



UTAP NEWS

“A Military Joint Service Newsletter”

May 2013

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TACOM Life Cycle Management Command
Unit Training Assistance Program
Website: <https://utap.army.mil>
Email: usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil
(COM) 586-282-4276, DSN: 786-4276



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UTAP Welcome

Welcome to this edition of the Unit Training Assistance Program (UTAP) Newsletter, UTAP NEWS. For those of you that are new members within the last month, the UTAP team would like to personally welcome you to our program.

Our Customers

As of May 1, 2013, we have 12,373 active members, who have downloaded 151,255 system files; we truly appreciate your business! If you know of someone who is not a UTAP member and can benefit from our site, please send them a “Friend Request” through the “Friend Request” icon located in LOTTIS. Thank-you!

CHECK IT OUT

If you need help navigating around LOTTIS, there is now a LOTTIS Navigation Tutorial that can help you out. This tutorial gives step by step instructions on how to navigate throughout LOTTIS; this tutorial can be found on LOTTIS homepage under the Tutorial Tab or under the Videos Tab.

As always, if you have any questions on TACOM managed equipment, or even have questions on non-TACOM managed equipment, go to LOTTIS home page at <https://utap.army.mil> and fill out a Customer Assistance Request under the “Customer Assistance” Tab or under the “Contact Us” Tab. **Please make sure when you are filling out the request to put as much detailed information as you can.** This helps us provide an answer back more efficiently

New Army Training Materials Added in LOTTIS—April

Low Signature Armored Cab (LSAC)



Low Signature Armored Cab (ILSC) Sust Application Brief

Low Signature Armored Cab (ILSC) Sust Operator Cautions

LSAC and RACK Sust Training Book



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Training Materials

Do you have training materials that would benefit our members who use TACOM equipment? If so, click the “Submit Training Material To LOTTIS “ icon located on the LOTTIS home page. Once you submit your material, the UTAP Team will then load it into LOTTIS.

NOTE: IF you require training material on a system that is not yet in our library- “click” on the Customer Assistance tab in LOTTIS and submit a CAT Help Desk Request. We will contact you once we receive your request for assistance.

Quote of the Day

If you're having a bad day, have the best bad day possible and be done with it!

“William Linville”

Vehicle Rigging



Rigging SUPL Deadline Force Final	Rigging SUPL Ground Compression Final
Rigging SUPL Load Transfer Worksheet	Rigging SUPL Safe Towing Capacity for Underlift Final
Rigging Supl Simple and Compound Systems Final	Rigging Supl Sling Leg Force Final
Rigging Supl Tracked Vehicle	Rigging Supl Wheeled Vehicle Work-
Rigging Supl Final Vehicle Rigging	

Driver Training Course Outline



Drivers Training SUST Classroom Trng Phase I	Drivers Training SUST Classroom Trng Phase II
Drivers Training SUST Trng Phase III	Drivers Training SUST Remedial Trng Phase IV
Drivers Training SUST Supporting Materials	Drivers Training SUST Introduction
Zip Unload Instructions SUPL Newest	



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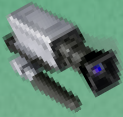
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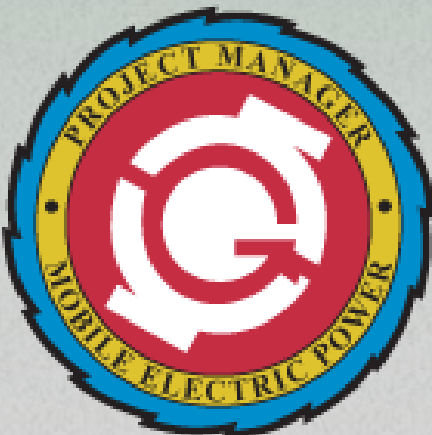
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Training Materials



Did you know UTAP produces informational training videos? If you have training material that you would like produced into an informational training video, please contact our Customer Assistance Team at: usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil



3kW Tactical Quiet Generator Set 60Hz Model MEP-831A

3KW Tactical Quiet Generator Set 400Hz Model MEP-832A



3kW-TQG FLMNET Computer Base Training

3kW-TQG FLMNET Zip Instruction Generator

5kW Tactical Quiet Generator Set 60Hz Model MEP-802A

5kW Tactical Quiet Generator Set 400Hz Model MEP-812A



5-10kW-TQG FLMNET Computer Base Training Course

5-10kW-TQG FLMNET Zip Instructor Generator

10kW Tactical Quiet Generator Set 60Hz Model MEP-803A

10kW Tactical Quiet Generator Set 400 Hz Model MEP-813A



5-10kW-TQG FLMNET Computer Base Training

5-10kW-TQG FLMNET Zip Instructor Generator



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Training materials that can be reached around the world with the touch of a finger



M153 Common Remotely Operated Weapons Station (CROWS II)



Crows Sust Fielding Team NET	CROWS Supl Complete GTA Cards
CROWS CBIT IMI V1_1	CROWS zip unload instructions.wmv
CROWS Opnet Student Powerpoint	

Boomerang III (Acoustic Gunshot Detection/Vehicle)



BGIII OPNET PowerPoint



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Warranty/Replacement
Website
Contact Information

Hot Line: 586-282-3403
Hot Line DSN 786-3403

Questions Email:

usarmy.detroit.tacom.mbx.ilsc-questions@mail.mil



Hydraulic Electric Pneumatic Petroleum Operated Equipment (HEPPOE)



PM SKOT SUPL Warranty and
Purchase Process Briefing

PM SKOT SUPL Customer Support and
Feedback Brief

Hydraulic System Test and Repair Unit (HSTRU)



HSTRU HR 2062 Hand Receipt

PM SKOT SUPL Warranty and

PM SKOT SUPL Customer Support and

Standard Automotive Tool Set (SATS)



PMSKOT SUPL Warranty and
Purchase Process Briefing

PM SKOT SUPL Customer Support &
Feedback Brief

SATS HR 7 Nov 10 FMM

SATS HR BII 24 Aug 09

SATS HR FMM 1 Nov 7 2010

SATS NMIB w/NET 04 2 2013

SATS SUPL Possible Change for the Field Maintenance Module 1 and 2



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News Articles



If you have a news article that could benefit UTAP members and would like it printed in the UTAP News, please submit your article by the 15th of each month to our Customer Service Team at e-mail address :

usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil

Trouble With Heating System in the Trailer Mounted Support System (TMSS) Environmental System (Env Sys) Overheating (submitted by Norman Nagle, Pdm CPS&I)

If the heater in the heating system of a TMSS Environmental System (ENV SYS) overheats and blows up or catches fire, it could be caused by two different problems:

- ♦ Cutting the wires of the High Temperature Cut out Switch (HTCOS) and winding the two wire ends together causes no heat control in either the Medium TMSS and the Large TMSS.
- ♦ The return air duct is not connected from the tent back to the TMSS Env Sys properly.

In order to ensure these problems do not occur, follow these guidelines (picture illustrations on page 7):

- ♦ Ensure all ducts, both supply and return, are properly ran with no hard bends or kinks and they are unobstructed.(per TM11-6115-748-13,wTKG page 0006-25.)
- ♦ Ensure both return air ducts are connected between the tent and the TMSS. **(DO NOT USE THE PLENUM IN HEAT MODE)** (per TM11-6115-748-13,wTKG, page 0006-26.)
- ♦ Ensure Environmental Control Unit (ECU) preventive maintenance has been performed, return air filters are clean and they are inserted in the ECU correctly with the arrows for air flow pointed into the ECU. (per ECU TM11-6115-748-13,wTKG).
- ♦ Ensure all ECU doors are properly closed and secured.
- ♦ Ensure the ECU thermostat is properly set (70 degrees is a good rule of thumb).

Remember: The HTCOS is a safety switch and should only be bypassed in order to trouble shoot the system. If the HTCOS fails, first try to manually reset the HTCOS by pressing on the metal diaphragm on the HTCOS. If the HTCOS still fails to function properly, replace it. **DO NOT** run the Large TMSS or Medium TMSS for any extended period of time, without the HTCOS in operation.

Examples of Not Following the Proper Guidelines

A military unit was inspected; 8 TMSS's were found that sensor wires were taken off the heat sensor and were connected together, which caused loss of all heat control.

During a military exercise, there was a \$138,000 Medium TMSS destroyed by fire due to the sensor wires being taking off the heat sensor and then connected together.



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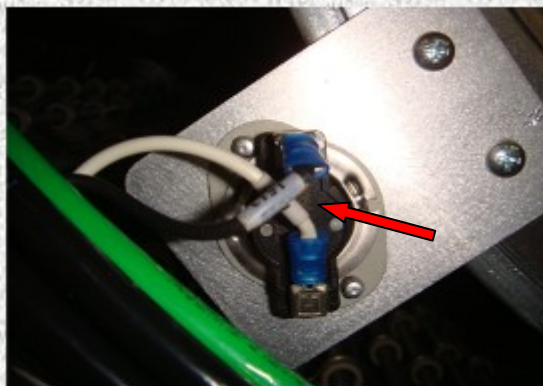
Tents with Trailer Mounted Support Systems (TMSS)



On the right hand side of the picture, on the low return duct, it is straight. This allows maximum air flow throughout the duct.

On the left side the picture, the bottom duct is not flat. The bend in the duct lowers return air flow into the Environmental Heating System.

High Temperature Cut Out Switch(HTCOS)



On the inside of the HTCOS is a center button that can be pressed after the TMSS ENV SYS is overheated; this sensor shuts off when pressed. When colled off, the button needs to be pressed to reset the heating system.



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Union Guardian Building, Downtown Detroit



TACOM's History (continued).

In April's newsletter, we left off with the discussion of how the Detroit Arsenal Tank Plant would need an organization that could coordinate the needs of a rapidly growing military with the production capacity of the automotive industry in Detroit. This organization is now known as TACOM. (Randy Talbot, TACOM's Historian)

TACOM's Beginnings

The new Tank-Automotive Center was housed in the Union-Guardian Building in downtown Detroit. Alfred R. Glancy, a former vice president of General Motors and a brigadier general, was appointed to command the center. His combined automotive and government experience exemplified the synergy between military and industry that had made the Arsenal of Democracy such a success.

When the Center was first formed in 1942, the Army transferred 40 officers and about 600 civilian employees from Washington, D.C. to Detroit to man the organization. By the end of the war in 1945, there was a staff of 500 officers and more than 4,000 civilians. Not surprisingly, the organization experienced growing pains: communication problems, inefficiencies, and a host of reorganizations and realignments necessary to handle the Center's ever-burgeoning demands. Coordinating the production and fielding of a staggering number of tanks and motor vehicles (by 1945, there was approximately one vehicle for every four American Soldiers), all requiring hundreds of thousands of parts, the Center was the "brain" of vehicle production and supply for the war effort. The Center even ran its own publishing operation, producing more than 2 billion pages of maintenance and technical manuals in the last year of the war alone. The Tank-Automotive Center was renamed the Office, Chief of Ordnance-Detroit (OCO-D) in 1944; the Army was now producing the 45-ton Pershing tank. Over the course of the war, the Detroit Arsenal Tank Plant had produced 22,234 tanks, more than all the German manufacturers combined. But that was just a small fraction of the over 3 million total vehicles the Tank-Automotive Center was responsible for during the war, representing an expenditure of \$15 billion (\$3 trillion in today's dollars). The combined effort of military and industrial knowledge transformed the Army's methods of supplying troops efficiently and effectively, and made an indispensable contribution to the Allied victory.



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OATC Headquarters (Beard St.), former Detroit Plant



June's UTAP NEWS will conclude TACOM's history with the discussion of the Cold War, Vietnam and the roles TACOM played in these two wars, along with the vision of TACOM in the 21st Century.

One War Ends, Another Begins

After World War II, the Detroit Arsenal became a government owned and operated facility. Production of tanks was suspended, and the OCD-D was transferred to the Detroit Arsenal and then dismantled. The nation settled in for some hard-earned peace and prosperity.

This lasted just a little over five years, until the United States entered the Korean War. When Soviet-backed North Korea crossed the 38th parallel and invaded U.S.-supported South Korea in June 1950, American fears that communism would spread prompted officials to take action. As in 1939, the United States military was unprepared for conflict, and the Detroit Arsenal Tank Plant rushed to modify World War II tanks that could be used until a new tank could be developed. Unlike 1939, however, the United States had valuable experience in the logistics of mass tank production, and in October 1950 the Army created the Ordnance Tank-Automotive Center (OTAC), yet another forerunner to today's TACOM LCMC, to replicate the work that the OCO-D accomplished in World War II. Having also learned the valuable role that industry could play in military production, the Army reinstated the Chrysler Corporation as the operating contractor at the Detroit Arsenal Tank Plant. In two years, the plant produced 3,443 new M47 battle tanks. The Korean conflict ended in 1953, but the war had galvanized American concerns over the global spread of communism. The Cold War had begun in earnest. The Detroit Arsenal was not returned completely to government hands, but instead was expanded as fears of a war with the Soviets prompted military buildups by both nations. The Arsenal increased in size to 340 acres, and new engineering, research, and test laboratories were completed. In 1960, Chrysler delivered the first Detroit-built M60 Patton tank. Over 14,400 Pattons would be produced by the tank plant over the next 25 years, becoming the main battle tank for the military.

(The History of TACOM is written by Randy Talbot, TACOM's Historian)



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AIRFORCE
 ARMY
 CBIT
 COASTGUARD
 CUSTOMER
 COMBAT
 CONTAMINATION
 LOTTIS
 MARINES
 MEMBERSHIP
 MICHIGAN
 NAVY
 NEWSLETTER
 POSTER
 ROBOTICS
 SUSTAINMENT
 SERVICE
 TACOM
 TRAILERS
 TALON
 TMDE
 TRACKED
 UTAP
 UTILITY
 VIDEOS
 WARREN
 WHEEL

UTAP'S Word Search Game

All of the words in this game are in LOTTIS or affiliated with the military

C	P	G	S	R	S	S	P	L	L	Z	T	S	M	S
L	O	J	U	B	E	M	E	O	E	A	O	E	I	R
V	S	N	S	R	O	T	T	N	B	E	M	J	C	E
R	T	F	T	C	O	T	T	M	I	B	H	R	H	L
Q	E	Z	A	A	I	B	O	E	E	R	E	W	I	I
X	R	T	I	S	M	C	O	R	L	M	A	P	G	A
N	T	E	N	F	E	I	S	T	O	S	R	M	A	R
O	V	J	M	V	L	H	N	T	I	J	W	D	N	T
L	J	O	E	A	I	A	S	A	C	C	L	E	U	E
A	Z	G	N	P	V	U	Q	W	T	B	S	T	N	C
T	D	Y	T	Y	C	T	M	D	E	I	I	L	A	I
D	R	A	U	G	T	S	A	O	C	L	O	T	R	V
A	I	R	F	O	R	C	E	D	I	P	C	N	M	R
D	E	K	C	A	R	T	O	T	P	A	T	U	Y	E
C	V	I	D	E	O	S	Y	N	E	R	R	A	W	S

The first one to answer the puzzle correctly and e-mails it back to our Customer Service Team, usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil will have their name announced in our June Newsletter! Good Luck!



GUNNY'S CORNER



Unit Training Assistance Program

New USMC Training Material Added in LOTTIS—April 2013

By The Numbers Marine

1. Go to [HTTPS://utap.army.mil](https://utap.army.mil)
2. Click on "I Agree"
3. Read Announcements
4. Check for New Items Added
5. Select Marine TAB at Top
6. Search by Keyword or Category
7. Find what you need
8. Click on Link
9. Download to your computer or open from our site.
10. Visit Often
11. Don't see what you need—click customer service



Boomerang III (Acoustic Gunshot Detection/Vehicle)

BGIII OPNET PowerPoint

BGIII OPNET PowerPoint

TA31f Advanced Combat Optical Gun Sight (ACOG)



TA31F (10M Zero) ACOG SUST Mounting M249 Procedures

TA31F (25M Zero) ACOG SUST Mounting M249 Procedures

M150 RCO Vs ACOG Sust Slides



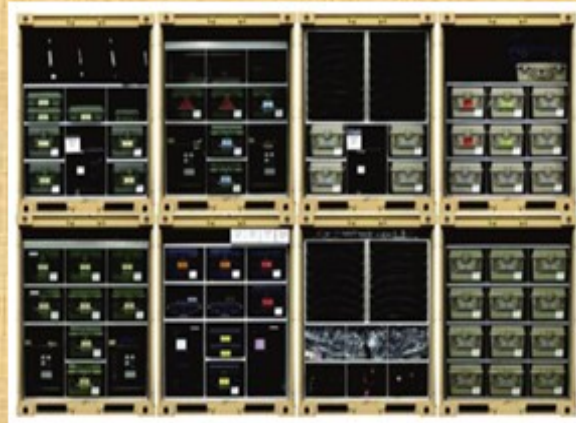
GUNNY'S CORNER



Unit Training Assistance Program

New USMC Training Material Added in LOTTIS—April 2013

Escalation of Force-Mission Modules (EoF-MM)



NOTE: IF you Require Training Material on a System that is not yet in our Library-"click" on the Customer Assistance tab in LOTTIS and submit a CAT Help Desk Request. We will contact you once we receive your request for assistance.

EOF SUPL Acoustic Hailing Device MAD	Eof supl Dynamic Entry Tactical Backpack Kit
EOF SUPL Entry Point Vehicle Kit	EOF SUPL Escalation of Force Mission Module
EOF SUPL Expeditionary Vehicle Search Pack	EOF SUPL Hand Held Metal Detector
EOF SUPL Hand Held Translation Device Phraselator	EOF SUPL High Intensity light Night Hunter
EOF SUPL Mobile Electric Power 531A Generator	EOF SUPL Model 200 Translation Device SQUID
EOF SUPL Portable Light Set	EOF SUPL Spike Strips
EOF SUPL Vehicle Lightweight Arresting Device	