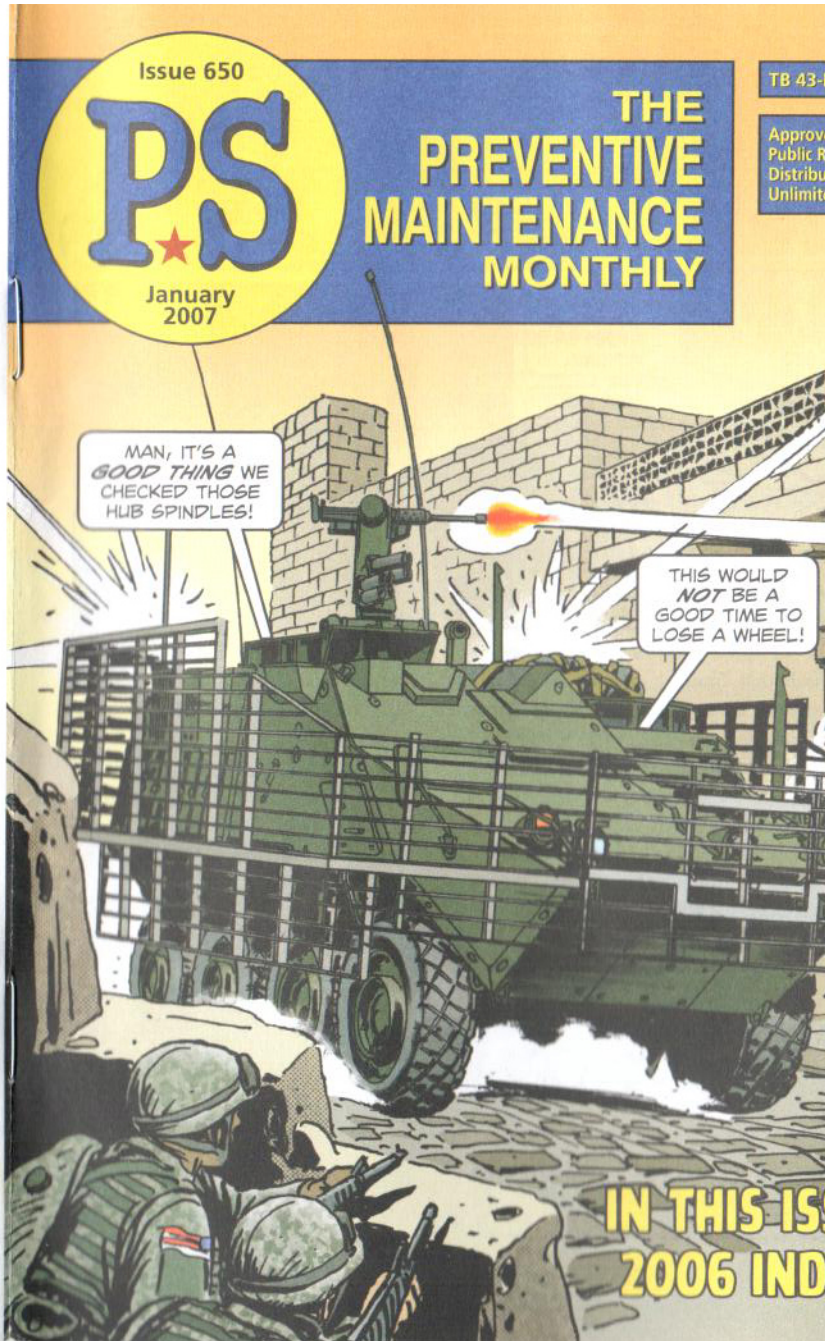


HOW MUCH RUBBER ON A ROADWHEEL IS ENOUGH?

ALWAYS CHECK THE VEHICLE'S -10 TM TO FIND OUT!

**ALSO, READ TM 9-2530-200-24, STANDARDS FOR INSPECTION AND CLASSIFICATION OF TRACKS, TRACK COMPONENTS AND SOLID-RUBBER TIRES.**



Issue 650  
**PS**  
January 2007

**THE PREVENTIVE MAINTENANCE MONTHLY**

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MAN, IT'S A GOOD THING WE CHECKED THOSE HUB SPINDLES!

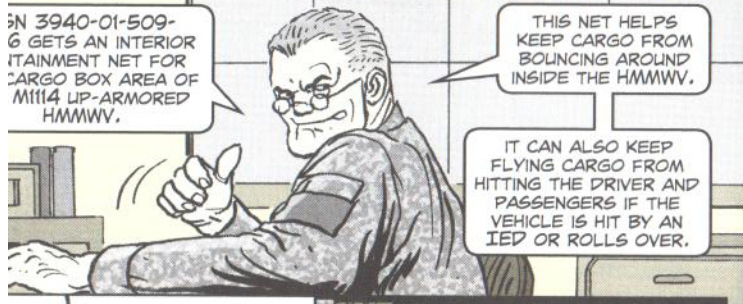
THIS WOULD NOT BE A GOOD TIME TO LOSE A WHEEL!

**IN THIS IS 2006 IND**

p-Armored HMMWV...

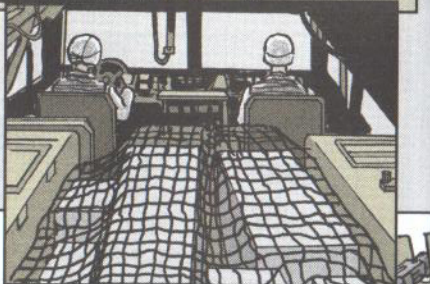
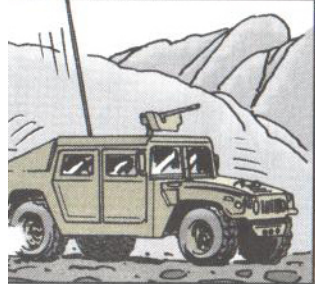
## CARGO BOX CONTAINMENT NET

CALL 3940-01-509-6 GETS AN INTERIOR CONTAINMENT NET FOR CARGO BOX AREA OF M114 LP-ARMORED HMMWV.



THIS NET HELPS KEEP CARGO FROM BOUNCING AROUND INSIDE THE HMMWV.

IT CAN ALSO KEEP FLYING CARGO FROM HITTING THE DRIVER AND PASSENGERS IF THE VEHICLE IS HIT BY AN IED OR ROLLS OVER.



ALSO NET ON HMMWV'S TO HELP HOLD TO CARGO IN CASE.



A THREE-POSITION MOLDED NYLON CLAMP LOCKS A CLINCHING ROPE, WHICH GOES AROUND THE ENTIRE NET.

EACH NET COMES WITH A STORAGE BAG AND ATTACHMENT INSTRUCTIONS.

HMMWV...

## Lube the Linkage



SLOW DOWN! YOU'RE NOT GONNA MAKE THAT CURVE!

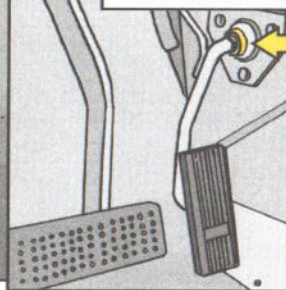
I'M TRYING! THE ACCELERATOR PEDAL IS STUCK!

Coming up on a sharp curve, drive your HMMWV is no time to find out the accelerator linkage is sticking. If the linkage doesn't move after you've taken your foot off the pedal, slowing down can be a little more complicated!

That's exactly what can happen if the linkage doesn't get lubed. So make sure you give the linkage a few squirts of OE/HDO as you approach the curve.

Then, move the linkage back and forth by hand a few times to work the oil in.

Lube accelerator linkage



HMMWV...

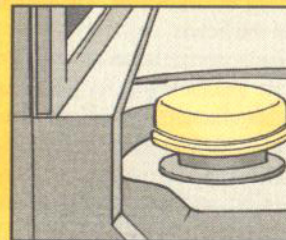
## Weather Cap

Drivers, little things can cause big problems when it comes to your HMMWV. For example, if the air cleaner's weather cap is pushed down too far, snow will accumulate around the cap. Enough snow and ice will cut off the airflow to the engine.

So, check the weather cap. If the cap is pushed right down on the duct, grasp it with both hands and pull it up.

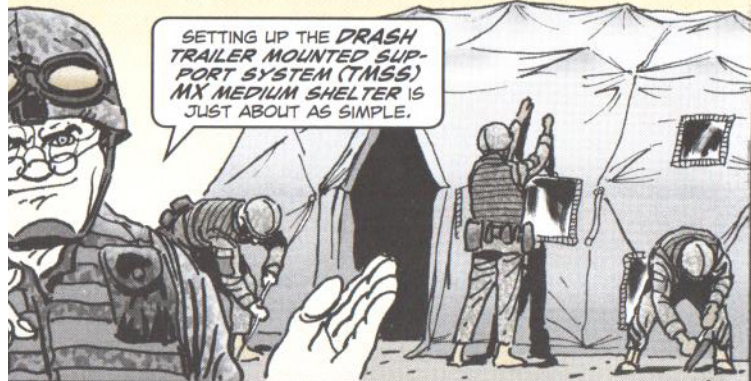
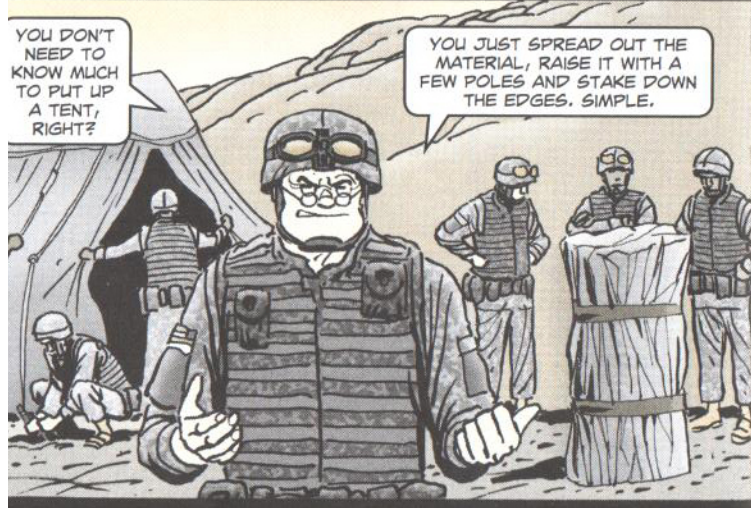
Leave about two inches between the duct and the bottom of the cap. That'll keep the air flowing.

In heavy snow, of course, you'll need to remove the white stuff as it piles up to prevent ice from forming in the filter.

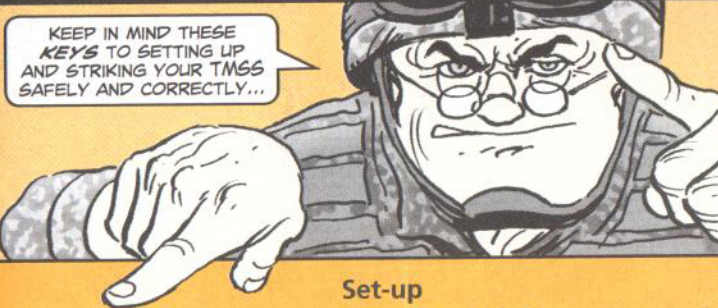


Keep weather cap raised

# DRASH Tents: What's at Stake



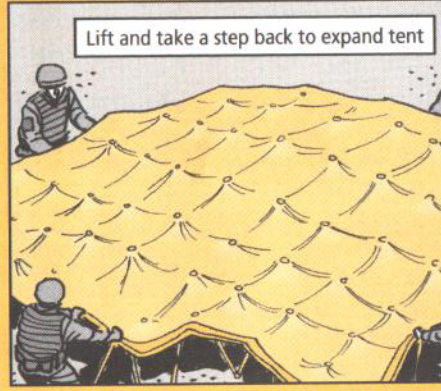
gh the TMSS medium tent isn't hard to put up, its design is unlike that of . The TMSS has a strut frame covered on both sides with polyester blend d that design calls for some special set-up and strike procedures.



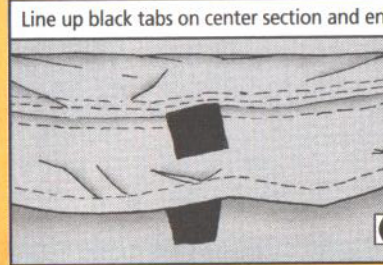
## Set-up

- First of all, it's a **four-man** operation. That includes carrying, erecting and striking.
- Lift the tent bundle from the transport bag. Unwrap the floor from the bundle. Arrange the tent so the outside (green or tan) is facing up and the inside (white) is facing down. Remove the cinch straps.
- With both hands, take hold of the hubs or the framework closest to the hubs. The outside hubs are the ones with the coated wire loops.

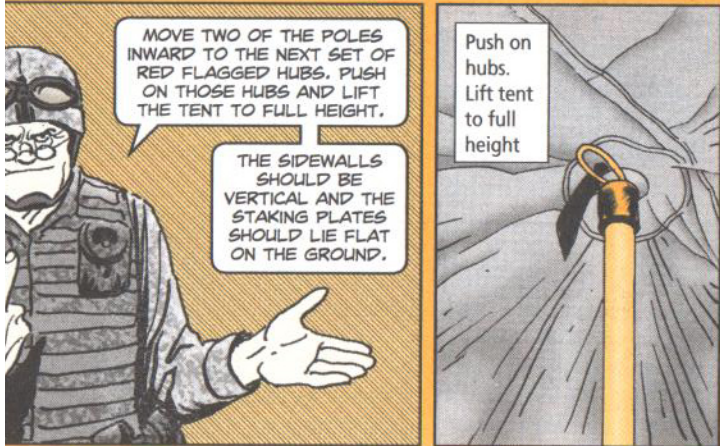
When your team leader gives the word, lift the tent off the ground and take a step back to expand the tent. Look at the tent to make sure no wind lines or debris are wrapped around the struts, binding them. Snagged lines and debris can keep the tent from spreading, rip the fabric or damage the struts.



- Lift the tent again and continue stepping back until the tent is fully expanded.
- Line up one end cap at each end of the tent's center section. Put the red end caps over the pins sticking out from the white hubs on the center section. Make sure to insert the catch pins to hold the red and white hubs together.
- Line up the small, black tabs on the center section with those on the end caps. Join the hook-and-loop seams together, working from the center outwards. Start with the inside seam and finish with the outside.



the tent, locate the four push point hubs with red flags where the end caps meet the center section. Place a push pole against each hub. Push up until the four poles are supporting the tent. Lift with your legs.



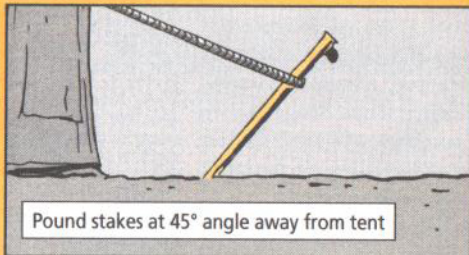
MOVE TWO OF THE POLES INWARD TO THE NEXT SET OF RED FLAGGED HUBS. PUSH ON THOSE HUBS AND LIFT THE TENT TO FULL HEIGHT.

THE SIDEWALLS SHOULD BE VERTICAL AND THE STAKING PLATES SHOULD LIE FLAT ON THE GROUND.

Push on hubs. Lift tent to full height

Roll out the floor inside the tent. Join the floor to the wall with the hook-and-pile

Follow the wind lines and stretch them about four or five feet from the tent. Pound in the stakes at a 45° angle with the point pointing away from the tent. This angle does a better job of holding the tent stable. Unlike the technique used with canvas duck tents, these stakes you drive in are straight up and down through the tent toward the ground. Some give when the tent shrinks.



Pound stakes at 45° angle away from tent

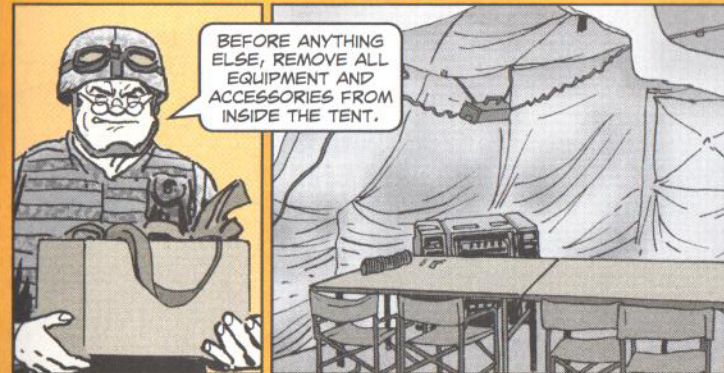


Tensioners keep wind lines taut

Use tensioners to keep the ropes taut. Each tensioner has a re-position lock to fit in rope size.

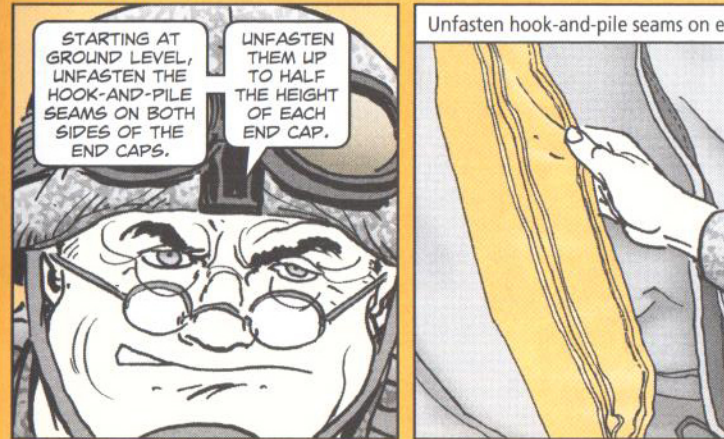
At the tent walls, pound in the ground stakes straight up and down through the staking plates. Vertical stakes do a better job of keeping the walls

## Striking



BEFORE ANYTHING ELSE, REMOVE ALL EQUIPMENT AND ACCESSORIES FROM INSIDE THE TENT.

- Detach the floor by unfastening the hook-and-pile fasteners. Remove the floor from the tent and fold it lengthwise twice. You'll use the floor later to wrap the tent bundle.
- Close all windows. Tie all doorways open.
- Pull out all stakes.



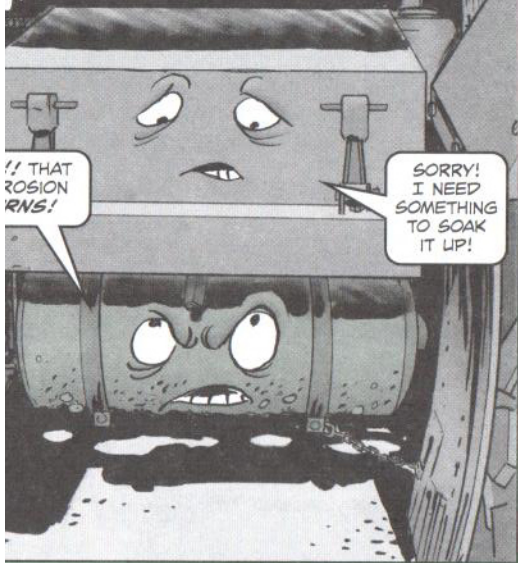
STARTING AT GROUND LEVEL, UNFASTEN THE HOOK-AND-PILE SEAMS ON BOTH SIDES OF THE END CAPS.

UNFASTEN THEM UP TO HALF THE HEIGHT OF EACH END CAP.

Unfasten hook-and-pile seams on end caps

- Station four soldiers around the tent. Grip the hubs, lift the shelter about six feet off the ground and step backwards. The center of the tent will come down to level.
- Finish detaching the end caps by unfastening the hook-and-pile seams. Detach the red end cap hubs from the white hubs on the center section. It takes two soldiers to depress each end cap. Lift up the end cap by its hubs and walk toward each other.
- Compress the center section of the tent by lifting up at the hubs and walking toward each other.

# WAKE UP BATTERY SPILLS



BECAUSE THE HEMTT'S BATTERY BOX SITS DIRECTLY OVER THE VEHICLE'S AIR TANKS, IT'S A GOOD IDEA TO REIN IN BATTERY CORROSION BEFORE IT SPREADS.



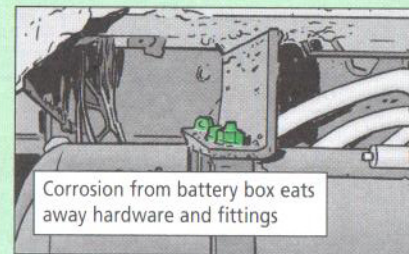
Corrosion that drips out of the battery box splatters all over the air tanks. It eats away at the mounting hardware and corrodes fittings. You could lose air pressure for the brakes!

The best way to prevent battery corrosion from spreading is to use a battery mat, NSN 6160-01-389-1966, under the batteries **and** under the hold-down straps.

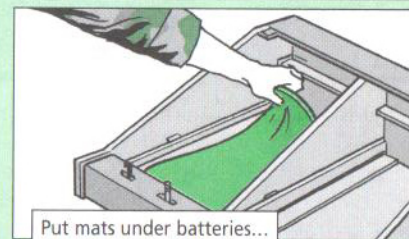
The mat comes in a 1x100-ft roll, so you can cut whatever size piece will do the job.

Covering the bottom of the box is a good start, but putting some pieces under the hold-down straps will soak up any boil-over from the battery caps before it has a chance to run down to the bottom of the box.

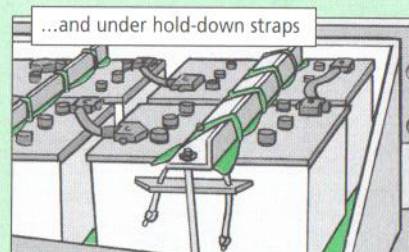
Use 6 1/2-in electrical ties to hold the mat on the straps. Get a bundle of 100 ties with NSN 5975-00-074-2072.



Corrosion from battery box eats away hardware and fittings



Put mats under batteries...



...and under hold-down straps

# CAB NET FOR SAFETY



NSN 2590-01-522-8060 GETS AN ADJUSTABLE CARGO NET FOR THE HEMTT AND PLS CABS!

One of the last things a HEMTT driver wants to see is his vehicle scattered on the side of the road.

To keep cargo in place, use an adjustable cargo net, NSN 2590-01-522-8060, that fits above the vehicle's cab.

A three-position molded nylon net locks a clinching rope, which goes over the entire net. Each net comes with a storage bag and attachment instructions.

By the way, these nets will not fit on HEMTTs or PLSs that have up-arm seats installed on the vehicle.

V Ambulances . . .

## After Edges for Litter Tracks

rip up those often-sharp litter skid on HMMWV ambulances with trim. You could save some of your blood.

Here's how to cover them:

First, purchase edge trim, PN 2L480, from its manufacturer, Unicorn, CAGE 2L480. The trim must be cut by the foot, so total up how much you need before ordering. A 60-foot roll costs about \$30 plus shipping. Ambulance models M996 and M1035A1 need 30 feet of trim each. Models M997 and M997A2 need 58

feet and models M1035 and M1035A1 need 59 feet.

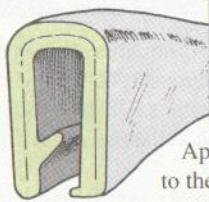
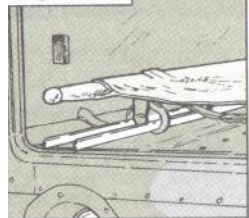
You'll also need RTV adhesive sealant, NSN 8040-00-865-8991, to secure the trim.

Once you have the supplies, measure the skid tracks and cut the trim to fit. Lop off an extra half-inch of the trim at the ends so you can apply sealant to cover the ends.

Do not apply the sealant before cutting the trim. It dries too quickly.

Apply a thin bead of sealant along the full length of one track edge, then quickly install the trim.

Trim goes here



Be sure gripping side of trim is positioned on outside of track. That way trim will stay in place when you slide a litter in and out

Apply a little more sealant to the trim ends and smooth it over the trim and the track.



HMMWVs . . .

## Lower Ball Joints Get Lubed

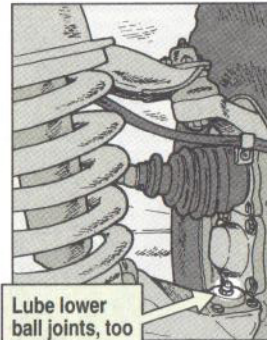
Drivers of M998A2-series, XM1113 and XM1114 model HMMWVs need to know that unlike other HMMWVs, the lower ball joints on these trucks have grease fittings.

They need lube every 3,000 miles or six months, whichever comes first, or more often in unusual conditions.

The lube requirement for XM1113 and XM1114 models is found on Page G-6 of TM 9-2320-387-10 (Oct 97). It includes the lower ball joint.

The lube requirement for the lower ball joints on A2-series models is not found in TM 9-2320-280-10—yet. An upcoming change will add it, but you need to do the lubing now.

Eyeball your HMMWV to see if the lower ball joint has a lube fitting. If it does, use it.



Lube lower ball joints, too

Tactical Vehicles . . .

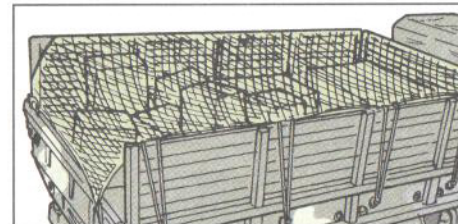
## Tame Your Load

A cargo net can keep your vehicle's load from hitting the road.

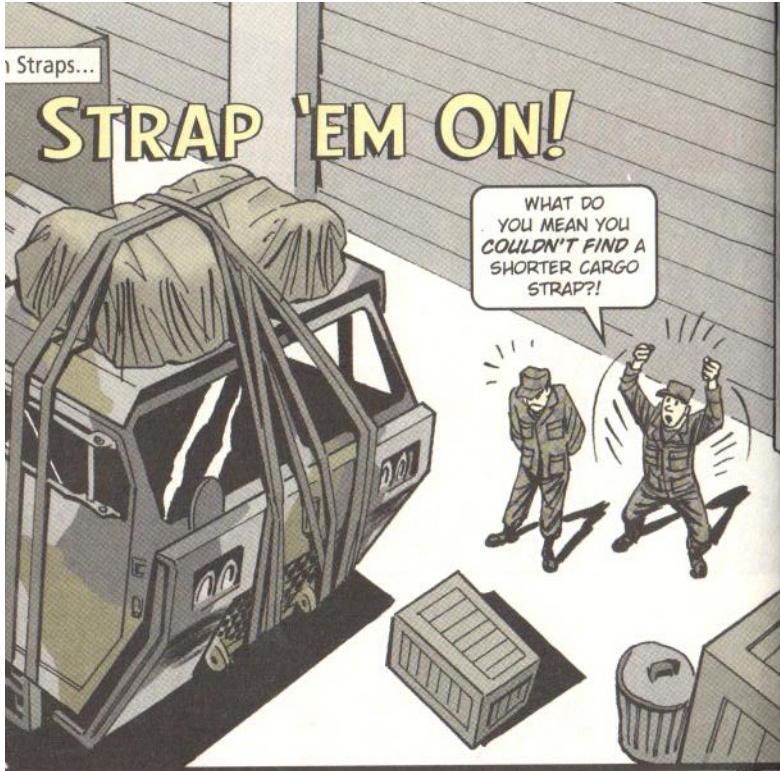
Tailor-made cargo nets are now available for tactical vehicles. All are easily adjustable for a snug fit. Each black nylon net is held in place with snap hooks.

A three-position molded nylon clamp locks a cinching rope, which goes around the entire net.

Each net comes with a storage bag and attachment instructions.



Vehicle	NSN 2590-0
HMMWV	2379
3/4-ton trailer	2369
1 1/2-ton trailer	2369
2 1/2-ton truck	2385
5-ton truck	2385



Using a rubber or fabric strap to tie down canvas covers, bundles, gear and other loose items is a cinch. But finding the right-size strap used to be a problem.

Not any more. If your equipment TM doesn't specify a strap, just select one of these.

NSN 5340-	Length (inches)	Stretch (range)
00-340-0980	10	15-20
01-029-9084	15	20-30
01-231-6015	21	26-42
01-029-9085	31	36-42

All rubber straps have an S-hook on each end.

Fabric Cargo Straps		
NSN	Size (inches)	M
5340-01-428-8800	1½ x 12	I
5340-00-678-9031	1 x 18	I
5340-00-530-5021	1 x 20	I
5340-00-543-3477	1 x 24	I
5340-00-664-0364	1 x 26	C
5340-00-543-7110	1 x 28	I
5340-00-753-3742	1 x 30	I
5340-00-543-3188	1 x 33	I
5340-00-753-3744	1 x 36	I
5340-00-339-3768	1 x 42	I
5340-00-543-3155	1 x 45	I
5340-00-753-3745	1 x 48	C
5340-00-543-3173	1 x 51	I
2540-00-715-3854	1 x 54	C
5340-00-958-6917	1 x 60	C
5340-00-894-9545	1 x 64	C
5340-00-949-8637	1 x 18	C
5340-00-854-6737	1 x 108	I
5340-00-134-3196	1 x 114	I

Each fabric strap is OD green and comes with a buckle to secure in place. If you need a different size, see your installation DOL. They are able to fabricate straps from bulk stock.

Use Appendix A of CTA 50-970 as your authority for ordering the

## KEEP CARGO SECURE

940-01-477-7081 gets a tailor-made cargo net for your F470 Zodiac watercraft. The nylon net holds gear in place and adjusts easily for a snug fit. It's held in place with carabiners, and a re-position molded nylon clamp and cinching rope, which goes around the watercraft's gunwale. The net includes a black nylon gear bag with a draw cord closure. Installation instructions are included.

