

CDL Program Vanishes!



Dear Half-Mast,

I've been trying to find information on the Army commercial driver's license (CDL) training program. Our platoon sergeant says we need to get endorsements for air brakes now, but I'm having no luck finding any info on CDL training. I'm sure I read about it somewhere. Am I just imagining things?

SSG D.T.

Dear Sergeant D.T.,

First, the good news—rest easy, you're not dreaming up a mythical course. The bad news is the Army ended the official CDL training program back in 1996.

Training for most Army commercial vehicles like buses or M915s is now handled by unit master drivers or installation troop schools.

Many Army vehicles have air brakes now. Air brake qualifications can be added to the Equipment Operator's Qualification Record, either the manual DA Form 348 or automated 348-E version, or to the US Government Motor Vehicle Operator's Identification Card (OF 346/5984).

Finally, even though the official Army CDL course is kaput, you can still refer to TC 21-305-100, *The Military Commercial Driver's License Driver's Manual* (Aug 96). If you have a CAC, you can grab this oldie but goodie at:

https://armypubs.us.army.mil/doctrine/DR_pubs/dr_aa/pdf/tc21_305_100.pdf

Also check out the Army Driver Standardization Office (ADSO) website at:

http://www.transchool.lee.army.mil/adso/adso_index.htm

If you have questions about driver qualifications or training, contact ADSO at DSN 539-1859/1955, (804)765-1859/1955, or email:

benjamin.o.hickman.mil@mail.mil or

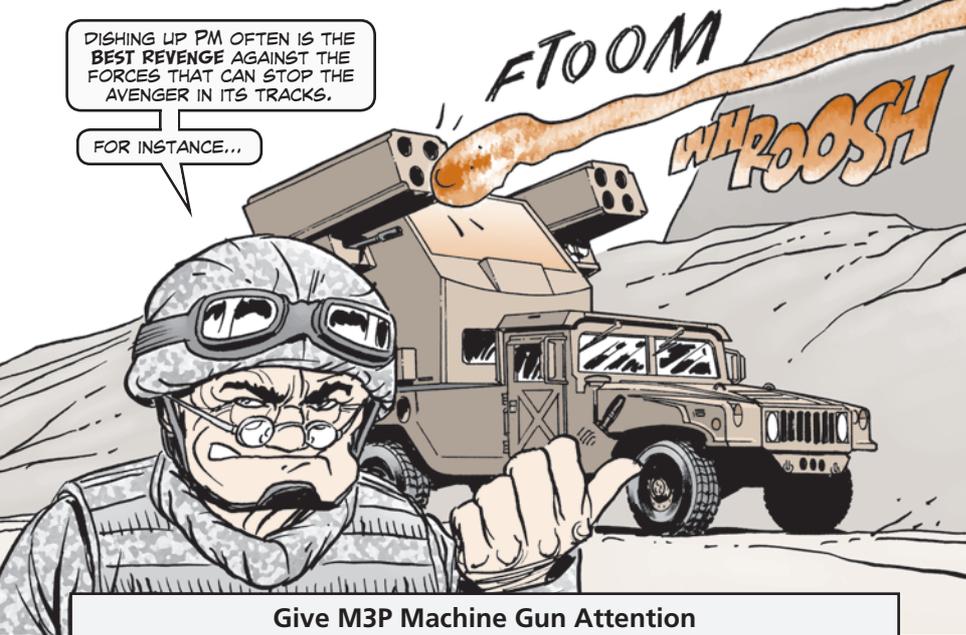
jeffrey.e.skinner4.civ@mail.mil

Half-Mast

AVENGER PM IS BEST SERVED OFTEN!

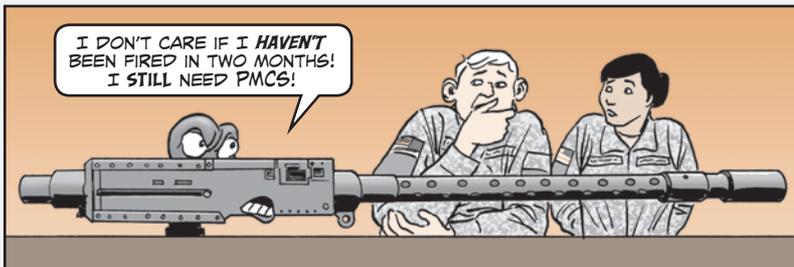
DISHING UP PM OFTEN IS THE BEST REVENGE AGAINST THE FORCES THAT CAN STOP THE AVENGER IN ITS TRACKS.

FOR INSTANCE...



Give M3P Machine Gun Attention

Since it's usually fired only quarterly, it's often forgotten. At least monthly, go to the arms room and give the M3P a complete PMCS. Keep it lubed with TW-25B. If the M3P is going to be in storage, it's OK to give all its parts (except the bolt face) a heavy coat of TW-25B.



When you do mount the M3P, don't use slip joint pliers to install its cable. They damage the connector. Use needle-nose pliers.

If you need new M3P gages, order them with NSN 5280-13-116-6359. Remember, the gages need to be calibrated yearly by TMDE.

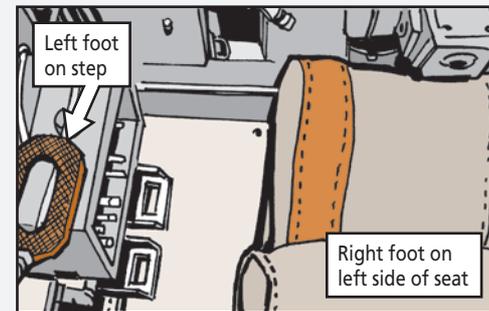
And don't forget to track how many rounds the M3P fires. After 1,250 rounds, it needs to be completely disassembled, cleaned, inspected and lubed.

Tiptoe Through the Turret

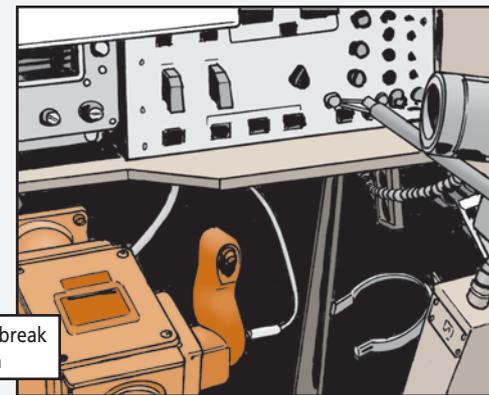
Every gunner knows the Avenger's turret is so cramped you practically have to step outside to change your mind. So when you climb in and out of the turret, be careful where you put your feet. Too many gunner's hand stations and other turret components get KOed by feet every year.

Climb in the turret by putting your left foot on the step on the left side of the turret and then your right foot on the left side of the seat. Climb out by reversing that. Don't do it any other way.

Don't toss things in the turret or use it for storage. Duffle bags and rifles bounce around and break stuff like the sight mount.



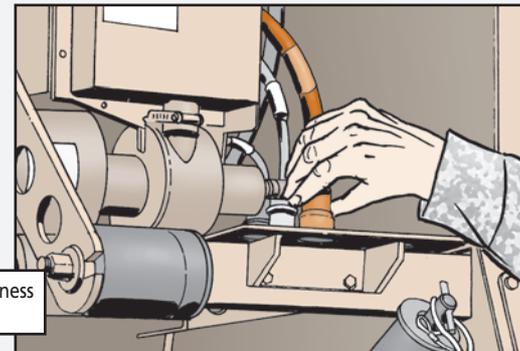
Tossing equipment in turret can break things like gunner's hand station



Do ECU/PPU PM PDQ

The unit's W103 cable can vibrate loose during operation. If it gets too loose, it can become a fire hazard. Feel the cable for looseness during your WEEKLY and BEFORE PMCS and tighten it with a strap wrench if necessary.

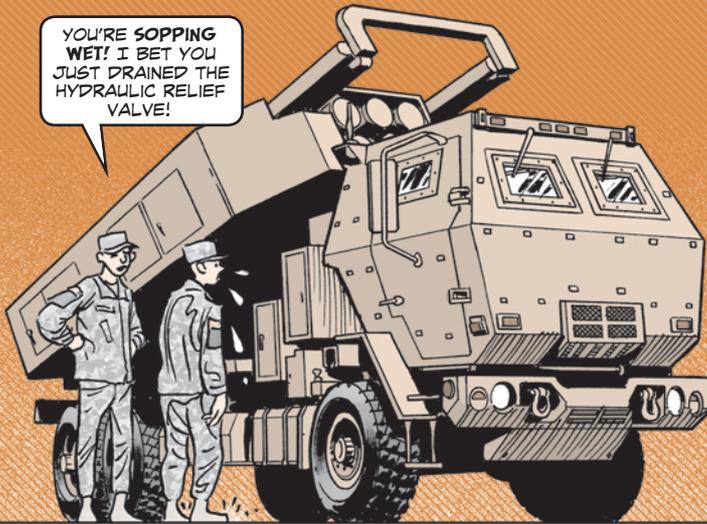
Feel W103 cable for looseness and tighten if necessary



HIMARS...

POINT DRAIN COCK DOWN

YOU'RE SOPPING
WET! I BET YOU
JUST DRAINED THE
HYDRAULIC RELIEF
VALVE!



Dear Editor,

The drain cock for the HIMARS' hydraulic relief valve has a problem: It points straight out. When you open the valve, the fluid sprays right on you, which creates a mess. It's not a great idea to get hydraulic fluid on your clothing or skin.

Prevent that mess by installing an elbow pipe fitting that makes a 90-degree turn and points down. NSN 4730-00-720-3170 (P/N 115-B, CAGE L2409) gets the fitting. That way any fluid goes right into a container.

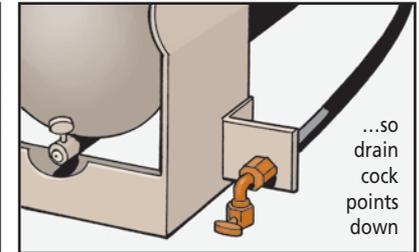
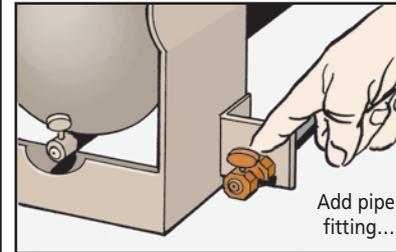
Bleed the air system daily, including the launcher hydraulic system bleed valve at the rear of the three vehicle air tanks.

John Sanders
Lockheed Martin
Ft Sill, OK

Editor's note: Great way to prevent a hydraulic bath! Remember that bleeding daily prevents fluid buildup. Your support needs to follow the procedures from IETM 9-1055-1646-13&P for removing the old air bleed valve and installing the 90-degree pipe fitting. It goes like this:

WARNING: Isopropyl alcohol vapors are toxic. Avoid prolonged or repeated breathing of vapors or contact with skin. Use adequate ventilation. Solvent is flammable and should not be used near an open flame. Fire extinguishers should be readily available when isopropyl alcohol is used.

1. Use an acid brush and isopropyl alcohol to clean the threads of the bulkhead adapter pipe elbow and the replacement air system bleed valve. Make sure all sealant is removed from the bulkhead adapter.
2. Use the acid brush to apply a thin coat of pipe sealant, NSN 8030-01-218-0321, to the threads of the bulkhead adapter and pipe elbow.
3. Install the pipe elbow on the bulkhead adapter and hand-tighten it. Make sure it points down.



Then follow the rest of the air bleed valve installation procedures called out in IETM 9-1055-1646-13&P [see "Hydraulic Fluid Reservoir Air Bleed Valve Removal and Installation"], including the HCS maintenance follow-on procedures [see "HCS After Maintenance Follow-on Procedure"].

HIMARS...

RESERVOIR RELIEF

LISTEN
UP TO THIS
GOOD ADVICE
FROM THE
HIMARS
FOLKS AT
FT SILL!



Dear Editor,

We've found it's important with the M142 HIMARS to drain the hydraulic fluid reservoir daily. If you don't, air pressure can build up in the reservoir and cause incorrect fluid readings. The pressure can eventually damage the reservoir.

But before you drain the hydraulic fluid reservoir—or add hydraulic fluid—you need to first drain the air tank, which is right beside the reservoir. Otherwise, the air pressure can cause the hydraulic fluid to spew out. That can be dangerous if the fluid gets in your eyes.

SPC Charles Whalen
578th FSC
Ft Sill, OK

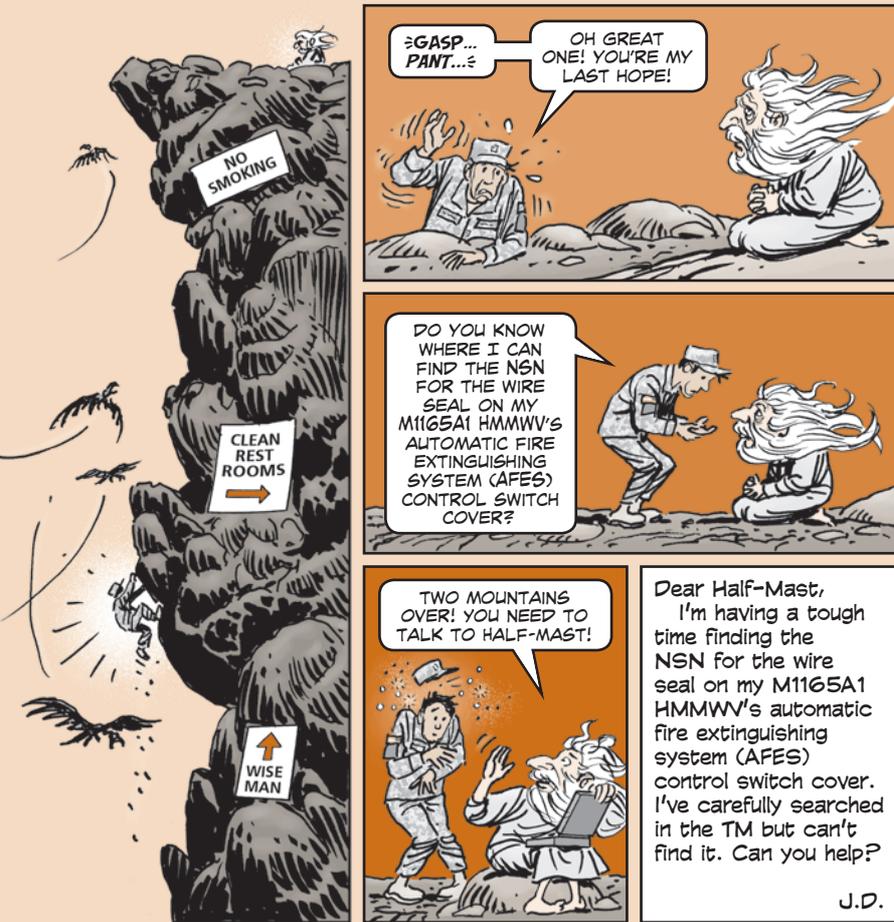


Drain air tanks before
draining or adding
hydraulic fluid

Editor's note:

Good tip, Specialist. Always remember to drain the air tank **before** the hydraulic reservoir, HIMARS folks. If you need to fill or bleed the reservoir, see the **HYDRAULIC RESERVOIR FILL/BLEED** procedure in IETM 9-1055-1646-13&P.

AFES SAFETY WIRE ANSWERS



Dear J.D.,

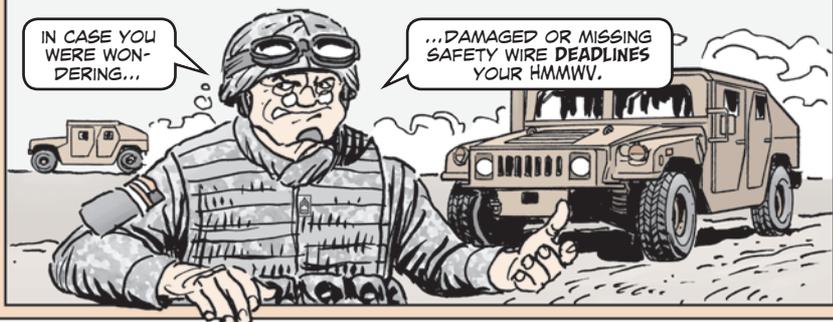
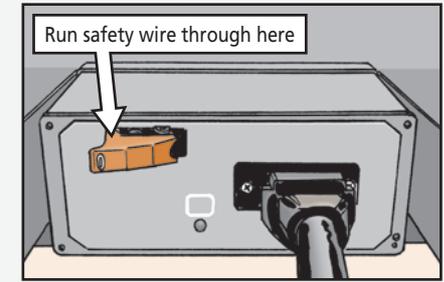
Consider your search done. The safety wire's not in TM 9-2320-387-10 or TM 9-2320-387-24P! But it comes as part of a safety wire, NSN 4210-01-542-3071. And there's more.

You already know the manual release switch on your up-armored HMMWV's AFES has a safety wire. But you might not know there are no procedures to replace the switch guard safety wire or to inspect it.

TACOM LCMC wants to fix that by making the safety wire a PMCS item. Then you'll know what to do if the safety wire is broken or removed.

TM 9-2320-387-10 and TM 9-2320-2320-387-24P will be updated to include safety wire PMCS information. In the meantime, safety wire the manual release switch guard in the down (guarded) position on the AFES, if it isn't already. Just get the safety wire (also called the anti-pilferage seal) you need, which includes the wire and seal, and follow these instructions:

1. Make sure the switch guard is in the down (guarded) position.
2. Insert the safety wire through the hole in the switch guard and into the lower tab below the switch.
3. Insert both ends of the wire into the safety seal. Pull the wire tightly to ensure the switch guard is secured in the down (guarded) position.
4. Use a crimping tool to compress the seal.
5. Cut any excess wire from the seal.

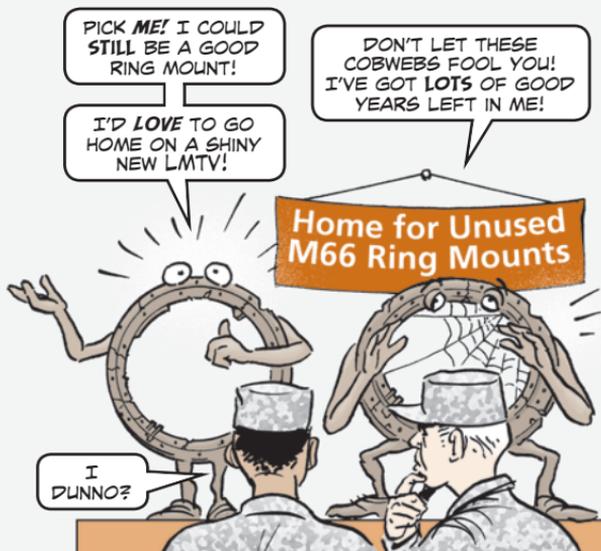


M1070 Battery Switch

Dead batteries and the M1070 HET tractor seem to go hand-in-hand, especially when the vehicle sits idle for a long time. After shutdown, the clock on the tractor's tachograph continues to draw power from the batteries. Stop battery drain by ordering a battery disconnect switch (kit) with NSN 5930-01-494-9353. If the installation instructions are missing from the kit, refer to EM 0305 or TM 9-2330-360-24P.

HMMWV Seatbelt Assembly

Need an improved seatbelt assembly for your HMMWV? Order one using NSN 2540-01-495-0817. The assembly has a longer strap (about 8 inches) made of a slicker material that provides smoother retraction.



What Can M66 Be Used On?

Dear Half-Mast,
We have several M66 ring mounts, NSN 1005-00-701-2810, that have been sitting around for five years. Can they still be used on any vehicles?

1LT D.S.

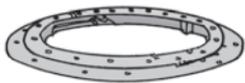
Dear Lieutenant D.S.,

Certainly, the M66 can still be used. On the 800-series 5-ton and M35 2 1/2-ton trucks, mount the M66 using the mounting kit that comes with NSN 1005-01-226-4589. You will also need to use the cab reinforcement kit, NSN 2590-01-322-2694. Mount the M66 on the LMTV and FMTV with mounting kit, NSN 1005-01-381-5431.

The M66 can be installed directly on the FMTV LTAS cab, but can be used only for mounting weapons. To mount the objective gunner protection kit (OGPK) on the FMTV LTAS cab, you must use the weapon station kit, NSN 2510-01-567-8727.

The M66 can be installed on the HEMTT with mounting kit, NSN 1005-01-519-2126.

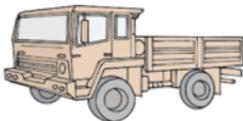
The M66 Machine Gun Mount Ring...



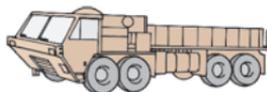
...will work with any of the following:



M800-series 5-ton mounting kit,
NSN 1005-01-226-4589
with cab reinforcement kit,
NSN 2590-01-322-2694



LMTV and FMTV mounting kit,
NSN 1005-01-381-5431



HEMTT mounting kit,
NSN 1005-01-519-2126

Half-Mast

Alternative *SHOCK* for Armor

ALL THIS WEIGHT FROM MY ADDED ARMOR HAS RUINED MY FRONT SHOCKS.

NOW I'LL NEED THEM REPLACED.

MAKE SURE THEY REPLACE 'EM WITH HEMTT SHOCKS!

THAT'LL FIX THE PROBLEM.

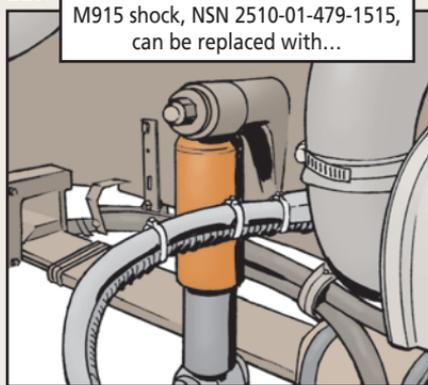


If your unit has up-armored M915A3 trucks, you may have already noticed that the front shocks, NSN 2510-01-479-1515, don't handle the added weight of the armor too well.

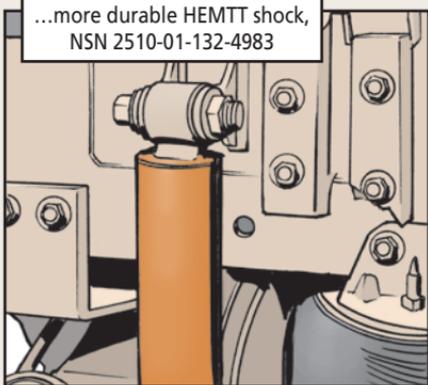
Some Soldiers have found busted shocks, leaking fluid and worn tires that need replacing too soon! But you can stop this.

One unit at Ft Campbell discovered that installing HEMTT shocks, NSN 2510-01-132-4983, fixed this problem. This NSN brings the upper and lower bushings and the shock. It fits right on, too, so no mods are needed. Plus, TACOM LCMC approves this.

M915 shock, NSN 2510-01-479-1515, can be replaced with...



...more durable HEMTT shock, NSN 2510-01-132-4983



Tailgate Air Drain



Operators, you're not done with PMCS until the air tank for the truck's tailgate and material control system (MCS) is drained.

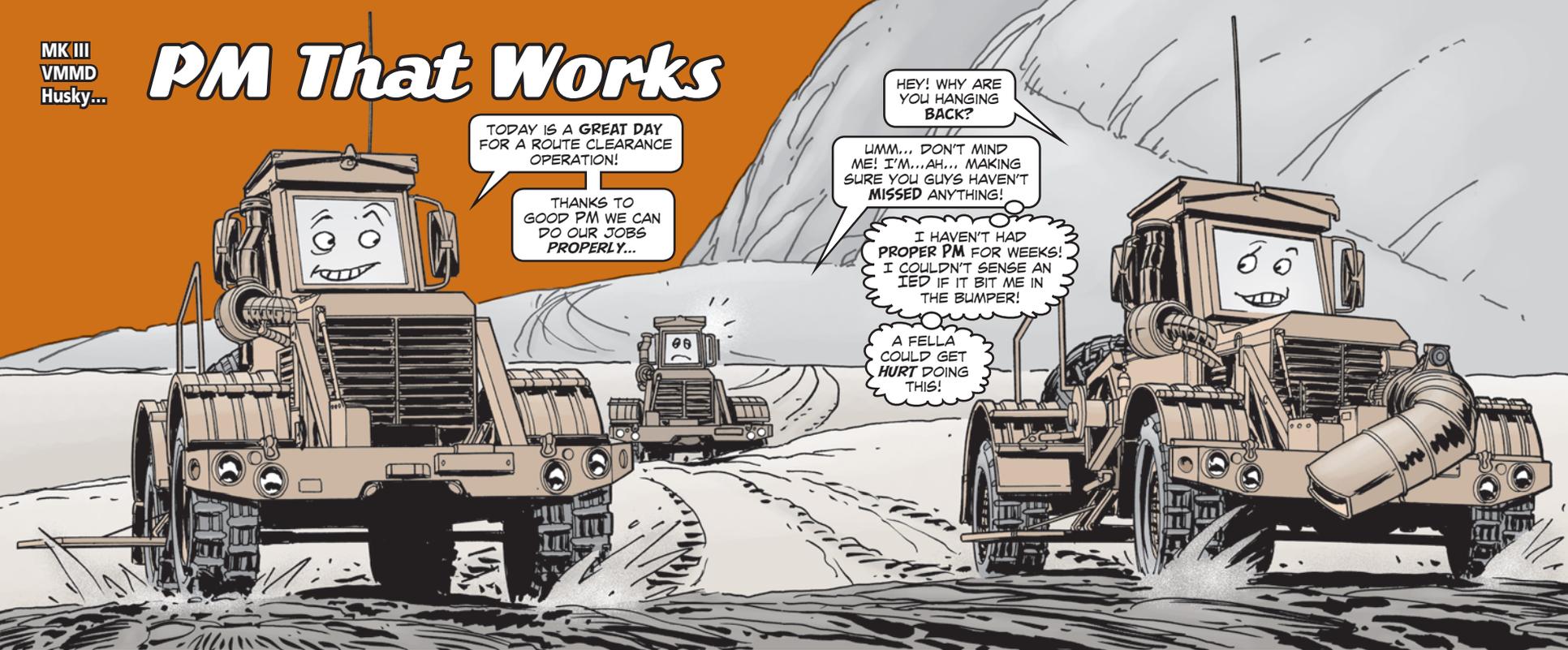
This seldom happens because the tank is in the back of the vehicle under the tailgate's cover. But when the temperature drops, condensation gets into the air lines and solenoid-controlled air cylinders.

That condensation during operation makes the tailgate become sluggish or lock up. Dumping operations come to a halt because the tailgate won't open or close.

So pull the air tank pull-cable to let any water out. Release the pull-cable when all the water and air have drained. This procedure is shown as Step 16 of the operator's PMCS in TM 5-3805-264-14&P (Dec 05, w/Ch 1, Feb 11).



PM That Works



TODAY IS A GREAT DAY FOR A ROUTE CLEARANCE OPERATION!

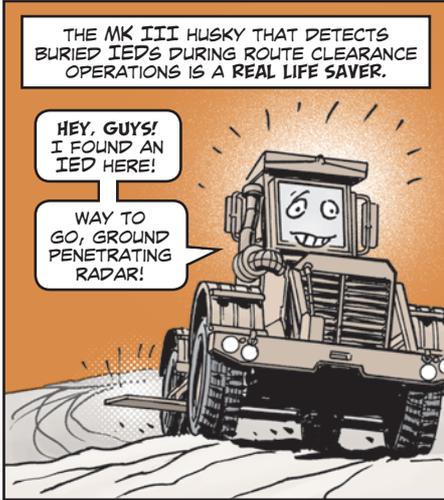
THANKS TO GOOD PM WE CAN DO OUR JOBS PROPERLY...

HEY! WHY ARE YOU HANGING BACK?

UMM... DON'T MIND ME! I'M...AH... MAKING SURE YOU GUYS HAVEN'T MISSED ANYTHING!

I HAVEN'T HAD PROPER PM FOR WEEKS! I COULDN'T SENSE AN IED IF IT BIT ME IN THE BUMPER!

A FELLA COULD GET HURT DOING THIS!



THE MK III HUSKY THAT DETECTS BURIED IEDS DURING ROUTE CLEARANCE OPERATIONS IS A REAL LIFE SAVER.

HEY, GUYS! I FOUND AN IED HERE!

WAY TO GO, GROUND PENETRATING RADAR!



COMBAT ENGINEERS NEED TO KEEP THESE PREVENTIVE MAINTENANCE TIPS IN MIND TO KEEP THE HUSKY MISSION-READY.

Module Bolt Replacement

Some frangible bolts in the vehicle's front and rear wheel modules are designed to break during IED or land mine explosions.

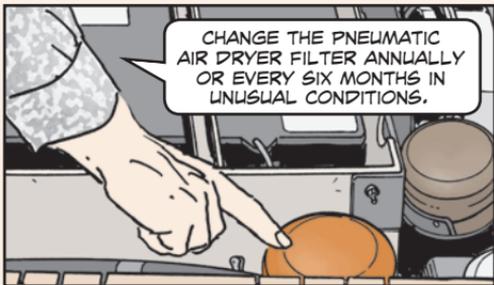
Some well-meaning, but misguided, mechanics are replacing the bolts with stronger Grade 8 bolts that reduce Soldier protection. Plain and simple, these frangible bolts were designed for crewmember survivability, not maintenance efficiency.

The correct bolt comes with NSN 5305-01-554-8238. Use it! Also, use the nylon-locknut, NSN 5310-01-554-4749, that holds each bolt in place.



Air Dryer Filter Update

You'll end up scratching your head trying to find the service interval for the vehicle's air dryer filter. Stop looking! It's missing from the technical manual and lubrication order. So, play it safe and change the filter annually or every six months for unusual conditions.



Access Cover Reminder

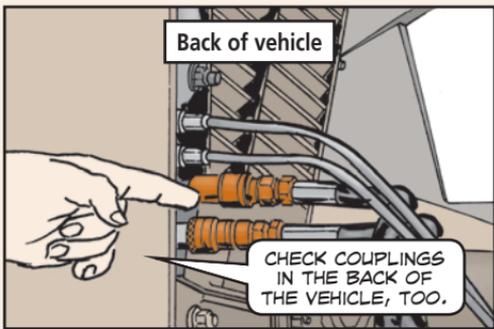
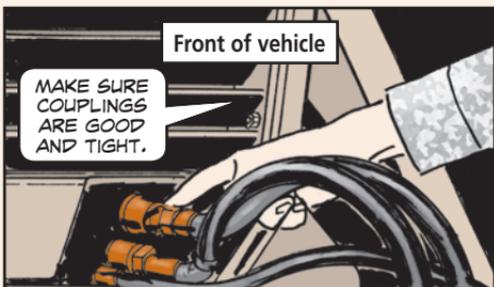
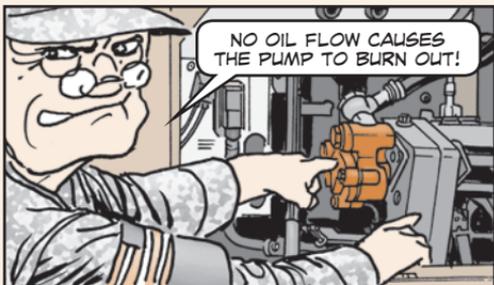
Use a little TLC when you remove the front or rear access door to the transmission. It's real easy to bump a door into a quick-disconnect coupling that attaches hydraulic oil lines to the vehicle's power steering.

When that happens, a loose connection causes hydraulic oil in the power steering pump to back up. When oil can't flow and has no place to go, guess what? All that pressure causes the pump to crack and leak. Enough of a leak means no oil, causing the pump to burn out. Then you're stuck with a "dead head" pump and a Husky without power steering!

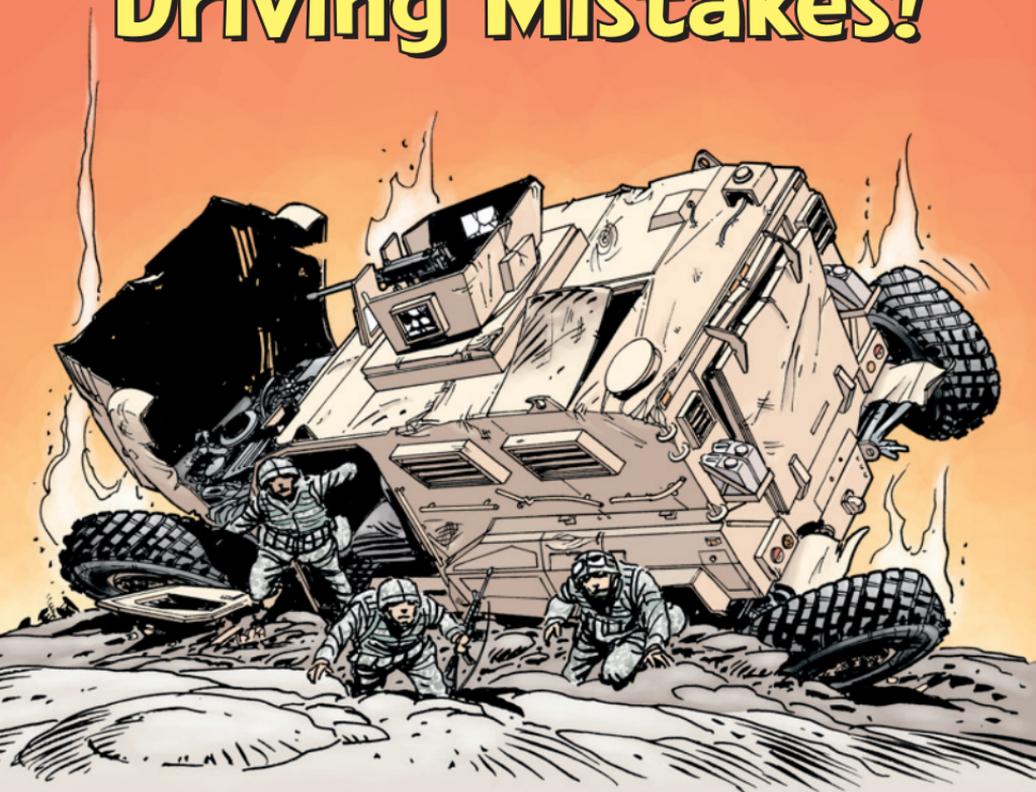
Do yourself a favor and make sure the couplings are good and tight when you remove or reinstall an access door.

Also, when the couplings are removed during maintenance, make sure the locking bearings in the female coupling slide back-and-forth freely. Stuck couplings may be clogged with dirt and sand.

Damaged couplings? Replace the female coupling with NSN 4730-01-554-8869 and male coupling with NSN 4730-01-555-5385.



Avoid These MRAP Driving Mistakes!



- Driving too fast
- Abrupt steering
- Driving too close to the edge of the road
- Not using restraint systems

Stryker...

KEEP TENSION *RIGHT* FOR RAMP DOOR

THE HOLD-OPEN LOCK ON YOUR STRYKER'S RAMP DOOR HAS TO BE JUST RIGHT, CREWMEN.

THERE WE GO... *JUST RIGHT!*



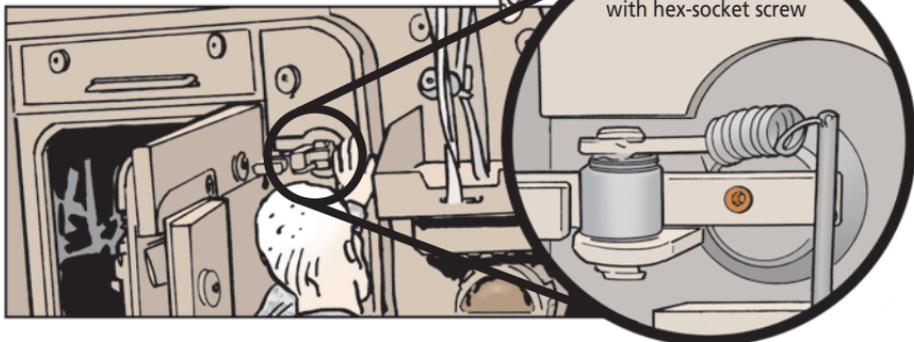
If it's too loose, the door won't stay open. But if it's too tight, you'll have a hard time using either the internal or external release to close the door.

Over time, and with the constant vibration generated during operation, the tension on the lock release can change. A door that was once just right is now too loose or too tight.

NOTIFY YOUR MECHANIC. HE'LL ADJUST THE TENSION BY LOOSENING OR TIGHTENING THE HEX-SOCKET SCREW ON THE DOOR'S HOLD-OPEN LOCK.



Adjust tension with hex-socket screw



WATCH YOUR STEP

WHEN YOU'RE ON TOP OF THE NBCRV (NUCLEAR BIOLOGICAL CHEMICAL RECON VEHICLE) STRYKER, YOU ARE VERY HIGH-LIKE 9 FEET UP.

YOU DON'T WANT TO TAKE A HEADER FROM THIS HEIGHT.



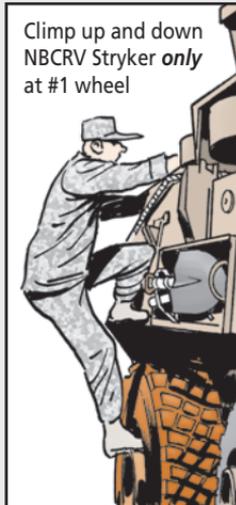
SO YOU DEFINITELY WANT TO WATCH YOUR STEP WHEN CLIMBING UP, DOWN AND ALL AROUND THE STRYKER.



The only safe place to go up and down is at wheel #1. After you put your foot on the hub, you have handholds to help you the rest of the way up top.

Always use three points of contact, not only when you're climbing up and down the Stryker, but also when you're moving around on top. It's too easy to trip on things like the tow bar or storage racks. Then you're taking that long fall unless you're holding onto something.

Climp up and down NBCRV Stryker *only* at #1 wheel



Chock Block Lock

Remember before you hit the road to make sure the chock block door is securely locked. If it's not, one good bump can cause the door to swing down and the chock blocks to fall out. The door usually ends up bent, which means it won't shut anymore. To securely latch the door, push its pin all the way in with ring latch in the locked position.

Pin for chock block door must be all the way in with ring latch in the locked position

