

DEPOT MAINTENANCE PLANNING, PROGRAMMING, AND EXECUTION

1. Introduction. Depot-level maintenance is an integral part of overall force readiness. It is the only source, aside from new procurement of equipment, that can resupply the Army's combat units. For repairable items, depot maintenance is the most efficient and cost effective source of supply for the Army. In addition, it is the only source for those items no longer available from civilian industrial production. Thus, the successful accomplishment of the depot maintenance mission provides for a cost effective contribution to the overall readiness of U.S. forces. In general, depot level maintenance is oriented toward the Army's combat force (by providing back-up maintenance and technical support) and to the wholesale (national) supply system (by providing materiel managers an alternate source of serviceable equipment). The activities, systems, and processes involved in depot maintenance planning, programming, and execution comprise the scope of this lesson.

2. The Army Maintenance System. The world of maintenance is changing. We have transitioned to a national maintenance concept encompassing two categories of maintenance for ground equipment: national and field. For aeronautical equipment, there are three levels of maintenance: Aviation Unit Maintenance (AVUM), Aviation Intermediate Maintenance (AVIM), and depot. The National Maintenance Program (NMP) concept represents a paradigm shift in the way the Army does maintenance. This significantly expands the role of logistics managers worldwide. The NMP encompasses the Army strategy to move to a centrally coordinated and controlled repair-based logistics system. The overall objective is to increase fleet readiness at the weapon system level and reduce operation and sustainment costs by accomplishing repairs to a higher standard. The prescribed national standard will be described in the appropriate NMWR, DMWR, or TM for each repairable candidate. The NMP was announced in DA Message 140623Z Jul 99, Subject: The National Maintenance Program. This program will be formalized in AR 750-1.

a. NMP establishes two categories of maintenance management: national and field.

(1) National category consists of organic depots, the industrial base, and qualified below depot activities.

(a) The overall focus is sustainment readiness.

(b) Items repaired are returned to the supply system.

(c) Source of funding is Army Working Capital Fund – Supply Management Army (AWCF-SMA).

(2) Field category consists of organizational, Direct Support (DS), and General Support (GS) maintenance units/activities.

(a) The overall focus is near-term readiness in order to maintain and generate combat power.

(b) Items are repaired and returned to the user.

(c) Source of funding is Operation and Maintenance, Army (O&MA).

b. Headquarters, US Army Materiel Command (HQ AMC), is designated as the National Maintenance Manager (NMM). The NMM focuses on centralized management, decentralized execution of Army maintenance programs, and consolidates all national maintenance organizations under a single management structure.

3. Depot Maintenance Concepts/Constraints. Depot maintenance capabilities are planned using a combination of military and commercial (contract) sources. Projections are based on validated performance standards found in National Maintenance Work Requirements (NMWR), experience from previous or similar programs, or the National Maintenance Support Plan (NMSP) for equipment under development. An organic depot maintenance capability and capacity is established and sustained on the basis of workloads generated by those weapon systems and materiel which are considered essential to the Army's primary roles and missions.

a. The basis for establishment and retention of depot maintenance capability and capacity is the workload demand created by approved, supportable materiel inventories, such as Army Acquisition Objective (AAO) requirements and inventory Requirements Objective (RO).

b. During peacetime, optimum Army organic depot maintenance capability and capacity is developed and sustained to accomplish not more than 70 percent of the gross depot maintenance workload requirements for mission-essential equipment. The workload for each Army depot facility is constrained to maintenance that can be accomplished during a 40-hour work week at this optimum capacity utilization. In addition, not less than 50 percent of depot maintenance funds available for each fiscal year will be applied to organic programs.

c. In determining the depot maintenance support for any given item, interservice support and/or commercial sources may be used to complete that depot maintenance workload which exceeds the Army's capacity/capability, or when the Army's capability has not yet been established. Depot maintenance support is determined through the use of a Source of Repair (SOR) decision-tree logic process. The weapon system project manager and the responsible MSC/Activity logistics elements are responsible for applying the Source of Repair decision logic contained in Army Regulation 750-2, Army Materiel Maintenance Wholesale Operations. The results of this application will determine the appropriate methodology for conducting depot level repair on end items and their repairable components. The Source of Repair decision logic diagram and accompanying description of the major decision points are contained in Annex A to this document.

d. A National Maintenance Support Plan (NMSP), a portion of the Integrated Logistics Support Plan (ILSP), is developed for each new item of equipment to ensure that provisions for required depot maintenance are identified. Annex B to this document contains further information concerning the National Maintenance Support Plan as well as pertinent information on each of the ten sections of this plan.

e. When depot maintenance programs are being developed, the following overall priorities have been established:

- (1) Secondary item component repair.
- (2) Modification/Conversion of end items.
- (3) Reliability Centered Inspection and Repair Only as Necessary (RC-IRON).
- (4) Overhaul/Repair of Force Modernization end items.
- (5) Overhaul/Repair of other end items.

f. Depot maintenance requirements are determined by the Commodity Commands/Activities of Army Materiel Command (AMC). Other major Army commanders and DA Staff agencies coordinate any special requirements for depot maintenance support with AMC.

g. The establishment of a depot maintenance requirement is made only for those unserviceable items which are determined to be reparable. Depot maintenance programming encompasses the current fiscal year, the budget year, and four out-years.

4. Army Depot Maintenance Organization (see Attachment 1). Within the Department of the Army, the configuration of a depot maintenance program is the result of interrelated actions performed by various offices, commands, and subcommands. The most important of these are the DCSLOG, AMC, and its Major Subordinate Commands (MSC) and Activities. These actions include:

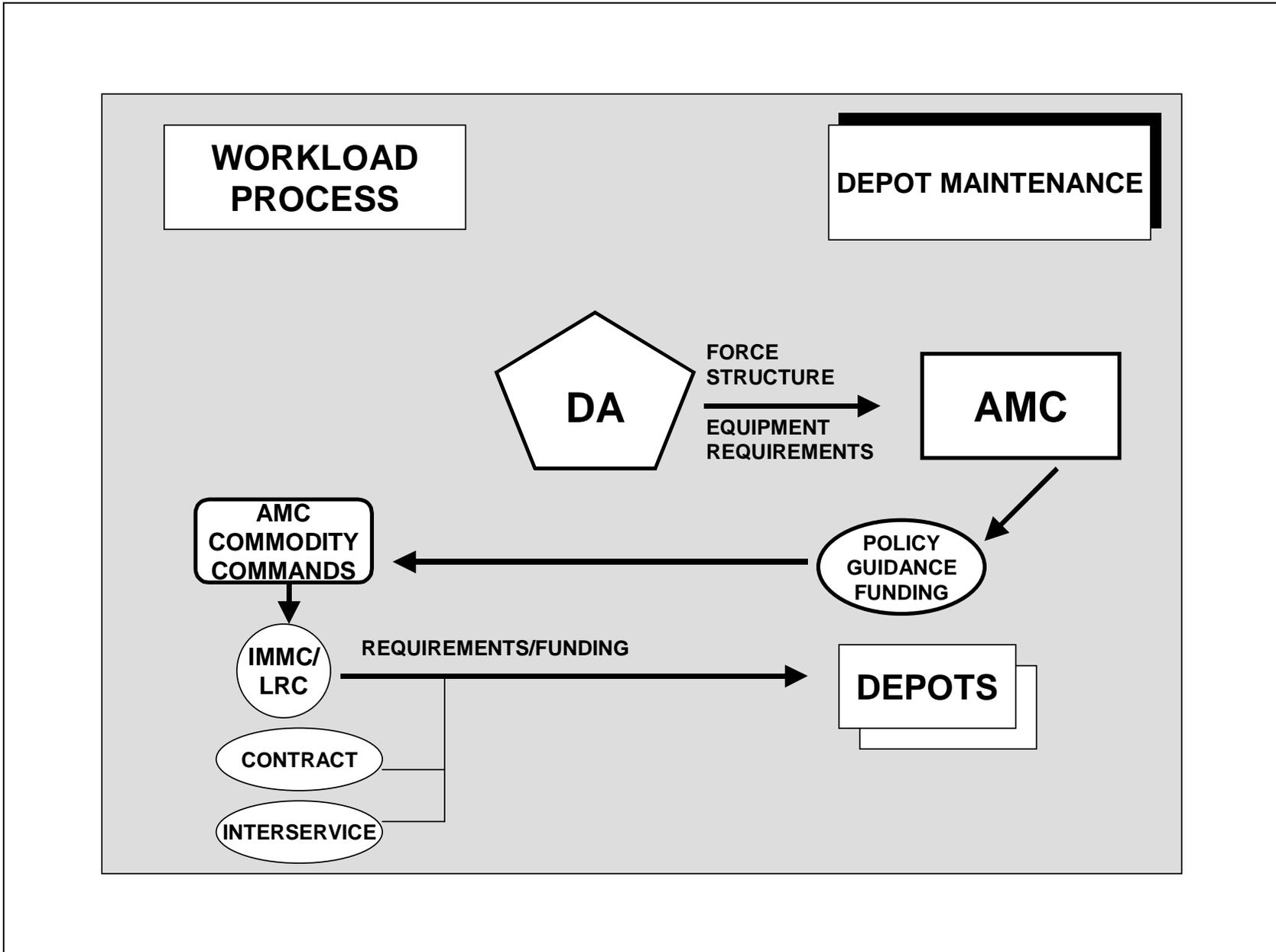
a. The DCSLOG's responsibilities include formulation of concepts, policies, plans, and program guidance for depot level maintenance of materiel systems; reviewing, approving, and defending depot level maintenance and maintenance support programs; and programming and budgeting actions relative to the Army budget program 7M (Central Maintenance).

b. AMC is responsible for formulation and dissemination of logistics guidance, doctrine, and direction for the operation and maintenance of materiel.

c. AMC Commodity Commands/Activity.

(1) AMC Commodity Commands/Activity (SBCCOM, AMCOM, CECOM, CSLA, TACOM) and selected staff exercise an active role in depot maintenance direction. The activities and commands which actively accomplish the majority of the planning and execution of the depot programs are supervised by the AMC Deputy Chief of Staff for Logistics.

(2) The Commodity Commands/Activity are responsible for the majority of the functions pertaining to depot maintenance. Within each command/activity is an Integrated Materiel Management Center (IMMC) or Logistics Readiness Center (LRC). This center is responsible for the supply and maintenance actions required to support fielded weapon systems and weapon support systems throughout the Army. They also are tasked by Project Managers (PM) to provide matrix support to the PMs during research and development of new systems. Maintenance engineers and equipment specialists provide technical documentation and control over emerging depot programs through this matrix support to the PMs. An example is the preparation of the National Maintenance Work Requirement (NMWR),



which lays out for the depot or contractor specific instructions for repairing an item or component. A sample NMWR is shown at Annex C of this chapter.

(a) Within the IMMC/LRC, weapon system management teams are organized to perform the daily supply, maintenance, readiness, and quality assurance functions necessary to support an entire weapon system deployed world-wide. Within these teams are personnel assigned to perform supply and maintenance procedures, such as inventory management, provisioning, maintenance coding, technical manual reviews and revisions, quality deficiency reports evaluations and processing, warranty management, and other related tasks that are required to sustain the readiness of the deployed systems. The depot maintenance related functions performed by this team are the computations of forecasted maintenance requirements, issuance of overhaul/repair directives, forecasting and controlling the return of unserviceables to the appropriate depots/contractors, and the requirements forecasting and procurement of parts necessary to support depot maintenance programs. These functions have historically been performed by inventory managers and will continue to be performed by inventory managers under the team concept.

(b) In addition to the weapon system team, other directorates and offices are involved to some degree in depot maintenance. For example, the Directorate for Readiness will have responsibility for New Equipment Training (NET), technical assistance (Logistics Assistance Representatives), and other readiness associated programs. The Directorate for Resource Management has financial management responsibility and the Directorate of Information Management is responsible for data processing and information systems. Less obvious responsibilities are exercised by other directorates, such as personnel and force development.

(3) Depot maintenance activities are assigned to the AMC MSCs. These activities (which will hereafter be collectively called depots) function under the control of the Commanding General of their related AMC major subordinate command. The present trend for workloading is based upon a "Prime Depot Concept." Under this concept, a selected depot, based upon cost and other factors, is given the total mission for that item until its capacity is reached. If the requirement exceeds the prime depot's capacity, a commercial contractor or a secondary depot will be given the remainder of the mission. In addition to depots, other activities such as arsenals and plants may be assigned depot maintenance missions. A considerable portion of the maintenance mission at these activities normally pertains to ammunition demilitarization and surveillance functions.

(4) Each depot/activity has a Directorate for Maintenance which has overall responsibility for the maintenance operations and includes the following:

(a) Planning and developing organic maintenance capability to support the peacetime depot workload, and planning expansion to support a mobilization workload.

(b) Transmitting Program Status Reports (PSR) to the IMMC of the MSC detailing items inducted into the maintenance process, work in progress, and completions.

(c) Reporting repair parts consumption resulting from the depot maintenance programs.

(d) Monitoring cost estimates on projected programs and level of expenditures for on-going programs.

5. Depot Maintenance Computer Systems/Files (see Attachment 2). The planning, programming, and execution of depot maintenance programs utilize a wide spectrum of computer systems and their associated files. In general, the systems can be related by function to the major entities involved in depot-level maintenance. The AMC Commodity Command/Activity utilizes the Maintenance Data Management System (MDMS) to accomplish the planning function. The Depot Maintenance Programs Team at TACOM-RI serves as the focal point for all customers including interservice (Navy, Air Force, and Marine Corps), Army Reserve, National Guard, Program Managers (PMs/PEO), and other DoD agencies. They also serve as the Foreign Military Sales (FMS) representative for financial management, systems loading of FMS-funded depot maintenance programs, and manage depot program execution for the US Security Assistance Group. TACOM-RI also serves as the coordinator/system manager of Maintenance Logistics Workload/Headquarters Application System (HAS), composed of several sub-systems, to accomplish the programming function. The depots utilize portions of the Standard Depot System to perform the execution function for depot programs.

a. Commodity Command/Activity. Future year maintenance programs that are initiated at the National Inventory Control Point (NICP) are entered into the Maintenance Data Management System (MDMS).

(1) Item/Weapon System Managers establish their gross maintenance requirements into the Stock Item Number Reference (SINR) file of MDMS for the current and five out-years.

(2) The gross requirements undergo review and revision, based upon funding guidance parameters from Army Materiel Command, in the Maintenance Management and Control (MMAC) file of MDMS. Then, a planned maintenance program, for organic programs, is released from MDMS and forwarded to the respective depot to allow depot workloading programming.

b. The Army maintains a centralized data base of projected maintenance programs, as well as historical programs, in the Headquarters Application System (HAS) at the OSC in Rock Island. OSC does nothing except provide computer support for data storage.

(1) The Repairable Item File (RIF) contains a record of past depot maintenance programs worked at each depot. Costs and man-hours data are available in this file.

(2) Upon acceptance from the depot, the updated maintenance program will now be entered into the Master File for Maintenance (MFM) file, the Army's official record of future (five year) maintenance programs.

c. The depot receiving the program from the IMMC it supports will input the program into the End Item Master Data Record (EIMDR) where the input will be matched to existing maintenance data. Acceptance of the program and updated information on cost/ man-hours will be relayed back to the IMMC. Prior to program execution, the depot will enter the program into the Work Authorization Master Data Record (WAMDR) where the Production Controller will "break out" the program into program control numbers (PCNs), allowing asset tracking through the various shops of the depot, providing cost/man-hour roll-ups, and maintaining current status of production.

6. Summary.

a. The Army system for planning depot maintenance is based on a five-year cycle. During the planning cycle, elements at various levels from Department of the Army to depot level provide recommendations to OSC for each of the five planning years. During this period, the following areas are considered:

(1) Requirements for depot maintenance. This is an overriding factor. If a need for the serviceable item does not exist, the efforts expended to repair/overhaul are a waste of Government resources.

(2) Funding. Depot maintenance programs must be within the budget and cost-effective; funding will always constrain the maintenance efforts.

(3) Capability/Capacity. If requirements exceed the ability to accomplish the work, the workload may either be tailored or the capability/capacity can be expanded.

(4) Timing. Repair parts, unserviceable assets, manpower, technical publications, and facilities must be coordinated to ensure that all needed resources are available when required to prevent unnecessary delays in program execution.

(5) Data Exchange. Any maintenance management system relies upon data collection and analysis of cost/man-hour information to make effective decisions. Continual update and processing of data is required at all levels of management.

(6) Life-Cycle Planning. Planning for depot maintenance is a fundamental action which must occur well in advance of program execution. Adequate planning will allow an organized, coordinated maintenance effort.

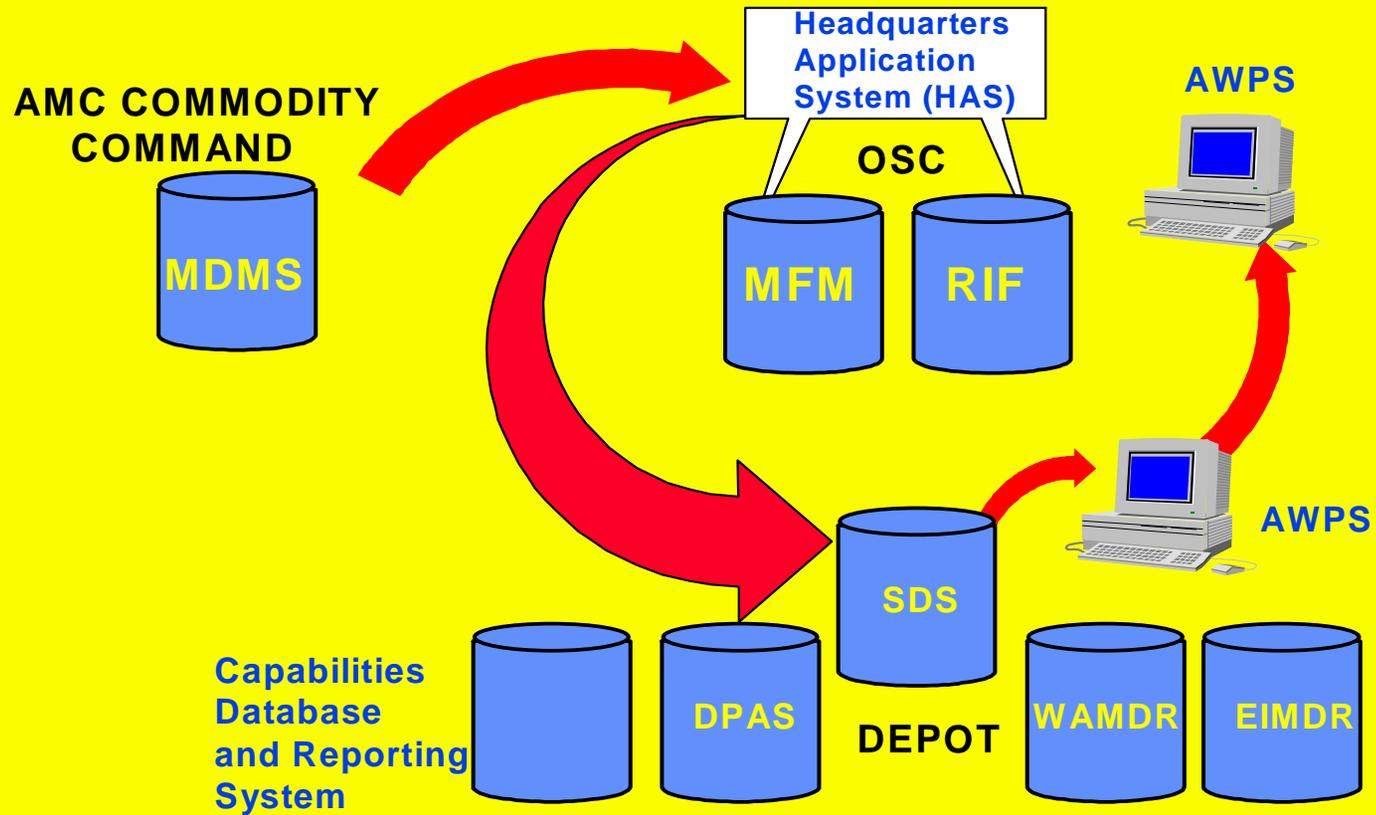
b. Alternatives to Army organic depot maintenance must be explored.

(1) Inter-Service Support. Other military services may offer a capability which can better support Army requirements. Therefore, interservice coordination is necessary to ensure cost effective operations and best possible use of resources.

(2) Contract Maintenance. Contract maintenance is an alternative for programs that exceed organic or interservice capability/capacity. In addition, commercial contracts provide an expanded industrial base for maintenance programs.

c. The importance of political factors in depot-level maintenance decisions cannot be overlooked. This factor may take precedence over any other consideration in the maintenance planning process.

DEPOT MAINTENANCE PLANNING AND EXECUTION FILES AND DATA BASES



Attachment 2

WHAT	WHERE	WHY
MDMS Maintenance Data Management System	AMC Commodity Command	Enter desired maintenance programs for workloading and execution. Visibility of work in progress and completed work.
MFM Master File Maintenance	Operations Support Command	Record of current and planned depot maintenance programs (5 years)
RIF Reparable Item File	Operations Support Command	History file of completed organic depot maintenance programs (cost, man hrs parts)
SDS Standard Depot System	AMC Depots	Integrates supply (parts ordering, accountability) and maintenance data (scheduling, repair lead-time)
EIMDR End Item Master Data Record	AMC Depots	History file of completed programs
WAMDR Work Authorization Master Data Record	AMC Depots	Tracks programs through maintenance shops and records progress and cost data by PRON/PCN

Attachment 2 (Continued)

WHAT	WHERE	WHY
DPAS Defense Property Accounting System	AMC depots	Record of industrial plant equipment for use in determining depot capability for organic programs.
Capabilities Data Base and Utilization Reporting System	AMC depots	Record of available man-hours to determine depot capacity for accomplishing depot programs. Along with DPAS will replace Capability and Engineering Data Reporting System (CEDRS) at OSC.
AWPS Army Workload Performance System	AWPS depots Industrial Operations Command (see only)	Extracts data from aforementioned files and data bases to display information that matches workload to manpower and program cost and performance at the depot, PRON, or workstation level.

Attachment 2 (Continued)

ANNEX A

SOURCE OF REPAIR (SOR) DECISION LOGIC

1. The weapon system project/program manager and the logistics support elements of the applicable Major Subordinate Command are responsible for determining the appropriate source of repair for weapon systems, end items, and related reparable components. The goal of the SOR process is to establish a balanced peacetime industrial and organic depot maintenance base which can provide the required maintenance support during surge periods and mobilization. The SOR decision logic found in Army Regulation 750-2 will be used in making decisions. Based upon the answers to questions contained in the logic process, depot level maintenance will be recommended from one or more of the following sources.

- a. Organic Maintenance.
- b. Contract Maintenance.
- c. Interservice Support
- d. Interim Contractor Support.

2. Figure A-1 to this Annex depicts the decision tree logic from AR 750-2. Before starting the decision process, however, the PM must have a clear definition of the total peacetime and mobilization workloads by work breakdown structure. A discussion of the major SOR logic tree decision points is provided below:

a. Direct Set Aside? Some programs, by prior agreement with higher headquarters or Congress, are predetermined for a particular Source of Repair. They include precontractual agreements whereby the winner of a competition for development of a system is automatically awarded the depot maintenance repair program. Set aside programs are earmarked for a pre-determined SOR and may be any one of the four previously mentioned sources.

b. Mission Essential Item? If an item (and therefore its reparable components) is identified in the Industrial Preparedness Planning List (IPPL) established by Army Regulation 700-90, it will be further evaluated for possible assignment to organic depot maintenance source of repair.

c. Do Organic Depots Need New or Existing Technology? When a mission essential item contains technology required by a depot to meet and sustain their baseline mobilization capability, existing or new technology needed by the organic depots should be further considered for assignment to organic depot maintenance source of repair.

d. Is it Core? DOD defines Core as the following, "CORE is the capability maintained within organic Defense depots to meet readiness and sustainability requirements of the weapons systems that support JCS contingency scenario(s). Core depot maintenance capabilities will comprise only the minimum facilities, equipment, and skilled personnel necessary to ensure a ready and controlled source of required technical competence." Using Defense Planning Guidance (presently a two-Major Regional Conflict scenario), the Army reviews troop lists, Critical Items lists, and Mission Essential Materiel lists to determine Core candidates, and the maintenance standards (plant equipment, man-hours, and skills by weapons systems) required to comprise the peacetime depot system. Core programs exist to minimize operational risk and guarantee required readiness for selected weapons systems.

e. Obstacles to Organic Support? Obstacles that preclude in-house performance include:

- (1) Lack of specialized equipment or facilities.
- (2) Lack of specialized test equipment.
- (3) Lack of required skills.
- (4) Lack of proprietary rights.
- (5) Lack of special tools.
- (6) Prohibitive cost of attaining or maintaining organic capability.

If there are no obstacles to organic support, the candidate maintenance workload will be assigned to the appropriate Army depot.

f. Only Obstacle is Facility Capacity? In some cases an organic program is restricted only by non-availability of capacity. It may be possible to expand the capacity or exchange workload with other programs to overcome this obstacle.

g. Is Capacity Change Justified? The military construction program provides limited funds to expand current facilities. If the priority of the program (funding) is not sufficient or available to expand capacity, exchanging the high priority new workload for a workload of an existing lower priority program is the next option.

h. Exchanging with Current Organic Workload? The objective in assigning depot workloads is to match all industrial base facilities (depots) with a mobilization workload that compliments each facility's mobilization expansion ability. This expansion capability is a function of the existing peacetime skill base, peacetime workload level, available facilities, materiel asset availability, transportation availability, complexity of work, potential mobilization hiring rate, and potential loss rate of employees during mobilization. In other words, if a current workload is to be discontinued to accommodate a new workload, the newer workload should contribute to maintaining or increasing the depot's capability for expansion in contingencies.

i. Depot Maintenance Interservicing? When candidate items are not acceptable or not desired for organic repair, they then qualify for a depot maintenance interservicing review by the Joint Depot Maintenance Analysis Group (JDMAG). This review would be conducted prior to any contract considerations, to see if the capability and capacity exists in other DOD facilities. Assignment to another service source of repair is based on considerations of economics and efficiencies, available excess DOD capacity, plus identification of other users who need similar overhaul facilities.

j. Contract Source Available at Reasonable Cost/Risk? All available commercial contract sources are compared on the basis of cost, risk, capability, and other appropriate factors.

k. Based upon an analysis of the information and situation at each of the decision points in this logic, the depot maintenance planners would select the appropriate source of repair for the particular depot level maintenance program.

ARMY DEPOT SOURCE OF REPAIR DECISION TREE LOGIC

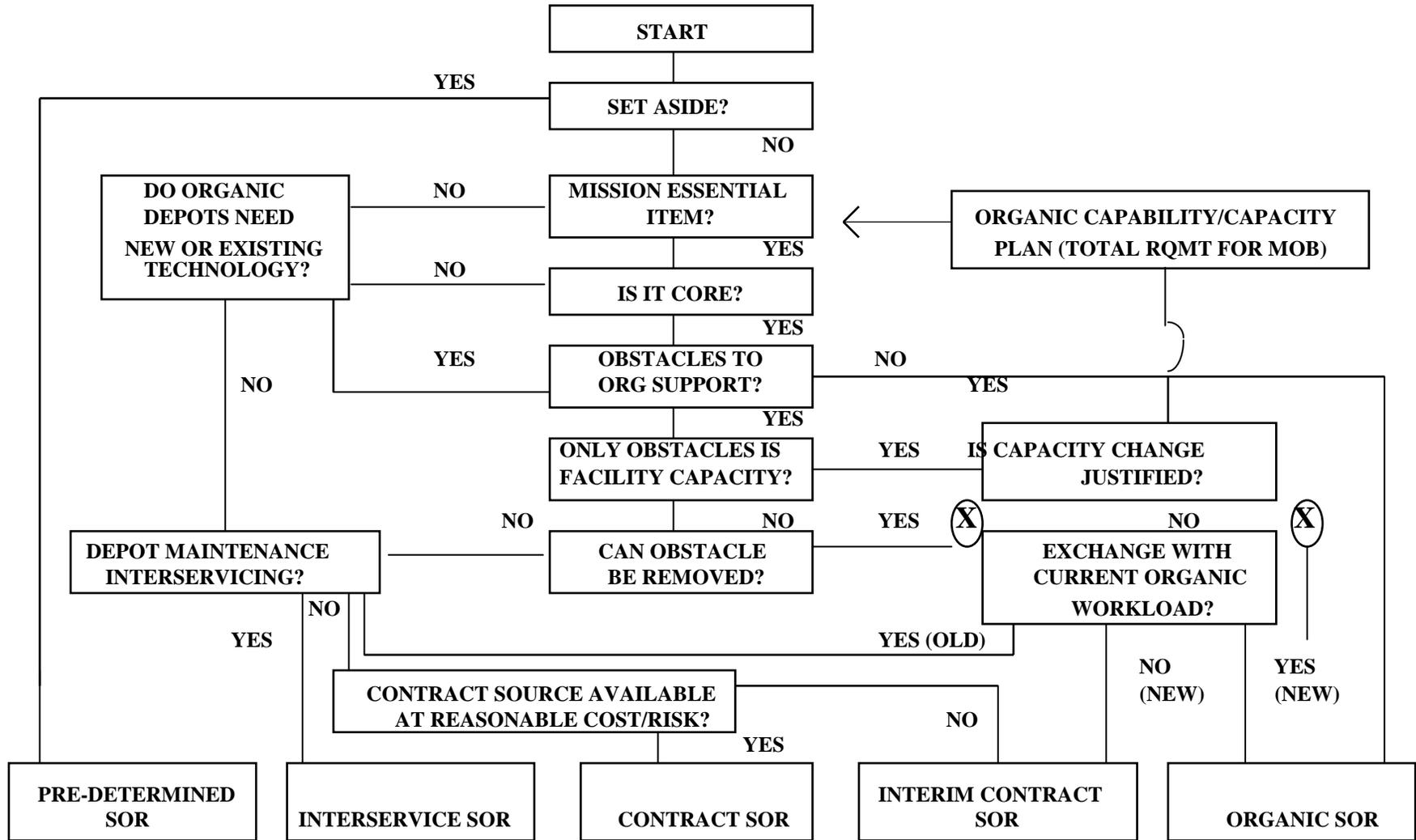


Figure A-1

ANNEX B NATIONAL MAINTENANCE SUPPORT PLAN (NMSP)

1. During the Engineering and Manufacturing Development Phase, the materiel developer must prepare an initial National Maintenance Support Plan (NMSP). This plan is an integral part of the Integrated Logistics Support (ILS) process and will provide the following:

a. Information necessary to plan, program, budget, coordinate, and schedule manpower, personnel, training, facilities, and equipment requirements for depot level maintenance.

b. A forecast of depot level workload, procedures for conducting the pilot overhaul, and product assurance requirements.

c. A time-phased schedule for developing the depot level maintenance capability.

2. NMSP coordination and evaluation is performed by Operations Support Command (OSC), Logistics Support Activity (LOGSA), the U.S. Army Materiel Systems Analysis Activity, and other materiel acquisition process participants. If the item is a Joint Service program or will use interservice support, coordination is required with logistics representatives of other services.

3. The following identifies the ten sections included in a NMSP and pertinent information about each of the 10 sections. More detailed information can be obtained from DA Pamphlet 700-29. Figure B-1 to this Annex is an outline of the NMSP. Sections I-IV apply to all sources of repair, while Sections V-IX apply to organic source of repair programs.

a. Section I - Introduction.

(1) Purpose. Provides a summary of planning actions either initiated or completed that are designed to establish depot maintenance capability.

(2) Materiel System Description. Identifies a separate description of each major and secondary item of the materiel system which is a depot maintenance candidate. Also identifies items being replaced by the new materiel system.

(3) Key Personnel. Lists POCs and organizations with a role in developing depot maintenance capability.

b. Section II - Scope.

(1) Maintenance Concept. Defines the type of depot maintenance to be performed (i.e., overhaul, inspect, and repair as necessary, etc.). Identifies the year depot capability is to be achieved, the source of repair, and how the source was determined. This section includes documentation related to interservice support decisions, life cycle contractor support (LCCS) decisions, and interim contractor support decisions (including descriptive information about items to be repaired by each of these sources). If interim contractor support has been selected, the transition dates to other sources are also identified.

(2) Depot Level Repairables. Identifies, with descriptive data including illustrations, items that the LSAR process has selected for depot level repair.

(3) Warranty Data. Identifies items covered by warranty and procedures for implementing and administering the warranty.

(4) Licenses, Approvals, Agreements for Special Handling. Indicates if technical data is classified and if any unique instructions apply to disposition of non-reparable items (hazardous materiel, demilitarization, precious metals, etc.).

c. Section III - References. Listed are references and publications pertinent to the NMSP to include Army Regulations, Memorandums of Agreement, LSA Reports, technical publications (such as National Maintenance Work Requirement - DMWR), or documents used in lieu of the DMWR.

d. Section IV - Forecast of Overhaul Workload. All projected depot workload for both peacetime and mobilization. The peacetime workload includes quantities for the Fiscal Year that capability is to be achieved plus four out-years.

e. Section V - Facility Requirements. This section identifies electrical, mechanical, and industrial requirements for the depot to repair the Line Replaceable Units (LRUs) and end items. These requirements include voltage/amperage, clean room, plant layouts, work station layouts, materiel handling equipment, and storage areas. It will also identify military construction projects (including funding profiles), facility modifications, and expansion requirements.

f. Section VI - Depot Equipment Requirements.

(1) TMDE - Identifies Test, Measurement, and Diagnostic Equipment (TMDE) requirements by funding, National Stock Number (NSN), quantity, and source.

(2) ATE - Identifies both standard and non-standard Automatic Test Equipment (ATE). Non-standard ATE requires inclusion of the waiver approval.

(3) Special Tools - Identifies tools required, if they must be procured or if they must be fabricated, or if they are currently available. A detailed funding profile is included.

(4) Test Program Set (TPS) - Emphasis is on ensuring compatibility with depot ATE.

(5) Other Software - Identifies systems and computer language to ensure compatibility with interfacing systems/applications.

(6) MHE - Identifies system peculiar Materials Handling Equipment (MHE) needed for the receipt, induction, and issue at the depot.

(7) Calibration - Identifies the requirements for TMDE calibration and coordination with TMDE activities for calibration support.

(8) Industrial Plant Equipment - Indicates the source (i.e., Defense Industrial Plant Equipment Center - DIPEC), cost (including shipping and installation), and utilization rates.

g. Section VII - Personnel and Skill Requirements. Identifies the number of personnel to be trained and course starting dates. Describes special skill requirements, certification procedures, and plans to ensure depot training requirements are identified in the New Equipment Training (NET) Plan.

h. Section VIII - Pilot Conditioning. Provides plans, schedules, and costs associated with the pilot conditioning program. Includes information for both end items and depot level reparable secondary items. Identifies National Stock Number, type of funding, Procurement Request Order Number (PRON), Work Accomplishment Code (WAC), labor man-hours per unit, direct labor cost per unit, materiel costs, and total costs. It also defines plans for deficiency correction and assessing the impact on achieving depot capability.

i. Section IX - Consolidate Funding Profile. Summarizes the resource requirements, with emphasis on funding, from Sections V through VIII.

j. Section X - Time Phased Schedule. Provides a milestone schedule for development and implementation of actions required by Section V through VIII.

NATIONAL MAINTENANCE SUPPORT PLAN

SECTION I -- INTRODUCTION

- (1) Purpose
- (2) Materiel System Description
- (3) Key Personnel

SECTION II -- SCOPE

- (1) Maintenance Concept
- (2) Depot Level Repairables (DLR)
- (3) Warranty Data
- (4) Licenses/Approvals/Agreements/Special Handling

SECTION III -- REFERENCES

- (1) Administrative Publications
- (2) Directives
- (3) Source of Data
- (4) Technical Publications
- (5) Equipment Specifications

SECTION IV -- FORECAST OF OVERHAUL WORKLOAD

- (1) Peacetime
- (2) Mobilization

SECTION V -- FACILITY REQUIREMENTS

SECTION VI -- DEPOT EQUIPMENT REQUIREMENTS

- | | |
|-----------------------|--------------------------------|
| (1) TMDE | (6) MHE |
| (2) ATE | (7) Calibration |
| (3) Special Tools | (8) Industrial Plant Equipment |
| (4) Test Program Sets | (9) Other Special Equipment |
| (5) Other Software | |

SECTION VII -- PERSONNEL & SKILL REQUIREMENTS

SECTION VIII -- PILOT CONDITIONING

- (1) Pilot Overhaul
- (2) Confirmation of Capability

SECTION IX -- CONSOLIDATED FUNDING PROFILE

SECTION X -- TIME-PHASED SCHEDULE

ANNEXES (If Required)

Figure B-1

ANNEX C NATIONAL MAINTENANCE WORK REQUIREMENT (DMWR)

1. The National Maintenance Work Requirement (NMWR) contains instruction for depot level maintenance. It will be used by organic depot maintenance personnel and can be incorporated into the Statement of Work (SOW) for contractor maintenance. At a minimum, the NMWR will contain information on the inspection, repair, and overhaul of reparable items. Procedures for replacement of parts, fabrication of necessary test fixtures, and the minimum acceptable test requirements are established.

2. Figure C-1 to this Annex shows an extracted Table of Contents from a specific NMWR. Information in the chapters of this NMWR are as follows:

a. Chapter 1 - Introduction. Contains the scope and application of the NMWR, a description of the reparable item with its major components, location of the equipment data plates, and their associated required information along with any changes (exemptions or revisions) to the NMWR that will be implemented in the event of mobilization. Preceding Chapter 1 will be a series of hazard, warning, and safety information notes that pertain to this item.

b. Chapter 2 - Technical Support Requirements. A description of any required facilities with a listing of special and fabricated tools and equipment is provided. This chapter also contains the mandatory parts replacement list. Standards for the quality of material and any special technical requirements to be observed are included.

c. Chapter 3 - Preshop Analysis. The procedure for checking attached documentation, unpacking, and performing the external inspection are covered. A checklist of the inspection procedures for the preshop analysis is provided.

d. Chapter 4 - Overhaul/Maintenance Procedures. Safety procedures and warnings are reviewed in the front end of this chapter. All maintenance, testing, and repair procedures are provided. Flowcharts, test assembly settings, test wiring, equipment readings, and tolerance levels are prescribed.

e. Chapter 5. Quality Assurance Requirements. Responsibilities, In-Process, and Acceptance Inspection requirements are listed. Certification requirements, if any, are established. References may be made to standards, technical manuals, regulations, or other publications that establish or require quality requirements.

f. Chapter 6. Preservation, Packing, and Marking. The standards for shipment packing or storage for the reparable component are established. Any special requirements (i.e., removal of batteries prior to inactive storage) are also given.

g. Appendix A - References. A listing of applicable forms, field manuals, technical manuals, and other miscellaneous publications is provided.

h. Appendix B - Repair Parts and Special Tools List (RPSTL).

i. Appendix C - Expendable and Durable Items List. Listing of materials that the depot should have available prior to beginning of the overhaul/repair process.

j. Appendix D - Depot Mobilization Requirements. Any change actions that will be in effect to streamline production during mobilization will be established.

k. Glossary - Definition of abbreviations.

DMWR 11-7025-244

NATIONAL MAINTENANCE
WORK REQUIREMENT
NMWR 11-7025-244

U.S. ARMY COMMUNICATIONS-ELECTRONICS COMMAND
FORT MONMOUTH, NJ 07703-5007
1 January 1994

**NATIONAL MAINTENANCE WORK REQUIREMENTS
FOR
FIRE SUPPORT TEAM-DIGITAL MESSAGE DEVICE
(NSN 7025-01-125-6796)**



EXTRACTED AND CONDENSED TABLE OF CONTENTS

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- Section II Preshop Analysis Procedures

CHAPTER 4 OVERHAUL/MAINTENANCE PROCEDURES

- Section I Scope, General Safety, and General Inspection Requirements
- Section II Overhaul Procedures for the FIST-DMD
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- Section II Inspection Requirements

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APPENDIX D DEPOT MOBILIZATION REQUIREMENTS

GLOSSARY

Figure C-1

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