain and eye or clevis end of the new hook toward each other.
5. Measure the distance between the eye or clevis of the hook and the end of the safety chain. Add the length of one more chain link. That will be the cut length for the extension chain.
6. The connecting link joining the  $\frac{3}{8}$ -in extended chain to the original  $\frac{3}{8}$ -in chain will add the correct amount of slack to the safety chain without its being too long or too short.

Your lunette trailer or dolly set has a  $\frac{3}{8}$ -in safety chain. Use these materials when your towing vehicle is an FMTV:



And here are a few special reminders:

When attaching to a truck that has no extended pintle, you'll need to shorten the trailer safety chains so they're not too long and drag or get caught on underbrush or commo wire. One way is to twist the chain several times to take up the slack.

If you have an M105A3, M101A2 or -A3, or a lunette trailer with a surge brake device, you have to adjust the length of the breakaway cable/chain. Make it a bit shorter than the safety chains. Then if the trailer disconnects from the tow pintle, the breakaway cable/chain will fully actuate the trailer brakes before the slack in the safety chains is taken up.

Consider this the latest and greatest guidance on this issue.



## BF Goodrich® and Uniroyal® RECALL Tires

**H**ave your vehicle's tires had tread loss or rapid air loss resulting from tread belt separation? That increases the risk of a crash! LT235/85R16 and LT245/75R16 tires that come with NSN 2610-01-148-1635 (BF Goodrich®) and NSN 2610-01-439-6224 (Uniroyal®) and were manufactured between April 2010 and July 2012 may fit this category.

These tires have been recalled, so check to see if you have them. You'll need to replace them. They belong on the M116A2 light cargo trailer, M101A2 cargo trailer, M1008 commercial utility cargo vehicle (CUCV), M1008A1 CUCV, M1010 CUCV, the CUCV ambulance, M1028 CUCV, M1028A1 CUCV, M1028A3 CUCV, M1031 CUCV and a variety of other commercial vehicles (light trucks, vans, ambulances) and light engineer equipment. The tires are either stocked in 65 SSAs throughout the Army, were originally supplied with the vehicle, or were supplied locally.

THIS TABLE AND THE DOT CODE ON YOUR TIRE SHOULD HELP YOU IDENTIFY THESE RECALLED TIRES.

THE LAST FOUR DASHES IN THE DOT SEQUENCE COLUMN INDICATE THE DOT PRODUCTION PERIODS.

Tire description	DOT sequence	DOT production periods (inclusive)
LT235/85R16 120Q LRE Uniroyal Laredo HD/H	BF0R JDUU ----	1310 to 2912
LT235/85R16 120Q LRE BF Goodrich Commercial T/A A/S	BF0R JD11 ----	1310 to 2912
LT245/75R16 120Q LRE Uniroyal Laredo HD/H	BE11 JDUU ---- BF11 JDUU ----	1310 to 0312 1311 to 5211
LT245/75R16 120Q LRE BF Goodrich Commercial T/A A/S	BE11 JD11 ---- BF11 JD11 ----	1310 to 0312 1311 to 5211



### Example of DOT Tire Code

Find DOT code on tire's sidewall and note last 4 digits of the date code indicating the 2 digit week and 2 digit year of production. 0402 means the 4th week of the year 2002

Department of Transportation	Tire size code	Date of manufacture
<b>DOT NC M7 ABCD 0402</b>		
Manufacturer's plant code	Group of optional codes	

CONUS users with recalled tires can do a one-for-one replacement at no charge through a Uniroyal® or BF Goodrich® dealer. Find the one closest to your unit by calling 1-800-637-5527. Or you can visit online locators:

<http://www.uniroyaltires.com>

or

<http://www.bfgoodrichtires.com>

No SDRs or PQDRs are needed.

OCONUS users should submit an SF-364, *Supply Discrepancy Report*. Demilitarize recalled tires by cutting the bead and submitting a completed DD Form 1348-1 to DLA's Disposition Services. **Respond by 31 Dec 2012.**

Questions? Contact DLA for assistance:

[DSCC.TiresTeam@dla.mil](mailto:DSCC.TiresTeam@dla.mil)

### MRAP MEL Guidance

Need maintenance expenditure limit (MEL) guidance for inspecting battle and catastrophic damage to your Army MRAP vehicles? Take a look at TACOM maintenance action message 12-018: <https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA12-018.html>

The link to the MEL guidance document is inside this message. You'll need your CAC card to open this link.

### PLS Service Kits

Get the annual service kit for the palletized loading system (PLS) with NSN 2590-01-539-6378. That kit also includes the semi-annual kit, NSN 2590-01-521-9985. Make a note until the kits are added to TM 9-2320-364-14&P in EM-0206, *IETM for M1074, M1075, M1076, and M1077 PLS* (Apr 09).

### FMTV Door Seal

Get the door seal for the family of medium tactical vehicles with NSN 5330-01-568-0585. This NSN replaces the parts info shown as Item 2 in Fig 201 of TM 9-2320-365-24P and Item 2 in Fig 268 of TM 9-2320-366-24P.

MRAPS...

# WHAT'S OUT THERE?

I HAVE NO IDEA!



Dear Half-Mast,  
Where can I find the model numbers for the various types of MRAPs?

For example, the HEMTT has the M977 cargo, M978 fuel tanker and M984 wrecker. Do MRAPs have model numbers like that?

MSG R.F.

MSG R.F., THE MINE RESISTANT AMBUSH PROTECTED (MRAP) VEHICLES HAVE BEEN REAL LIFE SAVERS IN IRAQ AND AFGHANISTAN.

HERE'S AN NSN LIST OF ALL THE CURRENT MODELS...

Model	NSN 2355-
M1232 RG33L-CAT2	01-552-4677
M1233 RG33 HAGA Ambulance	01-558-1053
M1237 RG33 Plus	01-562-6675
M1237A1 RG33 HAGA Plus	01-564-4340
M1238 RG33 SV SOCOM	01-557-3100
M1238A1 RG33 ASV (SOCOM)	01-596-6962
M1239 RG33 AUV (SOCOM)	01-572-7419
M1224 MaxxPro Base	01-553-4634
M1224A1 MaxxPro MEAP	01-561-0281
M1234 MaxxPro Plus	01-562-6146
M1234A1 MaxxPro Plus Ambulance	01-562-6152
M1235 MaxxPro Dash	01-567-2879
M1235A1 MaxxPro Dash ISS	01-582-6466
M1235A2 MaxxPro Dash ISS Ambulance	01-594-2407
M1249 MaxxPro Recovery Vehicle (MRV)	01-590-2719
MK5A RG31-CAT 1	01-552-5581
M1221 RG31-CAT 2	01-552-5169
M1221A1 RG31A2 DO4	01-568-7688
M1221A2 RG31A2 DO4 W/RTR	01-572-7980
M1236 RG31A3 EM	01-570-7996
XM1223 Cougar-CAT 1 & -CAT 2	01-552-5565
M1220 BAE TVS Caiman Base	01-561-2717
BAE TVS Caiman Plus	01-590-1660
M1248 BAE TVS CMTV	01-561-2717
M1240 M-ATV	01-575-9632
M1245 M-ATV (SOCOM)	01-586-8070
M1240A1 M-ATV	01-596-1330

HEMTT A4...

## Spare Tire Strap Snap



Before removing the spare tire on top of your HEMTT -A4 truck, don't forget to first take off the strap that holds the tire in place. Otherwise, the strap will break when you lower the spare tire.

If you need a replacement strap, get it with NSN 3990-01-577-2673. This NSN isn't in the TM yet, so make a note until it's updated.



Remove strap before lowering spare tire

MRAPs...

# UNIVERSAL COMBAT LOCK TOOL



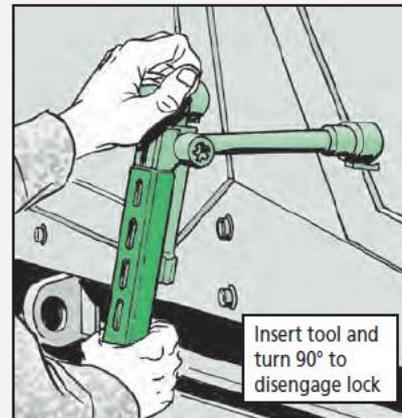
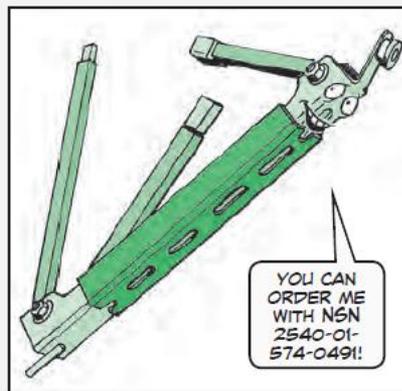
GET A  
UNIVERSAL  
COMBAT LOCK  
TOOL AND KEEP  
IT HANDY IN MY  
BII STOWAGE  
BOX!

**H**elp is on the way!

Don't get trapped in your MRAP in the event of a vehicle rollover or explosion. For emergency entry, NSN 2540-01-574-0491 gets a universal combat lock tool (UCLT). It can be used by rescuers to open the combat locks on each of the different MRAP vehicles.

Just insert the tool into the vehicle's combat lock housing and turn it 90 degrees to disengage the lock.

Keep the UCLT in the vehicle's exterior BII stowage box. That way it can be grabbed quickly in an emergency.



For more information, check out TACOM SOUM 10-004:

[https://tulsa.tacom.army.mil/safety/soum/tacom\\_wn/soum10-004d.html](https://tulsa.tacom.army.mil/safety/soum/tacom_wn/soum10-004d.html)

HMMWW...

HO HO HO!

## CORRECT M998 Oil Pan Torque

Dear Half-Mast,

One of our mechanics was replacing an M998 oil pan following instructions in the HMMWW IETM, TM 9-2320-280-14&P (EM 0254, Jul 05). But he found a problem. The torque values listed for an oil pan bolt caused the bolt to snap.

What torque should we use?

CW4 B.B.

Dear Chief B.B.,

*The solution is a snap, Sir.*

*Mechanics should tighten the two studs, NSN 5307-01-196-4717, and 20 capscrews, NSN 5305-01-150-9781, to 48-120 lb-in. Torque the two large capscrews, NSN 5306-01-230-3354, to 156-240 lb-in.*

*You can find the correct torque info on Page 3-8 of TM 9-2320-280-20-2 (Jan 96, w/Ch 3, Jul 04) and Page 2-166 of TM 9-2815-237-34 (Jan 96, w/Ch 2, Jul 04).*

*We recommend you make a note in the -14&P IETM until the updated manual is released.*

*Half-Mast*