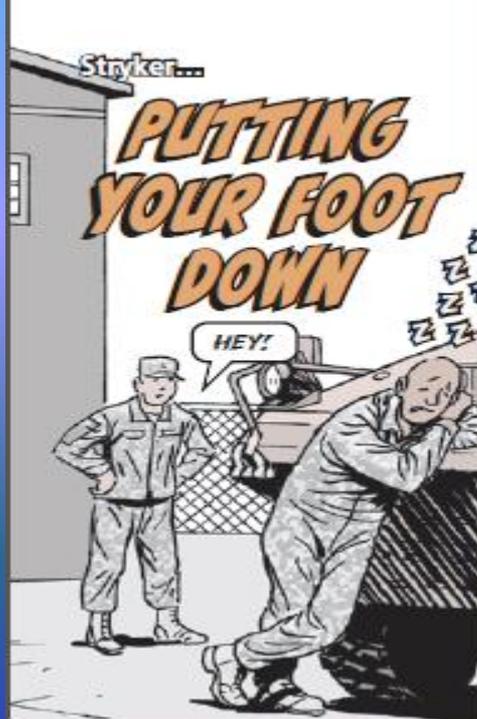


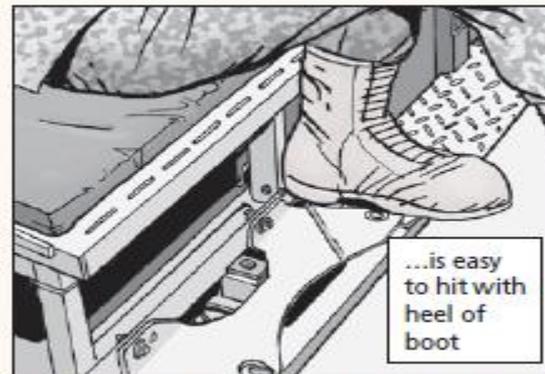
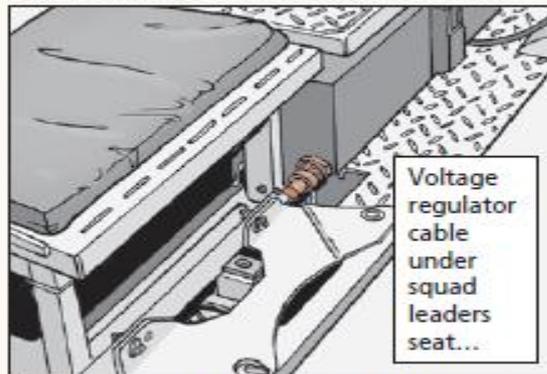
HAPPY NEW YEAR FROM THE
TRANSPORTATION CORPS:





Mechanics, seems like just about any place a Soldier puts his big feet can cause you problems. The latest spot is inside the troop compartment of the Stryker.

The W4 cable that screws into the side of the battery box sits right under the squad leader's seat. It would be really easy for a Soldier's heel to hit the W4 cable and either damage it or slowly unscrew it.



A damaged or loosened cable won't allow the vehicle's batteries to charge. You can spend a lot of time and lose a lot of sleep trying to troubleshoot this problem. So make it one of your first checks.

A/C V-Belt Pulley Interference

I THINK I HAVE A PROBLEM WITH MY FAN CLUTCH.

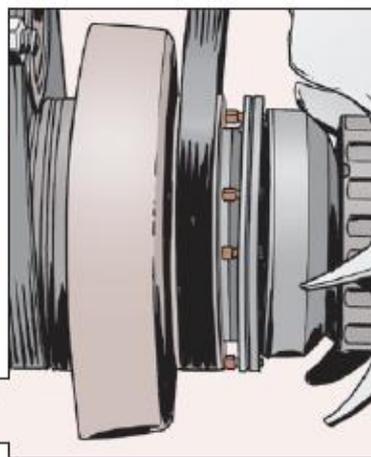
CAN YOU HELP ME?



If your unit has FMTVP1, FMTVA1P1, FMTVA1P2, LVAD and HIMARS trucks with air conditioning, you may have a problem. There could be contact between the engine fan clutch bolts and the A/C V-belt pulley. The contact itself doesn't make your truck non-mission capable, though.

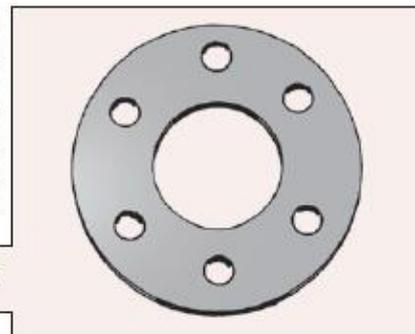
But the bad news is, depending on how much contact there is between the pulley and fan clutch, the fan clutch could fail or the fan clutch assembly could be damaged. And that does make your truck NMC.

Fan clutch retaining bolts with small clearance to A/C pulley can cause damage



The good news is a spacer plate is available through BAE Systems to fix this issue. The spacer plate provides more clearance between the fan clutch and A/C V-belt pulley. Use it if the fan clutch retaining ring bolts are worn and need to be replaced or if the fan clutch itself is damaged.

Fan clutch spacer plate, P/N GTS006001, provides extra clearance



Get Well Plan

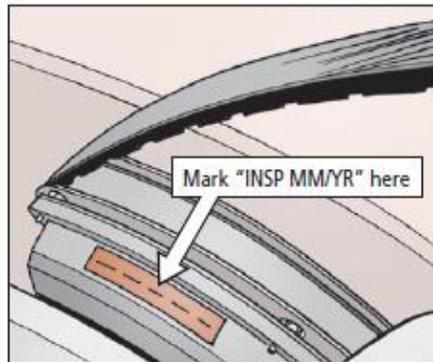
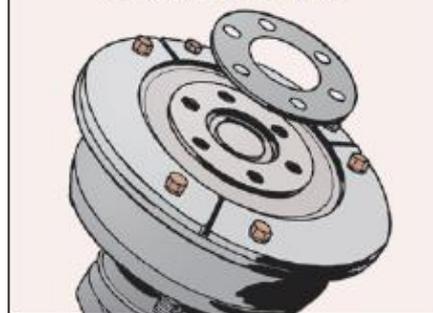
See TACOM MAM 12-025 for complete fan clutch inspection and replacement instructions. It's available online:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA12-025.html>

Here's a summary of what you should do:

1. Look for metal-to-metal contact from the fan clutch bolt heads to the face of the A/C pulley.
2. If you see any damage to the fan clutch, replace it and install the new spacer, PN GTS006001, on the new fan clutch. Refer to the TACOM MAM for details on how to get the spacer.
3. If the fan clutch retaining ring bolts are excessively worn and can't be tightened, replace the fan clutch and install the new spacer plate.
4. Undamaged or slightly worn retaining ring bolts with no other signs of damage to the fan clutch or A/C pulley can be tightened. Torque loose retaining ring bolts to 30 lb-in.
5. If you can't use this torque wrench method, use this alternate tightening method: Once the bolt is seated and the lock washer is compressed with no gap between the retaining plate and clutch, tighten the bolt with an additional $\frac{1}{4}$ to $\frac{3}{8}$ turn.
6. After inspecting and following these steps, use a paint pen to mark serviceable fan clutches: "Insp. Month/Year", for example, Insp. 12/12.

Fan clutch retaining ring bolts may become loose due to contact and heat friction with A/C pulley



FMTV...

REPLACE SPARE TIRE CARRIER CHAIN STUDS!

WHAT'S YOUR PROBLEM?

MY SPARE TIRE'S LIFTING EYE NUTS FEEL OVERTORQUED!



If your unit has FMTV A1P2 trucks with serial numbers below 737,560, or LVAD model M1081A1 and M1093 trucks within serial number range L-T120386EHFV to M-T120972EHBW, your truck's spare tire lifting eye studs could fail. And that can lead to the entire 363-lb wheel and tire assembly falling, injuring personnel and damaging equipment.

Thankfully, this preventable problem doesn't make your truck NMC. The trouble was created during vehicle production when the spare tire lifting eye nuts on these trucks were over-tightened. The resulting slightly stretched studs in turn weakened the stud threads.

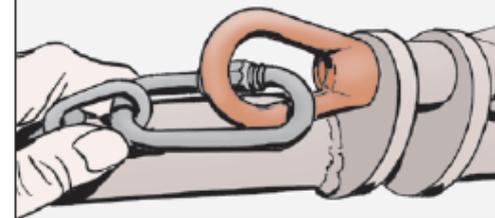
The lifting eye assembly secures the chain used to lift the spare tire. Both eye nuts are screwed onto a common stud. When the spare wheel and tire assembly is lifted from the truck, the lifting eye assembly supports the full weight of the spare tire while aloft.

Prevent a possible failure by replacing the eye nut studs, NSN 5307-01-416-9968. Install them with the proper torque value of 44 ft-lbs.

Until stock runs out, replacement studs will be issued at no cost to units. For ordering instructions, contact TACOM's Crystal Simmons at DSN 786-6642, (586) 282-6642, or email:

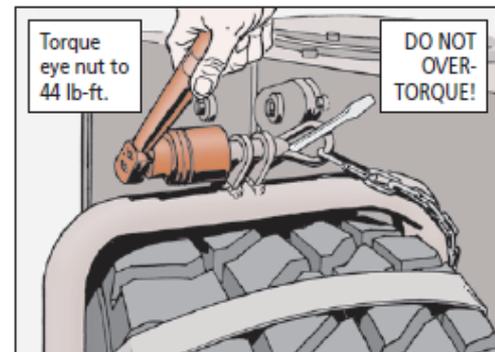
crystal.j.simmons4.civ@mail.mil

Lifting eye assembly secures spare tire chain



Torque eye nut to 44 lb-ft.

DO NOT OVERTORQUE!



INSTRUCTIONS FOR REPLACING THE SPARE TIRE LIFTING CHAIN STUDS ARE INCLUDED IN THE GPA 12-022 SAFETY MESSAGE...
<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=GPA12-022.html>



M1117 ASV...

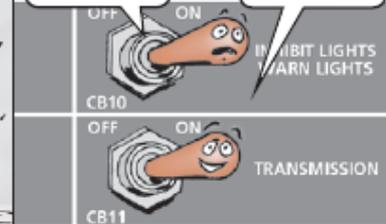
CIRCUIT BREAKER REMINDER

LOOKS LIKE I'M GOING NOWHERE FAST! MY BATTERIES ARE DRAINED!



HEY! MAKE SURE WE'RE IN THE OFF POSITION!

ESPECIALLY ME!!



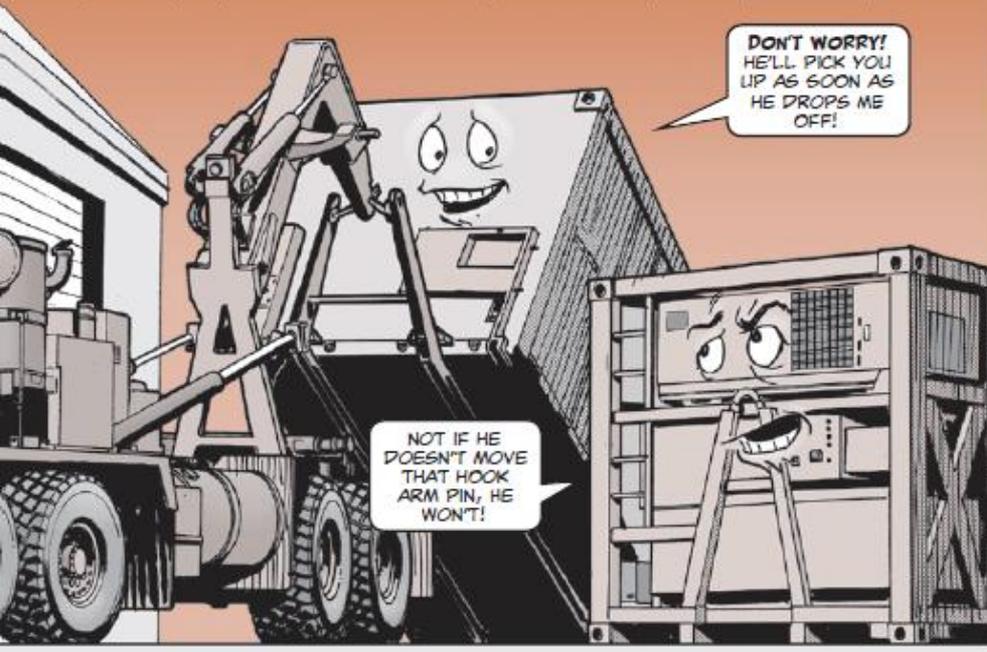
Crewmen, make sure the circuit breakers in your M1117 armored security vehicle (ASV) are switched OFF after the day's run.

If the breakers are left ON—especially the one for the transmission—the vehicle batteries will drain in no time.

So, switch off the breakers right before you turn off the engine. That way you're not stuck with dead batteries the next morning when it's time to start up the vehicle!

PLS/HEMTT LHS...

TURN HOOK ARM PIN AROUND



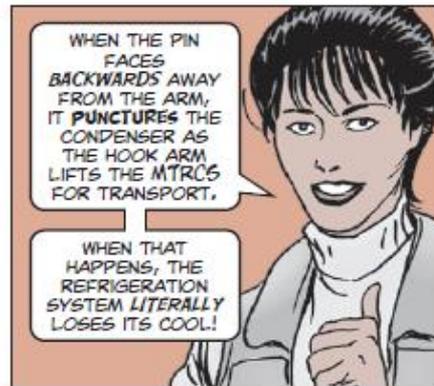
NOT IF HE DOESN'T MOVE THAT HOOK ARM PIN, HE WON'T!

DONT WORRY! HE'LL PICK YOU UP AS SOON AS HE DROPS ME OFF!

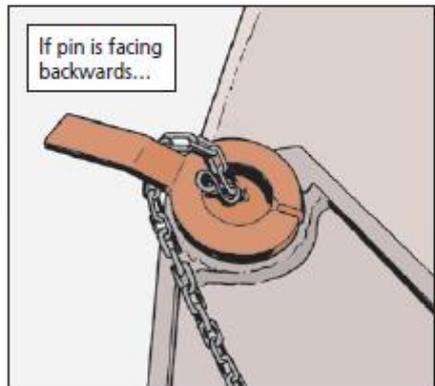


OPERATORS, THE REFRIGERATION CONDENSER UNITS IN THE MULTI-TEMPERATURE REFRIGERATED CONTAINER SYSTEM (MTRCS) ARE SUFFERING A LOT OF DAMAGE.

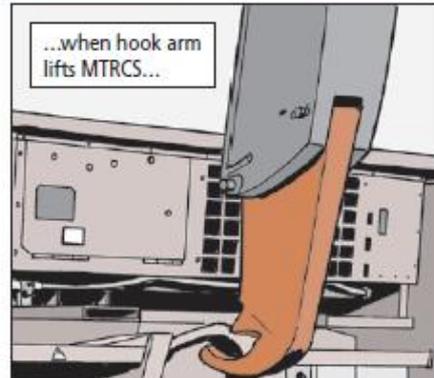
THAT'S BECAUSE THE HOOK ARM PIN ON THE M1074/A1 PLS AND M1120/A2/A4 HEMTT LHS CAN MOVE FREELY IN THE ARM.



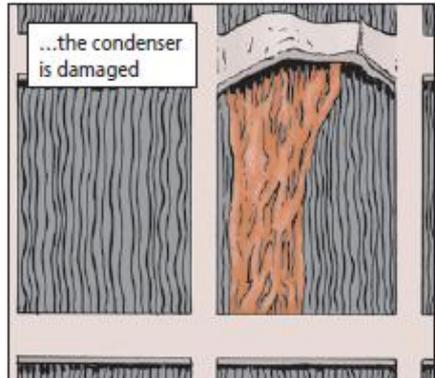
WHEN THAT HAPPENS, THE REFRIGERATION SYSTEM LITERALLY LOSES ITS COOL!



If pin is facing backwards...



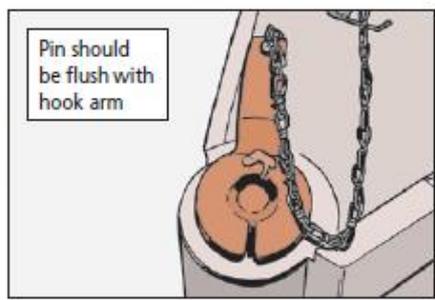
...when hook arm lifts MTRCS...



...the condenser is damaged



THE PIN SHOULD BE FLUSH WITH THE HOOK ARM, NOT PROTRUDING FROM THE HOOK ARM'S FRAME.



Pin should be flush with hook arm

PLS Trailer Wheel Rims Have 12 or 14 Bolts

By now, your unit's M1076 PLS trailers should no longer have 10-bolt wheel rims. That's true if MWO 9-2330-385-20-1, *Installation Instructions for Bolt Together Wheels*, has been applied. The MWO describes a 12-bolt rim (Titan wheel), but a 14-bolt rim (Accuride wheel) will work fine, too. Either wheel rim comes with NSN 2530-01-500-4991 and can be mixed on the same trailer and axle.

Up-armored HMMWVs...

B-KIT AND FRAG 5 KIT GLASS



Dear Half-Mast,

My unit has some up-armored HMMWVs with the B-kit and others with the Frag 5 kit. Which NSNs should we use to replace the glass in the doors and window assemblies?

SFC I.C.

Dear Sergeant I.C.,

We have a clear answer for you. For M1151A1, M1152A1, M1165A1, and M1167 up-armored HMMWVs with the B-kit, the front and rear door glass comes with NSN 2510-01-581-2107; the left-door window assembly comes with NSN 2510-01-581-4181; and the right-door window assembly comes with NSN 2510-01-581-4183.

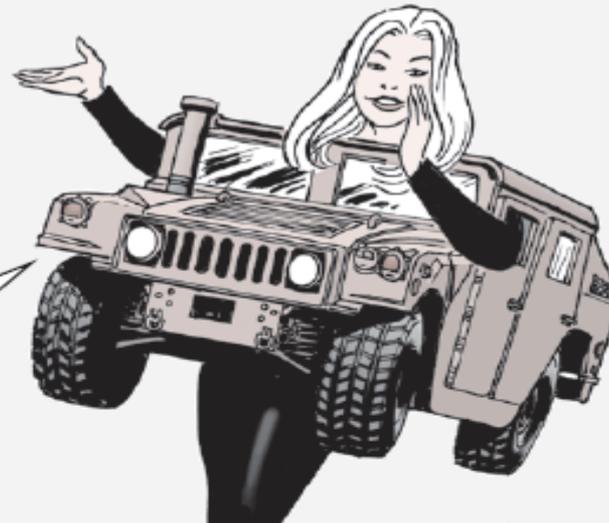
For M1151A1, M1152A1, M1165A1, and M1167 up-armored HMMWVs with the Frag 5 kit, the door glass comes with NSN 2510-01-563-8322; the left-door window assembly comes with NSN 2510-01-545-5898; and the right-door window assembly comes with NSN 2510-01-545-5899.

Finally, for M1114s with the Frag 5 kit, the door window assembly comes with NSN 2510-01-545-5856.

Half-Mast

Up-armored HMMWVs...

GET YOUR WINDSHIELD GLASS HERE!



YOUR UNIT'S UP-ARMORED HMMWVs COULD HAVE ONE OF THREE WINDSHIELD CONFIGURATIONS INSTALLED...

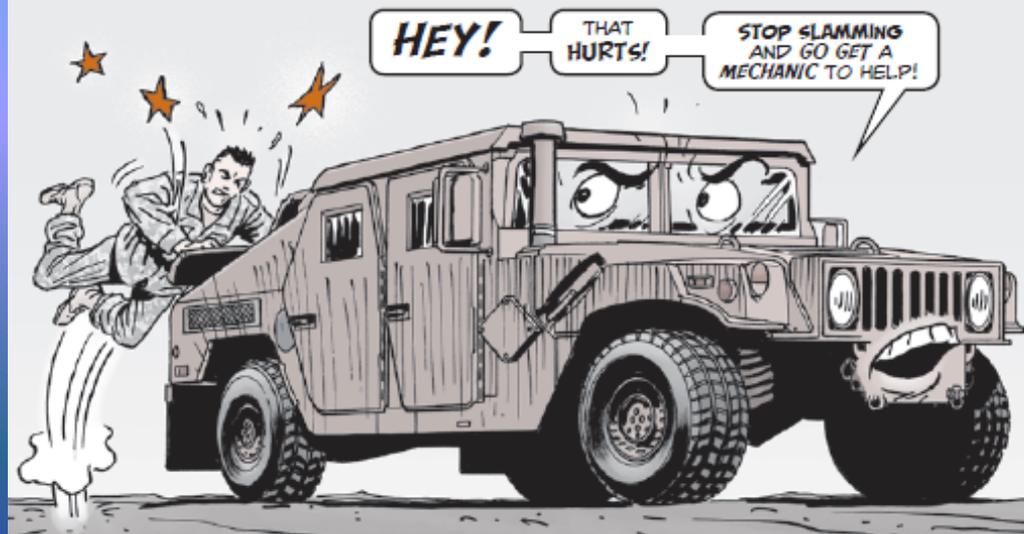
WINDSHIELD, HEATED WINDSHIELD, OR THE IMPROVED VEHICLE EMERGENCY EGRESS (IVEE) WINDSHIELD.

EYEBALL THIS TABLE TO SEE WHAT YOU'LL NEED TO ORDER WHEN IT'S TIME TO REPLACE THE WINDSHIELD.

HMMWV model	Type of windshield	Left hand NSN 2510-	Right hand NSN 2510-	Kit NSN
M1114	Windshield	N/A	N/A	N/A
	Heated windshield	01-435-9690	01-435-9693	N/A
	IVEE windshield	01-552-0620	01-552-0624	2510-01-552-0617
M115A1	Windshield	01-535-6001	01-535-6000	N/A
	Heated windshield	01-560-1159	01-561-2540	2540-01-558-7677
	IVEE windshield	01-560-7677	01-560-7680	2510-01-560-7672
M1152A1	Windshield	01-535-6001	01-561-6000	N/A
	Heated windshield	01-560-1159	01-560-2540	2540-01-558-7677
	IVEE windshield	01-560-7677	01-560-7680	2510-01-560-7672
M1165A1	Windshield	01-535-6001	01-535-6000	N/A
	Heated windshield	01-560-1159	01-561-2540	2540-01-558-7677
	IVEE windshield	01-560-7677	01-560-7680	2510-01-560-7672
M1167	Windshield	01-535-6001	01-535-6000	N/A
	Heated windshield	01-560-1159	01-561-2540	2540-01-558-7677
	IVEE windshield	01-560-7677	01-560-7680	2510-01-560-7672

Up-Armored
HMMWV...

FIX CARGO SHELL LATCH PLATE FAILURE



If your M1151, M1151A1, M1151A1WB1, and M1167 HMMWVs have failing cargo shell forward latch plate assemblies, you might be a little frustrated. Here's what you can do to prevent the failures and ease the frustration.

If your HMMWV's hatch doesn't close smoothly during PMCS, tell your mechanic. And make sure you're opening and closing it the right way.

Also, ensure the forward latches are fully engaged with the forward strikers before opening the cargo door from the rear position. That should help protect the cargo shell forward latch plate assembly.

But if you do all that and there's still a problem, your HMMWV's cargo shell forward latch plate assembly may have failed.

You can't find replacement procedures in the TM yet, but you can get them from TACOM LCMC. Just send your unit information and request to:

TACOM LCMC

Program Manager, Light Tactical Vehicles (PM-LTV)

ATTN: SFAE-CSS-TV-L

Warren, MI 48397-5000

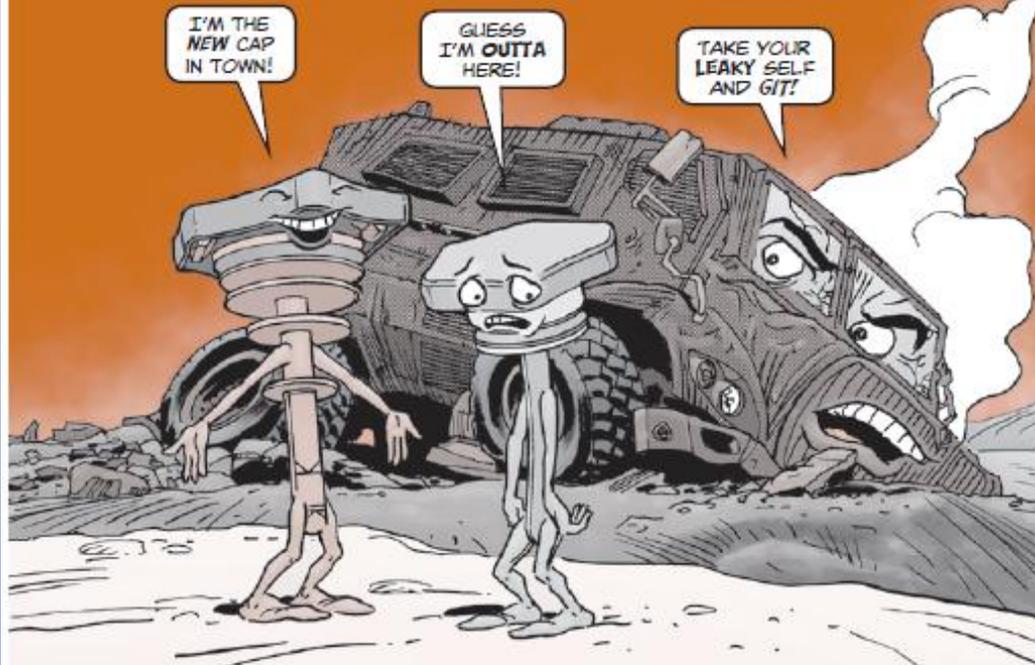
Questions? Contact Oscar Chapman at DSN 786-6510, (586)282-6510, or

oscar.b.chapman.civ@mail.mil

and Nathaniel Zachary at DSN 786-4305, (586)282-4305, or

nathaniel.j.zachary.civ@mail.mil

POWER STEERING CAP'S A REAL MISHAP!



A loss of power steering fluid will cause the MaxxPro to steer hard or erratic during operation—or not at all!

The culprit is usually the vehicle's original power steering reservoir cap, NSN 2590-01-556-5316. It's a known leaker.

To stop fluid loss, replace the old cap with a new style cap. The new cap, NSN 6680-20-006-4251, has three baffles on its dipstick that keep fluid from seeping past the cap.

So eyeball the cap you have on your MaxxPro. If it's the old-style cap, replace it now.

