



ISSUE 770 JANUARY 2017

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TB 43-PS-770, *The Preventive Maintenance Monthly*, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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Administrative Assistant to the Secretary of the Army

1629108

Issue 770

# PS

January  
2017

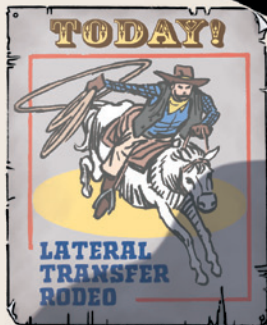
## THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-770

Approved for  
Public Release;  
Distribution is  
Unlimited

WOW,  
3/4HRS 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!**

**2016  
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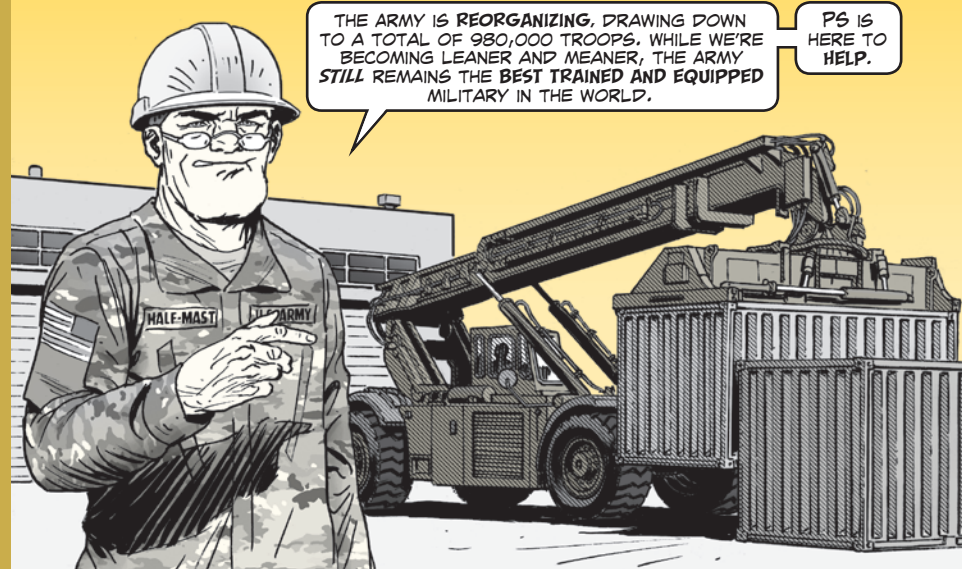
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By order of the Secretary of the Army:  
**MARK A. MILLEY**  
General, United States Army Chief of Staff

Official:  
  
**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 OOB-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](mailto:usarmy.lee.tradoc.mbx.pa-csdp-helpdesk@mail.mil)

# Avoiding Property Pains



**N**obody 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.

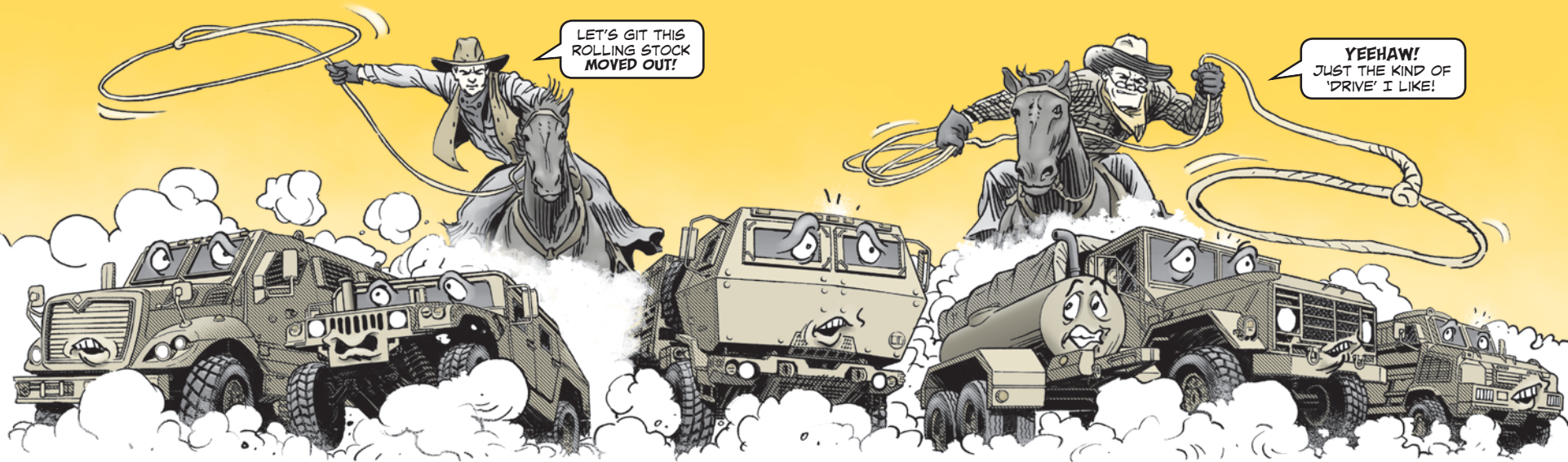
Odds for 3161 errors increase in deployed environments with high OPTEMPO, and during equipment fieldings of multiple serialized items.

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 and losing 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 \$4 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!**

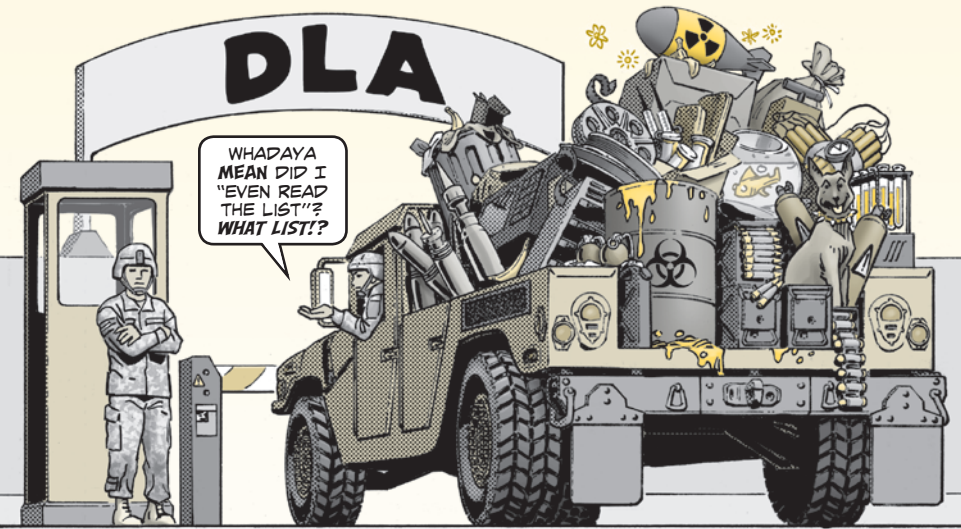
Finally, units should think outside the box. For example, if Alpha Co needs a Harris radio that is installed in a Bravo Co truck, lateral the truck with the equipment and save the man hours it takes to uninstall and re-install the radio. Then lateral a truck back to Bravo that doesn't have the radio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

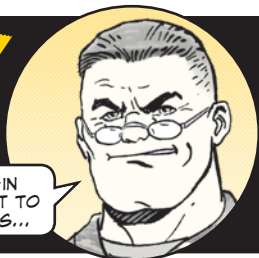
CW3 Shawn Sederholm  
PBO 157th MEB

**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

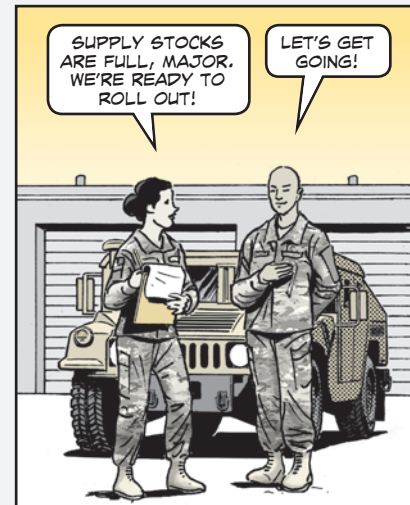
- Radioactive waste, items, devices or materiel
- DOD inspection stamps and devices
- Consecrated religious items
- Classified material
- Classified and unclassified information systems security materiel or communications security equipment. Disposal of FSCs 5810 and 5811 is the responsibility of the 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.

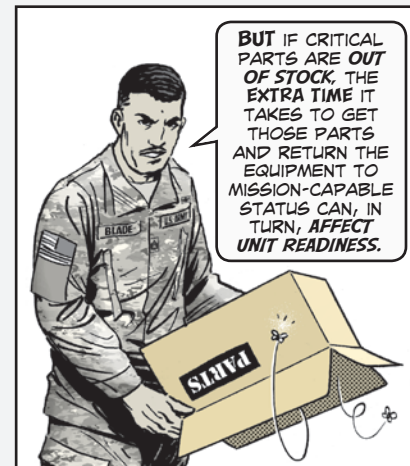
FOR MORE INFO, VISIT DLA DISPOSITION SERVICES' WEBSITE AT:  
<http://www.dla.mil/dispositionservices.aspx>

# 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.**



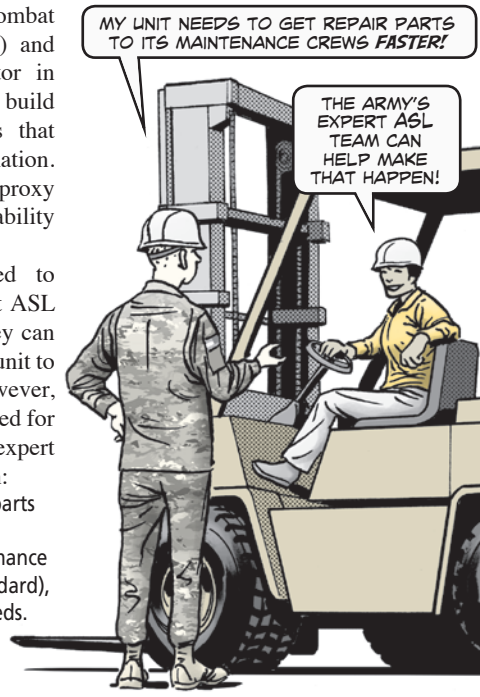


ASL review packages are tailored to a unit's specific needs, so Active, National Guard and Army Reserve units can all benefit from the team's expertise.

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>

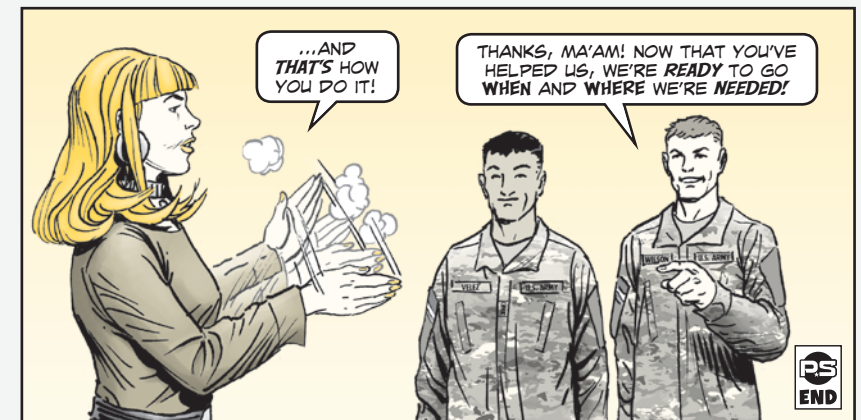
To obtain an optimal review, answer all the questions about your unit on the form. Then choose Submit and the form will be attached to a pre-addressed email with all interested parties copied. Hit Send and the request will go to the Expert ASL Team.

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](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](mailto: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](mailto: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.

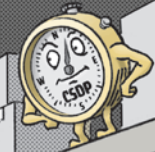
INCLUDED ARE SAMPLE FORMS AND HOW TO FILL THEM OUT, REFERENCES, POINTS OF CONTACT, LINKS TO FILLABLE FORMS AND OTHER INFO TO MAKE THE TURN-IN PROCESS AS EASY AS POSSIBLE.

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.**

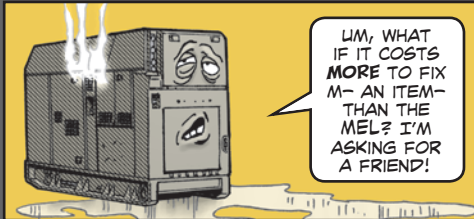


I'M A COMPILATION OF EXISTING REGULATORY REQUIREMENTS THAT AIM TO **STANDARDIZE** SUPPLY DISCIPLINE IN THE ARMY.

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.

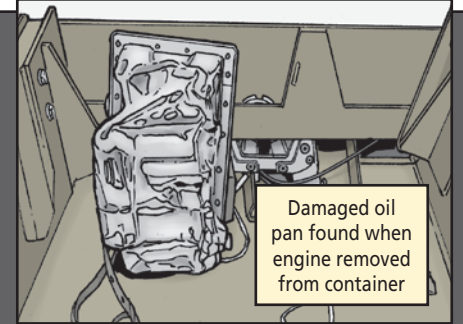


IF THE COST TO REPAIR AN ITEM EXCEEDS ITS MEL, TURN THE ITEM IN FOR DISPOSITION OR GET A MEL WAIVER BEFORE IT'S REPAIRED.

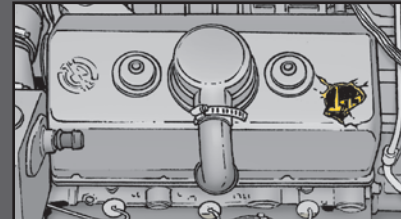
WHEN A REPAIR IS AUTHORIZED FOR A MAJOR ASSEMBLY OR REPAIRABLE ITEM, IT OFTEN GOES TO A DEPOT OR REPAIR FACILITY.

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

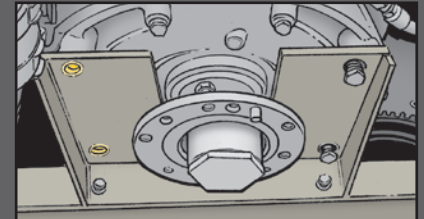
- damaged as a result of not being properly bolted down in shipping containers.
- received with incorrect condition codes.
- received in shipping containers misidentified with the incorrect NSNs.
- turned in with missing parts.



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!

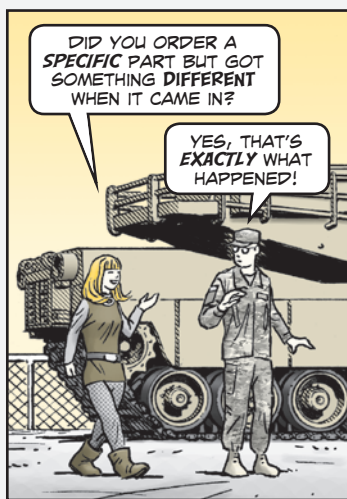
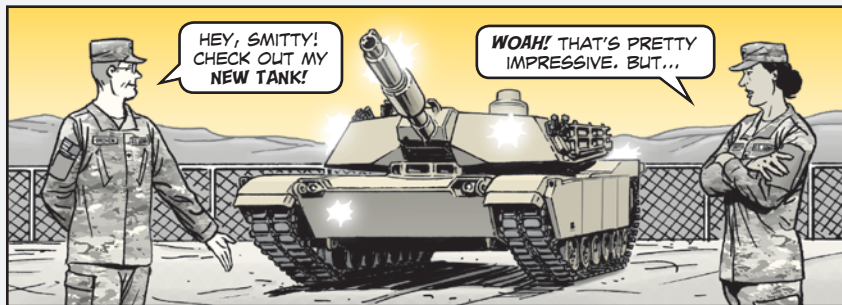


TAKING A LITTLE **EXTRA** TIME UP FRONT TO **ENSURE** ITEMS ARE PROPERLY CATEGORIZED, PACKAGED AND COMPLETE **BEFORE** THEY ARE SENT IN FOR REPAIR CAN IN TURN **IMPROVE** THE SUPPLY CHAIN.

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

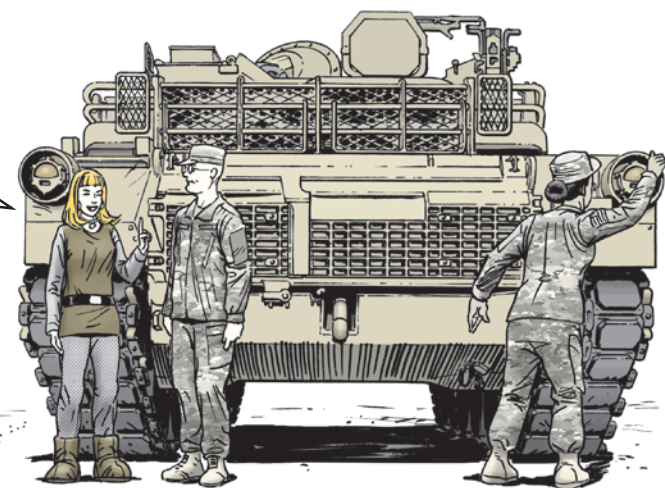
- AR 710-2, SUPPLY POLICY BELOW THE NATIONAL LEVEL (MAR 08)
- DA PAM 750-1, COMMANDERS' MAINTENANCE HANDBOOK (DEC 13)
- AR 735-5, PROPERTY ACCOUNTABILITY POLICIES (MAY 13)

# 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.



**PACKAGING DISCREPANCIES INCLUDE IMPROPER:**

- packing
- preservation
- marking
- unitization

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

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

**DEFENSE LOGISTICS AGENCY**  
Transaction Services

Request Login ID and Password

DLA Rules of Behavior

Homepage

DLA Transaction Services designs, develops, and implements logistics solutions that improve customers' requisition processing and logistics management processes world wide.

Contact Us | Home

**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!



IF ASKED TO SELECT YOUR CERTIFICATE **PRIOR** TO CONNECTION, REMEMBER TO SELECT YOUR **EMAIL** CERTIFICATE FROM THE POP-UP WINDOW TO CONNECT TO DLA TRANSACTION SERVICES.

ALSO REMEMBER TO **CLOSE** YOUR WEB BROWSER PRIOR TO GOING TO THE REGISTRATION LINK, AND **CLOSE ALL** BROWSERS AFTER SUCCESSFUL REGISTRATION.

ONCE YOU'RE REGISTERED AND RECEIVE YOUR USER ID AND PASSWORD, LOG IN AT:

<https://www2.transactionservices.dla.mil/portal/portal.asp>

CHOOSE "WEBSDR" AND FOLLOW THE MENU ITEMS FOR OPTIONS NEEDED.

WHILE IN THE SDR APPLICATION, YOU CAN CLICK **HELP** AT THE TOP OF THE SCREEN THEN CLICK **WEBSDR TRAINING SLIDES** FOR HELP FILES AND/OR SCREEN SHOTS FOR THE VARIOUS MENUS IN SDR.

WEBSDR AUTOMATICALLY FILLS IN MUCH OF THE SHIPPING AND REQUISITION INFORMATION FOR YOU USING THE TRANSACTION SERVICES REQUISITION HISTORY. YOU CAN THEN FINISH FILLING IN ALL THE REQUESTED INFORMATION.

YOU CAN ATTACH ADDITIONAL SUPPORTING DOCUMENTATION OR PHOTOS TO SUPPORT YOUR CLAIM. DOD WEBSDR WILL DIRECT YOUR SDR TO THE SHIPPING ACTIVITY AND/OR THE SOURCE OF SUPPLY FOR RESOLUTION, BASED UPON SDR CONTENT AND INTERNAL BUSINESS RULES. INCLUDE YOUR FULL CONTACT INFO SO THEY CAN FOLLOW UP, IF NEEDED.

RETAIN THE ITEM IN QUESTION UNTIL YOU RECEIVE OFFICIAL DISPOSITION INSTRUCTIONS VIA THE SDR PROCESS.

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/elibrary/manuals/dlm/dlm\\_pubs.asp](http://www2.dla.mil/j-6/dlms/elibrary/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@dlia.mil](mailto:websdrhelp@dlia.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@dlia.mil](mailto:DLAContactCenter@dlia.mil)



Maintenance Management...

# PQDRs Clear Path



## to Better Parts



DON'T DELAY REPLACEMENT PARTS OR REFUNDS BY FILING **PUNY** PQDRs!

THE **CLEARER** THE PATH, THE **FASTER** THE SYSTEM WORKS.

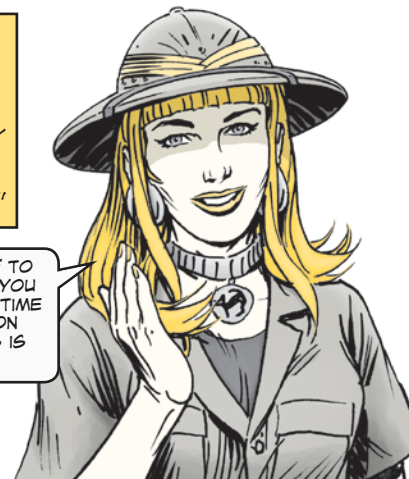


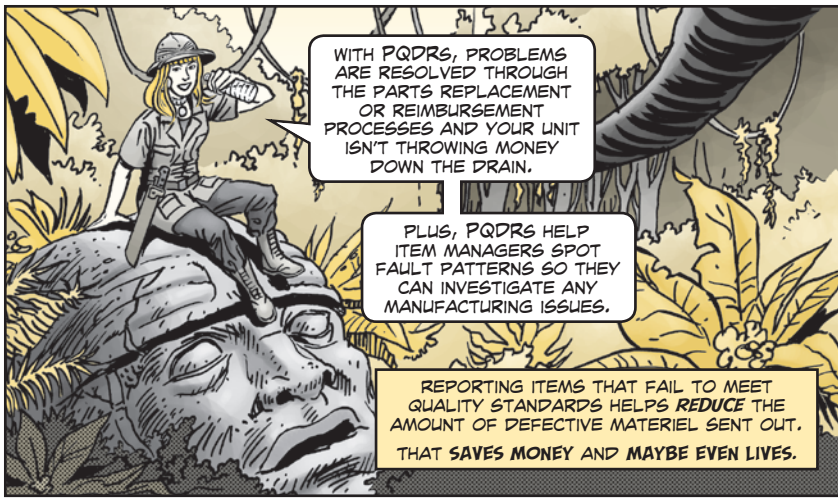
WHenever you get a **BAD** PART, you want a **REPLACEMENT**, FAST! BUT AS FAST AS YOU WANT THAT NEW PART, YOUR UNIT WANTS TO BE **REIMBURSED** FOR THE BUM ONE.

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!**



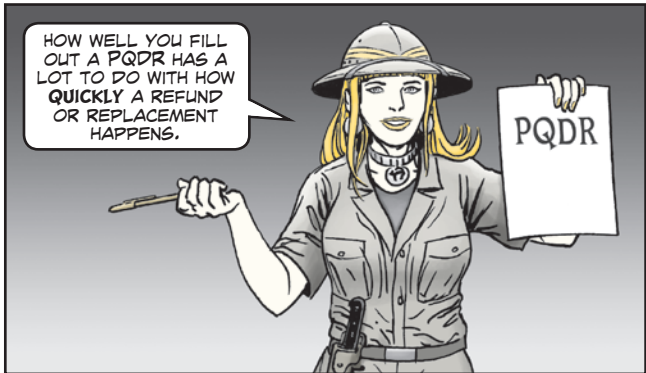


WITH PQDRS, PROBLEMS ARE RESOLVED THROUGH THE PARTS REPLACEMENT OR REIMBURSEMENT PROCESSES AND YOUR UNIT ISN'T THROWING MONEY DOWN THE DRAIN.

PLUS, PQDRS HELP ITEM MANAGERS SPOT FAULT PATTERNS SO THEY CAN INVESTIGATE ANY MANUFACTURING ISSUES.

REPORTING ITEMS THAT FAIL TO MEET QUALITY STANDARDS HELPS **REDUCE** THE AMOUNT OF DEFECTIVE MATERIEL SENT OUT. THAT SAVES MONEY AND MAYBE EVEN LIVES.

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.



HOW WELL YOU FILL OUT A PQDR HAS A LOT TO DO WITH HOW QUICKLY A REFUND OR REPLACEMENT HAPPENS.

**INCOMPLETE PQDRS MAY MEAN:**

- preventable defects happen again
- your unit doesn't get credit or replacement of defective items
- critical materiel fails after installation.

**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.

NOW THAT YOU KNOW WHAT TO DO, HERE'S WHERE TO DO IT.

FILE PQDRS THROUGH THE **PRODUCT DATA REPORTING AND EVALUATION PROGRAM (PDREP)**. ACCESS PDREP AT: <https://www.pdrep.csd.disa.mil/>

<https://www.pdrep.csd.disa.mil/>

**PDREP**  
Product Data Reporting and Evaluation Program

Product Data Reporting and Evaluation Program

First-time PDREP users need to submit a **USER ACCESS REQUEST**. UNDER THE PDREP ACCESS TAB ON THE LEFT SIDE OF THE PAGE, CLICK ON **USER ACCESS REQUEST** AND FOLLOW THE INSTRUCTIONS.

Submit all Army PQDRs at <https://www.pdrep.csd.disa.mil/>

YOU'LL FIND INSTRUCTIONS, GUIDES AND MANUALS UNDER THE PDREP REFERENCES TAB ON THE LEFT SIDE OF THE MAIN PAGE.

CLICK ON GUIDES AND MANUALS. CHOOSE THE **"ORIGINATOR INSTRUCTIONS"** PDF FOR A STEP-BY-STEP TUTORIAL.

CHECK OUT THE OTHER GUIDES THERE, TOO.

**PDREP**  
Product Data Reporting and Evaluation Program

Product Data Reporting and Evaluation Program: Guides and Manuals

PDREP Guides and Manuals (pdf format)


- Product Quality Deficiency Reports
  - Originator Documents
    - Easy Product Data Reporting (EPDR) pdf
    - Loop Purchase Instructions pdf
  - Screening Sites Documents
    - Army Master Screener Instruction pdf
  - Action Point Documents
    - Action Point Instructions pdf
    - Army Action Officer Instruction pdf
    - Support Point Documents
      - 1227 Instructions pdf
      - 1227a Instructions pdf
      - DCMA QAR Investigation pdf
- ADHOC Search User Guide pdf
- Batch Upload pdf
- Contractor Access pdf
- Comment Assent and Delivery (CAD) Data Application pdf
- Connective Action Responder (CAR) pdf
- Critical Safety Item (CSI) Program - Vendor Review and NIN Assignment pdf
- Customer Service Feedback Module pdf
- Facility Oversight Plan (DOSM Surveillance Plan) pdf
- HM-E Equipment Data Research System pdf
- Material Inspection Records (MIR) pdf
- Quality Assurance Letter of Instruction/Letter of Delegation (QAL/LOD) pdf
- Receipt Inspection Management System (RIMS) pdf
- Supplier Audit Program (SAP) pdf
- Supply Discrepancy Report (SDR) pdf
- Survey, Special Quality, and Test Records Applications pdf
- Warranty and Source of Repair Tracking pdf
- User Access Request User Guide pdf

(NSEP)  
PDREP References  
Instructions  
Guides and Manuals

FOR HELP WITH PDREP OR FILING PQDRS, CONTACT CUSTOMER SUPPORT AT DSN 684-1690, (207) 438-1690, OR EMAIL: [webptsmh@navy.mil](mailto:webptsmh@navy.mil)

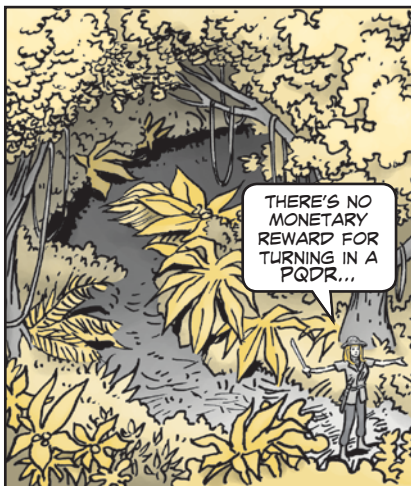
**PS MORE**

## When PQDRs Don't Apply



PQDRS DO NOT APPLY IN THE FOLLOWING SITUATIONS...

- Failure due to improper or inadequate maintenance or operation
- Failure within reasonable range of life expectancy with normal use
- Receipt of incorrect material or non-receipt, shortages/overages, and discrepancies in preservation, packing or marking (SF 364, *Supply Discrepancy Report* [SDR] applies). For a how-to on filing SDRs, see Pages 16-17
- Transportation discrepancies (DD Form 361, *Transportation Discrepancy Report*, applies)
- Deficiencies in Foreign Military Sales (FMS) under the Security Assistance Program (SDR applies)
- Subsistence material deficiencies (DD Form 1608, *Unsatisfactory Material Report*, applies)
- Medical materiel deficiencies (SF-380, *Reporting and Processing Medical Materiel Complaints/Quality Improvement Report*, applies)
- Malfunctions with ammunition or explosives (DA Form 4379, *Ammunition Malfunction Report*, or DA Form 4379-1, *Missile and Rocket Malfunction Report*, applies.) For more info, see AR 75-1, *Malfunctions Involving Ammunition and Explosives* (Dec 12). Search for the pub at: <http://www.apd.army.mil/>



THERE'S NO MONETARY REWARD FOR TURNING IN A PQDR...

...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](mailto:valerie.l.webster2.ctr@mail.mil)

PS 770

23

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.

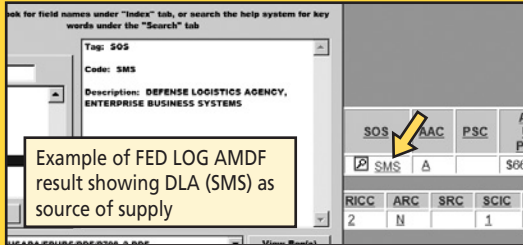
AFSB	Coverage Area	Phone
401st AFSB	Afghanistan, Iraq, Kuwait, Qatar	DSN (318) 430-5469
402nd AFSB	Alaska and Hawaii	DSN (315) 438-1696 Comm (808) 438-1696
403rd AFSB	Japan, Korea, Kwajalein, Okinawa	DSN (315) 763-4274 Comm (011) 82-53470-4274
404th AFSB	AZ, CA, Guam, ID, MT, NM, NV, OR, UT, WA	DSN (312) 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>

Subject	Issue/Pg	Subject	Issue/Pg
<b>AIRCRAFT, GENERAL</b>		Combustion chamber liner, anti-icing valve turn-in	760 33
Aviation components move to sustainment	762 23	ESIS computer turn-in needed	769 60
Electrical bonding info, definitions	769 19	ESIS display turn-in needed	769 60
Hydraulic RSUs now available	768 20	Fuel cell liner tape NSN	759 57
Jacks required for aircraft lifts	767 20	Hoist hook component check	765 20
JTDI takes over for CAPS	760 33	ICU software different than Chinook	765 61
Rescue hoist check for corrosion	764 19	MEDEVAC news, discussion forums	767 61
Spot paint stripping materials	763 25	Propulsion shaft turn-in needed	760 32
<b>AIRCRAFT GRD SPT EQUIPMENT (AGSE)</b>		Repair parts needed for turn-in	759 51
ALUMMC parts cart being fielded	763 23	Rotor blade clamp installation	765 24
AMTRACKS--Safety/maint msg compliance	762 22	Swashplate control turn-in	766 60
DAWS--Some DAWS unauthorized	759 48	<b>AIRCRAFT, OH-58, KIOWA</b>	
Jack maintenance, rebuild	760 27	Swashplate assembly nuts	766 26
Nitrogen cylinder color (744-14)	759 49	<b>AIRCRAFT, OH-58D, KIOWA</b>	
Tool kits and sets listing	765 16	Hardware removal with penetrating fluid	762 21
UMARK--Components NSN list	758 21	<b>AIRCRAFT, UAV</b>	
<b>AIRCRAFT LIFE SPT EQUIPMENT (ALSE)</b>		MQ-1 Gray Eagle--Brake rotor, safety wire...	766 24
AEBP--Repair needs disposition instructions	769 23	Raven--Keep UAVs apart, avoid jamming...	764 26
Air Warrior equipment list for Reset	768 24	Shadow--Exercise, tape on power cable	764 24
ALSE questions, answers	760 31	Shadow--Landing gear bucket, O-ring...	769 25
JSVPLR life raft turn-in help	764 23	Shadow--Training, ground support, tools...	766 22
MCU--Parts list update (740-25)	765 61	<b>AIRCRAFT, UH-60, BLACK HAWK</b>	
PRT snap hook ejector check	764 25	APU vent screens a no-step area	762 26
<b>AIRCRAFT, AH-64, APACHE</b>		Blade pole holder blueprints	761 24
Catwalk door wind damage	759 56	Cabin sound proofing material NSNs	759 61
Forward and aft ball bearing units	768 23	Castellated nut substitute NSN	765 60
Hardware, use what the TM says	759 50	Combustion chamber liner, anti-icing valve turn-in	760 33
Main rotor blade turn-in	764 21	Hardware, use what the TM says	759 50
Panel repair, NSNs	759 52	Hoist hook component check	765 20
PQDR submission guidelines	765 19	IBF-configured APUs needed for turn-in	768 26
Pressure tester replacement available	767 26	Modulating valve turn-in	766 60
Quadrant control assembly mounting bracket	762 25	Propulsion shaft turn-in needed	760 32
Stabilator cover for safety	761 23	Propulsion shaft turn-in needed	767 60
Tail rotor blade ordering	768 22	Repair parts needed for turn-in	759 51
TM 1-1520-264-23 (EM 0319) updated	765 19	Stabilator amplifier, single box replaces dual	764 22
Unserviceable parts list for turn-in	764 21	Stabilator cover for safety	761 23
Wiring and fuel line chafing	767 24	Swashplate control turn-in	766 60
<b>AIRCRAFT, CH-47D/F, CHINOOK</b>		<b>AIRCRAFT, UH-72A, LAKOTA</b>	
Covers, regular and alternate	759 53	RT-5000 radio, check PN	762 24
ICU software different than Black Hawk	765 61	<b>AMMUNITION</b>	
Rotor blade paint NSNs	761 26	Blown Apart by Wax!	758 62
<b>AIRCRAFT, HH-60M, BLACK HAWK</b>		CCMCK dangers	759 36
APU vent screens a no-step area	762 26	M855A1--Not for shoot house training	766 42
Blade pole holder blueprints	761 24		

Subject	Issue/Pg	Subject	Issue/Pg
<b>ANTENNA, AS-3900</b>		Clearing procedure TM/FM disagreement	762 36
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<b>ARMORED COMBAT EARTHMOVER, M9</b>		Sling, only one needed per weapon	762 41
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Blade lock pin, retaining clip NSNs	759 21	SPORTS acronym for firing stoppage	763 40
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Lithium vs alkaline batteries	768 01	<b>COMPUTERS &amp; SOFTWARE</b>	
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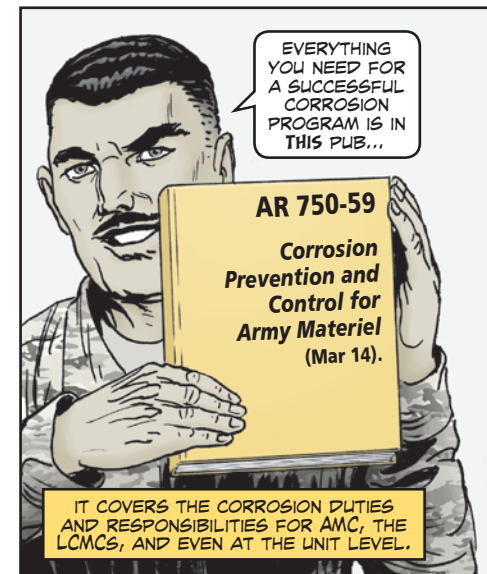
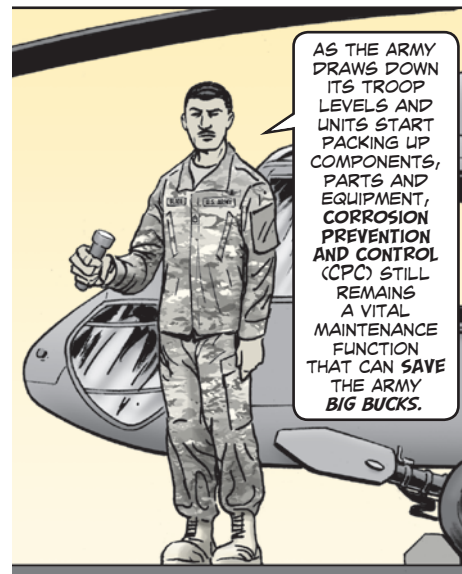
Subject	Issue/Pg	Subject	Issue/Pg
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M2A1--Breech lock spring pin NSN	764 39	A3--Breech straight pin, fire control battery	767 08
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M205 Tripod--Replaces M3 tripod	760 43	Primer extraction/removal tools	759 07
M240--Gas regulator, tool depends on barrel	765 38	<b>IMPROVED TARGET ACQUISITION SYSTEM (ITAS)</b>	
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M240, M249--Gas system pocket cleaning tool	760 40	<b>LASER RANGEFINDER</b>	
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M240L--Short barrel regulator NSN	766 37	<b>LOADER, BACKHOE (BHL)</b>	
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M249--Gas piston roll pin check	758 42	Front bucket cylinder hose NSNs	764 61
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<b>HELMETS, AVIATION</b>		M400T--Auger component NSNs	760 23
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<b>MAINTENANCE, GENERAL</b>		M153 CROWS II--Protective caps needed	762 03
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<b>MINE CLEARING EQUIPMENT</b>		WPM insect protection	764 53
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<b>MISSILE, JAVELIN</b>		M9--Cracks, magazine, trigger bar, rail...	760 36
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M1A2 SEP--Slave start procedures	766 04	Driver's training website, training circulars	767 56
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Muzzle plug keeps water out	763 21	Petroleum & Water Knowledge Portal (PWKP)	761 55
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Sprockets, reverse when wear marks reached	763 20	<b>TRANSPORTATION</b>	
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SATS--Ramp non-skid strips, landing legs...	764 43	TCM water damage from snow melt	769 16
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WTEC II to III transmission upgrade kit	759 12	<b>VEHICLE, RECOVERY, M88-SERIES</b>	
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Transfer case oil switch to 15W40	764 13	Air intake, keep cover to keep out water	763 18
<b>TRUCK, M915-SERIES</b>		CTIS settings to prevent tire damage	766 06
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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
<b>TRUCK, M1070 HET</b>		GRS harness, disconnect before dismantling	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 antisize compound	758 09
<b>TRUCK, PALLETIZED LOADING (PLS)</b>		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	<b>VEHICLES, COMBAT</b>	
<b>TRUCKS, GENERAL</b>		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	<b>VEHICLES, GENERAL</b>	
Fuel containment berm NSNs	764 11	Chock block NSNs	762 15
Secondary cargo load planning	758 11	<b>WATERCRAFT</b>	
Transport load height restrictions	765 11	I&CLT--BII gauge NSN	767 18
<b>VEHICLE, FIGHTING, M2/M3 BRADLEY</b>		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	<b>WATER PURIFICATION</b>	
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	<b>WATER SUPPLY</b>	
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

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: [johnj.baker.civ@mail.mil](mailto:johnj.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](mailto: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>

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.



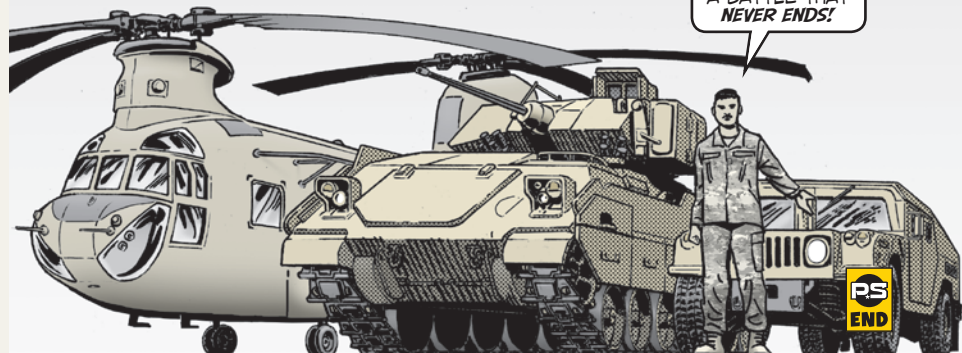
SO HOW DO YOU RECOGNIZE AND FIGHT BACK AGAINST CORROSION?

FIRST, ARM YOURSELF WITH KNOWLEDGE.



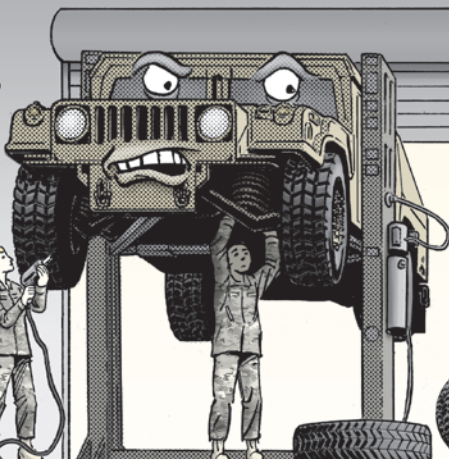
CHECK OUT THE INFORMATION ON PAGES 40-44 OF PS 750 (MAY 15). <https://www.logsa.army.mil/psmag/archives/PS2015/750/750-40-44.pdf>

CORROSION IS A BATTLE THAT NEVER ENDS!

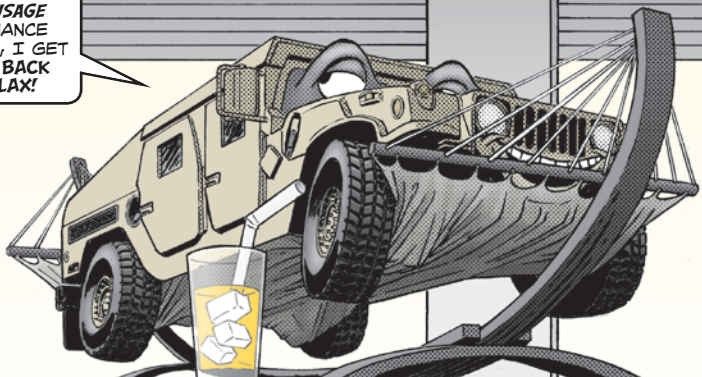


# MAINTENANCE OF LOW-USAGE EQUIPMENT

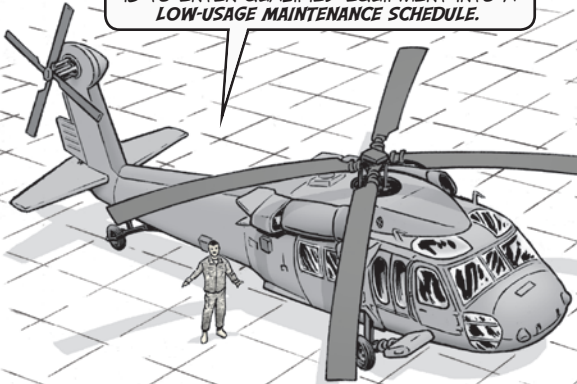
HEY! WHAT'S THE DEAL? WHY AREN'T YOU GETTING YOUR PMCS?



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'T 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.

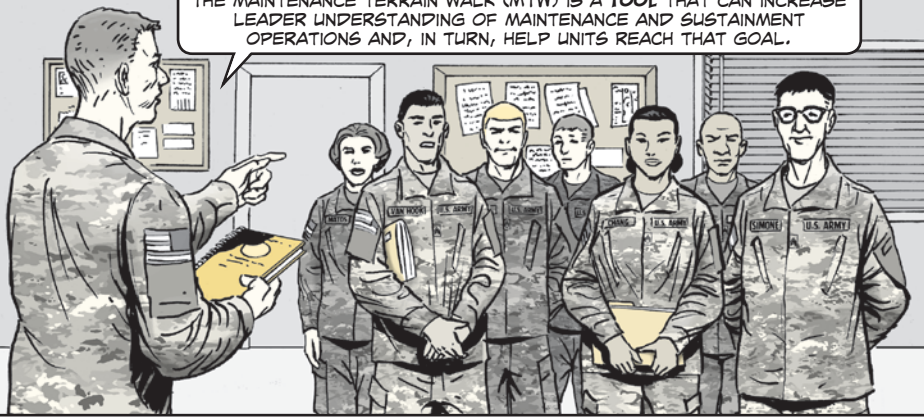
EYEBALL PARA 4-2 OF AR 750-1 FOR THE SPECIFIC DETAILS ON LOW-USAGE EQUIPMENT: SEARCH FOR THE PUB AT: <http://www.apd.army.mil/>

# 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.**

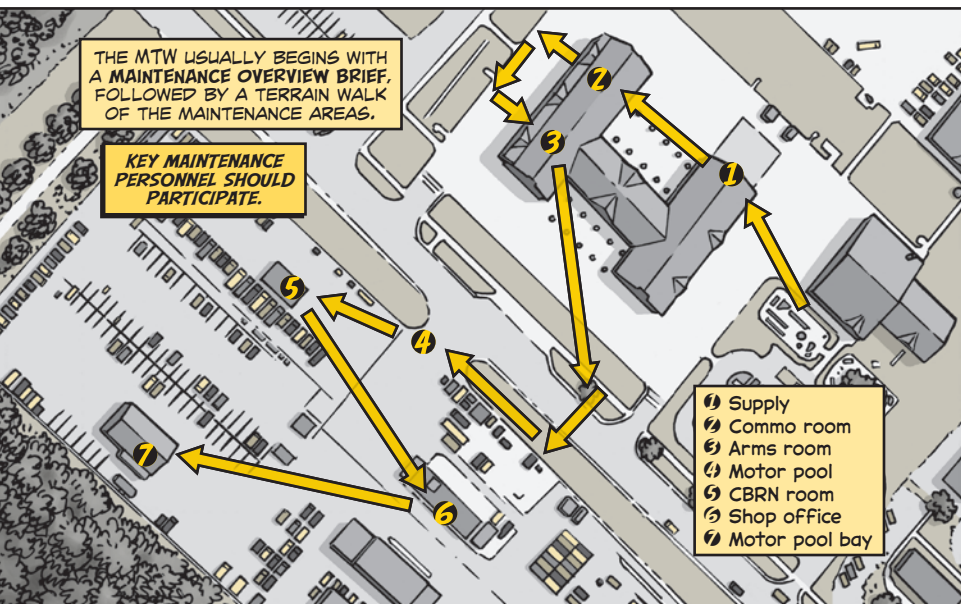
THE MAINTENANCE TERRAIN WALK (MTW) IS A **TOOL** THAT CAN INCREASE LEADER UNDERSTANDING OF MAINTENANCE AND SUSTAINMENT OPERATIONS AND, IN TURN, HELP UNITS REACH THAT GOAL.



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

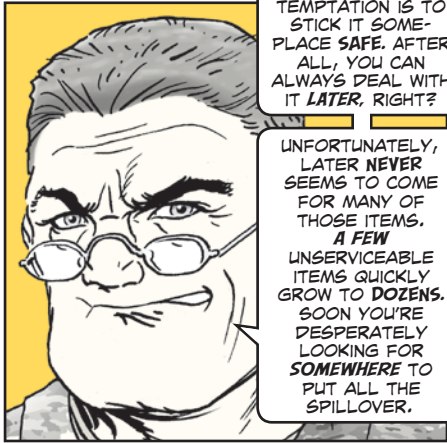
- How many people are authorized in your motor pool? What are your manpower challenges in meeting mission requirements?
- How do you feel about your unit's readiness rates (NMC rates)? What initiatives have you undertaken to improve readiness?
- What do you think your supported organizations would say 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!



WHEN YOU'VE GOT AN UNSERVICEABLE ITEM, THE TEMPTATION IS TO STICK IT SOMEPLACE 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.

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

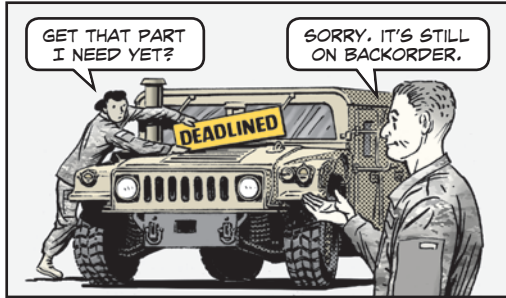
SOMEWHERE, ANOTHER SOLDIER MAY URGENTLY NEED THAT ITEM TO GET HER EQUIPMENT OFF DEADLINE. BUT SHE'S STUCK WAITING BECAUSE THE ITEM'S ON BACKORDER.

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

**TALK ABOUT A CATCH-22!**

GET THAT PART I NEED YET?

SORRY. IT'S STILL ON BACKORDER.



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.

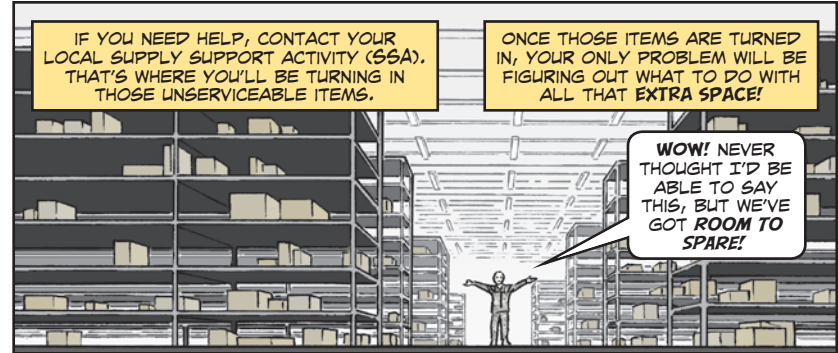
**NOT SURE?** CHECK THE PARTS TM TO SEE IF IT LISTS A CONTAINER.

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.

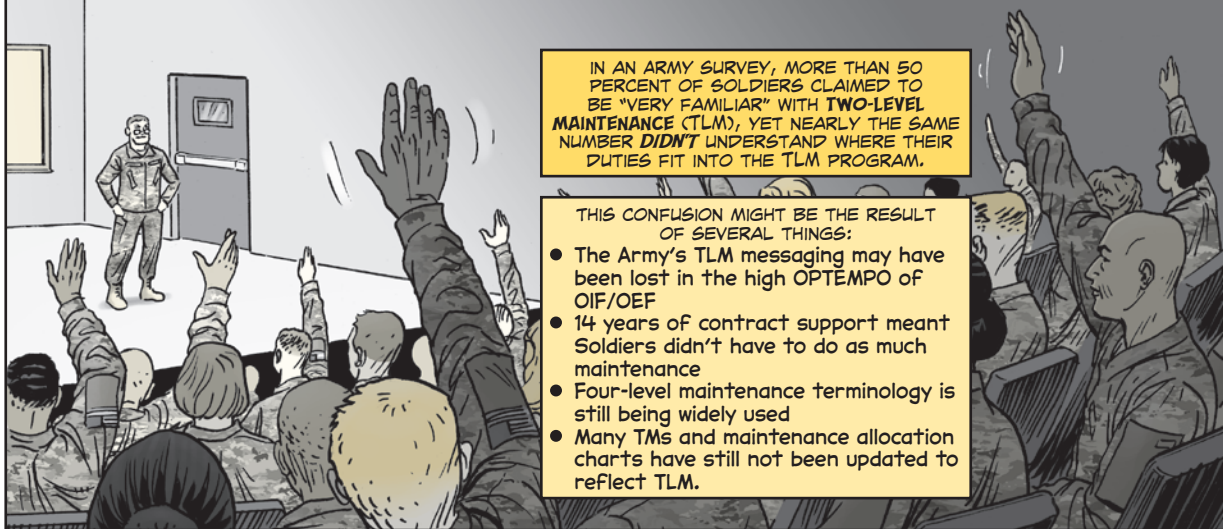
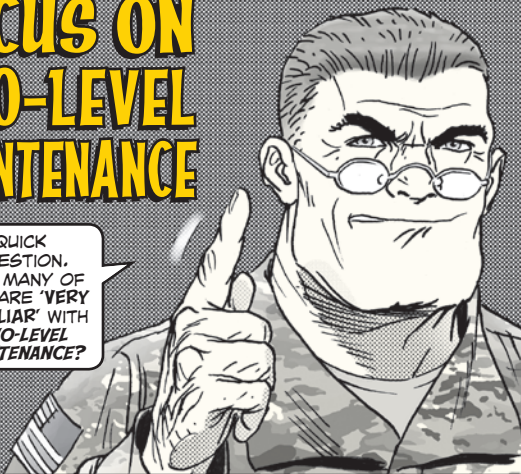
GRAB YOUR CAC,

**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?

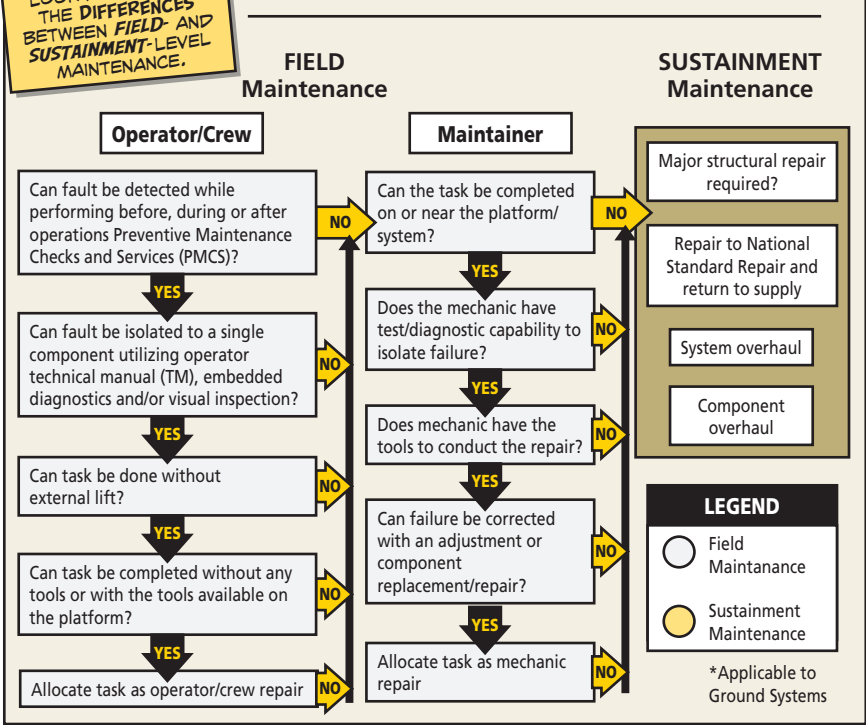


IN AN ARMY SURVEY, MORE THAN 50 PERCENT OF SOLDIERS CLAIMED TO BE "VERY FAMILIAR" WITH TWO-LEVEL MAINTENANCE (TLM), YET NEARLY THE SAME NUMBER DIDN'T UNDERSTAND WHERE THEIR DUTIES FIT INTO THE TLM PROGRAM.

- 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.

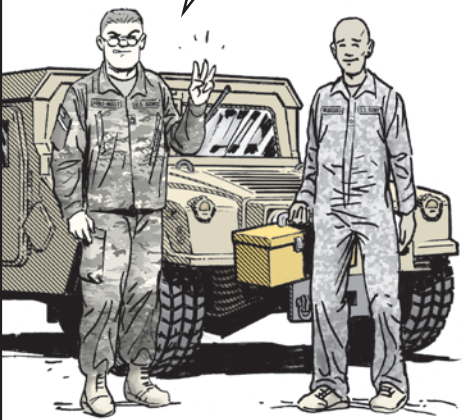
## Two-Level Maintenance\*



## Field-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



## Sustainment-Level Maintenance

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

SUSTAINMENT MAINTENANCE UNITS ARE ALSO MODULAR AND CAN TAILOR CAPABILITIES TO SUPPORT FORWARD REPAIR ACTIVITIES IN A THEATER OF OPERATION, REPAIRING, REBUILDING OR OVERHAULING SPECIFIC COMPONENTS AND END ITEMS AND RETURNING THEM TO SUPPLY.

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

Sustainment-level maintenance (SLM) is done by:

- Installation maintenance activities
- Depots
- OEM/contractor maintenance activities
- Army Materiel Command

Examples of SLM work:

- "Off-system" component/end item repair
- Disassemble/assemble
- Repair to national standard

Examples of typical components that can be repaired at SLM:

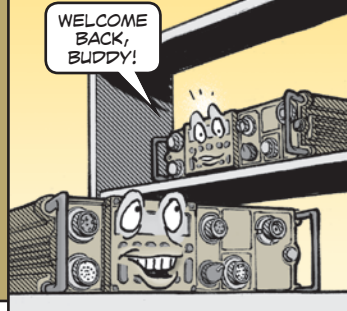
- Starter
- Winch
- Electronic module
- Geared hubs
- Engine
- Transmission



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.



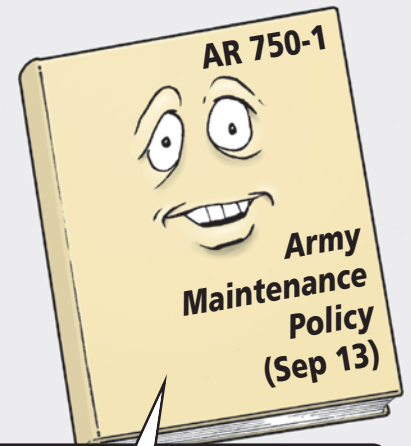
WANT MORE INFO? CHECK OUT CASCOM'S TLM OVERVIEW VIDEO:  
<https://www.youtube.com/watch?v=LeAQQvJZT50>

For a three-part history of TLM, see:

<https://www.youtube.com/watch?v=eydi6zj-gyg>  
<https://www.youtube.com/watch?v=feO34vGUu0s>  
<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.

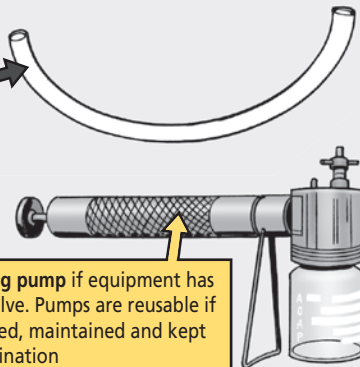
**PM AOAP recommends that units keep a 90-day supply of the following on hand:**

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

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

DD FORM 2026 (BACK), MAR 1999

OIL ANALYSIS REQUEST

TO: OIL ANALYSIS LABORATORY

MAJOR COMMAND:

OPERATING ACTIVITY (AVIATION SUPPORT/OPERATIONS):

EQUIPMENT MODEL:

EQUIPMENT SERIAL NUMBER:

ENGINE MODEL/TABLE NUMBER:

ENGINE SERIAL NUMBER:

DATE SAMPLE TAKEN (Day, Mo, Yr):

LOCAL TIME SAMPLE TAKEN:

HOURS/MINUTES SINCE OVERHAUL:

HOURS/MINUTES SINCE OIL CHANGE:

REASON FOR SAMPLE:

ROUTINE  LAB REQUEST  TEST CELL  OTHER

OIL ADDED SINCE LAST SAMPLE (C.G. P.E. C.E. G.E.):

ACTION TAKEN:

DISCREPANCY ITEM:

HOW MALFUNCTIONED:

HOW FOUND:

LAB REQUEST  AIR OR GROUND CREW

TYPE OIL:

DRAIN  TUBE  HOT  COLD

ENGINE POSITION:

REMARKS/REMARKS:

NAME:

PHONE:

EMP NO.:

SIGNATURE:

FOR LABORATORY USE ONLY

SAMPLE RESPONSE TIME:

FE AG AL CB CU MD NA

M PB SI SW TI U MD

7N LAB RECOMMENDATION

SAMPLE NUMBER(S):

FILE MARK: DATA SEQ:

DD FORM 2026, MAR 1999

DATE: 20030901 OIL ANALYSIS REQUEST DA FORM 5991-E

ORGANIZATION: COMMANDER C-273 AN BN CAMP CRUSBY SANGREDO, 15AG.

UIC: WAD9C0 MAJOR COMMAND: CENTCOM NUMBER NO: N091C

COMPONENT SER NO: 2420293982 END-ITEM SER NO: C5303467

COMPONENT MODEL: HT 654 END-ITEM MODEL: H923

COMPONENT MOUNT: TRANSMISSION EIC: BRT

REASON FOR SAMPLE: ROUTINE

DATE SAMPLE TAKEN: 20030901

GEOMETRY/HOURLY METER: H 005525

HRG/MILES SINCE NEW/OVHL: H 001002

HRG/MILES SINCE OIL CHANGE: H 001002

OIL ADDED SINCE LAST SAMPLE: 000

TYPE OIL: 15/40W

RECORD COMPONENT NAME/REMARKS:

AOAP RELATED:

QOB=

EIR=

WORKORDER NO=

SAMPLE NO: ASSIGNED IAH: A

SAMPLE INDEX NO: 3182 RECOMMENDATION NO:

UNIT POC: SFC DUMN EVALUATOR: DATE:

UNIT PHONE NO: (---)-----

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](mailto:usarmy.redstone.logsa.mbx.aopap@mail.mil)



OASIS

**BREAKING NEWS!**

**AOAP WORLD**

**NEW DEVELOPMENT UNDERWAY!**

AOAP IS IN THE PROCESS OF EQUIPPING ITS LABS WITH THE **NEW OIL ANALYSIS STANDARD INTER-SERVICE SYSTEM (OASIS).**

OASIS?

WHAT'S THAT?

**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

**PM Still Vital**

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.



**Welcome 100-, 200-kW TQGs, to the AOAP Club!**

I CAN'T BELIEVE WE'RE GETTING IN!

PINCH ME! I MUST BE DREAMING!

EVERYONE LIKES TO **SAVE A BUCK**, RIGHT?

THAT'S WHY THE FOUR TACTICAL QUIET GENERATOR (TQG) SETS BELOW HAVE BEEN **ADDED** TO THE ARMY OIL ANALYSIS PROGRAM (AOAP).

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**:

HERE ARE THE TQGS THAT HAVE BEEN **ADDED TO AOAP**:

- 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.

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.mil](mailto:theodore.a.banks2.civ@mail.mil)

OR **QUESANDRA WARD**, DSN 648-6268, (443) 395-6268, OR BY EMAIL: [quesandra.m.ward.civ@mail.mil](mailto:quesandra.m.ward.civ@mail.mil)

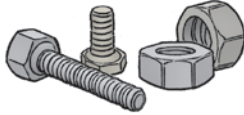
# TURN IN TMs, TOO!

## THINGS THAT GO TOGETHER:

**Peanut Butter and Jelly**



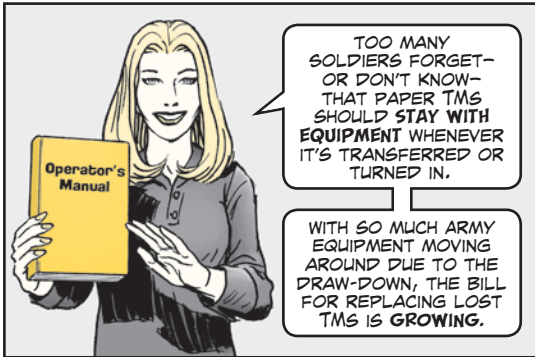
**Nuts and Bolts**



**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.

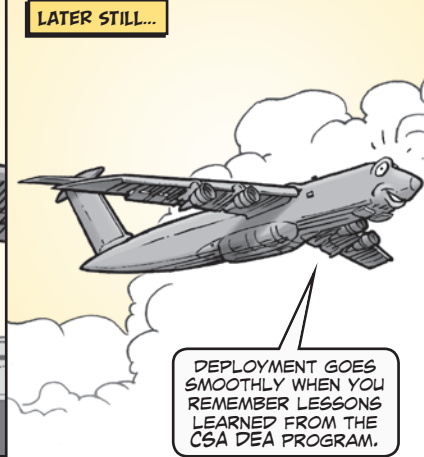
OPERATOR'S MANUALS ARE BASIC ISSUE ITEMS (BII) SO THEY SHOULD STAY WITH EQUIPMENT WHEREVER IT GOES.

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



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

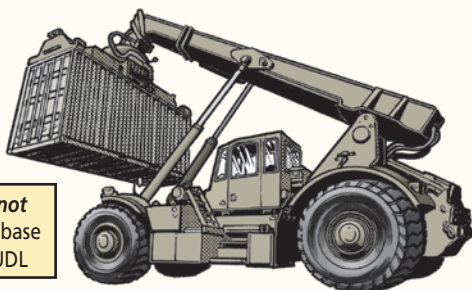
- **Improper data input to TC-AIMS II:** Wrong vehicle dimensions entered, such as height, length, width and/or weight
- **Inattention to port-call messages:** Fuel, HAZMAT, sensitive items

- **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

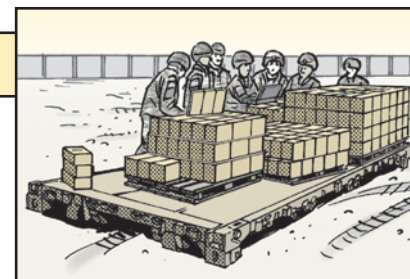
- Comply with port-call messages
- Identify sensitive and priority cargo on UDL. Send an advance copy to the Surface Deployment and Distribution Command (SDDC) unit at port.
- Physically measure and verify weights of vehicles and cargo
- Send a liaison officer (LNO) to the port who has the knowledge 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](mailto: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



WHAT A HOT MESS! YOU GUYS NEED HELP.

I'M TRYING TO FIND MY MIG DETENTS.

**K**EEPING 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.



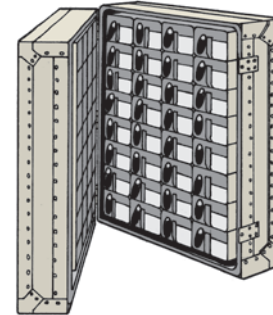
WHEN YOU'VE GOT A LOT OF BENCH STOCK, YOU'LL NEED SOMEWHERE TO KEEP IT!

FOR A FEW DOLLARS, YOUR UNIT CAN ORDER A **SMALL PARTS STORAGE BOX**. NSN 8115-00-663-0212...



Use plastic tray for organizing bench stock

... OR TWO **TRANSPORT AND STORAGE CASES**. NSN 8115-00-663-0213.



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

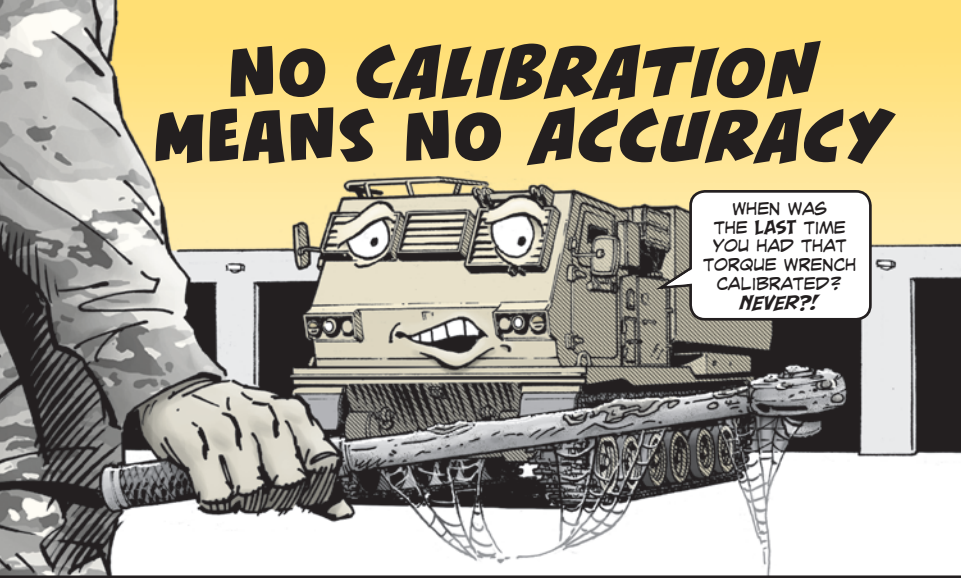
ALL THE DRAWERS COME WITH DIVIDERS AND A SLOT FOR INSERTING A LABEL TO EASILY IDENTIFY STORED PARTS.



## 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.



AN EVEN **BETTER** TIP IS TO GET THE TMDE APP AT THE LOGISTICS INFORMATION WAREHOUSE (LIW).

THE APP LETS YOU EASILY CHECK THE MASTER LIST AND PROJECTED, DELINQUENT AND IN-SHOP STATUS REPORTS FOR YOUR UNIT'S TMDE ITEMS.

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

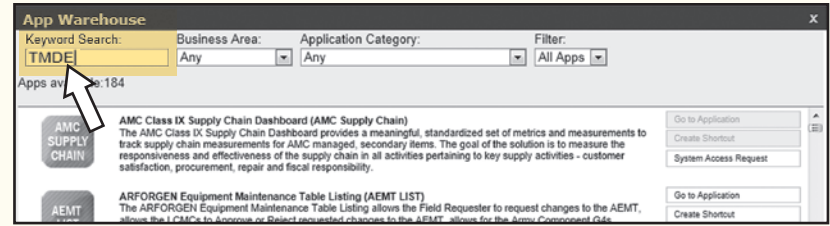
The **projected items report** lists all TMDE due for calibration in the next 30 days.

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

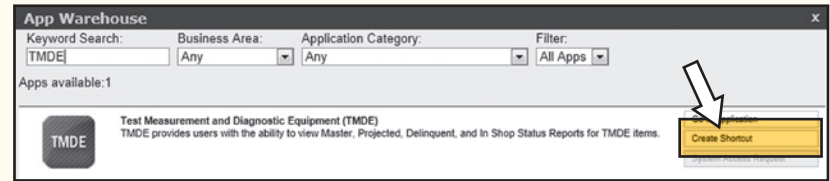
The **in-shop status report** gives the work order number and status along with the model, serial number and nomenclature of your items at TMDE.

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.

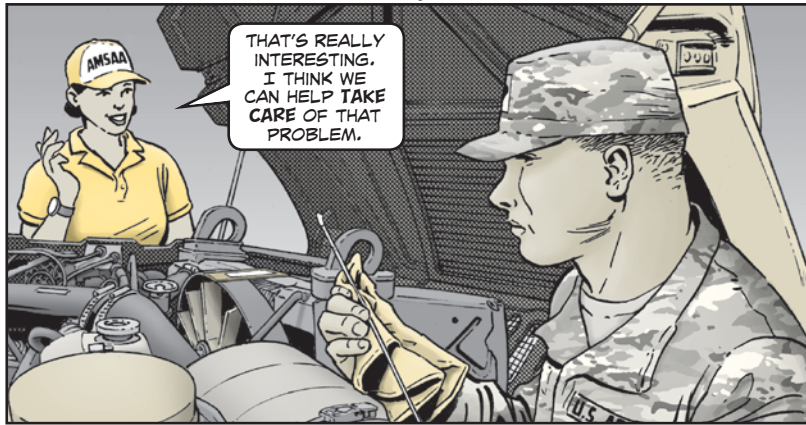


## COMMAND SUPPLY DISCIPLINE PROGRAM WALK-THROUGH CHECKLIST

### 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.

**DATA IS COLLECTED ON 6800+ PIECES OF GROUND EQUIPMENT (RANGING FROM M1 TANKS TO TRAILERS) AND 250+ PIECES OF AVIATION EQUIPMENT (ROTARY & UAV).**

**SDC&A Locations**

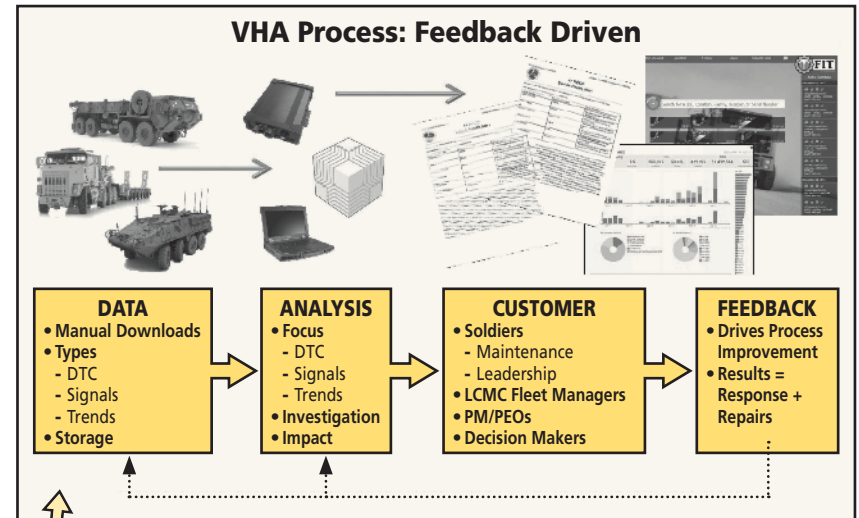
- JBLM (Ft. Lewis)
- Ft. Carson
- Ft. Irwin (NTC)
- Ft. Bliss
- Ft. Hood
- ANAD (AMLLA)
- Ft. Drum (AMLLA)
- APG/Belcamp
- Ft. Campbell
- Ft. Stewart
- Ft. Rucker

**OCONUS Sites**

- Vilsack, Germany
- Schofield Barracks, HI
- Kuwait - OCO

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.



Soldier feedback enables vehicle health assessment process

AMSAA also conducts special studies and other materiel-related analyses in conjunction with routine SDC. These studies focus on systemic issues related to DA policy, materiel or logistics.

Check out AMSAA on the web at: <https://www.amsaa.army.mil/>

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?**

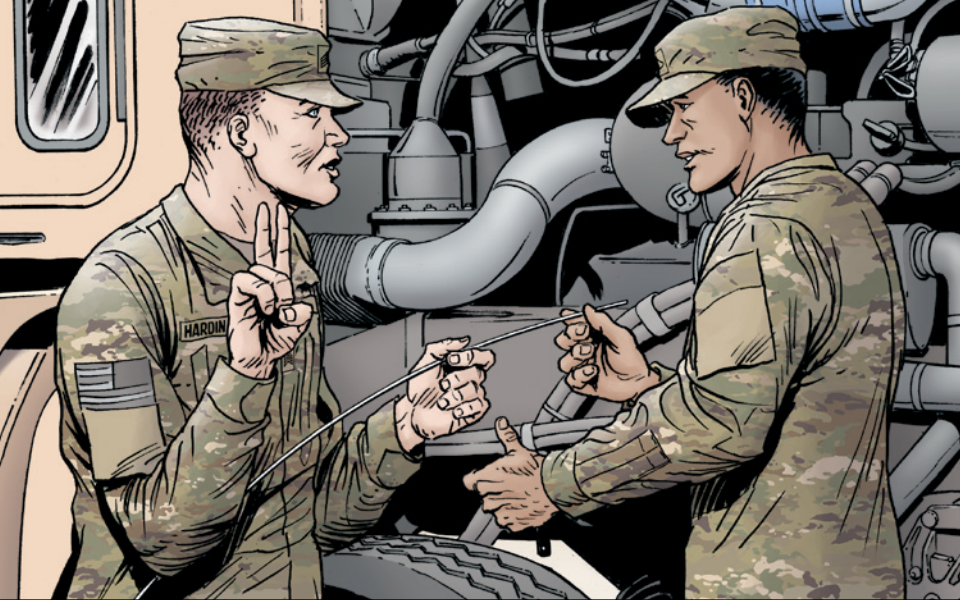
**WANT TO BE  
ACCURATE?**

**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!**