

ILS Definitions
18 November 2011

Attachment 0034 ILS Definitions

Army MOS

Marine Corps MOS

91B-Wheeled Vehicle Mechanic

**3521-Wheeled Vehicle Mechanic
3522-Field Wheeled Mechanic
3524-Fuel & Electrical Systems Tech
3529-MT Maintenance Chief**

**91C-Utilities Repairer/Air Conditioning/
Refrigeration -+**

1161-Air Conditioning/Refrigeration

91D-Power Generation Equipment Repairer

**1142-Engineer Equipment Electrical Systems Tech
2844-Ground Communication Organizational
Repairer
2847-Telephone/PC Repairer
0651-Data Systems Tech**

91E-Allied Trades Specialist

**3536-Vehicle Recovery Operator
1316-Metal Worker
2161-Machinist**

91F-Small Arms Repairer/Artillery Repairer

88M-Motor Trans Operator

3531-Motor Transport Vehicle Operator

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Definition of USA/USMC Military Occupational Specialty (MOS) Comparisons

Operator/Crew: The U.S. Army & the USMC view Operator/Crew preventive maintenance as sustaining the equipment in a mission capable status that is both preventive and corrective in nature. It normally entails inventory, cleaning, inspecting, preserving, lubricating, adjusting, testing and replacing component parts using minimal on-board tools.

A. US ARMY:

(a) Performance of PMCS.

(b) Inspections by sight and touch of accessible components per the TM XX-10 series and condition based maintenance indicators or instrumentation.

(c) Lubrication, cleaning (including corrective actions to repair corrosive damage), preserving (including spot painting), tightening, replacement, and minor adjustments authorized by the MAC.

(d) Limited diagnosis and fault isolation as authorized by the MAC. This requires appropriate resources on board the equipment or system to perform these tasks.

(e) Replacement of combat spares (unserviceable parts, modules, and assemblies) as authorized by the MAC and carried on board the equipment or system.

B. USMC:

The intent of Operator/Crew LOM is to sustain equipment in a mission capable status and is both preventive and corrective in nature. Operator/Crew LOM includes expeditious assessment and maintenance conducted under battlefield conditions. Operator/Crew LOM normally entails inventory, cleaning, inspecting, preserving, lubricating, adjusting and testing as well as replacing parts and components with common shop tools per Individual Training Standards (ITS) and/or Training and Readiness Events (TRE) and technical publications. Operator/crew maintenance actions are associated with the replacement of parts and components for which there are no requirements for additional training or equipment.

Field Level of Maintenance (LOM). The U.S. Army & the USMC view Field level as sustaining equipment in a mission capable status to restore equipment to a specified condition that is both preventative and corrective in nature. Field level actions include inspection, diagnosis (in-depth), modification, replacement, adjustment, and limited repair and disposal of principle end items and their selected repairable components and sub-components as on-system repair and return-to-user using minimal on-board tools. Those tasks do not consist of disassembly of a component (primarily Line Replaceable Units (LRU's)/Line Replaceable Modules (LRM's) replacement).

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A. ARMY:

The Army has transitioned to two levels of maintenance; namely, field and sustainment. Field maintenance consists primarily of replacing parts on the user's system. Basically, it is the product of merging the previous organizational and direct support levels of maintenance together. Within the Brigade Combat Team (BCT), field-level maintainers usually are concentrated in the Brigade Support Battalion (BSB), either in the Forward Support Company (FSC) or in the field maintenance company. Specialized field maintenance is also done in the Network Support Company (NSC for signal equipment), Military Intelligence Company (MI CO for MI equipment), and BCT/Battalion (BN) S6 sections (for network and signal equipment). Field maintenance is on-system maintenance, and mainly involves preventive maintenance and replacement of defective parts. The goal of field maintenance is to repair and return equipment to the Soldier. It covers tasks previously assigned to operator/crew, organization/unit, and direct support maintenance levels. It includes some off-system maintenance critical to mission readiness. Company commanders ensure that vehicle crews and equipment operators perform Preventative Maintenance, Checks, and Services (PMCS). To provide quick turnaround of maintenance problems, each maneuver company has a Field Maintenance Team (FMT) from their supporting FSC dedicated to support them. These FMTs have contact maintenance trucks and mechanics trained in the company's equipment. Each maneuver battalion has a FSC to perform field and sustainment-level maintenance. The FSC has a maintenance platoon that repairs automotive, armament, ground support, electronic, and missile equipment. The FSC focuses on Line Replacement Unit (LRU) replacement, using combat spares from Prescribed Load List (PLL) and shop stock. It has a service and recovery section and also performs Battle Damage Assessment and Repair (BDAR). The FSC's maintenance control section uses Standard Army Maintenance System-Enhanced (SAMS-E) to order repair parts and to manage combat spares. The FSC commander establishes Unit Maintenance Collection Points (UMCP) ICW the maneuver BN S4. Units not receiving support from a FSC (i.e., Brigade Special Troops Battalion (BSTB)) receive their maintenance support from the BSB's Field Maintenance Company (FMC). Located in the Brigade Support Area (BSA), the FMC provides very limited backup support to FSCs, since it exists primarily to provide support to non-manuever units (BCT HQ, BSB, and BSTB). It also serves as the maintenance point for low density equipment. When required, the BSB dispatches FMTs to perform on-site diagnoses, make minor adjustments, and conduct repairs. BDAR is the first step in returning disabled equipment to the battle. BDAR is the act of inspecting battle damage to determine its extent, classifying the type of repairs required, and determining the maintenance activity best suited to accomplish the repair. If essential repairs cannot be made at the breakdown site, further recovery to the unit maintenance collection point (UMCP) or directly to the BSA is made.

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B. USMC:

The intent of Field LOM is to sustain equipment in a mission capable status/restore equipment to a specified condition and is both preventative and corrective in nature. Field level maintenance actions include inspection, diagnosis (in-depth), modification, replacement, adjustment, and limited repair or evacuation/disposal of principal end items and their selected repairable and components/sub-components. Field Level Maintenance also includes the use of Test, Measurement and Diagnostic Equipment (TMDE), their calibration and repair, as well as fabrication of items, precision machining, and various methods of welding. Component repair tasks at the field LOM support the timely return of a level of reliability to a component to have a positive effect on mission. Field Level Maintenance will be performed by specially trained mechanics and technicians within the MAGTF in accordance with ITS and/or TRE and technical publications. Field Level Maintenance also includes recovery operations and Battlefield Damage Assessment and Repair tasks

Sustainment (LOM): The U.S. Army & the USMC view Sustainment LOM as sustaining equipment throughout its lifecycle by performing major repair, overhaul, or complete rebuild of parts, subassemblies, assemblies or principal end items to include manufacturing parts and conducting required modifications, testing, calibrating, and reclaiming. Service depots, commercial industrial facilities, original equipment manufacturers or a combination thereof may perform Sustainment LOM. Sustainment LOM also supports lower level maintenance by providing overflow maintenance services, and by performing on site maintenance services including technical assistance, when required.

A. Army:

Sustainment maintenance activities typically involve repair of Class IX components, off-system, for return to the supply system. Examples of sustainment maintenance include inside-the-box repair of LRUs, and rebuilding engines and transmissions.

B. USMC:

The intent of Sustainment LOM is to sustain equipment throughout its life cycle by performing major repair, overhaul, or complete rebuild of parts, subassemblies, assemblies or principal end items to include manufacturing parts and conducting required modifications, testing, calibrating, and reclaiming. Marine Corps maintenance centers, other service depots, commercial industrial facilities, original equipment manufacturers or a combination thereof may perform Sustainment LOM. Sustainment LOM also supports lower level maintenance by providing over-

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flow maintenance services, and by performing on site maintenance services including technical assistance when required.

Sustainment LOM is focused on repairing and rebuilding components, assemblies, modules and end items in support of the supply system. Sustainment LOM is characterized as “off system” and “repair rear”. The intent of this level is to perform commodity-oriented repairs on all supported items to one standard that provides a consistent and measurable level of reliability.