

Information Sheet

ATCL-O

5 Mar 03

SUBJECT: Two-Level Maintenance

PURPOSE: Support Reorganization of Multi-Echelon Maintenance

FACTS:

1. Army maintenance is transitioning. Part of this transition is converting from the current multiple echelons to two, field (on-system, repair and return to user) and sustainment (off-system, repair and return to supply system).

2. This current system sees the simplest maintenance tasks performed at the lowest echelon. When tasks exceed an echelon's resources (time, tools, training, etc.), maintenance actions are referred (sometimes evacuated) to a higher maintenance echelon.

3. Trained capabilities exist only at certain echelons under this system (single echelon MOS) and each echelon (thru GS) must deploy for full maintenance support in an Area of Operations, greatly increasing the logistics footprint. Equipment evacuation wastes time and, with the loss of unit ownership as an impetus to repair completion, workloads pile up at each higher echelon.

4. This system generates redundant maintenance support witnessed by an organic motor pool in each DS and GS maintenance company for organizational level maintenance.

5. Army maintenance must replace this multi-level system to realize the vision of rapid force projection and reduced logistics footprint. Operator/crew level cannot change much, but combining organizational and DS levels ("field or on-system maintenance"), and GS and Depot levels ("sustainment or off-system maintenance") provides easy transition into a two-level system that greatly reduces the need to evacuate equipment for repair and eliminates unnecessarily redundant maintenance support.

6. Field maintenance can be performed at any echelon, and in deployable TOE units, is done by uniformed maintenance personnel. Repairs generally involve replacement of Class IX components, on-system, for immediate return to the user.

7. Sustainment maintenance will be performed at echelons above Brigade, and can be done by uniformed maintenance personnel, Department of Army civilians or contractors. Repairs here reestablish the serviceability of a Class IX component for return to supply.

8. Determining which maintenance tasks are practical for field and sustainment levels, will be done during maintenance analysis between materiel developers and combat developers.

9. These changes minimally affect field maintenance personnel. Most DS tasks were done on-site by Maintenance Support Teams (MST). Evacuated equipment rarely traveled over 2 KM, but could take 24-36 hours in transit. Consolidating maintenance tasks and the MOSs of personnel performing them, reduces the number of support elements in an area of operations. It also eliminates the need for non-MARC driven supervisors by consolidating work in the same section.

10. Many actions have already taken place towards realizing the vision of full maintenance support in the field with significant reductions to maintenance footprint:

a. Under FXXI, Organizational and DS level maintainers from Mechanized Infantry, Armor and Engineer Battalions migrated to a single unit within the Forward Support Battalion, the Forward Support Company, for a single echelon of maintenance organic to that unit. The Stryker Brigade followed suit with their Brigade Support Battalion's Forward Maintenance Company.

b. Creation of the Abrams (63A) and Bradley (63M) Multi-capable Maintainer (MCM) saw simple, DS-level "on-system" tasks migrate to the MCM's echelon in addition to combining organizational-level turret and hull repair. This model serves as the blueprint for a Paladin MCM in FY05 that combines organizational level self-propelled artillery hull and turret MOS's with selected on-system DS tasks.

c. A current MOS merger proposal submitted for FY 04 implementation recommends joining organizational (63Y) and DS (63H) level tracked vehicle maintainers into one MOS for all other tracked vehicles besides the Abrams, Bradley and Paladin. This new MOS (63H) will perform all field level maintenance tasks. Another proposes joining all organizational-level light (63B) and heavy (63S) wheeled vehicle maintainers with DS-level (63W) wheeled vehicle maintainers into a single wheeled vehicle mechanic (63B) that can also perform all field level maintenance.

6. Advantages of two-level maintenance:

- a. Increases maintainer productivity and combat power
- b. Equipment returned as combat multipliers faster
- c. Reduces need to evacuate equipment
- d. Reduces logistics footprint in area of operation
- e. Generates supervisory-level force structure savings

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