

UNITED STATES MARINE CORPS

MARINE CORPS SYSTEMS COMMAND

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PM EPS JAW

31 Aug 04

From: Team Leader, Mobile Electrical Power, (MEP-805B)
Generator Set, Maintenance Task Alignment Panel
(MTAP)

To: Realignment of Maintenance Steering Team (ROMST)

Via: (1) Program Manager (PM), Expeditionary Power
Systems
(2) Product Group Director (PGD), Ground
Transportation and Engineering Systems, (GTES),
PG-15

Subj: MEP-805B MTAP PHASE II REPORT 2

Ref: (a) CMC R 151833Z DEC 03, MARADMIN 581/03
(b) CMC R 311808Z DEC 03, Pilot Task to TAMCN (T2T)
Individual Training Standards (ITS) Analysis
(c) CMC R 242125Z NOV 03 Results of Realignment Of
Maintenance (ROM) Working Integrated Process
Team(WIPT)

Encl: (1) MEP-805B MTAP PHASE II REPORT, dtd 29 Mar 2004
(2) MEP-805B Realignment of Maintenance (ROM) MTAP
Draft Charter
(3) Maintenance Allocation Chart (MAC) for TM 09249B/
09246B-14/1 and TM 09249B/2815-24/3
(4) MTAP MEP-805B Updated Recommendations for
Migrating Functions and Tasks
(5) MTAP Updated Source Maintenance Recoverability
(SMR) Code Recommendations
(6) ROM "Levels of Maintenance" Matrix
(7) Operator Tool list

1. R 311808Z DEC 03 (PILOT TASK TO TAMCN (T2T) INDIVIDUAL
TRAINING STANDARD (ITS) ANALYSIS LOI) directed that a pilot
Task to TAMCN (T2T) analysis be conducted on the Mobile
Electrical Power (MEP) 805B Generator Set using the Course

Content Curriculum Review Board (CCRB)/ Individual Training Standard (ITS). The overarching goal of this pilot is to provide a means to assess the structure, methodology, and processes that will best support the Marine Corps need for collecting baseline data used to define the impact of the realignment of maintenance (ROM) effort.

2. The results of the MEP-805B ROM study should be evaluated and compared with the results of three other ROM study programs. The three other programs utilize the CCRB efforts and the Highly Mobile Multi-Purpose Wheeled Vehicle (HMMWV) used the Reliability Centered Maintenance (RCM) II process.

3. The original MTAP analysis was conducted on March 2 - 9, 2004. During this analysis, the organizational criteria "placed emphasis on the limited knowledge, skills and capabilities of the "Incidental Operator" before recommendations were made when evaluating a task. The MTAP made the assumption that the Organizations Table of Organization (T/O) would be structured with Electricians (MOS 1141) and Electrical Equipment Repair Specialist (MOS 1142). The MTAP set a benchmark indicating an Organizations T/O would provide support when necessary, or augment the "Incidental Operator" on the battlefield." The MTAP then conducted the analysis using "the following assumptions when determining migration a function/task:

- a. Organizations that own generator sets will have within their T/O qualified 1141/1142's.
- b. "Incidental Operators" would not be expected to perform any maintenance tasks above the current 1st Echelons of Maintenance. These tasks are currently taught in all operator courses.
- c. Tools and test equipment required for Organizational level maintenance must be available for the Operator, i.e., General Mechanics Tool Kit, etc.

4. These criteria implied that the MOS 1141 operator would have more knowledge and ability to address and repair system malfunction than the incidental operator. The Electrician (MOS 1141) and Electrical Equipment Repair Specialist (MOS 1142) would be structured in the Organization level maintenance T/O, and available to support the "Incidental Operator" on the battlefield. The

ROMST rejected these assumptions and recommended a reassessment that both operators and incidental operators should perform all organizational level tasks equally and without 1142 support. (For more information regarding initial MTAP criteria see enclosure 1.)

5. During the original analysis, the MTAP recommended migrating some Diesel Engine Intermediate "I" level maintenance tasks to the Depot "D" level through criteria of the 4th Echelon of Maintenance (EOM) Working Integrated Process Team (WIPT) results. Using the ROM "D" level definition for Secondary Repairable (SECREP) management (see Reference C) and the ROM "Levels of Maintenance" Matrix (see enclosure 6), the MTAP was able to respond to the ROM Steering Committee's recommendation of a thorough and comprehensive review of the "I" and "D" level tasks as it relates to the Depot management of SECREPS.

6. Per direction from the ROMST, the MTAP panel was reconvened on 15 June 2004 in order to provide Levels Of Maintenance appropriate to the operator criteria being the same as the incidental operator. Mr. John Chandler, MCLCAT East, was the "Facilitator" for the MEP-805B MTAP. He established methodology for aligning the levels of maintenance by briefing the MTAP on HQMC modernization efforts to streamline the maintenance process to three levels of maintenance, and provided solid ROM rationale and definitions for each level of maintenance. Mr. Chandler clarified the role of the incidental operator in regards corrective maintenance and expeditious repairs on the battlefield. He explained the "Operator" maintenance concept on the battlefield in simple laymen terms by using the analogy of operator procedures and common maintenance practices of commercial businesses, i.e., Hertz Rental Agency. Mr. Chandler provided the MTAP with a ten-minute presentation on the future state of HQMC Sea Base Operations. The Sea Base concept enabled the MTAP to envision the reality of the "Operator" maintenance on the battlefield, and its major role in sustaining weapons systems in a warfighting effort. As the "Facilitator", Mr. Chandler's input set the course for the MTAP to follow in establishing the new levels of maintenance.

7. The MTAP performed a thorough review of all levels of maintenance. Primary Focus was on:

- a. Analyzing "O" level maintenance applicable to the Generator Set, less the Engine, paying particular attention to aligning the "O" level task in relationship to the Core-Plus training of the "Incidental Operator". The "Incidental Operator" is trained and licensed to perform the basic operating procedures of the MEP-805B generator in addition to Preventive Maintenance Checks and Services (PMCS). The incidental operator is limited in expeditious repairs to sustain system operations on the battlefield. Subsequently, by aligning each task with reference to the Core-Plus training and capabilities of the "Incidental Operator", the MTAP reduced a significant number of "O" level tasks.
- b. Capturing a comprehensive review of the engine maintenance tasks and procedures in the technical manual. The MTAP gave particular interest when determining the migration of tasks at the "I" and "D" level by addressing flexibility of future commercial industrial contract support and Depot support capabilities relating to management of secondary repairable (SECREPS) components. SMEs from the 1300 community at General Support Maintenance Company were present to provide credibility and sound rationale to all engine related decisions.

8. As in the first MTAP, the analysis process classified all the major components, assemblies, and sub-assemblies of the Generator Assembly separate from the Diesel Engine Assembly. Each task was aligned in accordance with the Maintenance Allocation Chart's (MAC) "As Is" state, to reflect the recommendations for migration to the three levels of maintenance. The evaluation identified the Operator and Mechanic maintenance procedures for Direct and General Support/Preventive Maintenance Checks and Services (PMCS) for each task. The MTAP recommended the Operator be provided with General Mechanics Tool Kit or modify the current SL-3 with additional tools to perform basic PMCS on the generator set (Reference enclosure 7). Direct and General Support Technical Manuals were cited before recommending migration a task from the echelon of maintenance to the level of maintenance. Each task was separately addressed and aligned in accordance with the operator and maintenance procedures for each function.

9. During the in-depth reviews of the Direct Support technical manual, the MTAP distinguished the difference between the "Inspection" function in relation to both the "O" and "I" level tasks. The "Inspection" task specific to the "O" level maintenance requires a PMCS inspection that is based solely on a "visual" check for cracks, dents, leaks, damaged and missing components or parts. The "Inspection" task specific to the "I" level maintenance requires removal of some components to inspect the component or part. Using this criteria, the MTAP made recommendations to migrate "Inspection" tasks within the technical manual.

10. MEP-805B MTAP II T2T/ITS Analysis Members

Rank/Name	Unit/MSC	MOS
CWO3 Schneider, R.	MARCORSYSCOM	1120
MGySgt Calkins, J.	MCES, TECOM	1169
MSgt Watts, J.	MARCORSYSCOM (Team Lead)	1169
GySgt McCue, F.	MCES, TECOM	1169
GySgt Bohler, O.	GSM, 2 nd Maint Bn, 2 nd FSSG	1349
LCpl Barr, D. A.	GSM, 2 nd Maint Bn, 2 nd FSSG	1341
Cpl Martell, N.	MWSS 272, MCAS, CLNC	1142

Ad Hoc: ROMST

CWO5 Triviso, R.	MARCORSYSCOM	1120
Mr. Chappell, R.	AC Prod. Supt, MARCORSYSCOM	N/A
Mr. Chandler, J.	ILC, LOA, MCLCAT, MCB CLNC	N/A

11. Agenda for MTAP II:

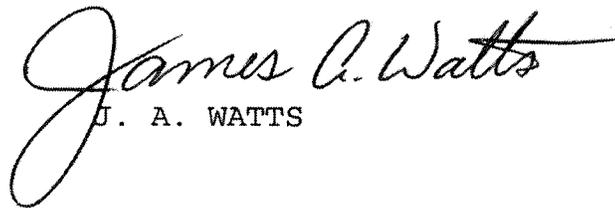
June 15, 2004

0800 – 0805 ~ Welcome and Administrative Remarks, MSgt Watts, MARCORSYSCOM
 0805 – 0810 ~ Introductions, MSgt Watts, MARCORSYSCOM
 0810 – 0820 ~ Overview of MEP-805B Brief and ROMST recommendations
 0820 – 0930 ~ HQMC Overarching ROM Brief – Mr. John Chandler, MCLCAT East
 (Review Maintenance Level Definitions, i.e., O, I, D)
 0930 – 0940 ~ Methodology and Procedures for the Analyses
 0940 – 1130 ~ MEP-805B T2T/ITS Analysis for Gen. Assembly Functions/Tasks
 (Review of "O" level functions, i.e., MAC, PMCS, Direct Support)
 1130 – 1300 ~ Lunch Break
 1300 – 1600 ~ MEP-805B T2T/ITS Analysis (Review Gen. Set Assembly)

June 16, 2004

0800 – 1100 ~ MEP-805B T2T/ITS Analysis for the Engine, Diesel

12. In conclusion, this Phase II report recommends the migration of functions and tasks for the MEP805B referenced in enclosure 4. Recommendations for changes to the technical manual were captured as the MTAP conducted the analysis. The MTAP recommended revisions or deletions of maintenance procedures in technical manuals when it made no sense for a particular function/task to be conducted. As a result of the analysis, Source Maintenance Recoverability (SMR) Codes may require correction to reflect task migration to the appropriate level of maintenance referenced in enclosure 5.


J. A. WATTS