

Stryker...

PUT A STOP TO BRAKE DRUM STRIPPING!

Dear Half-Mast,

Recently, we've received reports that some Stryker brake drums are having to be replaced because of stripped jack bolt holes. Jack bolts are used to help remove the drum during PMCS inspection when it's stuck in place.

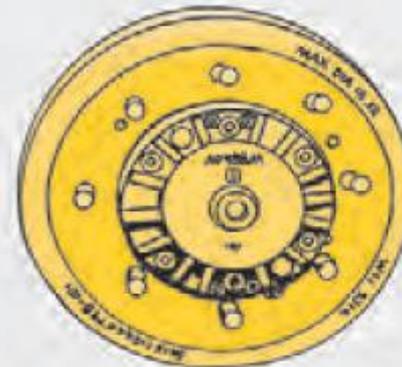
One possibility for the stripped holes is that technicians may be trying to remove the drum without first releasing the brake shoes. The brake drum replacement procedures in the IETM are being revised to make this requirement a little more clear.

Until that happens, can you remind them that the brake shoes should always be released before trying to remove the brake drum?

Dan Cottone
Stryker Logistics
Management Specialist
TACOM



Removing drum without releasing
brake pads could strip jack bolt holes



CONSIDER
THEM REMINDED,
DAN!

MECHANICS, IF
YOU'VE NOTICED
OTHER REASONS
WHY THE JACK
BOLT HOLES
ARE BEING
STRIPPED...

...SEND AN EMAIL TO
daniel.cottone.civ@mail.mil



HMMWV...

Replace Old Transmissions by Attrition



WILL YOU LOOK AT THIS!?!

THERE ARE JUST TOO MANY CHOICES FOR TRANSMISSIONS.

DIDN'T YOU HEAR?

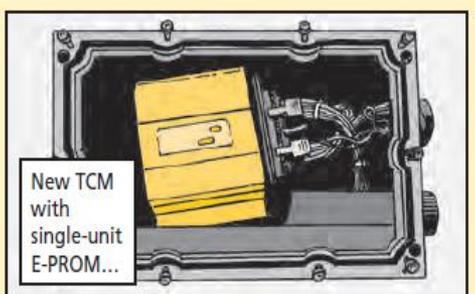


The truck headshed tells us that there have been a lot of questions from the field about the 4L80E HMMWV transmission and transmission control module (TCM) E-PROM (or erasable programmable read-only memory). Maybe that's because the HMMWV once had 13 different transmissions with 13 different TCM E-PROMs for each one. Thankfully, things have changed! Now there are only two transmissions and two TCM E-PROMs.

The HMMWV parts manuals will be updated with this info. Here's what you need to know in the meantime:

All legacy A2/R1 "heavy variant" HMMWV transmissions are being replaced through attrition. So when it's time for a new one, you'll get a transmission, NSN 2520-01-489-0849, and TCM (containing the single-unit E-PROM), NSN 2520-01-579-1379.

All up-armored HMMWV transmissions will also be replaced by attrition. So you will receive a transmission, NSN 2520-01-489-0850, and TCM (containing the single-unit E-PROM), NSN 2520-01-579-2302.



New TCM with single-unit E-PROM...

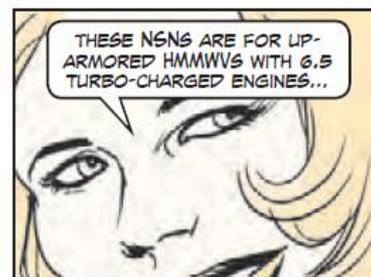
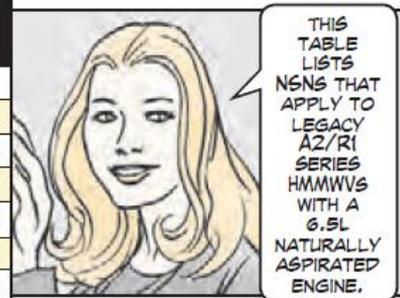


...replaces older two-piece E-PROM

Note that the two TCMs are not interchangeable, so the legacy TCM will only work with legacy transmissions. And the up-armored TCM will only work with up-armored transmissions. Mixing the two will cause the transmission to go into a "SAFE" mode and it won't shift out of second gear.

FED LOG shows that older two-piece E-PROMs (microcircuits) are still available until the supply runs out. They are only compatible with their respective production year.

Year	Transmission NSN 2520-01-	E-PROM 5962-01-	Kit
1995	399-4691	430-0182	N/A
1996	430-5291	430-0208	57K3502
1997	439-6830	440-0368	57K3523
1998	461-7072	470-4619	57K3539
1999	461-7074	476-7772	57K3549
2000	473-7410	480-5247	57K3558
2001	489-0849	497-1611	57K3569



Year	Transmission NSN 2520-01-	E-PROM 5962-01-	Kit
1996	430-2765	431-5121	57K3523
1997	439-6831	440-0369	57K3522
1998	459-8531	470-4621	57K3540
1999	461-7077	480-5246	57K3548
2000	475-1083	480-5248	57K3559
2001	489-0850	497-2519	57K4408

HMMWV....

SMART START SYSTEM CONTROL BOX BUZZ

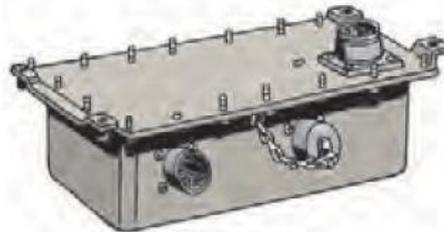
BUZZBUZZ BUZZBUZZ
BUZZBUZZ BUZZBUZZ



Hey, have you heard about the S3? No, we don't mean your unit's operations officer! We're talking about your HMMWV's smart start system (S3) control box.

Some people didn't get the word that the S3 control box, NSN 6110-01-542-7901, is replacing the engine electrical start system (EESS) control box, NSN 6110-01-491-2158. The S3 was put into HMMWV production starting with serial number 255269.

S3 control box, NSN 6110-01-542-7901,
replaces EESS control box



When you order the S3, you'll get the S3 box and the temperature sensor. The biggest difference between the EESS and the S3 is that the S3 control box has three connector receptacles, while the EESS control box has only two. The plan is to use the third connector receptacle on the S3 control box in the future for troubleshooting and data logging.

Right now, the HMMWV parts manuals, TM 9-2320-280-24P and TM 9-2320-387-24P, don't reference the S3 control box. But you should see it listed once the TMs are updated.

For answers to your questions about your HMMWV's S3, contact TACOM's Gaines Stevens. He's at DSN 786-2371, 586-282-2371 and

gaines.e.stevens.civ@mail.mil

Judy Iglesias at TACOM can also help you. She's at DSN 786-4758, 586-282-4758 and

judy.l.iglesias.civ@mail.mil

FMTV...

DRAIN THE AIR TANKS!

IF BREVITY IS THE SOUL OF WIT, THEN PM IS THE SOUL OF VEHICLE SURVIVAL-



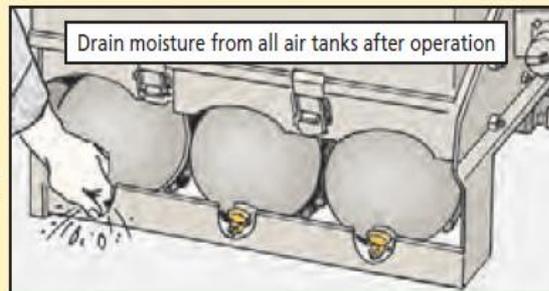
-ESPECIALLY IN COLD WEATHER.

Operators, remember to drain the air tanks on your FMTV after the day's run. If you forget, moisture builds up and freezes. It creates corrosion that plugs up the entire air system, including brake valves and cylinders, CTIS filters and gladhands. It can also lead to vehicle brake failure.

Open each air tank's petcock just long enough to drain the water, then close it. Don't leave the tanks open. That won't get rid of water, it just creates more.

How come?

Condensation forms during the night and builds up in the tank. When you close the tank in the morning just before you're ready to drive, water is trapped inside the tank. More water means more corrosion.



Tactical Vehicles...



I FEEL SLUGGISH. I WISH THEY'D OPERATE ME INSTEAD OF JUST LETTING ME SIT.

If you have vehicles just sitting in your motor pool, especially in cold or humid places, operate them at least every two weeks. This applies to tanks, wreckers, and cranes, as well as trucks and trailers.

Operating vehicles at least every two weeks helps keep hydraulics working and fluids flowing to lube what they need to. If your vehicles sit idle for too long, hoses can dry-rot and crack. Valves, valve bodies, belts, brakes, and transmission shafts might also break or have trouble moving.

Motion Means Maintenance!

M1000 HET Semitrailer...

HARDWARE COMES UP SHORT

HEY! WHERE
ARE YOU GUYS
GOIN'?

TILL YOU
CAN GET THE
RIGHT SIZE
MOUNTING
HARDWARE,
WE'RE OUTTA
HERE!

The brake relay valve assembly, NSN 4820-01-359-6577, and air pressure relay valve assembly, NSN 2530-01-332-2420, on your HET semitrailer come with brand new hardware for installation.

So you can just toss out the old hardware, right? Not so fast!

Turns out the tapping screw and machine bolts that come with the new assemblies are too short. You're going to need that old hardware to mount the new assemblies.

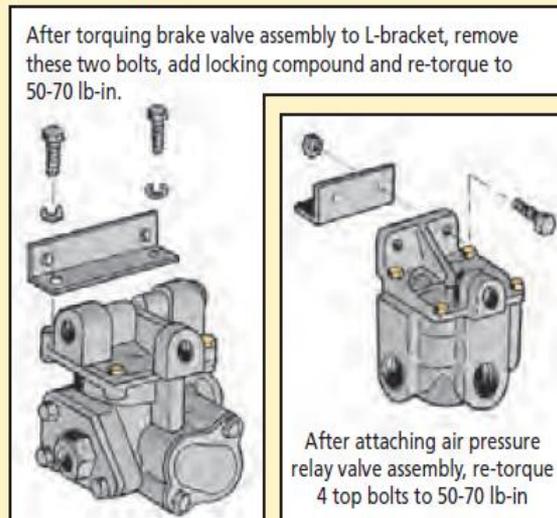
So what do you do if the old hardware is damaged? Fig 27 of TM 9-2330-381-24P (Jun 09) gives the NSNs for the right size hardware.

The brake relay valve assembly's tapping screw (Item 2) comes with NSN 5305-01-358-8406. NSN 5306-01-359-0126 brings 100 machine bolts (Item 22) for the air pressure relay valve assembly.

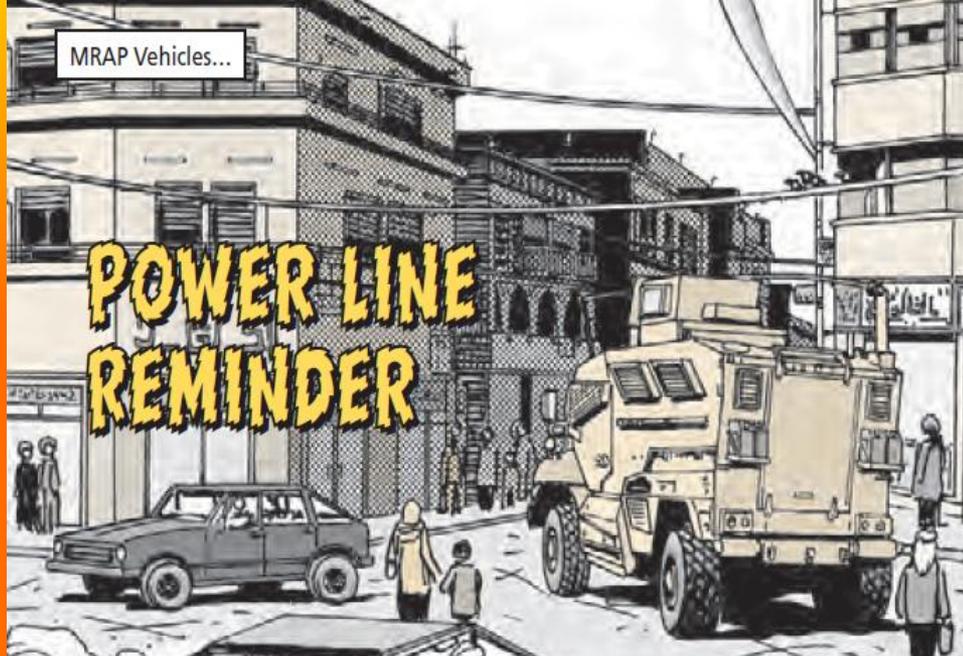
When installing either of the valve assemblies, make sure you apply a few drops of locking compound to the hardware's threads. Then torque both the screw and bolts to 50 to 70 lb-in.

Note

When torquing the two valve assemblies to their L-brackets, there's a tendency for the bolts on top of the assemblies to come loose. So, once the brake assembly valve is in place, remove the 2 bolts on top, add a few drops of locking compound to the threads, and re-torque them to 50-70 lb-in. No locking compound is needed for the 4 bolts on top of the air pressure relay valve. Just re-torque them to 50-70 lb-in after attaching the valve.



POWER LINE REMINDER



ACCIDENTAL CONTACT WITH OVERHEAD POWER LINES IS STILL A PROBLEM IN SOUTHWEST ASIA (SWA).

THAT'S MAINLY BECAUSE NEW POWER LINES ARE CONTINUALLY GOING UP AS THE REGION'S INFRASTRUCTURE IS REBUILT.

BUT MRAP USERS CAN *REDUCE* POWER LINE RISK BY TAKING THE FOLLOWING ACTIONS TO PROTECT BOTH CREW AND PASSENGERS...



- Units must ride with the antenna whip in the down position when driving the MRAP.
- Do not touch the power lines! Most lines are not insulated.
- Scan for low-hanging lines in the area. Be aware of the hazards they might present.
- Make sure there's enough clearance between the MRAP—including any antennas—and any power lines. The driver and passengers need to work as a team and keep an eye out for suspect lines.
- Avoid making radio transmissions while crossing under power lines. An electric charge from the power lines can pass to the vehicle without direct contact.

KNOW YOUR MRAP VEHICLE'S HEIGHT LIMITATIONS.

MAKE SURE THERE'S SAFE CLEARANCE FROM OVERHEAD POWER LINES.

THE POWER LINE CLEARANCE CAN BE 10, 15, OR 20 FEET, DEPENDING UPON THE VOLTAGE ON THE LINE.