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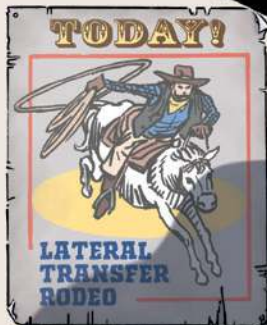
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-770

Approved for
Public Release;
Distribution is
Unlimited

WOW,
~~344NRS~~ WE'VE
REALLY GOT
A LOT OF
STUFF TO
TURN IN.

BUT YOU'VE
GOTTA STORE
AND TURN IN
ITEMS THE
RIGHT WAY!



**Help your unit
all year!**

**Check out this
SPECIAL ISSUE
on EQUIPMENT
TURN-IN,
PROPERTY
ACCOUNTABILITY
and READINESS!**

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Internet address:

https://www.logsa.army.mil/psmag/pshome.cfm

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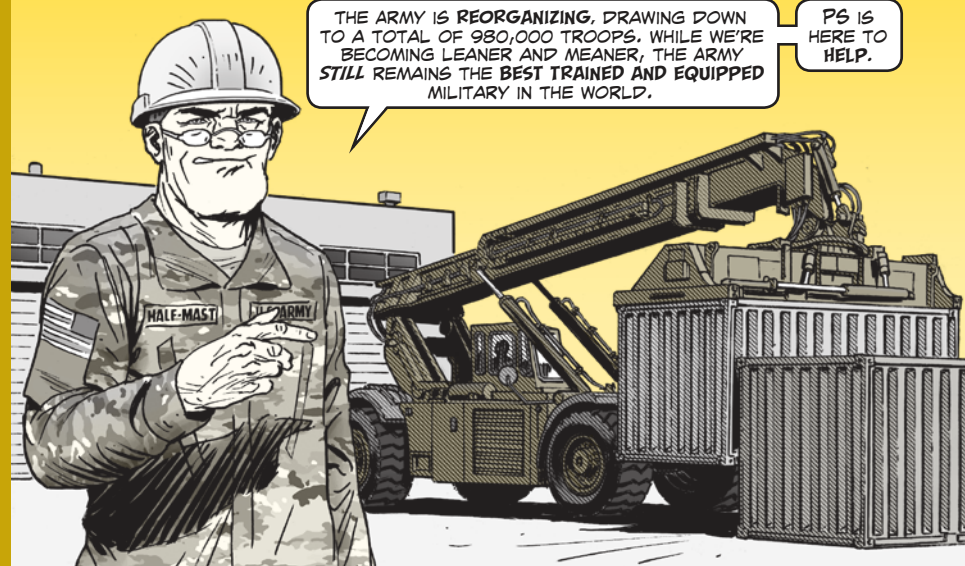


GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1629108

Excess Equipment: Going, Going, Gone!



THE ARMY IS REORGANIZING, DRAWING DOWN TO A TOTAL OF 980,000 TROOPS. WHILE WE'RE BECOMING LEANER AND MEANER, THE ARMY STILL REMAINS THE BEST TRAINED AND EQUIPPED MILITARY IN THE WORLD.

PS IS HERE TO HELP.

WITH FEWER SOLDIERS, THE ARMY NEEDS LESS EQUIPMENT. ANY EXTRA EQUIPMENT REQUIRES MAINTENANCE, SO IT'S A CONSTANT DRAIN ON TIME, STORAGE SPACE, MANPOWER AND MAINTENANCE DOLLARS.

AS PART OF THE ARMY REORGANIZATION, MUCH OF THAT EQUIPMENT IS ALREADY BEING TURNED IN. YOU CAN FIND DETAILS OF THE TURN-IN IN FRAGO 1, EQUIPPING, TO EXORD 008-16, ARMY REORGANIZATION (980K):
<https://www.us.army.mil/suite/doc/45946130>

THE ARMY'S DIVESTMENT STRATEGY IS TO GET ALL THIS EXCESS EQUIPMENT TURNED IN BY THE END OF FY17 IN ORDER TO:

- support modernization
- reduce sustainment costs to shift funds to support new equipment
- support cost efficient end-of-life-cycle decisions
- remove large amounts of Class VII materiel while eliminating unique Class II and IX repair parts from the inventory.

THIS **SPECIAL ISSUE** PROVIDES THE INFORMATION YOU NEED TO GET ALL OF YOUR EQUIPMENT TO 10/20 STANDARDS.

THAT ALLOWS YOU TO TURN IN THE EXCESS, WHILE ENSURING THE EQUIPMENT YOU KEEP IS READY TO GO AT A MOMENT'S NOTICE.

CSDP, PA Guidance at Your Fingertips

THE ARMY NEEDS UNITS TO GET A BETTER HANDLE ON **PROPERTY ACCOUNTABILITY (PA)** AND UPHOLD THE **COMMAND SUPPLY DISCIPLINE PROGRAM (CSDP)**.



TO HELP UNITS ACHIEVE THIS GOAL, THE QUARTERMASTER SCHOOL CREATED THE **COMMAND SUPPLY DISCIPLINE PROGRAM** AND **PROPERTY ACCOUNTABILITY KNOWLEDGE CENTER** ON AKO. IT'S A ONE-STOP SHOP THAT HOSTS:

- PA/supply training
- current regulations, publications and guidance.
- briefings, SOPs and training.
- the latest GCSS-Army information.
- links to other logistics info and web resources.

THE CENTER IS ALSO PART OF THE **SUSTAINMENT KNOWLEDGE NETWORK (SKN)** AND **SKN FORUMS**, SO ONLINE COLLABORATION IS **EASY**.

SPECIAL FEATURES INCLUDE **"ASK NOW,"** WHERE VISITORS CAN SUBMIT QUESTIONS TO SUBJECT MATTER EXPERTS (SMEs) AT THE QUARTERMASTER SCHOOL, PLUS A VIRTUAL LIBRARY WHERE SMEs AND OTHERS CAN SHARE BEST PRACTICES AND LESSONS LEARNED.

IF YOU'VE GOT A CAC, YOU'VE GOT A KEY TO **ALL** THE CONTENT. VISIT THE **CSDP** AND **PROPERTY ACCOUNTABILITY KNOWLEDGE CENTER** AT:
<https://www.us.army.mil/suite/page/670916>

THE **CSDP** AND **PROPERTY ACCOUNTABILITY KNOWLEDGE CENTER** HAS ME **PUMPED!**

FOR MORE INFORMATION ABOUT THE CENTER OR TO ASK **CSDP** OR **PA** QUESTIONS, CHOOSE THE RED **ASK THE EXPERT** BUTTON ON THE SITE OR EMAIL:

usarmy.lee.tradoc.mbx.pa-csdp-helpdesk@mail.mil



Avoiding Property Pains

I DON'T GET IT, SIR! I KNOW WE TURNED THAT HMMWV IN. I WAS THERE!

WELL, DIVISION SAYS WE STILL GOT IT.

DOES IT SEEM **UNLIKELY** THAT YOU COULD **MISPLACE** A HMMWV?

NEVERTHELESS, **FINDING** IT CAN SEEM LIKE A NEEDLE IN A HAYSTACK IF YOU **TRANPOSE** A **SINGLE NUMBER** ON YOUR TURN-IN DOCUMENTS!



Nobody wants to be found liable for losing Army equipment. Beyond the embarrassment and the risk to your career, losing government property can cost you a month's wages or more.

The keys to avoiding property loss are maintaining control of any Army property assigned to you and accurately completing any forms, such as DA Form 3161, *Request for Issue or Turn-In*, when you transfer property.

The most critical info on the DA Form 3161 are line item numbers (LINs), national stock numbers (NSNs) and serial numbers (SNs). One transposed or missing number can mean a whole lot of headaches.

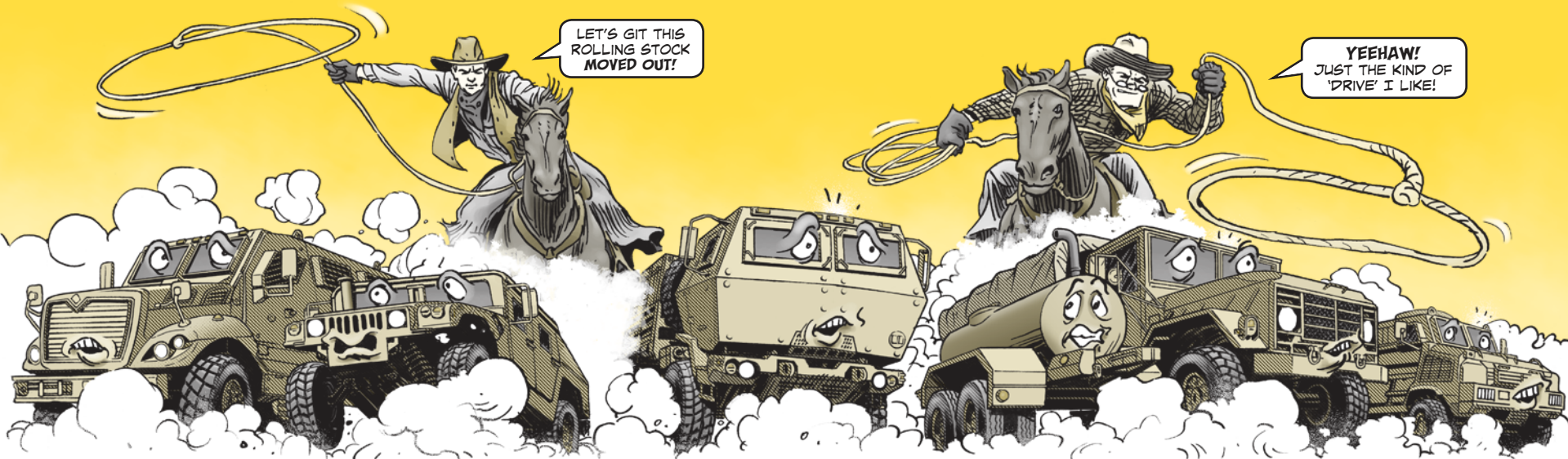
Odds for 3161 errors increase in deployed environments with high **OPTEMPO**, and during equipment fieldings of multiple serialized items.

Units that are preparing to deploy or rotate back to their home stations may understandably be in a hurry to transfer equipment. But a little extra time spent checking LINs, NSNs and SNs up front is a lot better than getting involved in a lengthy Financial Liability Investigation of Property Loss (FLIPL) down the road. Accurate SN recording during equipment fieldings ensures proper asset visibility and enhances audit readiness.

Worried that you might have a property loss issue? Notify your chain of command immediately upon discovery of the suspected loss so it can be investigated.

If it's a numerical entry error, chances are a FLIPL investigator may be able to find it and resolve the situation, but contact your property book officer immediately.

But why take a chance? Make sure the numbers you enter on any forms are correct from the start. You can avoid a lot of hassles that way.

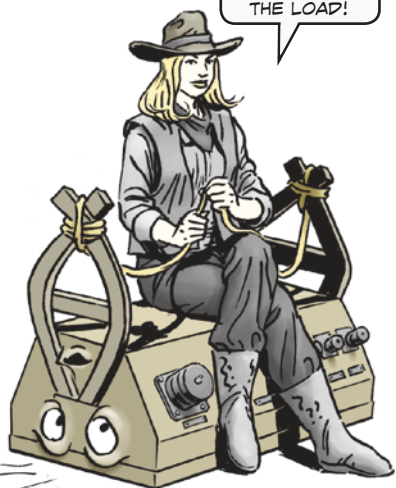


LATERAL TRANSFER RODEO

LASSOS BIG SAVINGS!

TIED UP
WITH EXCESS
EQUIPMENT?

TAKE A PAGE
FROM CHIEF
SEDERHOLM'S
HOW-TO BOOK
TO **LIGHTEN**
THE LOAD!



Dear Editor,

The 157th Maneuver Enhancement Brigade (MEB) conducted a lateral transfer rodeo during an annual training event at Ft McCoy. I'd like to share the details and some tips that I hope help other units. Although our event was Guard-specific, this process can be adapted to all branches.

Our plan was developed and presented to the commander and the staff 8-10 months prior to execution. We allowed three days to conduct the necessary movement between three separate battalions and 20 companies.

All equipment to be lateraled was identified and gaining units notified. We gave ample notice to units to get their sections inventoried and equipment brought up to 10/20 standards, packed and delivered to annual training. We had additional drivers to move rolling stock where necessary.

Any items with shortage annexes were identified and agreed upon prior to transfer. Units were assigned times for inventorying equipment.

Equipment was positioned at the staging inventory area at arrival and inventoried or sent to the maintenance tent if necessary. Losing unit section personnel inventoried with gaining unit section personnel, allowing for a seamless transfer between the actual equipment users.

It was a big help to have a maintenance company from the brigade support battalion and a forward support company on hand to check over any gaining equipment and conduct technical inspections on turned-in equipment.

Supply NCOs oversaw and verified the inventories, completed the necessary DA Form 3161s, *Request for Issue or Turn-in*, and delivered them to the PBOs for posting. PBOs onsite posted documents and resolved issues. All transfers were posted to the property books by the end of the day, allowing units to issue change documents to the sections and update sub-hand receipts as necessary.

Holding a lateral transfer rodeo at annual training reduced the amount of time our supply NCOs spent driving to conduct transfers over the course of a year in our 428-mile footprint. It also cut the number of trips per year to complete transfers by 30.

The end result was an estimated 240,000 travel miles and 4,800 man-hours saved. We also transferred more than \$20 million of equipment in three days.

With today's increasing OPTEMPO in combo with continued downsizing and budget cuts, finding the time is often the hardest part of managing and reducing excess equipment. The ultimate goal is coordinating the movement of equipment to the right unit at the right time.

10 Tips for a Successful Lateral Transfer Rodeo

1. PLAN EARLY. PLAN AS FAR FORWARD AS YOU CAN TO **REDUCE EXCESS**. BE WILLING TO ACCEPT A LITTLE RISK.



2. TIMING. PLAN THE **BEST TIME** (START, MIDDLE, OR END OF YEAR). FIGURE OUT WHO IS ON LEAVE OR WHAT BIG TRAINING EVENTS ARE HAPPENING THEN. FIND A TIME THAT WORKS BEST FOR **EVERYONE**.



3. GET BUY-IN FROM EVERYONE. GET THE COMMANDER ON BOARD TO PUSH FROM THE **TOP** AND SOLDIERS TO PUSH FROM THE **BOTTOM**. LET THE **S4 SHOP** EXECUTE.

4. INVENTORY AHEAD. CONDUCT AN INVENTORY **PRIOR** TO MOVING EQUIPMENT TO ENSURE IT ALL SHOWS UP COMPLETE AND SERVICEABLE. IT MAKES INVENTORYING EQUIPMENT **FASTER AND EASIER!**

5. LOCATION, LOCATION, LOCATION. THE BEST LATERAL TRANSFER LOCATION ALLOWS FOR STAGING AND INVENTORY OF ALL THE EQUIPMENT TO BE TRANSFERRED.

IT MIGHT BE THE FORWARD OPERATING BASE AT ANNUAL TRAINING, THE MOTOR POOL, OR THE ARMORY OR RESERVE CENTER THAT'S CLOSEST TO ALL THE UNITS INVOLVED.



6. ALLOW ENOUGH TIME. SET A REALISTIC TIMETABLE FOR INVENTORY AT THE TRANSFER, ALLOWING FOR ANY LAST MINUTE MAINTENANCE ISSUES OR TECHNICAL INSPECTIONS.



7. GET MAINTENANCE SUPPORT. INVOLVE MAINTENANCE **EARLY AND OFTEN** TO ENSURE EQUIPMENT IS UP TO 10/20 STANDARDS **BEFORE** MOVING IT. ALSO INVOLVE THEM AT THE POINT OF TRANSFER TO MAKE SURE ANY LAST MINUTE FAULTS ARE IDENTIFIED AND/OR FIXED ON THE SPOT FROM THE **BOTTOM**.

9. USE LMI-DST AS DESIGNED. IT ALLOWS FOR CROSS-COMPONENT EQUIPMENT TRANSFERS. THIS REQUIRES A LOT OF PBO WORK AND COORDINATION WITH DA, NGB, PMS AND OTHER PBOs.

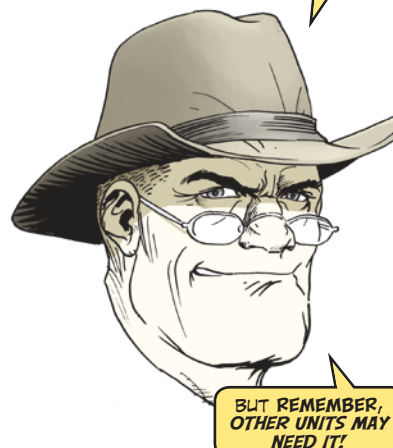


8. USE THE EXPERTS YOU HAVE. USE SUB-HAND RECEIPT HOLDERS TO INVENTORY EQUIPMENT. THEY SHOULD KNOW THEIR EQUIPMENT AND ITS ASSOCIATED COMPONENTS. IF EQUIPMENT USERS CAN INVENTORY AT THE HAND-OFF TO ANOTHER USER, IT FREES UP LOGISTICS PERSONNEL TO OVERSEE THE LARGER PROCESS.

10. CONNECTIVITY MATTERS. HAVING CONNECTIVITY IS A TOP PRIORITY. BEING ABLE TO TRANSFER AND POST DOCUMENTS AS THEY HAPPEN IN REAL TIME AIDS IN ASSET VISIBILITY, MANAGING EXCESS AND IMPROVING UNIT READINESS.



WHEN YOUR UNIT **DOESN'T** NEED CERTAIN EQUIPMENT, IT'S OFTEN **NOT** A PRIORITY TO GET IT TECHNICALLY INSPECTED OR TURNED IN.



BUT REMEMBER, OTHER UNITS MAY NEED IT!

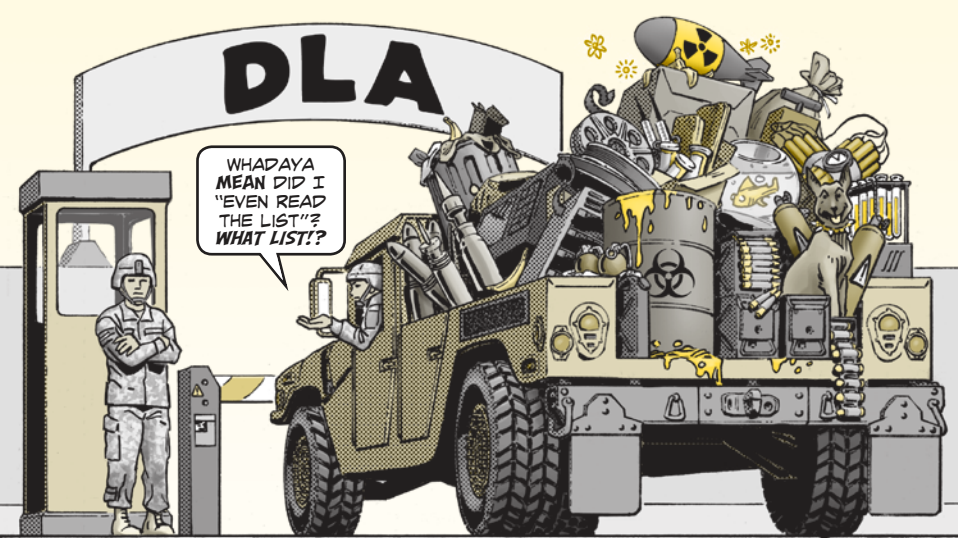
Finally, units should think outside the box. For example, if Alpha Co needs a Harris radio that is installed in a Bravo Co truck, lateral the truck with the equipment and save the man hours it takes to uninstall and re-install the radio. Then lateral a truck back to Bravo Co that doesn't have the radio installed. Some cases may require transferring equipment between three units to get to the desired end result.

The bottom line is that creating a lateral transfer directive is easy, but boots on the ground are what really count. Units still need to make the time and find the resources to get it done.

CW3 Shawn Sederholm
PBO 157th MEB

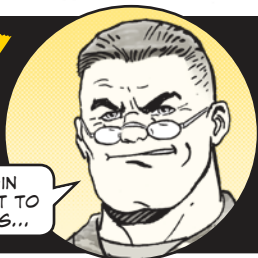
Editor's note: You've wrangled up some terrific pointers here. Thanks, Chief!





PICK PROPERTY PROPERLY!

TAKE NOTE, UNITS! REVIEW THE FOLLOWING PROPERTY TURN-IN RESTRICTIONS **BEFORE** YOU TRY TO TAKE ITEMS OR EQUIPMENT TO THE DEFENSE LOGISTICS AGENCY (DLA) DISPOSITION SERVICES...



Property Not Allowed for Physical or Accountable Turn-in

- Radioactive waste, items, devices or materiel
- DOD inspection stamps and devices
- Consecrated religious items
- Classified material
- Classified and unclassified information systems security materiel or communications security equipment. Disposal of FSCs 5810 and 5811 is the responsibility of the military services. They can't be transferred to DLA Disposition Services in their original configuration. See DOD 4160.28-M.
- Property containing information covered by the Privacy Act (except for properly packaged X-ray film with required PII certification)
- Refuse and trash (post-consumer waste material such as litter and rubbish).

Property Not Allowed for Physical Turn-In

- Live animals
- Ammunition, explosives or dangerous articles (including incendiary products)
- Drugs or biological or controlled substances
- Nitrate-based film
- Used psychodiagnostic test sets.

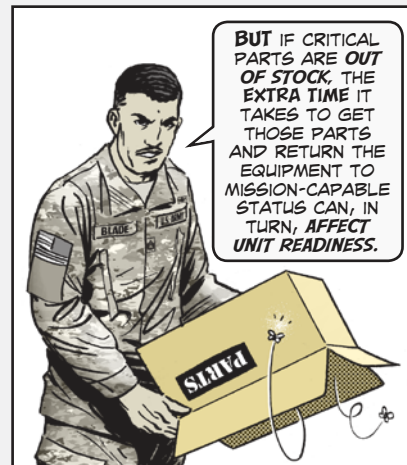
FOR MORE INFO, VISIT
DLA DISPOSITION SERVICES'
WEBSITE AT:
[http://www.dla.mil/
dispositionservices.aspx](http://www.dla.mil/dispositionservices.aspx)

Units Have an Ally in Expert ASL



This is the difference an ASL can make!

SUPPLY SUPPORT ACTIVITIES (SSA) PLAY MAJOR ROLES WHEN IT COMES TO **EQUIPMENT READINESS.**





ASL review packages are tailored to a unit's specific needs, so Active, National Guard and Army Reserve units can all benefit from the team's expertise.

The team uses the Global Combat Support System-Army (GCSS-A) and internal processes that can factor in unit deployments. They can even build an ASL from scratch for units that have limited consumption information. In these cases, the team uses a proxy consumption stream or availability balance file.

Used together, the authorized to forecast (ATF) model and Expert ASL team are a combat multiplier. They can create the best ASL possible for a unit to support equipment readiness. However, the process does not replace the need for unit input during the review. The expert ASL team can also advise units on:

- Readiness drivers by focusing on parts that deadline combat systems
- Issues that may affect ASL performance
- Specialized ASL reviews (non-standard), for activities that have unique needs.



Note: Maintenance significant parts fill rates (previously known as readiness-driver fill rates) can now be viewed in the Business Intelligence Tool (BIT) on the GCSS-A homepage. Additional guidance from HQDA G-4 in ALARACT 296/2000 states that all SSAs must have ASL Reviews:

- every 180 days in OCONUS.
- every 120 days, if in OCONUS theater and supporting a deployed force.
- annually if CONUS-based.

Units may request more frequent reviews. To request an ASL review, open a review request on the ASL AKO announcement URL:

<https://www.us.army.mil/suite/page/620127>

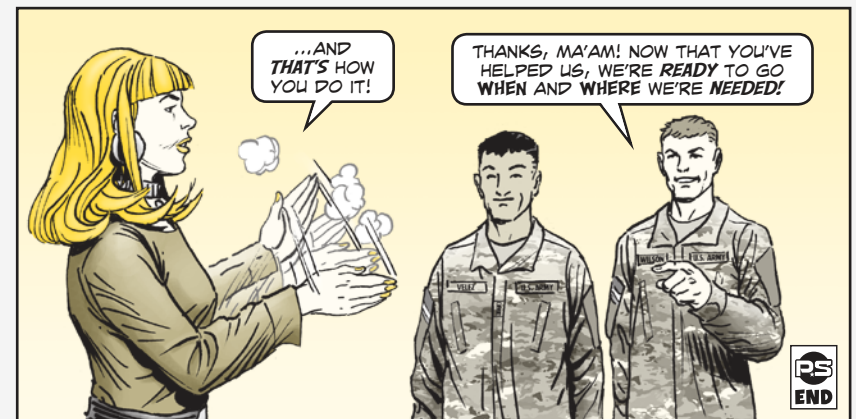
To obtain an optimal review, answer all the questions about your unit on the form. Then choose Submit and the form will be attached to a pre-addressed email with all interested parties copied. Hit Send and the request will go to the Expert ASL Team.

The ASL AKO section also includes a brochure, FAQs, and other helpful information about the review process.

You can also find Expert ASL Team support at:

https://www.milsuite.mil/book/community/spaces/sustainnet/amc_community/asl-review-team-support

For questions or more information, call the Expert ASL team at (256) 955-9587/1099, or email: usarmy.redstone.logsa.mbx.asl@mail.mil



AIMING FOR ORDERLY INVENTORY



SUPPLY SUPPORT ACTIVITY (SSA) STAFF, HAVE YOU **TAKEN STOCK** OF YOUR WAREHOUSE LATELY?

NOT PROPERLY MANAGING SHELF-LIFE (SL) ITEMS LIKE BATTERIES, GASKETS, ADHESIVES AND LUBES CAN LEAD TO SERIOUS PROBLEMS, INCLUDING:

- items expiring before they can be issued, which means unnecessary reordering costs.
- an increase in hazardous waste disposal, also raising expenses.
- lowered unit readiness and risks to personnel safety from using expired materials.

THE FIRST STEP TO A GOOD INVENTORY IS IDENTIFYING WHICH ITEMS HAVE A SHELF LIFE.

LOGSA'S PACKAGING, STORAGE, AND CONTAINERIZATION CENTER (PSCC) CAN HELP.

THEY CAN RUN A **CUSTOMIZED LIST** OF THE SL ITEMS ON YOUR AUTHORIZED TO FORECAST (ATF) FROM THE GLOBAL COMBAT SUPPORT SYSTEM-ARMY (GCSS-ARMY), OR SHOW YOU HOW TO RUN THE "SHELF LIFE MANAGEMENT FOR MATERIALS" REPORT (ZSHELF) FOR BETTER MANAGEMENT OF YOUR SL ITEMS.

TO GET A **CUSTOMIZED ATF SL LIST**, EMAIL PSCC. PUT **"SHELF-LIFE SSA LISTING"** IN THE SUBJECT LINE. IN THE EMAIL, GIVE YOUR **SSA ROUTING IDENTIFIER CODE (RIC)**, WHICH IS YOUR **GCSS-ARMY WAREHOUSE NUMBER/WAREHOUSE COMPLEX**, ALONG WITH YOUR **FULL POC INFO**. SEND IT TO LOGSA PSCC AT:
usarmy.tyad.usamc.mbx.pt@mail.mil

QUESTIONS?
CALL
DSN 795-7257
OR
(570) 615-7257.

YOU CAN EVEN GET ON-SITE SHELF-LIFE TRAINING THROUGH PSCC. SEE OUR ARTICLE ON PAGES 58-59 IN PS 765 (AUG 16):

<https://www.logsa.army.mil/psmag/archives/PS2016/765/765-58-59.pdf>

PSCC CAN ALSO ADVISE YOU ON ANY SL OR HAZARDOUS MATERIALS (HAZMAT) ISSUES THAT POP UP DURING INVENTORY. FOR HAZMAT HELP, CALL DSN 795-7685, (570) 615-7685, OR CONTACT PSCC AT THE EMAIL ADDRESS ABOVE.

Publications...

SMARTBOOK SHOWS THE WAY

THIS HANDY SMARTBOOK MAKES TURN-INS A SNAP!



THE DEFENSE LOGISTICS AGENCY'S (DLA) DISPOSITION SERVICES' 2016 **TURN-IN SMARTBOOK** SPELLS OUT DOCUMENTATION REQUIREMENTS FOR COMMON PROPERTY TURN-INS AT DLA DISPOSITION SERVICES' DISPOSAL SITES.

INCLUDED ARE SAMPLE FORMS AND HOW TO FILL THEM OUT, REFERENCES, POINTS OF CONTACT, LINKS TO FILLABLE FORMS AND OTHER INFO TO MAKE THE TURN-IN PROCESS AS EASY AS POSSIBLE.

GET THE GUIDE AT:
<http://www.dla.mil/DispositionServices/Offers/CustomerSupport/Library/handbooks.aspx>

AWARENESS KEY TO UPHOLDING CSDP

EVERYONE TRUSTED WITH GOVERNMENT PROPERTY IS RESPONSIBLE FOR ITS PROPER USE, CARE, CUSTODY, SAFEKEEPING AND DISPOSITION.

ALL ARMY PROPERTY, EXCEPT REAL PROPERTY, MUST BE CLASSIFIED FOR PROPERTY ACCOUNTING PURPOSES AS **EXPENDABLE, DURABLE, OR NONEXPENDABLE.**



THE COMMAND SUPPLY DISCIPLINE PROGRAM (CSDP) SERVES AS A **GUIDE.**

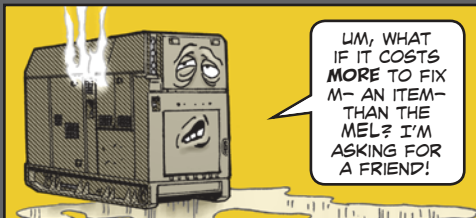


I'M A COMPILATION OF EXISTING REGULATORY REQUIREMENTS THAT AIM TO **STANDARDIZE** SUPPLY DISCIPLINE IN THE ARMY.

AND I CAN **SIMPLIFY** COMMAND, SUPERVISORY AND MANAGERIAL RESPONSIBILITIES.

AWARENESS IS KEY TO UPHOLDING THE CSDP.

FOR EXAMPLE, WHENEVER EQUIPMENT HAS MISSING OR BROKEN PARTS, A DETERMINATION NEEDS TO BE MADE THAT THE MAINTENANCE EXPENDITURE LIMIT (MEL) FOR THAT EQUIPMENT WILL NOT BE EXCEEDED IF IT'S REPAIRED.



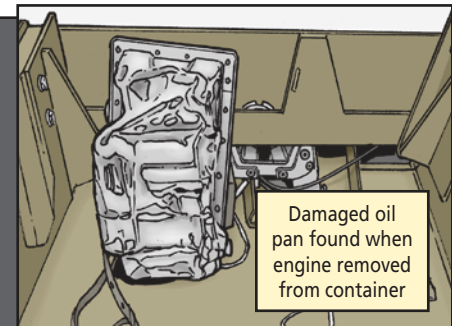
UM, WHAT IF IT COSTS **MORE** TO FIX M- AN ITEM- THAN THE MEL? I'M ASKING FOR A FRIEND!

IF THE COST TO REPAIR AN ITEM EXCEEDS ITS MEL, TURN THE ITEM IN FOR DISPOSITION OR GET A MEL WAIVER BEFORE IT'S REPAIRED.

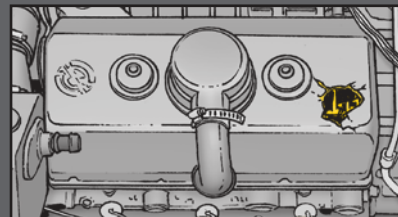
WHEN A REPAIR IS AUTHORIZED FOR A MAJOR ASSEMBLY OR REPAIRABLE ITEM, IT OFTEN GOES TO A DEPOT OR REPAIR FACILITY.

HERE ARE SOME **COMMON PROBLEMS** REPORTED WITH ITEMS RECEIVED FROM THE FIELD FOR REBUILD/ OVERHAUL. TOO OFTEN, MAJOR ASSEMBLIES OR ITEMS ARE:

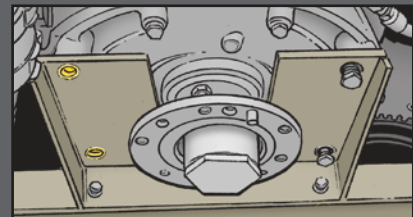
- **damaged as a result of not being properly bolted down in shipping containers.**
- **received with incorrect condition codes.**
- **received in shipping containers misidentified with the incorrect NSNs.**
- **turned in with missing parts.**



Damaged oil pan found when engine removed from container



6V53T engine received for rebuild/overhaul: Engine damaged, rocker arm cover broken



8V71T engine received for rebuild/overhaul: Missing bolts from container mount

WHENEVER **DAMAGED** REPAIRABLE ITEMS ARE RECEIVED BY DEPOTS OR REPAIR FACILITIES, IT **INCREASES** THE REBUILD/OVERHAUL COST, **SLOWS DOWN** PRODUCTION SCHEDULES, **CREATES** SUPPLY SHORTAGES AND **DECREASES** READINESS RATES!



TAKING A LITTLE **EXTRA** TIME UP FRONT TO **ENSURE** ITEMS ARE PROPERLY CATEGORIZED, PACKAGED AND COMPLETE **BEFORE** THEY ARE SENT IN FOR REPAIR CAN IN TURN **IMPROVE** THE SUPPLY CHAIN.

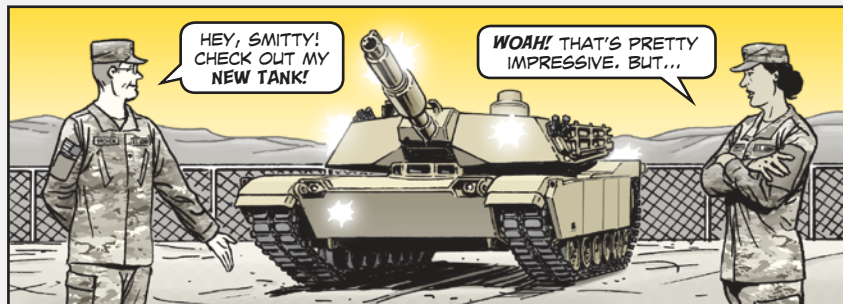
FOR **MORE** INFO ABOUT THE CSDP AND RELATED TOPICS, CHECK OUT THE FOLLOWING PUBS...

AR 710-2, SUPPLY POLICY BELOW THE NATIONAL LEVEL (MAR 08)

DA PAM 750-1, COMMANDERS' MAINTENANCE HANDBOOK (DEC 13)

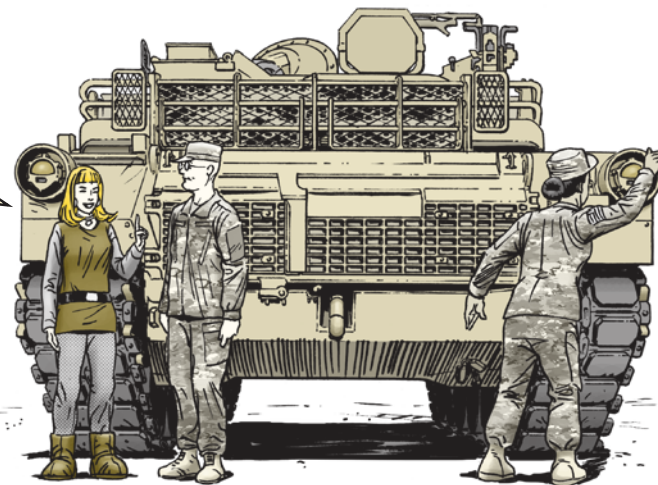
AR 735-5, PROPERTY ACCOUNTABILITY POLICIES (MAY 13)

GETTING IT RIGHT: SUPPLY DISCREPANCY REPORTS



YOU NEED TO FILE A SUPPLY DISCREPANCY REPORT (SDR).

USE SDRs TO REPORT SHIPPING OR PACKAGING DISCREPANCIES THAT ARE THE RESPONSIBILITY OF THE SHIPPER, WHETHER THE SHIPPER IS A GOVERNMENT SOURCE, CONTRACTOR, MANUFACTURER OR VENDOR.



SHIPPING DISCREPANCIES INCLUDE:

- the wrong condition of an item, including expired shelf-life.
- overage/shortage/total non-receipt.
- the wrong unique item identification.
- improper documentation.
- misdirected shipments.

THE DEFENSE LOGISTICS AGENCY (DLA) MANAGES SDRs FOR DOD. YOU CAN SUBMIT SDRs USING YOUR COMPONENT-DIRECTED SDR SYSTEM OR VIA DOD WEBSDR.

DOD WEBSDR CAN ALSO BE USED TO CHECK ON THE STATUS OF SDRs OR RUN AD HOC QUERIES AND MANAGEMENT REPORTS.

PACKAGING DISCREPANCIES INCLUDE IMPROPER:

- packing
- preservation
- marking
- unitization

GET ACCESS TO DOD WEBSDR BY COMPLETING AN ONLINE SYSTEM ACCESS REQUEST (SAR) AT THE DLA TRANSACTION SERVICES WEBSITE:
<https://www.transactionservices.dla.mil/>



ON THE WEBSITE...

- CLICK REQUEST LOGIN ID AND PASSWORD AND
- CLICK ACCEPT TWICE FOR RULES.
- SCROLL DOWN AND CLICK ON WEBSDR.
- COMPLETE AND SUBMIT YOUR SAR.

BE SURE TO KEEP YOUR CONFIRMATION NUMBER!

TO REGISTER YOUR EMAIL CERT IN ORDER TO READ ENCRYPTED
SDR DATA OR NOTICES, VISIT:
<https://www.transactionservices.dla.mil/common/smime/menu.asp>

BE SURE THE CONTACT INFO
YOU PUT ON THE SDR IS **CURRENT
AND ACCURATE**. THAT WAY,
INVESTIGATORS CAN CONTACT
YOU IF THEY HAVE QUESTIONS.
IF THEY CAN'T REACH YOU, THE
INVESTIGATION MAY STALL!

AND REMEMBER TO USE
YOUR **ENTERPRISE EMAIL
ADDRESS**. AKA EMAILS
ARE **NO LONGER VALID!**

GOT
IT!



FOR DETAILED SDR GUIDANCE AND RULES, SEE CHAPTER 17 (SUPPLY
DISCREPANCY REPORTING), VOLUME 2 (SUPPLY STANDARDS AND PROCEDURES)
OF THE DEFENSE LOGISTICS MANUAL (DLM) 4000.25, DEFENSE LOGISTICS
MANAGEMENT STANDARDS (DLMS) MANUAL (JUN 12, W/CH 6, OCT 15).
YOU'LL FIND THE COMPLETE DLMS SERIES AT:

http://www2.dla.mil/j-6/dlms/olibrary/manuals/dlm/dlm_pubs.asp

CALL OR EMAIL THE DLA TRANSACTION SERVICES HELP DESK FOR ROUTING OR
SYSTEM APPLICATION ISSUES AT DSN 986-3247, (937) 656-3247, OR EMAIL:
websdrhelp@dlm.mil

FOR STATUS/RESOLUTION ON AN SDR, FOLLOW THE PROCEDURES OUTLINED
IN DLMS CHAPTER 17 (SUPPLY DISCREPANCY REPORTING). SEND FUNCTIONAL
QUESTIONS TO YOUR SERVICE, AGENCY POC OR THE DLA CUSTOMER INTERACTION
CENTER AT DSN 661-7766, TOLL-FREE 1-(877)-352-2255, OR EMAIL:

DLAContactCenter@dlm.mil



Maintenance Management...

PQDRs Clear Path

to Better Parts



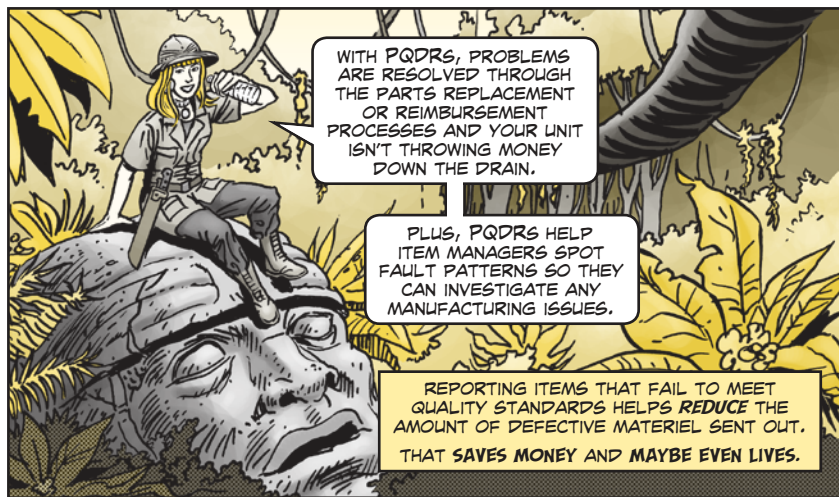
WHENEVER YOU GET A **BAD PART**, YOU WANT
A **REPLACEMENT**, FAST! BUT AS FAST AS YOU
WANT THAT NEW PART, YOUR UNIT WANTS TO BE
REIMBURSED FOR THE BUM ONE.

THE **BEST** WAY TO FIX BOTH PROBLEMS IS TO
SUBMIT AN SF 368, **PRODUCT QUALITY DEFICIENCY
REPORT (PQDR)**. YOU SHOULD FILE A PQDR FOR
EVERY MALFUNCTIONING OR DEFECTIVE ITEM, PART
OR TOOL YOU FIND. FROM AIRCRAFT TO VISE GRIPS,
NO ITEM IS TOO BIG OR SMALL FOR A PQDR.

ANY ITEM THAT
DOES NOT MEET
THE "FORM, FIT, OR
FUNCTION" CRITERIA
IS A CANDIDATE
FOR A PQDR.

WE KNOW IT'S A **HASSLE** TO
FILL OUT FORMS WHEN YOU
ALREADY HAVE LIMITED TIME
AND LOTS OF WORK ON
YOUR PLATE. BUT THIS IS
IMPORTANT!





PQDRs ARE THE **BEST** WAY TO ALERT THE ARMY ABOUT DEFECTIVE PRODUCTS, **UNLESS** YOUR REPORT ITSELF IS DEFICIENT. IF YOU DON'T GIVE ENOUGH INFO TO INVESTIGATORS, YOUR PQDR MIGHT NOT GO ANYWHERE OR SOLVE ANYTHING.



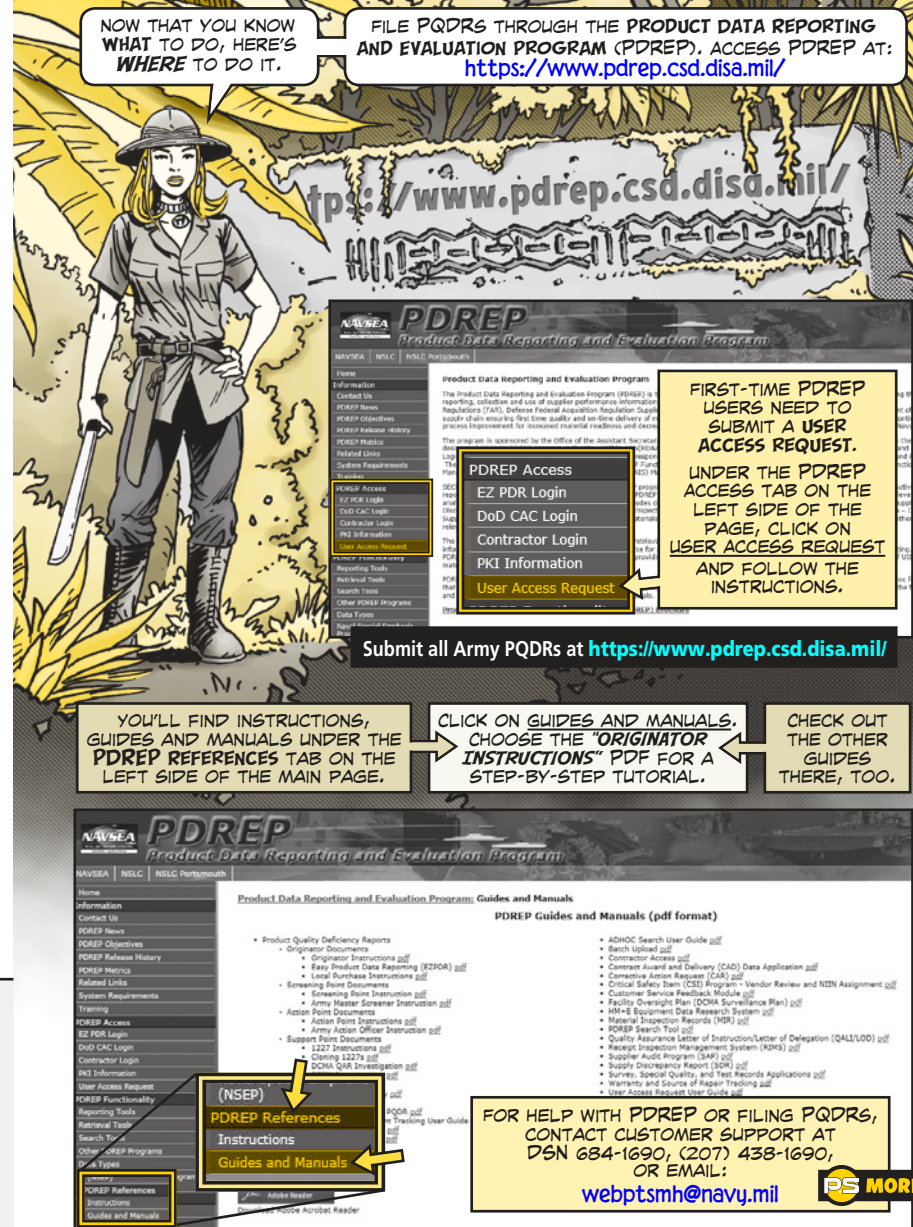
It's All in the Details

BE SURE YOU INCLUDE THE FOLLOWING
DETAILS IN YOUR PQDR...

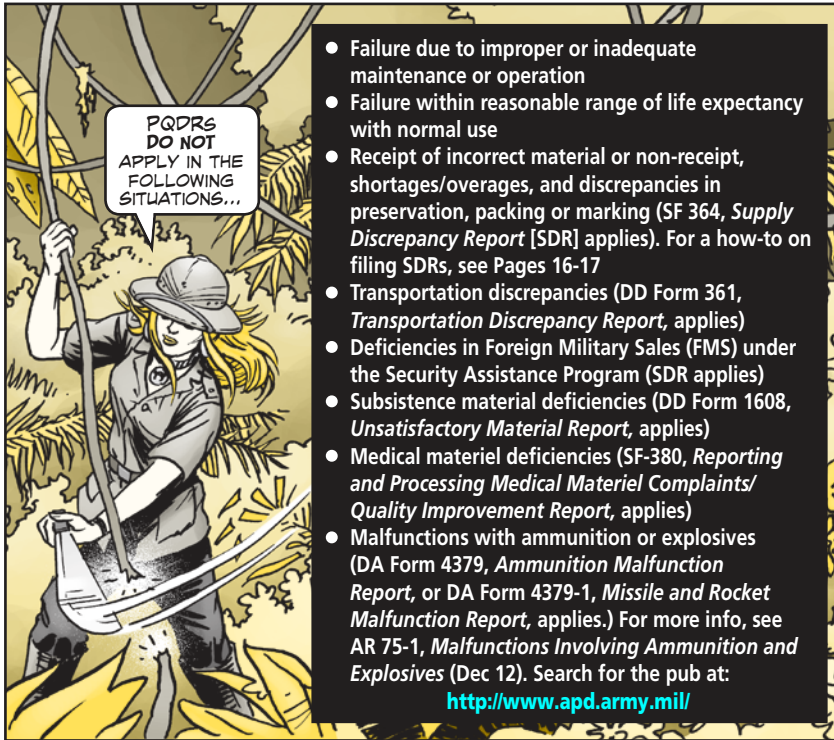
- NSN of defective item
- original unit requisition number
- contract number
- supplier name
- complete narrative of problem.

MAKE SURE YOUR OWN
CONTACT INFO IS **CURRENT**
AND ACCURATE, TOO.

THAT WAY, INVESTIGATORS
CAN CONTACT YOU IF THEY
NEED MORE INFO,
LIKE PHOTOS.
IF THEY **CAN'T** FIND YOU,
THE INVESTIGATION
MIGHT STALL.



When PQDRs Don't Apply



...BUT YOU CAN TAKE PRIDE IN THE FACT YOU'RE BEING A GOOD STEWARD OF TAXPAYER DOLLARS.

PLUS, REPORTING DEFECTS MAY EVEN PREVENT AN ACCIDENT AND SAVE SOMEONE FROM INJURY.



PS END

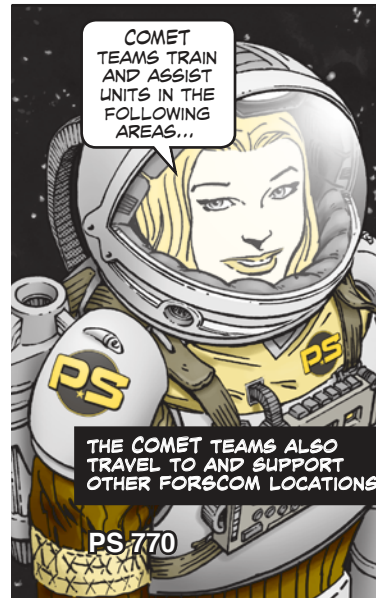
Training...

COMET is Here to Assist YOU!

THE US ARMY FORCES (FORSCOM) COMMAND MAINTENANCE EVALUATION TRAINING (COMET) TEAMS CAN HELP FORSCOM UNITS ACHIEVE AND SUSTAIN LOGISTICS READINESS.



COMET TEAMS HAVE SHARED THEIR KNOWLEDGE OVER THE YEARS WITH MANY ARTICLES IN *PS* MAGAZINE.



COMET TEAMS TRAIN AND ASSIST UNITS IN THE FOLLOWING AREAS...

- PMCS
- Maintenance management
- Shop operations
- SAMS-E
- Master driver training
- PBUSE
- Property accountability
- Supply management
- Supply support activity operations
- Publications
- Unit movement
- GCSS-Army Wave II conversion
- Command Supply Discipline Program
- Command Maintenance Discipline Program

ACTIVE ARMY COMET TEAMS ARE LOCATED AT THESE FORTS:

STEWART, CAMPBELL, HOOD, CARSON, RILEY, POLK, BLISS, AND IRWIN AS WELL AS ABERDEEN PROVING GROUND AND JOINT BASE LEWIS-McCHORD.

THE COMET TEAMS ALSO TRAVEL TO AND SUPPORT OTHER FORSCOM LOCATIONS.

FOR MORE INFORMATION, CONTACT VALERIE WEBSTER AT DSN 670-6428, (910) 570-6428, OR EMAIL: valerie.l.webster2.ctr@mail.mil

PS-770

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JAN 17

Need Help? Look to Your LAR!



EQUIPMENT GOT YOU DOWN?

THE US ARMY MATERIEL COMMAND'S (AMC) LOGISTICS ASSISTANCE PROGRAM (LAP) CAN **HELP** WITH LOGISTICS-RELATED PROBLEMS THAT AFFECT UNIT AND MATERIEL READINESS.

THE LAP INCLUDES LOGISTICS ASSISTANCE REPRESENTATIVES (LARs) WHO ARE LOGISTICS AND EQUIPMENT SUBJECT MATTER EXPERTS.

LARS OFFER COMMANDERS AND SOLDIERS TECHNICAL GUIDANCE TO RESOLVE WEAPON SYSTEMS, EQUIPMENT, LOGISTICS AND TRAINING ISSUES.



THEY ALSO ASSIST COMMANDERS IN SOLVING READINESS ISSUES AT UNIT LEVEL, AS WELL AS ELEVATING PROBLEMS THAT CAN'T BE SOLVED AT UNIT LEVEL, AS COVERED BY AR 700-4, LOGISTICS ASSISTANCE (MAY 13). SEARCH FOR IT AT:

<http://www.apd.army.mil/>

THE LARS ARE AMC's "FACES TO THE FIELD" AND CAN HELP YOU MEET A WIDE RANGE OF ARMY EQUIPMENT READINESS REQUIREMENTS.

IF YOU SHOOT IT, WEAR IT, COMMUNICATE WITH IT, DRIVE IT OR FLY IT, THEN A LAR CAN **HELP** YOU WITH IT.

THEY ARE HIGHLY TRAINED EXPERTS AND COVER 26 SPECIALTY SKILL SETS...

LAR Skill Sets by Command

Army Sustainment Command

- Readiness Logistics Management Specialist (LMS)
- Supply LMS

AMCOM LCMC

- Ground Missile Systems
- Air Defense Systems
- Heavy Attack Aircraft (Apache AH-64A/D/E) – Airframe
- Heavy Attack Aircraft (Apache AH-64A/D/E) – Electronics
- Light Attack Aircraft
- Utility Aircraft
- Medium Aircraft
- Cargo Aircraft - Electronics (CH/UH/MH)
- Multiple Aviation Systems – Airframe
- Multiple Aviation Systems – Electronics
- Unmanned Aircraft Systems (Gray Eagle, Shadow)

CECOM LCMC

- Information Technology Switching (IT-SW)
- Information Technology Radio (IT-Radio)
- Power & Environmental (P&E)
- SENSOR
- AVIONICS
- Logistics Information Technology (LOG-IT)

TACOM LCMC

- Tactical Automotive (AUTO-TACT)
- Combat Automotive (AUTO-CBT)
- Engineer Automotive (AUTO-ENGR)
- Armaments-Armor/Fire Control (ARMT-AR/FC)
- Armaments Artillery/Small Arms (ARMT-ARTY/SA)
- Armaments Aircraft (ARMT-ACFT)
- Soldier, Biological, Chemical (SBC)

Joint Munitions Command

- Ammunition

AMC'S FACE TO THE FIELD INCLUDES SEVEN ARMY FIELD SUPPORT BRIGADES (AFSBS) AROUND THE WORLD, SO WHETHER YOU'RE IN CONUS OR OCONUS, THERE'S AN AFSB THAT'S **CLOSE!**

CALL YOUR NEAREST AFSB, TELL THEM WHAT YOU NEED AND THEY'LL DIRECT YOU TO THE LAR WHO CAN BEST ASSIST YOU.

AFSB	Coverage Area	Phone
401st AFSB	Afghanistan, Iraq, Kuwait, Qatar	DSN (318) 430-5469
402nd AFSB	Alaska and Hawaii	DSN (315) 438-1696 Comm (808) 438-1696
403rd AFSB	Japan, Korea, Kwajalein, Okinawa	DSN (315) 763-4274 Comm (011) 82-53470-4274
404th AFSB	AZ, CA, Guam, ID, MT, NM, NV, OR, UT, WA	DSN (312) 357-5708/5695 Comm (253) 967-5708/5695
405th AFSB	Belgium, Bosnia, Britain, Germany, Italy, Kosovo, Luxembourg, Macedonia	DSN (314) 476-2047 Comm (011) 49-9662-83-2047
406th AFSB	AL, CT, DE, FL, Forces Command (FORSCOM), GA, IL, IN, KY, LA, MA, MD, ME, MI, MS, NC, NH, NJ, NY, OH, PA, RI, SC, TN, VA, VT, WI, WV	DSN (312) 498-1126 Comm (910) 908-1126
407th AFSB	AR, CO, IA, KS, MN, MO, ND, NE, OK, SD, TX, WY	DSN (312) 737-5225 Comm (254) 287-5225
ASC	Worldwide	DSN (312) 793-5671 Comm (309) 782-5671

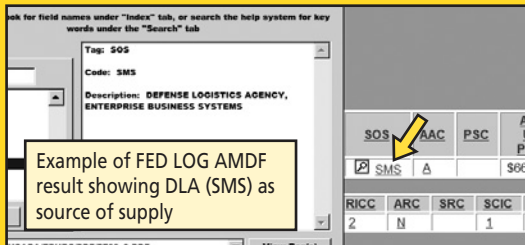
Get DLA Support for SMS-Coded Items

THE DEFENSE LOGISTICS AGENCY (DLA) IS THE DEPARTMENT OF DEFENSE'S LOGISTICS COMBAT SUPPORT AGENCY, SUPPLYING ALL THE MILITARY SERVICES.

WITH MORE ARMY ITEMS SHIFTING TO SUSTAINMENT, DLA IS OFTEN THE SOURCE OF SUPPLY (SOS).

THE SOS CODE FOR DLA-MANAGED ITEMS IS SMS. IF YOU SEE THAT CODE IN FED LOG OR WEBFLIS, YOU'LL NEED TO CONTACT DLA DIRECTLY FOR HELP WITH THE ITEM.

FORTUNATELY, DLA HAS ARMY-SPECIFIC CUSTOMER SERVICE TEAMS TO HELP YOU. YOU CAN CONTACT THEM USING THIS INFO...



DLA Army Customer Service Teams

Unless otherwise noted, phone prefixes are as follows:	DSN 427-XXXX Commercial (703)767-XXXX
National account manager	2641
National account action officer	7501
Army readiness officer	DSN: 1359, Commercial: 1476
Army readiness NCO	1120
Customer account manager	1514
Customer account action officer	7112
Logistics analyst	DSN: 3505, Commercial: 7511
DLA liaison to Army G4	DSN 222-9826 (703) 692-9826
Customer support representative Army Forces Command Ft Bragg, NC	DSN 670-6422 (910) 570-6422
Customer support representative Army Materiel Command Redstone Arsenal, AL	DSN 320-0396 (256) 450-0396
Customer support representative Army Sustainment Command Rock Island, IL	DSN 793-3089 (309) 782-3089

FOR MORE INFORMATION, SEE DLA'S WARFIGHTER WEBPAGE AT:
<http://www.dla.mil/CustomerSupport/WarfighterSupport.aspx>

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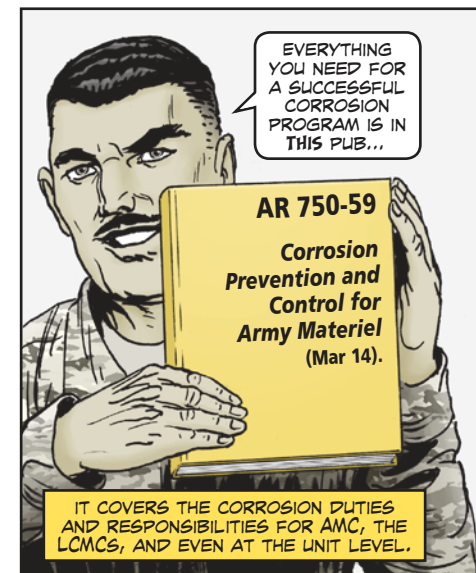
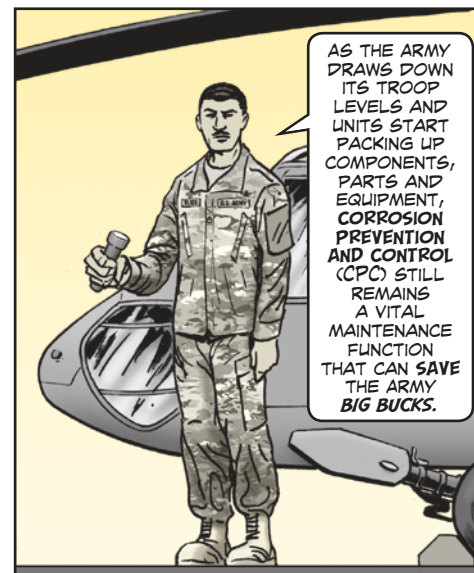
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HEATER, SPACE		924H--Rear composite light NSN	768 61
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HELMETS, AVIATION		M400T--Auger component NSNs	760 23
IHADSS--Parts turn-in for repair	765 18	M400W--Cab door switch NSN	760 23
HELMETS, GROUND		M400W--Solid tire NSNs	767 60
Mount hardware for AN/PVS-7, -14	767 52	LOGISTICS MANAGEMENT	
HIGH MOBILITY MATERIAL HANDLER (HMMH)		FSC2 added to MMDF	765 56
Tire replacement	766 17	GCSS-Army--Lockout solutions	761 58
HOWITZER, SP, M109A6 PALADIN		GCSS-Army--Supply request rejections	758 59
Master power, shut off to save batteries	764 09	GCSS-Army--Training info	768 54
Breech takes light lubing	765 06	Key security part of property accountability	760 59
Cannon tube cleaning, inspection	758 07	NTC DODAAC needed for Guard/Reserve	768 57
EPIAFS, don't hot swap the PIK	759 09	PBUSE user role/permission verification	760 56
Gun muzzle cover	765 03		

Subject	Issue/Pg	Subject	Issue/Pg
MAINTENANCE MANAGEMENT		M326 MSK--Gear box disengage lever	767 42
DOD EMALL--Check IE settings	759 61	M326 MSK--Keep covered with tarp	760 41
MSD--Help desk contact	761 61	MOUNT, WEAPONS	
MSD--V2 vs V3	758 56	M2, M2A1, MK 19--M3, keep til M205 arrives	768 52
PBUSE--Correcting MSD entries	758 54	M66--Canvas cover NSN	765 38
PQDR website	760 58	M66--TM for maintenance and repair	760 43
MAINTENANCE, GENERAL		M153 CROWS II--Protective caps needed	762 03
LAR, how to contact	759 14	M153 CROWS II--Tool kit, order the old one	758 43
LARs are here to help	761 20	M205 Tripod--Replaces M3 tripod	760 43
Maintenance Haulin'	760 01	MK 93--Replaces the MK 64	759 42
MASK, PROTECTIVE		NIGHT VISION EQUIPMENT	
C2A1 canisters, bad lots	766 43	AN/PSQ-20, -20A--Turn in for repair	766 50
M40-, M42-Series--Outsert use, installation	765 39	AN/PVS-7, -14--Helmet mount hardware	767 52
M40-, M42-Series--Storage, outserts, carrier...	763 44	AN/PVS-14--Services, storage case, battery...	762 50
M50, M51--PATs adapter, velcro, filter...	765 40	AN/PVS-14--Tube retainer ring spanner wrench	768 39
M50, M51--Nosecup retaining ring missing	760 45	Army pubs only from official sources	767 54
M50, M51--TM not needed for every mask	760 46	TS-4348/UV--NSN and TM instructions	767 47
M50, M51, M53--Amplifier, remove before wash	759 43	PACKAGING	
MINE CLEARING EQUIPMENT		WPM insect protection	764 53
Husky--Battery isolator switch	769 14	PAVING MACHINE	
Husky--Front and rear frame, order by SN	767 16	8816M BMPM--Air filter cleaning	763 09
Husky--Ink reservoir freeze caution	769 13	8816M BMPM--Conveyor grease fittings	762 19
MISSILE, HIMARS		8816M BMPM--Start up procedures	762 18
Dirt deflector improved	758 39	PISTOLS	
MISSILE, JAVELIN		M9--Cracks, magazine, trigger bar, rail...	760 36
CLU cleaning, caps, case	763 42	M9--MWO to fix slide	758 41
CLU purging	768 43	M11--Breechblock pin installation	762 42
Monthly maintenance and training needed	758 36	POL	
Shipping instructions	766 37	Single Common Powertrain Lubricant (SCPL)	768 11
MISSILE, PATRIOT		POWER SUPPLY	
AN/MPQ-65--Semiannual adjustment list	764 41	UPS battery backup PM	769 49
Outrigger lubing	766 36	PS MAGAZINE	
MISSILES, GENERAL		Back issue guidance	766 54
FIREIT reporting system	768 48	Improve maintenance with PS	759 58
MLRS		PS Mag Live	759 59
Cab elevation tips	767 06	PS Mag Live	768 59
GPS antenna ordering information	761 39	Search engine instructions	762 55
Launcher exercise, prop shaft bolt safety wire...	769 36	Soldier kudos for 65th anniversary	763 60
Second generator relay box welds	764 08	Soldier service program, article submission	763 54
Speedometer NSN	765 60	Videos for PS mobile app	766 60
Track tension how-to	763 15	PUBLICATIONS	
Unserviceable equipment turn-in list	760 12	ADP/ADRs changing over to ePubs format	760 57
MORTARS		Aircraft painting, marking TM replaced	767 60
MFCSS--Turn in all components	760 41	APD website makeover	765 57
		AR 25-12 revised	763 57

Subject	Issue/Pg	Subject	Issue/Pg
AR 700-80 revised	765 57	Cleaning, BUIS, cleaning rod, buttstock lock...	761 40
AR 700-141 updated	765 59	Clearing procedure TM/FM disagreement	762 36
AR 700-145 updated	767 59	Clearing procedure explained	759 39
ATP 4-43 updated	763 59	M12 rack mod needed to secure M16A4	769 40
ATP 6-02.75 published	765 59	Mounting rail secure, loose barrel	759 40
DA Pam 25-30 available	769 61	Sling choices	768 49
DA Pam 385-24 revised	763 59	Sling, only one needed per weapon	762 41
DA Pam 385-63 for range safety	768 60	Special tools found in TM 9-1005-319-23&P	769 43
DA Pam 708-2 revised	765 59	SPORTS acronym for firing stoppage	763 40
DA Pam 708-3 revised	763 57	Stuck round procedure step-by-step	767 38
DA Pam 735-5 revised	767 59		
DLA customer assistance handbook	766 61	RIOT CONTROL	
DLA eDocs system moves	766 56	Non-lethal capability set PM tips	761 46
EIR Digest returns	765 55	ROLLER, VIBRATORY	
EMS Insider newsletter	766 59	CS-563D--8-ply tires on 12-ply assembly	761 21
EMS NG customer support	769 57	CS-563D--Hydraulic system hose assembly	769 60
EOPDB tailored pubs list	764 60	SAFETY	
Publication status checker	768 60	Contact Lenses in the Field Are No Go!	762 62
Safety newsletters, reports subscriptions	767 61	Hand sanitizer NSN	766 61
SB 700-20 found in LIW	767 58	Newsletters, reports subscriptions	767 61
SOP exchange library	762 61	Safety board less costly (750-50-51)	759 46
TC 21-305-20 revised	767 57	Safety paint NSN	766 61
		Solvent cleaning	761 59
PUMPS		Vehicle mounting safety	760 60
125-GPM Water--Filter warning indicator	765 61	SATELLITE COMMO TERMINAL	
Fuel and water pump NSNs	764 56	AN/TSC-154A--KGV-310B battery life	762 49
RADARS		SENSORS	
Sentinel--Voltage danger, dummy load, brake...	761 36	Demil list of lasers and sensors	764 40
RADIAC EQUIPMENT		SIGHTS & SCOPES	
AN/PDR-75A--Dosimeter changes from -75	767 45	M68 CCO--Battery cap O-ring lubing	761 43
AN/VDR-2--Batteries, storage, beta shield...	769 44	M145--Turn in excess for demil	759 42
RADIO SET, GENERAL		M151--Spotting scope upgraded	769 39
AN/ARC-220--LCD panel cover NSN	759 61	M320/A1 grenade launcher sight not COEI	765 60
TACSAT, Handheld radio NSNs, TMs	765 48	SLAVE CABLE, NATO	
RADIO SET, SINCARS		Extension adapter NSN	760 10
AN/GRM-122--RT-1796/1694D test cable	760 49	SMALL ARMS	
Installation kits stay with vehicle	765 46	CCMCK dangers	759 36
Installation kits, turn in unserviceables	765 61	DA Form 2404, PMCS for each weapon	762 40
MT-6352/A not repairable	767 60	Humidifier for arms room	764 36
RT-1523E/F--Knobs, P1 connector, pins...	762 52	M16 BUIS, M2 extractor switch, M26 safety...	763 36
RT-1523F--Mount NSN	765 60	Range supplies	762 38
REELING EQUIPMENT		Security rules, regulations	766 40
RL-309--Intro, tips, repair parts	761 51	SFL pen for touchup	760 42
RIFLE, M16-SERIES		Unauthorized mods illegal and dangerous	764 38
Ambidextrous selector switch available	758 40	SMALL EMPLACEMENT EXCAVATOR (SEE)	
Ambidextrous selector switch MIM published	761 39	Tire replacement	766 17
Barrel gage after CCMCK firing (759-36-38)	766 39		

Subject	Issue/Pg	Subject	Issue/Pg
SUPPLY, GENERAL		TRAILERS, SEMI	
CECOM supply requisition cancellations	759 60	M870A1--Spare tire positioning	769 13
DLA Disposition Services	763 56	M967A1, M969A1/A2--Wheel assy (753-15)	758 61
DOD EMALL--Check IE settings	759 61	M969A3--Engine alternator belt NSN	759 61
PBUSE user role/permission verification	760 56	M1000--Bogie locknuts snag drain valve	762 12
RFID tag NSNs	758 58	Transport load height restrictions	765 11
Shelf-life workshop from PSCC	765 58	TRAINING	
TANK, M1-SERIES		91B wheeled vehicle mechanic training	760 55
Air induction system, don't block with gear	764 04	AAAC certification renewal	766 58
Air induction system PM	768 03	CASCOM sustainment unit one stop (SUOS)	759 61
Engine oil classes	762 04	Central Army Registry (CAR) website	763 58
FBCB2 CPU latch security	763 19	Customer Assistance Team (CAT)	762 61
Fuel cells, don't overflow	764 05	DAC mobile apps	761 56
Heat deflector needed for towing	762 06	Digital Job Book for tracking training	768 55
M1A1 SA--FBCB2 CPU latch tie-down	769 03	Driver's training records transfer	769 55
M1A2 SEP--CROWS control damage	762 03	Driver's training toolbox	762 58
M1A2 SEP--Slave start procedures	766 04	Driver's training website, training circulars	767 56
Main hydraulic pump mounting stud damage	759 06	GCSS-Army training	768 54
Muzzle plug keeps water out	763 21	Petroleum & Water Knowledge Portal (PWKP)	761 55
Recoil fluid residue sponge	764 03	Serial number tracking	762 60
Service brake linkage cotter pin damage	760 08	Warfighter training support packages (WTSP)	758 53
Sprockets, reverse when wear marks reached	763 20	TRANSPORTATION	
TDV inlet strainer screen check	767 03	M105 HIPPO--Ship empty	761 12
Track tension adjustments	758 08	RFID tag NSNs	758 58
TEST EQUIPMENT		Secondary cargo load planning	758 11
AN/GRM-122--Component list	767 50	TRUCK, 1 1/4-TON, HMMWV	
AN/GRM-122--Parts needed for turn-in	764 50	Ballistic glass delamination guidance	762 11
AN/PRM-36--Battery replacement	764 47	Fuel injector pump fouling from bad fuel	763 04
TMDE--Calibration schedule, pickup, help	758 44	Fuel pumps upgraded	760 15
TS-3920C--Calibration help correction (752-60)	761 61	Fuel tank drain plug leaks	769 12
TIRES		Gearbed hub plug correction (756-13)	761 61
Tire and wheel assembly NSN list	766 12	Glow plug wait light	759 15
TOOLS		Glow plug warning label NSN	766 61
Brass fittings kit NSN	763 43	M1151-, M1165-Series--Oil cooler leak	767 10
Numbered security seal NSNs	760 46	Serpentine belt squeak	762 10
SATS--Blue light bulb NSN	769 45	TACOM equipment specialist email address	759 60
SATS--Ramp non-skid strips, landing legs...	764 43	TCM water damage from snow melt	769 16
TRACTOR, D6K		Tow pintle lube points	763 03
Blade mounting hole cracks	761 18	Up-armored--Power steering check	761 12
TRACTOR, D7E/F/G/R		Up-armored--Tow bar and bracket NSNs	766 11
Engine compartment light can drain battery	767 17	Up-armored--Windshield, door glass NSNs	760 18
Hydraulic reservoir, don't open when hot	768 16	Up-armored--Windshield washer nozzle, bracket	759 60
TRAILERS		TRUCK, FMTV	
M1082, M1095--Tire and wheel assembly	759 61	A1P1--A/C vent louvers	763 06
		A1P2--EHPU breather cap	762 15
		Air springs, keep inflated	762 14

Subject	Issue/Pg	Subject	Issue/Pg
C7 engine fuel/water separator bracket	769 61	Ramp and ramp door seal check	759 04
Headlight dimming cause	768 14	Track tension how-to	763 15
Headlight, turn signal grounding fix	763 07	Unserviceable equipment turn-in list	760 12
M1083, M1093--Troop seat retractor hooks	767 12	VEHICLE, MRAP	
M1089A1P2--Crane hydraulic swivel joint	768 61	M1235A5--BEATS gunner seat NSN	767 61
M1157A1P2--Seat belt caught in door frame	767 13	MaxxPro--Door seal NSN	763 06
Transfer case NSN	765 61	RG31--TES-295 transmission fluid NSNs	759 60
Voltage regulator cause of generator problems	769 11	RG31 FOV--Self-recovery winch eliminated	767 14
WTEC II to III transmission upgrade kit	759 12	VEHICLE, RECOVERY, M88-SERIES	
TRUCK, HEMTT		A2--Generator power cable rub	761 06
Dash pin pulling tool	759 12	Roadwheel nuts, check for looseness	764 06
LHS--E-CHU front slider bed pad fix	764 12	Spade lockpin cleaning, lubing	769 05
M978--Emergency fuel shutoff cable freeze	769 15	VEHICLE, STRYKER	
M984A4--ECM NSN added	765 60	AFES fire bottles change to steel	767 07
Transfer case oil switch to 15W40	764 13	Air intake, keep cover to keep out water	763 18
TRUCK, M915-SERIES		CTIS settings to prevent tire damage	766 06
M915A3--Air system valve NSN	766 60	Double V-hull--Oil drain pan leaks	761 03
M915A3--Door seal NSN	766 60	Emergency fuel shutoff panel damage	761 04
M915A3--Main prop shaft retaining strap, bolts	759 11	Engine shutdown procedure	769 09
M915A5--VORAD sensor, bracket NSNs	764 61	Fuel pump leaks	761 05
TRUCK, M1070 HET		GRS harness, disconnect before dismounting	764 07
A1--Prop shaft TM mixup	760 17	Hull, drain to prevent component damage	765 08
GPFU air duct hose assembly parts	763 05	Hull drain plugs, use antiseize compound	758 09
TRUCK, PALLETIZED LOADING (PLS)		M1132, XM1257--Trailer brake check	766 08
E-CHU--Front slider bed pad fix	764 12	M1135 NBCRV--3 point contact, hub oil...	765 42
M6 dump body tarp NSN	766 60	M1135 NBCRV--CBMS II PM tips	762 46
M1074--Manifold solenoid NSN	764 13	Parking brake instructions	762 08
M1074/A1, M1075/A1--Fuel/water separator	762 13	Shifting to prevent transfer case damage	766 07
Transfer case oil switch to 15W40	764 13	VEHICLES, COMBAT	
TRUCKS, GENERAL		BII and COEI, keep handy for NTC rotation	769 08
Antenna tie-down safety	761 14	Surplus vehicles for hard targets	764 61
Blue force tracker transceiver water damage	760 16	VEHICLES, GENERAL	
Fuel containment berm NSNs	764 11	Chock block NSNs	762 15
Secondary cargo load planning	758 11	WATERCRAFT	
Transport load height restrictions	765 11	I&CLT--BII gauge NSN	767 18
VEHICLE, FIGHTING, M2/M3 BRADLEY		I&CLT--BII nozzle NSN	767 18
Battery drain fix	767 05	I&CLT--Directional control linear valve NSN	767 18
Commander's hatch cover latch lube	769 06	I&CLT--Gun mount and cover added to AAL	767 18
Fuel lever, leave out at shutdown	765 07	WATER PURIFICATION	
Fuel shutoff valves	769 07	Purification tablets	764 61
M51 mask quick-disconnect	760 11	TWPS--High pressure air tank expiration date	760 51
M242 cover NSN	766 09	WATER SUPPLY	
Radiator cap seal check	765 07	M105 HIPPO--IETM revised	767 10
		M105 HIPPO--Ship empty	761 12



CORROSION PREVENTION **BEGINS** WITH THE APPOINTMENT OF A **UNIT CORROSION MONITOR**, LIKE IT SAYS IN CHAPTER 2-9 OF THE AR. CHAPTER 2-10 SPELLS OUT THE **RESPONSIBILITIES** OF THE CORROSION MONITOR AND HOW TO IMPLEMENT AND COORDINATE THE CPC PROGRAM.

CORROSION MONITORS MAINTAIN TRAINING AND PERFORMANCE RECORDS AND CHECK THE UNIT'S CORROSION TECHNIQUES AND PROCEDURES.

THIS INCLUDES SPOT CHECKS OF CHEMICALS USED, PROPER DILUTION OF CLEANING COMPOUNDS, AND PROPER APPLICATION OF CORROSION PREVENTIVE AND WATER DISPLACING COMPOUNDS.

AND REMEMBER, CORROSION PREVENTION ISN'T JUST SOMETHING YOU DO IN GARRISON.

IT HAS TO BE DONE **WHEREVER** YOUR EQUIPMENT GOES. IN SOME CASES, IT MAY EVEN NEED TO BE INCREASED, DEPENDING ON THE **ENVIRONMENT**.

IN SHORT, MAKE CORROSION PREVENTION A **NORMAL PART** OF EVERYDAY MAINTENANCE.



Example of workflow procedures followed to implement a corrosion preventive maintenance program. Ref – TM 1-1500-344-1, CH.2

Train Personnel to Detect, Identify, Clean, Preserve, Treat & Prevent Corrosion

(Re)Emphasize the Concept of All Hands Responsibility for Corrosion Control

Conduct Required Maintenance Corrosion Inspections

Report Any Material/Design Deficiencies

Corrosion Damage Present?

NO

YES

Treat Corrosion Promptly After Detection Using the Approved Materials, Equipment & Techniques

Clean, Preserve, & Lubricate Equipment at Prescribed Intervals

Maintain Accurate Maintenance-Records

THE **TWO MOST IMPORTANT FACTORS** IN PREVENTING CORROSION, AND THE ONLY ONES WHICH CAN BE CONTROLLED BY THE SOLDIER IN THE FIELD, ARE...

...THE REMOVAL OF ELECTROLYTE AND...

...THE APPLICATION OF PROTECTIVE COATINGS.

SO HOW DO YOU RECOGNIZE AND FIGHT BACK AGAINST CORROSION?

FIRST, ARM YOURSELF WITH KNOWLEDGE.



CORROSION DAMAGE TO ARMY EQUIPMENT **COSTS MONEY** AND CAN **WIPE OUT BUDGETS**. SO PREVENTING IT AT GARRISON AND IN THE FIELD IS **IMPORTANT!**



IF YOU NEED FURTHER ASSISTANCE WITH GROUND EQUIPMENT, REACH OUT TO THE TACOM CPC TEAM. THEY CAN SURVEY YOUR UNIT FOR AN EFFECTIVE CPC PROGRAM AND PROVIDE TECHNICAL FEEDBACK TO HELP YOU UNDERSTAND CORROSION WHILE BECOMING FAMILIAR WITH TB 43-0213, **CORROSION PREVENTION AND CONTROL FOR ARMY WHEELED VEHICLES**.



FOR HELP, CONTACT JOHN BAKER AT (586) 282-1781 OR BY EMAIL: john.j.baker.civ@mail.mil

THE GO-TO CORROSION MANUAL FOR ARMY AVIATION IS TM 1-1500-344-23 (SERIES). FOR MORE INFORMATION, CHECK OUT THE AMCOM CORROSION PROGRAM OFFICE WEBSITE AT: <https://amcomcorrosion.army.mil>

OR CALL THE CORROSION TEAM HOTLINE AT (256) 313-0209 AND (866) 222-2364 OR SEND AN EMAIL TO:

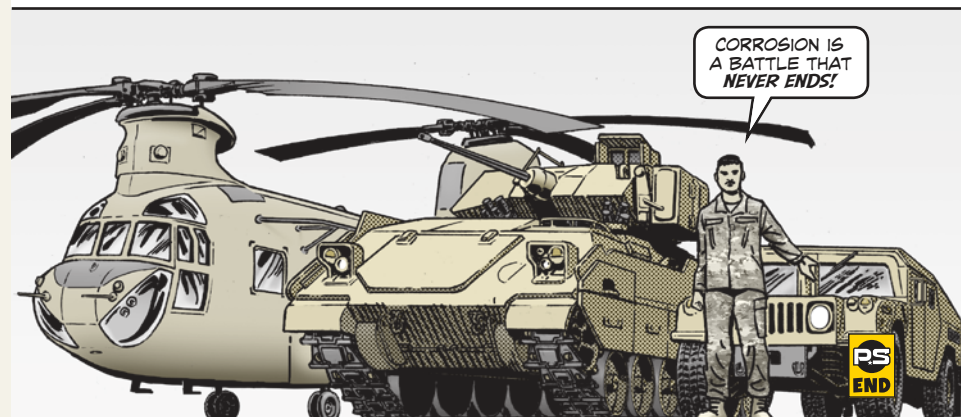
usarmy.redstone.rdecom-amrdec-mbx.amcom-corrosion@mail.mil

REMEMBER, YOUR EQUIPMENT'S OPERATOR AND MAINTENANCE MANUALS ALWAYS TAKE PRECEDENCE. VIEW OR DOWNLOAD THEM AT:

<https://logsa.army.mil/etms>

YOU'LL ALSO FIND MORE CORROSION PREVENTION INFORMATION AT:

<https://www.corrdefense.org>



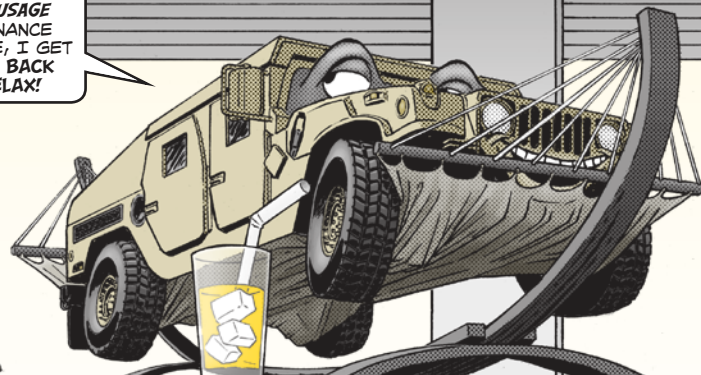
CHECK OUT THE INFORMATION ON PAGES 40-44 OF PS 750 (MAY 15). <https://www.logsa.army.mil/psmag/archives/PS2015/750/750-40-44.pdf>

MAINTENANCE OF LOW-USAGE EQUIPMENT

HEY! WHAT'S THE DEAL? WHY AREN'T YOU GETTING YOUR PMCS?



EVER SINCE I GOT PUT ON A LOW-USAGE MAINTENANCE SCHEDULE, I GET TO KICK BACK AND RELAX!



AS THE ARMY CONTINUES TO DRAW DOWN TROOP AND EQUIPMENT LEVELS, ONE WAY TO DEAL WITH MAINTENANCE WORKLOADS IS TO ENTER QUALIFIED EQUIPMENT INTO A LOW-USAGE MAINTENANCE SCHEDULE.

ENROLLING EQUIPMENT INTO LOW USAGE MAINTENANCE CAN **SAVE** MAINTENANCE TIME AND OPERATIONAL FUNDS FOR THE UNIT.

IF YOU THINK YOUR EQUIPMENT MAY QUALIFY AS LOW-USAGE, CHECK OUT CHAPTER 4-2 OF AR 750-1, ARMY MATERIAL MAINTENANCE POLICY (SEP 13), ALONG WITH THE EQUIPMENT'S TM FOR DETAILS.

THE AR AND TMS ARE VERY SPECIFIC ABOUT WHAT EQUIPMENT QUALIFIES BASED ON USAGE, EITHER IN MILES OR HOURS, AS WELL AS WHAT SYSTEMS CAN BE PLACED INTO LOW USAGE.

SERVICES FOR EQUIPMENT THAT YOU ANTICIPATE WILL BE LESS THAN 65 PERCENT OF THE FORECASTED ANNUAL MILEAGE OR HOURS OF OPERATION MAY HAVE FIELD AND SUSTAINMENT SERVICES EXTENDED.

TO DETERMINE IF YOUR EQUIPMENT QUALIFIES FOR LOW-USAGE MAINTENANCE, CALCULATE THE "LOW-USAGE" TARGET MILEAGE AND/OR HOURS BY CALCULATING 65 PERCENT OF YOUR UNIT'S PLANNED OPERATIONAL TEMPO (OPTEMPO) BY VEHICLE OR EQUIPMENT CATEGORY.

USE THE MILEAGE OR HOURS OUTLINED IN DA PAM 750-8 IF YOU'RE NOT SURE ABOUT YOUR OPTEMPO.

TAKE THE **ACTUAL** MILES/HOURS AND THE **FORECASTED** TRAINING AND OPERATIONAL USE MILES/HOURS FOR AN INDIVIDUAL PIECE OF EQUIPMENT. COMPARE THAT AGAINST THE LOW-USAGE TARGET MILES/HOURS CALCULATED ABOVE.

IF THE EQUIPMENT'S FORECASTED ACTUAL MILES/HOURS IS **LESS THAN OR EQUAL TO** THE LOW-USE TARGET MILES/HOURS, THEN IT **QUALIFIES** FOR LOW-USE MAINTENANCE.

MAKE SURE YOU USE THE **ACTUAL** FORECAST DATA SINCE IT'S THE PREFERRED METHOD FOR DETERMINING LOW-USE.

I'M WONDERING ABOUT AOAP REQUIREMENTS FOR LOW-USAGE EQUIPMENT.

AR 750-1 SAYS AOAP TESTING WILL **NOT** BE EXTENDED, SO REMEMBER TO STAY ON YOUR NORMAL SCHEDULE FOR SAMPLING.



THE REGULATION AND TM ALSO HAVE **SPECIFIC MAINTENANCE CRITERIA** FOR EQUIPMENT PLACED IN LOW-USE.

HOWEVER, NO MATTER WHAT TYPE OF EQUIPMENT (TACTICAL OR COMBAT VEHICLE, GENERATOR, RADIO, TENT, ETC.), YOU STILL HAVE TO PERFORM **ALL BEFORE, DURING, AFTER, WEEKLY AND MONTHLY PMCS**.

THAT INCLUDES DRIVING VEHICLES TO EXERCISE SEALS AND WHEELS AND DOING ALL REQUIRED INSPECTIONS AND YEARLY SERVICES.

QUARTERLY, UNITS MUST VALIDATE 25 PERCENT OF ALL EQUIPMENT ENROLLED INTO LOW-USE BY CHECKING THE ODOMETER OR HOUR-METER.

ANY EQUIPMENT THAT **EXCEEDS** THE LOW USAGE MAINTENANCE STANDARDS WILL IMMEDIATELY BE **RETURNED** BACK TO A NORMAL SERVICE SCHEDULE.

EYEBALL PARA 4-2 OF AR 750-1 FOR THE SPECIFIC DETAILS ON LOW-USAGE EQUIPMENT: SEARCH FOR THE PUB AT: <http://www.apd.army.mil/>

MTW Boosts Unit Readiness

NO UNIT, NO MATTER HOW WELL-TRAINED, CAN FIGHT AND WIN ON THE BATTLEFIELD WITH **POORLY MAINTAINED EQUIPMENT.**

AT THE END OF THE DAY, ALL MAINTENANCE ACTIONS MUST POINT TO THE **GOAL OF UNIT READINESS.**

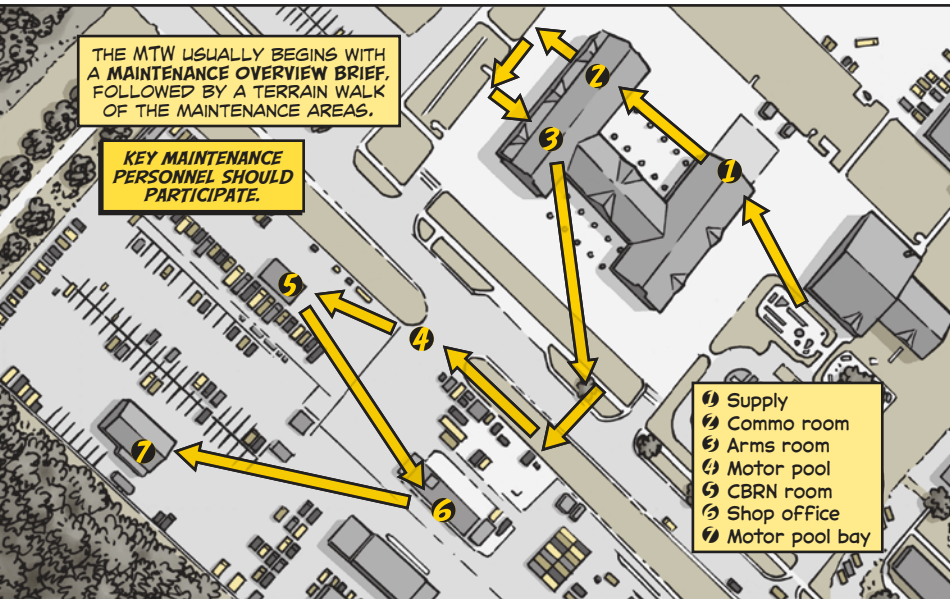
THE MAINTENANCE TERRAIN WALK (MTW) IS A **TOOL** THAT CAN INCREASE LEADER UNDERSTANDING OF MAINTENANCE AND SUSTAINMENT OPERATIONS AND, IN TURN, HELP UNITS REACH THAT GOAL.



THE MTW SHOULD BE HELD WITHIN 90 DAYS OF A BATTALION COMMANDER ASSUMING COMMAND. IT'S **NOT** AN INSPECTION, BUT AN **ONSITE BRIEFING** OF MAINTENANCE MANAGEMENT AND OPERATIONS ACROSS THE UNIT. THAT INCLUDES THE MOTOR POOL, AIRCRAFT HANGAR, ARMS AND CBRN ROOMS, AND COMMO SHOP.

THE MTW USUALLY BEGINS WITH A **MAINTENANCE OVERVIEW BRIEF**, FOLLOWED BY A TERRAIN WALK OF THE MAINTENANCE AREAS.

KEY MAINTENANCE PERSONNEL SHOULD PARTICIPATE.

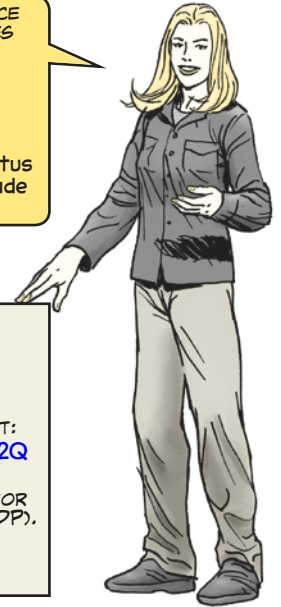


A TYPICAL MTW MAY COVER TOPICS LIKE...

- ongoing maintenance/safety initiatives
- maintenance concerns and challenges
- recoverable item management
- tools/special tools/TMDE status
- equipment status report (maintenance summary) review
- review of oldest NMC equipment (DA Form 5988-E).

OR MAINTENANCE LAYOUT ISSUES SUCH AS...

- location of maintenance areas
- current facilities status
- future upgrade projects.



Resources

FOR MORE MTW EXAMPLES, INCLUDING SOPs, GRAB YOUR CAC AND VISIT:

<https://www.us.army.mil/suite/files/43878943>

YOU CAN ALSO VIEW OR DOWNLOAD AN MTW VIDEO AT:
<https://www.youtube.com/watch?v=NgANTQJ3s2Q>

TABLE 10-1 IN DA PAM 750-1, *COMMANDER'S MAINTENANCE HANDBOOK* (DEC 13), HAS A **CHECKLIST** FOR THE COMMAND MAINTENANCE DISCIPLINE PROGRAM (CMDP). IT'S ANOTHER TOOL TO USE IN PREP FOR AN MTW.

SEARCH FOR THE PUB AT:

<http://www.apd.army.mil/>

MAINTENANCE WALK-THROUGH CHECKLIST

MOTOR POOLS/MAINTENANCE UNITS/ MAINTENANCE MEETINGS

- ☐ How many people are authorized in your motor pool? What are your manpower challenges in meeting mission requirements?
- ☐ How do you feel about your unit's readiness rates (NMC rates)? What initiatives have you undertaken to improve readiness?
- ☐ What do you think your supported organizations would say about the quality of maintenance support your team provides?
- ☐ Are leaders involved in maintenance? Are maintenance operations such as command maintenance, services and sustainment training reflected on unit training schedules?
- ☐ What services are you doing today? Are equipment services performed within the specified intervals (vehicles, generators, weapons, night vision devices, etc.)? Is equipment that misses a scheduled service put in NMC status until the service is performed?

DUST OFF UNSERVICEABLES AND TURN 'EM IN!

MAYBE IT'S TIME TO DO SOMETHING ABOUT ALL THESE UNSERVICEABLE ITEMS!



THING IS, **MANY** OF THOSE UNSERVICEABLE ITEMS **COULD** BE REPAIRED AND PUT BACK INTO THE SUPPLY SYSTEM!

SOMEWHERE, ANOTHER SOLDIER MAY URGENTLY NEED THAT ITEM TO GET HER EQUIPMENT OFF DEADLINE. BUT SHE'S STUCK WAITING BECAUSE THE ITEM'S ON BACKORDER.

WHY? BECAUSE IT'S STILL TUCKED AWAY IN A MOTOR POOL STORAGE ROOM WAITING FOR TURN-IN.

TALK ABOUT A CATCH-22!

IT'S UP TO **YOU** TO BREAK THE CYCLE. IF YOU'VE GOT UNSERVICEABLE ITEMS, TAKE A DEEP BREATH, ROLL UP YOUR SLEEVES AND DIVE IN. PARA 4-3 THROUGH 4-7 OF AR 750-1, **ARMY MAINTENANCE POLICY** (SEP 13), HAS THE **WORD** ON UNSERVICEABLE REPARABLES AS WELL AS SERVICEABLE EXCESS. SEARCH FORT THE PUB AT:

<http://www.apd.army.mil/>

Packaging Vital

NOW THAT YOU'VE MADE THE DECISION TO GET THOSE UNSERVICEABLES TURNED IN, MAKE SURE THEY ARRIVE WHERE THEY'RE GOING IN THE **BEST CONDITION POSSIBLE**. THAT MEANS USING **PROPER PACKAGING**.

MANY ITEMS, PARTICULARLY LINE REPLACEABLE UNITS (LRUs) AND SUB-COMPONENTS, ARRIVE IN SPECIAL CONTAINERS THAT SHOULD BE REUSED DURING TURN-IN.

NOT SURE? CHECK THE PARTS TM TO SEE IF IT LISTS A CONTAINER.

WHEN YOU'VE GOT AN UNSERVICEABLE ITEM, THE TEMPTATION IS TO STICK IT SOME-PLACE SAFE. AFTER ALL, YOU CAN ALWAYS DEAL WITH IT **LATER**, RIGHT?

UNFORTUNATELY, **LATER NEVER** SEEMS TO COME FOR MANY OF THOSE ITEMS. **A FEW** UNSERVICEABLE ITEMS QUICKLY GROW TO **DOZENS**. SOON YOU'RE DESPERATELY LOOKING FOR **SOMEWHERE** TO PUT ALL THE SPILLOVER.



GET THAT PART I NEED YET?

SORRY. IT'S STILL ON BACKORDER.



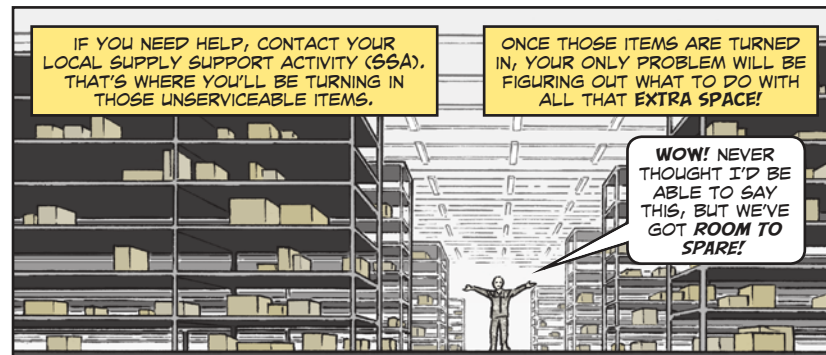
THE CONTAINER ENSURES THE MAXIMUM SERVICEABLE LIFE OF THE ITEM BEFORE IT'S USED AND PROTECTS UNSERVICEABLE ITEMS FROM FURTHER DAMAGE WHILE THEY MAKE THEIR WAY THROUGH THE SUPPLY SYSTEM BACK TO THE FINAL REPAIR FACILITY.

Need Help?

IF YOU NEED HELP, CONTACT YOUR LOCAL SUPPLY SUPPORT ACTIVITY (SSA). THAT'S WHERE YOU'LL BE TURNING IN THOSE UNSERVICEABLE ITEMS.

ONCE THOSE ITEMS ARE TURNED IN, YOUR ONLY PROBLEM WILL BE FIGURING OUT WHAT TO DO WITH ALL THAT **EXTRA SPACE!**

WOW! NEVER THOUGHT I'D BE ABLE TO SAY THIS, BUT WE'VE GOT **ROOM TO SPARE!**



Maintenance Management...

Get to Know CMDP Knowledge Center



THE **COMMAND MAINTENANCE DISCIPLINE PROGRAM** (CMDP) WENT INTO EFFECT WITH THE LAST MAJOR REVISION OF DA PAM 750-1, **COMMANDERS' MAINTENANCE HANDBOOK** (DEC 13).

NOW YOU'VE GOT A **SINGLE SOURCE** FOR LEARNING MAINTENANCE BEST PRACTICES—**THE CMDP KNOWLEDGE CENTER**. IN THE CENTER YOU'LL FIND A CMDP OVERVIEW, INCLUDING:

- CMDP tools
- regulatory guidance
- focus areas
- info on the Army Award for Maintenance Excellence
- commander/unit resources
- maintenance SOPs
- sample materiel readiness reports/ logistics readiness reports
- sample SAMS-E/GCSS-Army 026/Equipment Status Reports
- status code cheatsheets
- maintenance messages, social networking links, training and more.

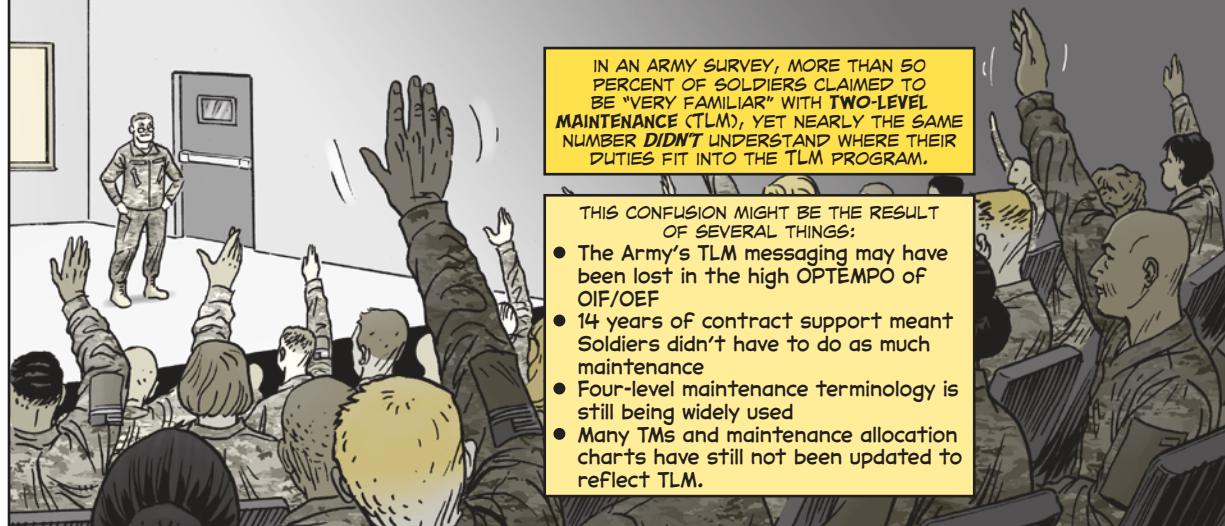
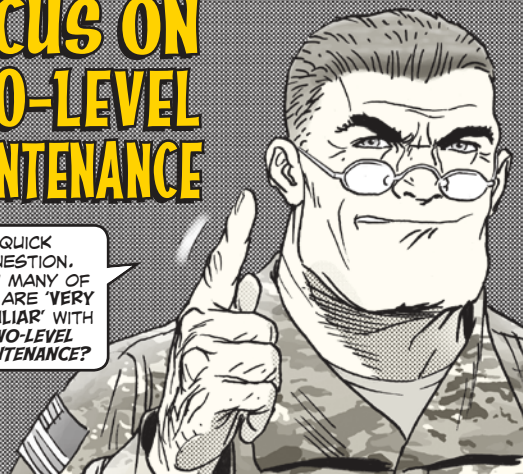
GRAB YOUR CAC,

CAC

SWING BY THE CMDP KNOWLEDGE CENTER IN AKO AND SCOOP UP ALL THE MAINTENANCE-THEMED GOODIES AT:
<https://www.us.army.mil/suite/page/693941>

FOCUS ON TWO-LEVEL MAINTENANCE

QUICK
QUESTION.
HOW MANY OF
YOU ARE 'VERY
FAMILIAR' WITH
TWO-LEVEL
MAINTENANCE?



IN AN ARMY SURVEY, MORE THAN 50 PERCENT OF SOLDIERS CLAIMED TO BE "VERY FAMILIAR" WITH TWO-LEVEL MAINTENANCE (TLM), YET NEARLY THE SAME NUMBER DIDN'T UNDERSTAND WHERE THEIR DUTIES FIT INTO THE TLM PROGRAM.

THIS CONFUSION MIGHT BE THE RESULT OF SEVERAL THINGS:

- The Army's TLM messaging may have been lost in the high OPTEMPO of OIF/OEF
- 14 years of contract support meant Soldiers didn't have to do as much maintenance
- Four-level maintenance terminology is still being widely used
- Many TMs and maintenance allocation charts have still not been updated to reflect TLM.

HERE'S A CLOSER
LOOK AT TLM AND
THE DIFFERENCES
BETWEEN FIELD- AND
SUSTAINMENT-LEVEL
MAINTENANCE.

Two-Level Maintenance*

FIELD Maintenance

Operator/Crew

Can fault be detected while performing before, during or after operations Preventive Maintenance Checks and Services (PMCS)?

NO

YES

Can fault be isolated to a single component utilizing operator technical manual (TM), embedded diagnostics and/or visual inspection?

NO

YES

Can task be done without external lift?

NO

YES

Can task be completed without any tools or with the tools available on the platform?

NO

Allocate task as operator/crew repair

Maintainer

Can the task be completed on or near the platform/system?

NO

YES

Does the mechanic have test/diagnostic capability to isolate failure?

NO

YES

Does mechanic have the tools to conduct the repair?

NO

YES

Can failure be corrected with an adjustment or component replacement/repair?

NO

Allocate task as mechanic repair

SUSTAINMENT Maintenance

Major structural repair required?

NO

Repair to National Standard Repair and return to supply

NO

System overhaul

NO

Component overhaul

LEGEND

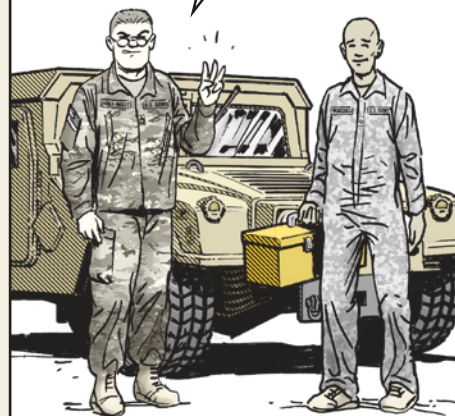
- Field Maintenance
- Sustainment Maintenance

*Applicable to Ground Systems

Field-Level Maintenance

FIELD-LEVEL MAINTENANCE (FLM) GENERALLY COMBINES THE LEVELS OF MAINTENANCE FORMERLY KNOWN AS "OPERATOR," "ORGANIZATIONAL" AND "DIRECT SUPPORT" ...

...AND GIVES THE FIELD-LEVEL MECHANIC THE SKILLS, AUTHORIZATION AND TOOLS TO PERFORM ALL THREE FUNCTIONS.



A FIELD MAINTENANCE UNIT IS MODULAR AND ORGANIZED TO PROVIDE MOBILE MAINTENANCE TEAMS TO SUPPORT MANEUVER AND SUPPORT UNITS.

FLM is done by:

- Soldiers
- Unit motor pools
- Support maintenance companies
- Field maintenance companies
- Forward support companies

Examples of FLM work are:

- Crew-level maintenance tasks
- "On-system" component/end item repair and replacement
- Modification work orders
- Battle damage assessment repair
- Plug and play components

Examples of typical components that can be replaced at FLM:

- Starter
- Winch
- Electronic module
- Geared hubs
- Engine
- Transmission

PS MORE

Sustainment-Level Maintenance

THIS GENERALLY COMBINES THE TWO LEVELS FORMERLY KNOWN AS "GENERAL SUPPORT" AND "DEPOT" MAINTENANCE.

IT INCLUDES REMOVAL OF BROKEN COMPONENTS AND END ITEMS FOR OFF-SITE REPAIR AND THEN RETURNING THEM TO THE SUPPLY SYSTEM.

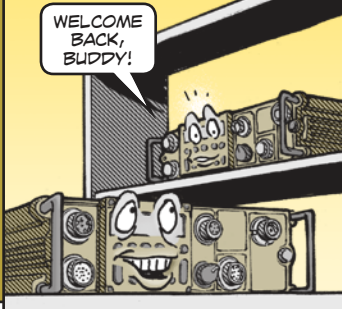


THE MAIN DIFFERENCE IN THE TWO LEVELS IS THIS:

FLM REPLACES OR REPAIRS AN ITEM AND RETURNS IT TO THE USER (UNIT).



SLM REPAIRS AND RETURNS IT TO THE SUPPLY SYSTEM.



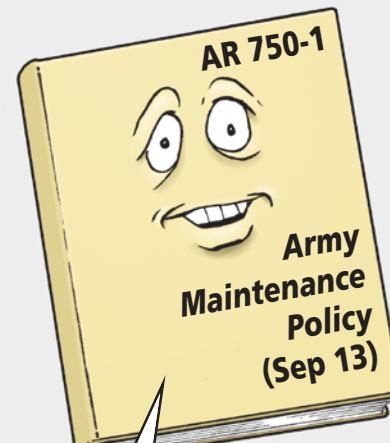
WANT MORE INFO? CHECK OUT CASCOM'S TLM OVERVIEW VIDEO:
<https://www.youtube.com/watch?v=LeAQqvJZT50>

For a three-part history of TLM, see:

<https://www.youtube.com/watch?v=eydi6zj-gyg>
<https://www.youtube.com/watch?v=fe034vGUu0s>
<https://www.youtube.com/watch?v=NMKpifi5Jb4>



AOAP PROTECTS EQUIPMENT, REDUCES COSTS AND SAVES LIVES!



WHEN IT COMES TO THE ARMY OIL ANALYSIS PROGRAM (AOAP), MOST OF WHAT YOU NEED FOR **SUCCESS** CAN BE FOUND IN PARA 8-2 OF AR 750-1, ARMY MAINTENANCE POLICY (SEP 13).

THE OBJECTIVES OF AOAP ARE TO IMPROVE OPERATIONAL READINESS OF ARMY EQUIPMENT, ENHANCE SAFETY, DETECT IMPENDING COMPONENT FAILURES, AND CONSERVE PETROLEUM RESOURCES BY APPLYING THE **ON CONDITION OIL CHANGE (OCOC)** POLICY.

AOAP MONITORS LUBRICANTS TO LOOK FOR CONTAMINANTS AND ABRASIVE PARTS WEAR WHILE KEEPING A **CLOSE EYE** ON THE LUBRICANT'S PHYSICAL PROPERTIES.



THIS INFORMATION IS CONSOLIDATED IN A REPORT TO DIAGNOSE **PRESENT** MAINTENANCE PROBLEMS WHILE ALSO PREDICTING **FUTURE** ISSUES.



AOAP ENROLLMENT IS **MANDATORY** FOR ALL ARMY AIRCRAFT, COMBAT VEHICLES, WATERCRAFT AND LOCOMOTIVES **UNLESS** THE DEPUTY CHIEF OF STAFF, G-4, APPROVES AN EXCEPTION. OTHER EQUIPMENT MAY BE ENROLLED IN THE AOAP ON A CASE-BY-CASE BASIS.

FOR AN AOAP OVERVIEW, SEE TB 43-0211, **AOAP ARMY OIL ANALYSIS PROGRAM GUIDE FOR LEADERS AND USERS** (APR 10). THE PUB WALKS YOU THROUGH HOW TO TAKE SAMPLES, CORRECTLY COMPLETE FORMS AND ALSO ANSWERS MANY FREQUENTLY ASKED QUESTIONS.

DOWNLOAD THE TB AT THE LOGISTICS SUPPORT ACTIVITY'S (LOGSA) WEBSITE:
<https://www.logsa.army.mil/etms>

YOU CAN ALSO ACCESS AOAP INFO THROUGH LOGSA'S LOGISTICS INFORMATION WAREHOUSE (LIW):
<https://liw.logsa.army.mil>



Small Commitment, Big Payoff

IT'S QUICK
WORK
TO DRAW
AN AOAP
SAMPLE.

YET THAT BRIEF INVESTMENT
OF TIME AND EFFORT CAN
HELP **SAVE** EQUIPMENT, HOURS
OF MAINTENANCE DOWNTIME,
AND POTENTIALLY LIVES.

AOAP ALSO GIVES COMMANDERS
VITAL INFORMATION ABOUT THE
CONDITION OF THEIR UNIT'S
EQUIPMENT AND QUALITY OF
MAINTENANCE SERVICES.

Must-Dos for AOAP Monitors

IF YOU'RE TASKED AS YOUR UNIT'S AOAP MONITOR, ALWAYS ENSURE THAT YOU:

- know when and what equipment is to be sampled and stay on schedule.
- keep accurate records.
- follow safety procedures.
- fill out forms completely, clearly and correctly.
- mail or deliver samples and paperwork immediately.
- follow lab recommendations for re-sampling and maintenance.
- draw reliable, uncontaminated samples.
- have sufficient supplies in your AOAP inventory.
- give lab feedback when requested.

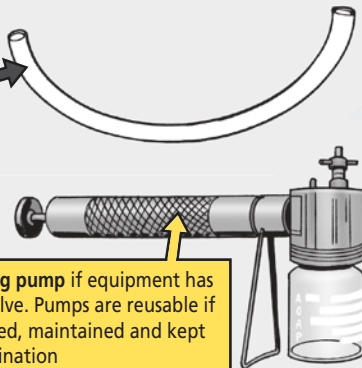
**PM AOAP
recommends
that units keep a
90-day supply of
the following
on hand:**

Aeronautical AOAP Sampling Supplies		Non-Aeronautical AOAP Sampling Supplies	
Item (Qty)	NSN	Item (Qty)	NSN
Nonmetallic tubing, 15 x 3/8 inches (100 ea)	4710-00-933-4415	Oil sample bottle with cap (120 ea)	8125-01-082-9697
Nonmetallic tubing, 30 x 3/8 inches (100 ea)	4710-01-087-1629	Sampling pump, 40mm Sampling pump, 38mm	4930-01-119-4030 4930-01-592-1656
Bottles with screw cap (144 ea)	8125-00-933-4414	Nonmetallic tubing, 1/4-in diameter (1,000 ft)	4720-00-964-1433
Shipping sack, 6 x 10 inches (250 ea)	8105-00-290-0340	Shipping sack, 6 x 10 inches (250 ea)	8105-00-290-0340
Pressure-sensitive labels, 3 1/2 x 15/16 inches (5,000 ea)	7530-00-082-2661	Oil sample bottle mailer kit (24 ea)	8125-01-193-3440
Plastic bag (1,000 ea)	8105-00-837-7754		

Use AOAP
sampling
bottles
once only
and **don't**
substitute



**Don't
reuse
tubing!**



Use oil sampling pump if equipment has
no sampling valve. Pumps are reusable if
properly handled, maintained and kept
free of contamination

FOR BOTH
AERONAUTICAL
AND NON-
AERONAUTICAL
SAMPLING, THE
FOLLOWING
MAY ALSO
BE USEFUL...



- Equipment TMs for reference, including AOAP TB 43-0211.
- DD Form 2026, *Oil Analysis Request* (manual form), unless using automated DA Form 5991-E in SAMS-E or ULLS-AE.
- Plastic gloves to prevent sample contamination and to protect hands from hazardous fluids.
- Clean cloths or rags.

TRANSIT AIRCRAFT OIL ANALYSIS RECORD

ASSIGNED OIL ANALYSIS LABORATORY: LABORATORY TELEPHONE NO: ONE ITEM MODEL AND SERIAL NO: (DATE)

LAB CODE: DATE: TOTAL TIME TAKEN: (OVERHAUL) (IN USE) (E) (A) (C) (B) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

DATE SAMPLE TAKEN (Day, Mo, Yr): LOCAL TIME SAMPLE TAKEN: HOURS/SINCE LAST OIL CHANGE: HOURS/SINCE OIL CHANGE:

REASON FOR SAMPLE: ROUTINE: LAM REQUEST: TEST CELL: OTHER: (Specify)

OIL ADDED SINCE LAST SAMPLE (AT, PT, OZ, GRT):

ACTION TAKEN: DISCREPANCY ITEM: (HOW MALFUNCTIONED)

HOW FOUND: LAM REQUEST: AIR OR GROUND CREW: TYPE OIL: (DRAIN) (TUBE) (HOT) (COLD) REMARKS/NOTES: ENGINE POSITION: NAME: PHONE: EMP NO: SIGNATURE: FOR LABORATORY USE ONLY

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

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

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

DD FORM 2026, MAR 1999 PREVIOUS EDITION MAY BE USED

DD Form 2026, Oil Analysis Request:
Use manual form **only** if unit does
not have SAMS-E or ULLS-AE

DA Form 5991-E, Oil Analysis Request:
Units with SAMS-1E or ULLS-AE
should use automated form in logistics
information system

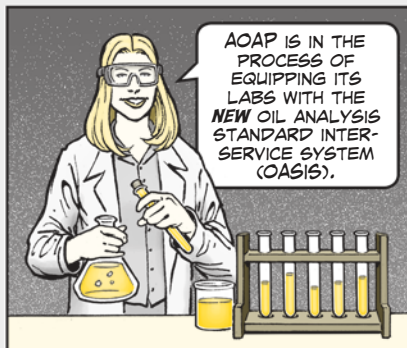
PM AOAP OFFERS DETAILED MONITOR TRAINING THAT COVERS ALL STEPS,
FROM TAKING SAMPLES TO CORRECTLY COMPLETING AND SUBMITTING FORMS.
TO REQUEST TRAINING OR GET ANSWERS TO QUESTIONS, CALL THE
AOAP HOTLINE AT DSN 645-0236, (256) 955-0236, OR EMAIL:

usarmy.redstone.logsa.mbx.aopap@mail.mil

PS MORE

BREAKING NEWS!

AOAP WORLD

NEW DEVELOPMENT
UNDERWAY!OASIS IS A
LABORATORY
INFORMATION
MANAGEMENT
SYSTEM THAT
WILL STREAMLINE
THE WAY AOAP
WORKS.AOAP IS
WORKING TO
INTEGRATE
OASIS WITH
THE GLOBAL
COMBAT
SUPPORT
SYSTEM-ARMY
(GCSS-A).

ACAP

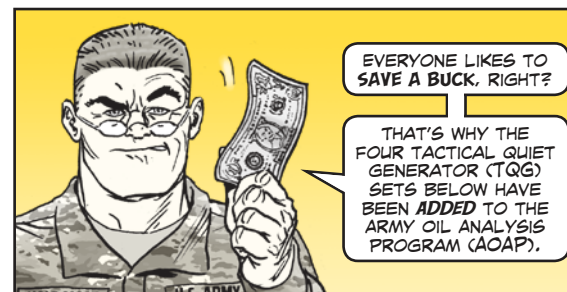
THERE! THAT
OUGHTA DO IT!

OASIS GCSS-A

THAT WILL FURTHER SIMPLIFY THE AOAP PROCESS BY **ELIMINATING** THE USE OF OIL ANALYSIS REQUEST FORMS AND FEEDBACK/RECOMMENDATION PAPERWORK.ONCE UNDERWAY, OIL SAMPLE REQUESTS WILL BE GENERATED BY GCSS-A AND SENT ELECTRONICALLY TO OASIS AS A WORK ORDER/NOTIFICATION. THE WORK ORDER/NOTIFICATION SERVES AS THE OIL ANALYSIS REQUEST, **ELIMINATING** THE NEED TO PRINT AND ATTACH THE FORM TO THE SAMPLE.UNITS WILL THEN SUBMIT OIL SAMPLES **ONLY**, WHICH WILL INCLUDE THE WORK ORDER/NOTIFICATION NUMBER LISTED ALONG WITH A BAR CODE.AOAP INTEGRATION WITH GCSS-A WILL PROVIDE UNITS **EASIER ACCESS** TO ALL-INCLUSIVE MAINTENANCE INFORMATION, INCREASING READINESS OF EQUIPMENT.

OASIS WILL:

- reduce maintenance costs
- conserve petroleum products
- extend component and equipment life

WHILE AOAP IS AN EFFECTIVE MAINTENANCE DIAGNOSTIC TOOL, IT **ISN'T** A SUBSTITUTE FOR REGULAR MAINTENANCE. GOOD MAINTENANCE HABITS **COMBINED** WITH AOAP WILL GO A LONG WAY TOWARD KEEPING YOUR EQUIPMENT READY TO GO AT A MOMENT'S NOTICE.PM Still
VitalPS
ENDWelcome 100-, 200-kW TQGs,
to the AOAP Club!

RIGHT NOW, SOME OF THOSE TQGS ARE USED MORE OFTEN THAN OTHERS.

AND YET THE OIL AND FILTER CHANGE IS **STILL** A QUARTERLY REQUIREMENT. THAT'S A **BIG EXPENDITURE** OF MONEY THAT MAY **NOT** BE NECESSARY.SO FOR THOSE 100- AND 200-KW TQGS THAT ARE OPERATED **LESS** THAN 300 HOURS PER YEAR, FOLLOW THESE **NEW** SERVICE REQUIREMENTS:

- Draw an oil analysis sample every three months.
- Change the oil and filter every 12 months, 300 hours, or if specifically recommended by AOAP, whichever comes first.

HERE ARE THE TQGS THAT HAVE BEEN ADDED TO AOAP:

TQG	NSN 6115-	LIN
MEP-807A 100-kW	01-296-1463	G17596
PU-807A 100-kW	01-471-7088	G17528
MEP-809A 200-kW	01-296-1462	G17664
PU-809A 200-kW	01-471-7085	G26395

QUESTIONS?

CONTACT CECOM'S **TED BANKS**, DSN 648-6291, (443) 395-6291, OR BY EMAIL: theodore.a.banks2.civ@mail.milOR **QUESANDRA WARD**, DSN 648-6268, (443) 395-6268, OR BY EMAIL: quesandra.m.ward.civ@mail.mil

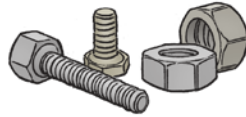
TURN IN TMs, TOO!

THINGS THAT GO TOGETHER:

**Peanut Butter
and Jelly**



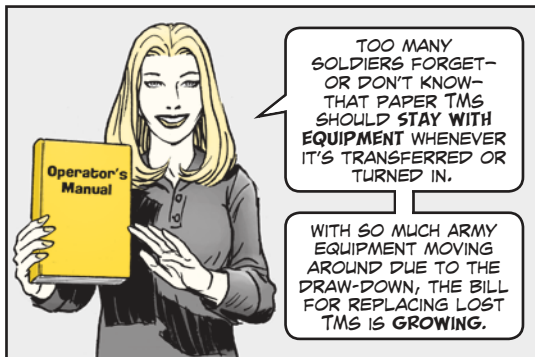
Nuts and Bolts



**THUNDER and
Lightning**



ARMY equipment and Paper TMs



TOO MANY SOLDIERS FORGET-OR DON'T KNOW-THAT PAPER TMS SHOULD STAY WITH EQUIPMENT WHENEVER IT'S TRANSFERRED OR TURNED IN.

WITH SO MUCH ARMY EQUIPMENT MOVING AROUND DUE TO THE DRAW-DOWN, THE BILL FOR REPLACING LOST TMS IS GROWING.

IT'S MORE THAN **COMMON** FISCAL SENSE TO KEEP TMS WITH EQUIPMENT.

OPERATOR'S MANUALS ARE **BASIC ISSUE ITEMS (BII)** SO THEY SHOULD STAY WITH EQUIPMENT **WHEREVER** IT GOES.

LEAVE TMS OR OPERATOR MANUALS INSIDE THE CABS OF WHEELED VEHICLES, USUALLY IN THE GLOVE BOX. FOR COMBAT VEHICLES, LEAVE 'EM IN THE DRIVER'S COMPARTMENT OR TURRET.

\$\$\$

TURNING IN TMS ISSUED WITH **SMALLER** ITEMS LIKE SMALL ARMS AND CHEMICAL MASKS CAN SAVE UNCLE SAM A **BIG** CHUNK OF CHANGE, TOO. DUE TO THEIR **NONSTANDARD** SIZE, POCKET-SIZED TMS COST **MORE** TO PRINT. SO SAVE A TREE AND TURN 'EM IN WITH THEIR EQUIPMENT!

Launch a Successful Deployment



THIS IS GONNA BE A TIGHT FIT!

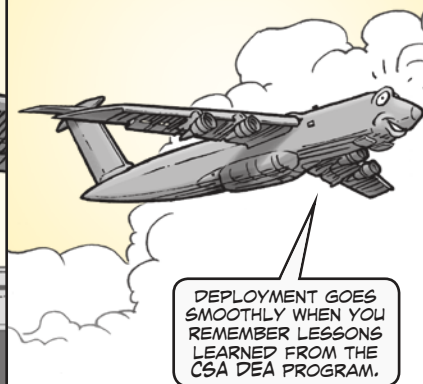
GOOD THING YOU MEASURED ME AND VERIFIED MY WEIGHT AHEAD OF TIME!



LATER...

GOOD WORK! WE'RE RIGHT ON SCHEDULE.

LATER STILL...



DEPLOYMENT GOES SMOOTHLY WHEN YOU REMEMBER LESSONS LEARNED FROM THE CSA DEA PROGRAM.



THE CHIEF OF STAFF ARMY DEPLOYMENT EXCELLENCE AWARD (DEA) PROGRAM IS OPEN TO ALL ARMY ACTIVE, NATIONAL GUARD AND RESERVE UNITS AND INSTALLATIONS WITH A DEPLOYMENT OR DEPLOYMENT SUPPORT MISSION.

THE ANNUAL DEPLOYMENT COMPETITION IS TOUGH.

WHETHER YOUR UNIT CHOOSES TO COMPETE OR NOT, THESE OBSERVATIONS FROM PRIOR DEA COMPETITIONS CAN HELP **IMPROVE** GENERAL DEPLOYMENT READINESS...

Common/Recurring Problems

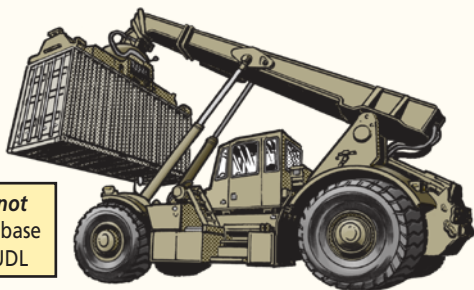
- **Improper data input to TC-AIMS II:** Wrong vehicle dimensions entered, such as height, length, width and/or weight
- **Inattention to port-call messages:** Fuel, HAZMAT, sensitive items

- **General inattention to detail:**
Military shipping labels (MSLs) placed in **wrong** locations on vehicles and cargo

- Hazardous or sensitive cargo not on unit deployment list (UDL), not documented or not labeled
- Old MSLs not removed before applying new labels
- Same MSL on two pieces of equipment
- Incorrect bumper number on MSL or in database

- Cargo **not** in database or on UDL

- Failure to accurately measure and document cargo and secondary loads, and failure to enter this info in the prime mover's MSL database
- Secondary loads missing MSLs



Tips for Success

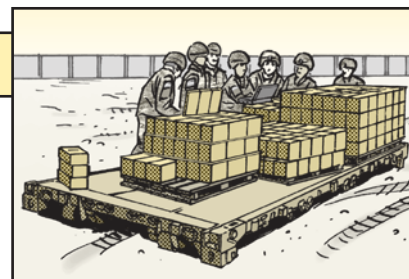
- Establish command presence (at both installation and port)
- Select a "centralized" installation inspection and staging area
- Comply with port-call messages
- Identify sensitive and priority cargo on UDL. Send an advance copy to the Surface Deployment and Distribution Command (SDDC) unit at port.
- Physically measure and verify weights of vehicles and cargo
- Send a liaison officer (LNO) to the port who has the knowledge and authority to make decisions
- Complete detailed MILVAN inventories to satisfy USDA/customs requirements
- Be sure the operational equipment list (OEL) is accurate for equipment count, type and dimensions

- Prep equipment for shipment and conduct unit pre-inspections

- Don't rely on info from equipment data plates. Verify all dimensions and weights.
- Remove all old MSLs and affix new MSLs at correct locations
- Make sure unit movement officers (UMOs) are trained and knowledgeable
- Identify priority/sensitive cargo
- Ensure fuel levels conform to port-call messages
- Replace missing or wrong shackles on equipment
- Properly secure and document secondary loads IAW Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) pubs. For help, call (800) 722-0727 or e-mail: usarmy.scott.sddc.mbx.tea-dpe@mail.mil
- UMOs should not serve in multiple deployment positions (for example, as HAZMAT certifiers or air load planners)

- Make sure any HAZMAT paperwork is properly filled out, and cargo is prepared per 49 CFR and International Maritime Dangerous Goods (IMDG) Code.

- If containers are sealed before leaving post, provide a copy of the seal number and packing list to the installation transportation officer.



LEARN MORE ABOUT THE CSA DEA PROGRAM AND ITS HISTORY AT:
<http://www.transportation.army.mil/dea/index.html>

STOCKING BENCH STOCK



KEEPING BENCH STOCK AVAILABLE CAN BE A REAL PAIN IN THE REAR FOR MECHANICS RESPONSIBLE FOR A **WIDE VARIETY** OF ARMY EQUIPMENT.

WHEREVER MAINTENANCE TAKES PLACE, BENCH STOCK SHOULD BE AVAILABLE FOR USE IN EACH LOCATION. BENCH STOCK IS 30 DAYS OF SUPPLY (DOS) AND IS LOW COST, HIGH USE, CONSUMABLE CLASS II, III (PACKAGED), IV AND IX (LESS COMPONENTS) ITEMS USED BY MAINTENANCE PERSONNEL AT AN UNPREDICTABLE RATE.

ALL THE DETAILS CAN BE FOUND IN

**AR 710-2,
Supply
Policy Below
National
Level
(Mar 08).**

**CHECK
OUT
PARA 2-23
FOR SHOP
STOCK AND
PARA 2-24
FOR BENCH
STOCK!**

BENCH STOCK CONSISTS OF:

- common hardware like resistors
- wire, tubing, rope
- welding rods
- sandpaper
- gasket material
- sheet metal
- seals
- oils
- grease
- repair kits
- and **more.**

ALWAYS MAKE SURE YOU GET SEMIANNUAL APPROVAL FOR A SHOP AND BENCH STOCK LIST FROM YOUR MAINTENANCE OFFICER.



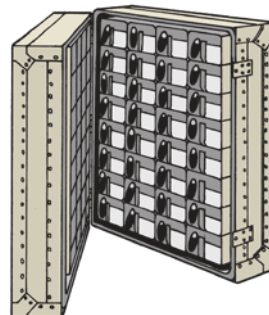
WHEN YOU'VE GOT A LOT OF BENCH STOCK, YOU'LL NEED SOMEWHERE TO KEEP IT!

FOR A FEW DOLLARS, YOUR UNIT CAN ORDER A **SMALL PARTS STORAGE BOX**.
NSN 3115-00-663-0212...



Use plastic tray for organizing bench stock

... OR TWO **TRANSPORT AND STORAGE CASES**.
NSN 3115-00-663-0213.



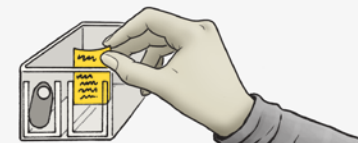
THE **FIRST CASE** HAS 64 PLASTIC DRAWERS THAT ARE 3X3X5 INCHES EACH.

THE **SECOND CASE** HAS 24 PLASTIC DRAWERS. SIXTEEN ARE 6X2X5 INCHES.

THE REMAINING EIGHT DRAWERS ARE 6X4X5 INCHES.

Use sturdy wooden cases with reinforced metal edges and metal handles for storing: bench stock, electronic parts, weapon parts

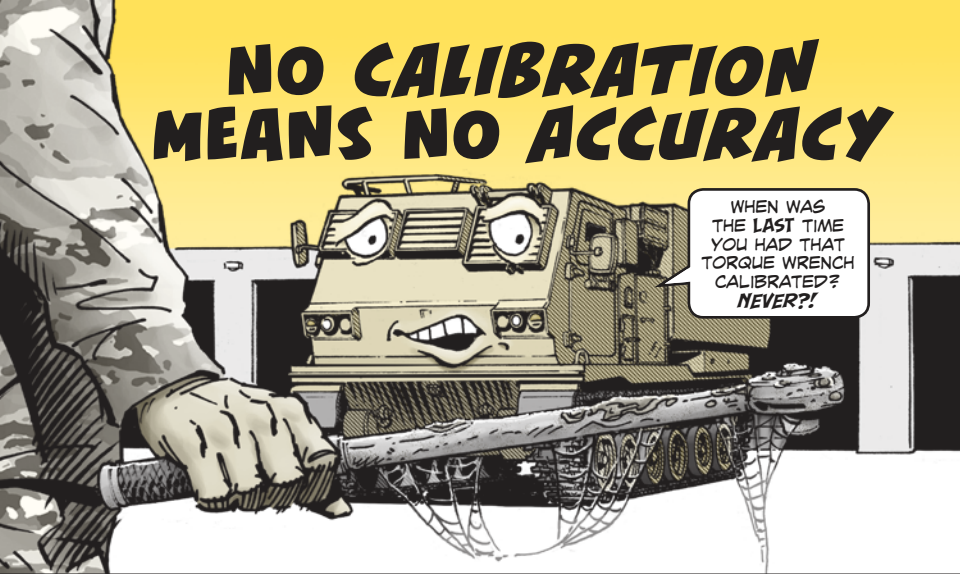
ALL THE DRAWERS COME WITH DIVIDERS AND A SLOT FOR INSERTING A LABEL TO EASILY IDENTIFY STORED PARTS.



SUPPLY SUPPORT ACTIVITY (SSA) WALK-THROUGH CHECKLIST SSA/MATERIAL READINESS REVIEWS/ MAINTENANCE MEETINGS

- ☐ How many people are authorized in your section? What are your manpower challenges in meeting mission requirements?
- ☐ How does the SSA influence your supported unit's readiness? What initiatives have you undertaken to improve readiness?
- ☐ What is your standard for receiving and storing parts that arrive at the SSA? (Should be the same day.)
- ☐ What do you think your supported organization would say about the quality of support your team provides?
- ☐ Is the SSA configured to deploy with no notice? When was the last time the SSA operated from a field environment (expeditionary)?
- ☐ Do your supported units pick up parts promptly to ensure critical items get to the point of need as quickly as possible?

NO CALIBRATION MEANS NO ACCURACY



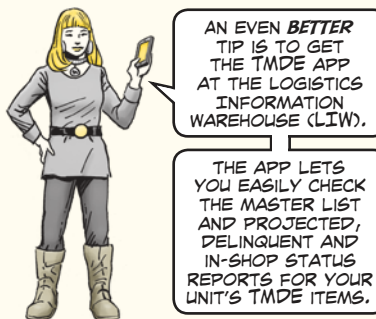
In your personal life, you wouldn't think of taking your temperature or measuring your car's tire pressure with instruments whose accuracy you doubted.

But units repeatedly put themselves in that position by ignoring the TMDE calibration requirements of their equipment. They wait until they're ready to deploy before worrying about getting equipment calibrated. In the meantime, they've risked equipment failure and possible injuries by relying on faulty measurements.

Fortunately, it's easy to stay on top of calibration because your local TMDE unit wants to make it as easy as possible. That makes their job easier.

Not sure what equipment requires calibration? Check out TB 43-180. Then enroll all that equipment with TMDE. They will notify you when items are due calibration.

A good tip is to stagger calibration for identical items like torque wrenches. That way they aren't all at TMDE at the same time.



The **master list** shows all your unit's enrolled TMDE items by serial number, model, nomenclature, status and calibration due date.

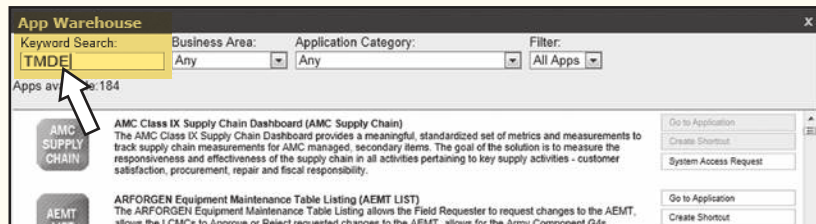
The **projected items report** lists all TMDE due for calibration in the next 30 days.

The **delinquent items report** IDs equipment past due.

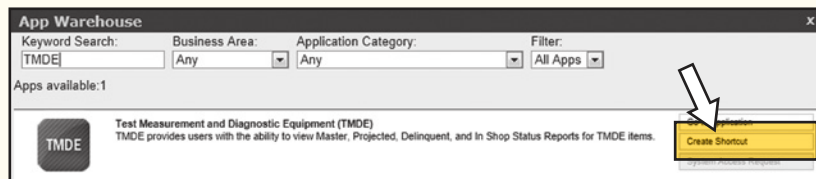
The **in-shop status report** gives the work order number and status along with the model, serial number and nomenclature of your items at TMDE.

To get the app, go to: <https://liw.logsa.army.mil/>

Scroll to the bottom of the page and click the App Warehouse button. In the Keyword Search block, type TMDE.



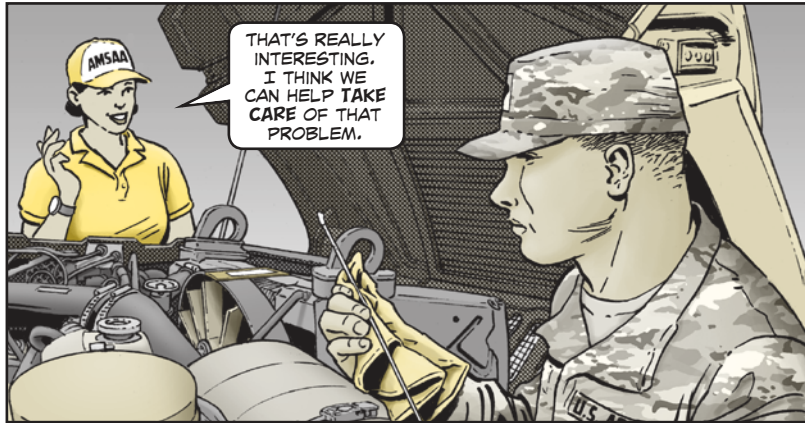
When the TMDE app appears, click Create Shortcut on the right-hand side of the page. Then close the page and click on the TMDE app to get started.



COMMAND SUPPLY DISCIPLINE PROGRAM WALK-THROUGH CHECKLIST *PROPERTY BOOK OFFICES/SUPPLY ROOMS*

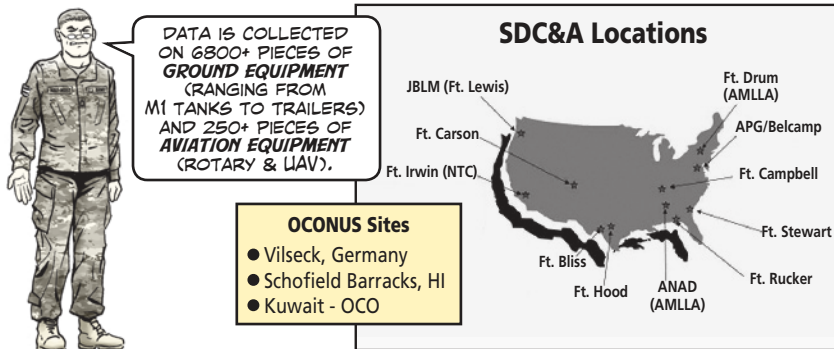
- ☐ How do you feel about your unit's ability to maintain and account for government property? What affect does this have on your unit's readiness?
- ☐ Does your unit execute monthly (cyclic) and command-directed inventories? Is action taken based on discrepancies noted?
- ☐ In your unit, how effective are change of command inventories in identifying:
 - (1) end item accountability,
 - (2) equipment shortages, and
 - (3) excess property (both end items and components)?
- ☐ Are all property book items with components (for example, sets, kits and outfits) being issued down to the user level by the use of component hand receipts?
- ☐ Does the property book officer have shortage annexes on hand for each primary hand receipt in your unit? What is being done about these shortages?
- ☐ When an accountable item is damaged or lost, what are some of the challenges you experience in replacing the equipment (Financial Liability Investigation of Property Loss, long lead times, etc.)?

AMSAA Field Studies Branch: Fixing Problems **Before** and **After** They Happen!



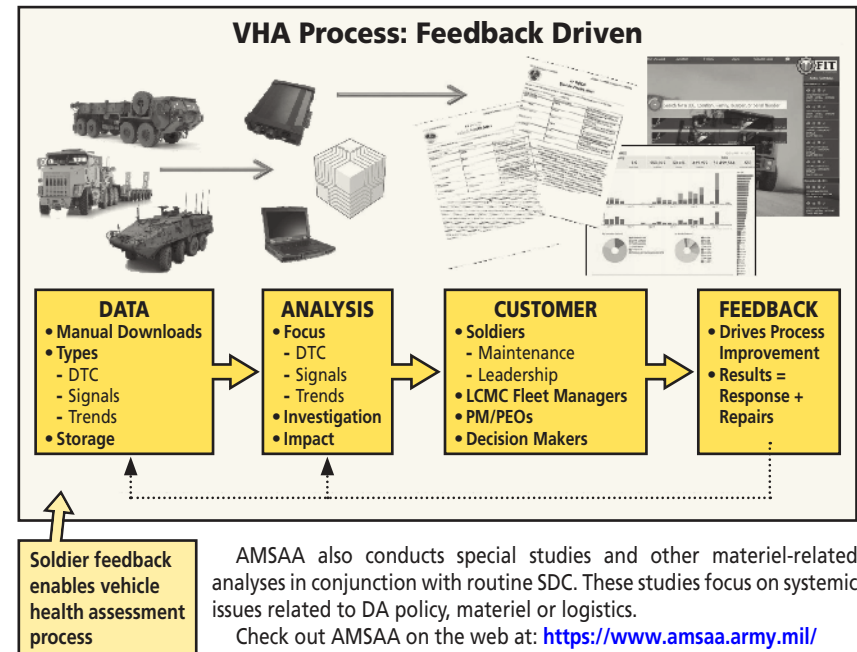
Operators and mechanics don't necessarily see many of the problems that crop up with Army equipment. The US Army Materiel Systems Analysis Activity (AMSAA) provides support by monitoring equipment OPTEMPO, maintenance and on-board diagnostic data to provide actionable information to assist operators and maintainers in keeping equipment ready.

AMSAA is an Army Materiel Command (AMC) organization that provides state-of-the-art analysis to help in equipping and sustainment Army-wide. AMSAA's Field Studies Branch is composed of former military maintenance officers, technicians, maintainers, research analysts and engineers. The branch conducts Sample Data Collection & Analysis (SDC&A), Health & Usage Monitoring (HUM) and Special Studies.



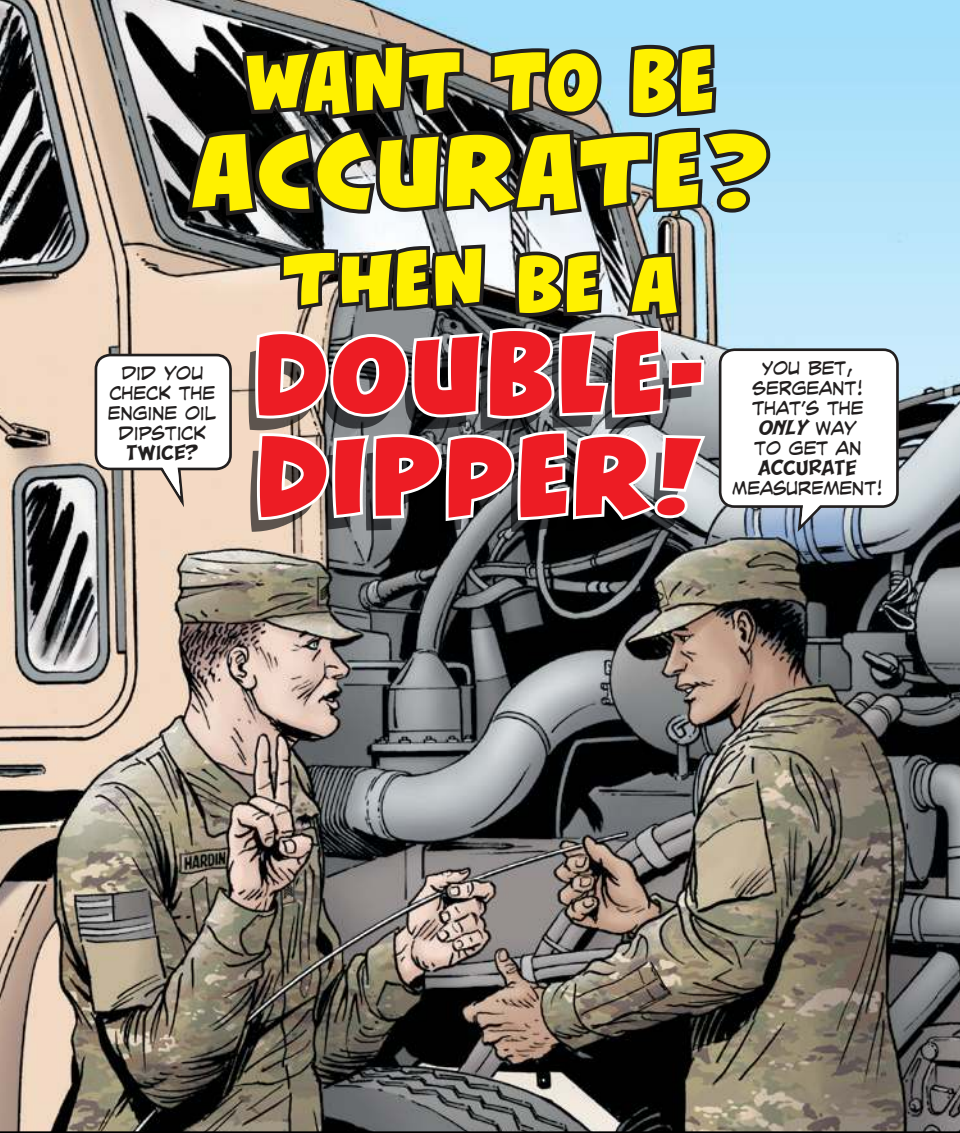
SDC captures OPTEMPO, maintenance and logistics data on Army ground and aviation systems operating in select units over time. AMSAA personnel collect this data using direct observation, standard Army forms/reports, maintainer interviews, data recorders, and more. The data/analysis supports Army initiatives relating to personnel integration, safety, design improvements, supply, maintenance, MWOs and much more.

HUM supports the Army's initiative to make maintenance more proactive in order to increase readiness, decrease diagnostic time, and reduce unscheduled maintenance and cost. Data is collected on Strykers and many tactical wheeled vehicle families. The goal is to conduct maintenance based on the equipment's usage and condition rather than scheduled maintenance events. AMSAA provides units with customized vehicle health alerts (VHAs) to include health information and troubleshooting support based on active diagnostic codes and performance anomalies.



DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for the TB 43-PS-Series.

Would You Stake Your Life *right now* on the Condition of Your Equipment?



**WANT TO BE
ACCURATE?**

THEN BE A

**DOUBLE-
DIPPER!**

DID YOU
CHECK THE
ENGINE OIL
DIPSTICK
TWICE?

YOU BET,
SERGEANT!
THAT'S THE
ONLY WAY
TO GET AN
ACCURATE
MEASUREMENT!

**WIPE THE DIPSTICK OFF THE
FIRST TIME, THEN DIP *AGAIN*
TO CHECK OIL LEVEL!**