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Ministry of Defence

JSP 886
DEFENCE LOGISTIC SUPPORT CHAIN MANUAL

VOLUME 5
TECHNICAL SUPPORT

PART 2
LAND EQUIPMENT SUPPORT

VERSION RECORD		
Version Number	**Version Date**	**Version Description**
1.3	13/10/11	Update of contacts in Chapter 4: SEFIT and addition of Chapter 6: Armoured Vehicle Inspection Periodicity.
1.4	11/11/11	Change of Reference in Figure 1 (SEFIT - Reference to Chapter 4).
1.5	14/11/11	Update of contact details and Chapter 5.
1.6	05/04/12	Chapter 4 Paragraph 7 - POC Detail changes. Paragraph 9 - Amended.
1.7	15/04/12	Editorial Team Details Included.
1.8	23/10/12	Point of Contact and Formatting Changes.
1.9	24/05/13	Chapter 5, Page 19 – Organisational Changes and Additional Vehicle Types at Figure 2.
2.0	19/07/13	Chapter 3, Page 12 – Change to AF G8267 Equipment Failure Report.
2.1	02/10/14	Chapter 4: Serious Equipment Failure Reporting – Previous Policy Content replaced by Referenced DIN.

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CHAPTER 1: LAND EQUIPMENT SUPPORT

INTRODUCTION

1. This document is a guide for the Army on the responsibilities of a Project Team (PT) managing Land Systems Environment equipment and materiel. Land Systems Environment equipment and materiel is managed wholly or partially by a number of Defence Equipment & Support (DE&S) Operating Centres (OCs). The coordination and direction for the Land Systems Environment lies with Director Safety & Equipment (D S&E) Land-Equipment Policy. The principal OCs are Director Land Equipment (D LE) for vehicles, Director Weapons (D Wpns) for weapons and ammunition, and Director Intelligence Surveillance Targeting Acquisition and Reconnaissance (D ISTAR) for communications and surveillance.

POLICY

2. It is MOD policy that equipment identified as being in the Land Systems Environment complies with the direction in this document in addition to other DE&S instructions.

SUMMARY

3. This document gives direction on:

   a. The requirement for and content of Equipment Support Policy Directives (ESPDs) for Land Systems Environment equipment.

   b. The submission of Equipment Failure Reports (EFR).

   c. The reporting of Serious Equipment Failures (SEF).

POINT OF CONTACT

4. All enquiries about the content or its interpretation are to be addressed to:

   DES TECH-EG DA-DepHd
   Tel: Mil: (9)679 32515, Civ: +44 (0) 306 79 32515

5. Enquiries concerning the accessibility and presentation of this instruction should be addressed to:

   ACDS LOGOPS-JSP886 ET1
   Tel: Mil: (9)679 Ext: 80953, Civ: +44 (0) 306 79 80953

RELATED DOCUMENTS

6. The following documents give additional information:

   a. JSP 482: MOD Explosive Regulations.

   b. JSP 454: Land Systems Safety and Environmental Protection.

   c. JSP 886 Volume 2 Part 1: Policy and Process for Inventory Management.

   d. JSP886 Volume 4 Part 4: Government Furnished Equipment.

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e. JSP886 Volume 5 Part 2A: Configuration Management - Land Modifications.

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CHAPTER 2: EQUIPMENT SUPPORT MANAGEMENT RESPONSIBILITIES

SCOPE

1. Equipment Support (engineering) and Logistic Support (supply) are the primary concerns of the Army G4 staff. These logistic functions include equipment support, fleet management and supply management. In the Army this logistic functions are exercised by the RE, R SIGNALS, RLC, REME and specialised unit members. The purpose of Equipment Support Management is to exercise efficient and effective administration of an equipment and its supporting resources to ensure that the users' valid requirements for fit equipment are met cost effectively at all times.

2. All equipment and spares are managed by a PT, with a Project Manager (PM) responsible for an equipment or family of equipments. The majority of significant spares for an equipment are normally managed by the same PT but occasionally specific items may be managed by another PT.

3. **Equipment Support Management (ESM) in the Front Line Commands (FLCs).** The ESM function is also carried out by Command and Theatre Headquarters on behalf of their Commanders. Command and Theatre HQs are responsible for ensuring that the PT is aware of equipment deployment requirements. They are to be aware of the overall MOD equipment management plan and respond to the day-to-day functional direction of the PT. Exceptionally, if this functional direction conflicts with local requirements and the Command or Theatre HQ is unable to resolve it at his own level, it will need to be referred to DE&S via the chain of command. The multi-disciplinary nature of ESM is reflected at command / theatre / divisional levels by the ES materiel representatives who are RLC personnel working for Commander ES. ES materiel personnel are responsible for ES spares support and Army Supply Chain matters.

IN - SERVICE MANAGEMENT

4. The PT is responsible for ensuring that all logistic activities, such as control of procurement, provisioning etc, started in the planning phase for new equipment are continued as necessary, into its in-service life.

5. **Asset Management.** One of the PTs prime tasks is the allocation of equipment assets, both complete equipments and its spares, to meet liabilities and priorities set by the Central Staff. Control will involve allocation, and usually rotation, of assets between unit entitlements and Equipment Tables (ET), Repair Pools (RP) for base and in-depth repair, Operation Stocks (OP Stocks), Special Purpose Operation Stocks (SP OP Stocks) and General Purpose Operation Stocks (GP OP Stocks). It may also involve ensuring that GP OP Stock liabilities can be met from trade within the appropriate timeframe, the planning and management of retrofit and improvement of life extension programmes during the life of the equipment.

6. **Loans of Equipment.** The PT is responsible for authorising loans to:

   a. **FLCs in excess of their allocation.** Such loans will require authorisation by Central Staff through Sustainability Planning Cell (SPC) when operational or training capability is likely to be affected. Once authorised DES JSC SCM-Project Team Support will administer the loan.

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b. **Industry in support of MOD.** The guidance in JSP886 Volume 4 Part 4: Government Furnished Equipment is to be followed.

7. **Communications Equipment.** The majority of Army communications equipment is scaled by the Army Communications Equipment Committee (ACEC) which is controlled by the DES ISTAR OC. The PT is responsible for the allocation of assets and must ensure that he maintains close contact with the chain of command and other staff branches on all matters of mutual concern.

8. **Equipment Regeneration and Replacement.**

a. **Definition.** Equipment regeneration is defined as the process by which a complete equipment or a repairable spare, having failed or reached a base repair threshold, is withdrawn from the holding unit, refurbished and returned to stock.

b. **Execution.** Equipment regeneration should be planned in considerable detail, all its components identified and a remit placed in each agency concerned to play its part in accordance with the plan so that a specified level of support is provided in the most cost effective manner. The regeneration procedure may well be different, and thus have to be reconsidered for each equipment, depending on the support policies that have been adopted. Any one equipment may have a number of different regeneration and/or replacement loops for its different assemblies which will have a direct inter-relationship with RPs in particular. The PT must monitor and coordinate the interactions of the different parts of the system, otherwise it is possible that one activity, in optimising its own operations, may actually work to the detriment of the system as a whole. He should apply cost-benefit criteria to this process. He should consider whether activities are best undertaken in-house or by contractors. If, as part of the process, the PT identifies a conflict, he should either obtain agreement to a satisfactory compromise or raise the problem to a level at which it can be resolved.

c. **Promulgation.** The policy on equipment regeneration is promulgated in the Equipment Support Policy Directives (ESPD).

d. **Management.** Planned repair management is operated on the Base Inventory System (BIS) providing visibility of assets in the planned repair system.

9. **Funding.** The PT is responsible for ensuring funding for in-service maintenance funds (spares and contract repair). The PT must lead on making the case for provision and explaining the penalties of reduced or delayed funding, should this be proposed. Equally, the PT must ensure that waste or over-insurance is avoided and that possible ways of reducing support costs in his equipment area investigated.

10. **Modifications.** The PT is responsible for instigating and procuring modifications for their equipment. Guidance on the Configuration Management (CM) and Configuration Change Management (CCM), that is also known as Modifications, is contained in JSP886 Volume 5 Part 2A: Configuration Management - Land Modifications. A major source of information for the need for a modification comes from Equipment Failure Reports (EFRs).

11. **Withdrawal from Service.** At the end of an equipment's in-service life, the PT must ensure that the equipment is properly phased out of service and disposed of. They are also to ensure, throughout the life of his equipment, that spares which have become surplus to requirement or obsolete are disposed of so that they are only stored when it is

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operationally necessary or cost-effective. Further information can be found in JSP 886 Volume 2 Part 1: Policy and Process for Inventory Management, Chapter 8.

12. **Miscellaneous.** The PT is also to monitor the support of ancillary topics, such as communications, camouflage, clothing, accommodation stores, air dropping and air portability requirements that affect the successful operation of the equipment.

INFORMATION AND BRIEFING

13. **Management Information.** The PT is the source of management information on the equipment and is responsible for gathering any additional information. PTs should ultimately have ready access to at least the following information:

a. Total quantity of equipment in service (by formation, unit etc).

b. Location of individual equipments, including RP, OP Stocks, SP OP Stocks and GP OP Stocks.

c. Current and historical data on equipment activity to include usage and availability. Engineering Data on equipment and spares usage is available for the majority of Land Systems Equipment is available from Joint Asset Management and Engineering Solutions (Land) (JAMES(Land)).

d. The type, frequency and depth of ES and user training requirements.

e. Tracking the location and condition of individual nominated key assemblies and LRUs. Item location, including by serial number will be available for the majority of Land Systems Equipment from JAMES (Land) or MJDI.

f. Current and planned holdings of spares at all levels including the position on current or foreseen problems of procurement, provision, supply or engineering support of the equipment, and action plans to overcome them.

g. Deployment and holdings of Special Tools & Test Equipment (STTE).

h. Build standard and modification state of equipment.

i. Current and planned repair, overhaul and improvement programmes.

j. Current and historical data relating to equipment reliability, maintainability and major defects as well as, in the case of ammunition, accidents, performance failures and the proof status.

k. Status of production, issue and amendment of user and technical publications.

l. Status of any personnel studies affecting the equipment.

m. Status of any related works services.

n. Cost of ownership, comprising:

(1) Capital value of equipment.

(2) Value of spares holding.

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(3) Planned Estimates Year spend on spares, modifications, additional or replacement equipment and any other support expenditure.

(4) Equipment Through Life Finance (TLF) information additional to above.

(5) Annual resource cost of manpower, works and other resources nominated to the equipment.

o. Legislation concerning the safety of the equipment in storage, in transportation and in use including the application, where applicable, of the Health and Safety at Work Act.

14. **Briefing and Communication.** As the authoritative source of in-service information on their equipment, the PT is responsible for disseminating information within MOD.

EQUIPMENT SUPPORT POLICY DIRECTIVE (ESPD)

15. The ESPD has superseded the Equipment Management Policy Statement (EMPS) and Equipment Management Policy Leaflet (EMPL). The ESPD is now part of the Army Equipment Support Publication (AESP) as Category 111.

16. ESPD are produced and maintained by the PT for all Land Systems Environment equipments. An ESPD for equipment which has been in-service for some time is to be published only if the equipment support for it has proved to be unsatisfactory or inadequate. Requests for the production of a special ESPD should be made to the appropriate PT; a copy of any such request should be sent to the Sponsor of the equipment in question.

17. The policy laid down in an ESPD is mandatory and is not to be permanently changed without the approval of the PT. FLCs are empowered to authorise temporary changes in policy when justified by local conditions. Such action must be reported to the PT without delay. The report is to give details of the circumstances justifying the temporary change of policy, an estimate of the length of time the variation is expected to last and any recommendations for permanent changes in policy.

18. User units, supporting agencies, staffs and representatives of logistic services to recommend to the PT through their normal chain of command, the changes to the ESPD they consider necessary.

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CHAPTER 3: EQUIPMENT FAILURE REPORTING

INTRODUCTION

1. This chapter mandates the responsibilities of organisations within the Equipment Failure Reporting system, detailing what constitutes an equipment failure, roles and responsibilities, and the process that outlines the reporting procedures to be used.

2. All types of Equipment Failure (EF) are defined as one of the following categories:

   a. Serious Equipment Failures (SEFs).

   b. Equipment Failures.

   c. New Stores Defects.

3. The same basic EF Report process is to be initiated and followed by the originator for all categories of EF; with some additional actions and responsibilities listed at paragraph 15 for special cases. The procedure for reporting SEFs, due to the fact that they involve serious failures, is detailed separately at Chapter 4.

POLICY

4. It is MOD policy that all EF and incident data are reported to the PT responsible for the equipment and that the failures are investigated and analysed. Feedback is to be given to the originator in a timely manner and the Configuration Change Management (CCM) process is engaged.

SCOPE

5. The purpose of the EF Reporting process is to allow concise and detailed EF to be reported back to the PT enabling CCM. The level of EF reporting is set and amended by the PT through Equipment Support Policy Directives (ESPD); example of EF Reporting levels are:

   a. **Mandatory.** An EF Reporting action is mandatory for all SEF.

   b. **100% Reporting Requirements.** It is typical that the PT will expect and specify 100% reporting of faults, during the introduction into service or following major modifications. As a guide, a maximum of 2 years should be the period before 100% reporting reverts to discretionary level.

   c. **Discretionary Level.** The discretionary level refers to the level of EF Reporting primarily on main assemblies, expensive items and New Store Rejects (NSR); and any expected premature failures of items that the Originator believes there is value in reporting.

   d. **Minimum Reporting.** The PT may also cancel all EF reporting, except safety and serious requirements. All changes in reporting requirements will be notified in their ESPD.

TERMINOLOGY

6. The following terms and definitions are used within this chapter:

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a. **Equipment Failure Report (EF Report).** An EF Report may be one of the following formats:

(1) **Electronic Equipment Failure Report (e-EFR).** An electronic submission of an EF Report. These are:

(a) **Component Report.** The electronically filled in form available on JAMES *(the preferred method of reporting).*

(b) **FEMIS EFR.** The electronically filled in form available on FEMIS.

(c) **Soft Copy of AF G8267A/B.** An electronic version of the AF G8267A/B which allows information to be typed in and emailed.

(2) **Equipment Failure Report (EFR).** A hard copy form (the AF G8267A/B) filled out and processed by a user when a failure has occurred.

b. **Equipment Failure Representative (EF Rep).** Each unit is to assign a SNCO (or above) to become single point of contact for EF reporting. The nominated individual will be responsible for maintaining a register for hard copies and provide quality assurance for all EF Reports leaving the Unit.

c. **Failure.** The inability of an item or system to perform its required function.

d. **Incident.** An event causing an item or system to perform out of specification. Irrespective of cause and however minor, an incident is any unplanned occurrence. An incident in the context of Mechanical and Electrical Engineering is any occurrence where the engineering integrity of equipment may be questioned. Incidents can be attributed to many causes but generally fall into three categories:

(1) **Design Factors.** Incidents where an equipment failure is through design, faulty components, fatigue, sub-standard materials used in equipment or component manufacture.

(2) **Human Factors.** An incident caused by human factors such as misuse, damage, lack of maintenance, incorrect maintenance or repair.

(3) **Process.** Incorrect, inadequate or failed processes and procedures.

e. **New Stores Reject (NSR).** Defined as an item supplied from industry that fails to fit or fails when fitted. These are stores that have been found by the user to be unfit for the purpose for which they were manufactured. The term NSR applies equally to new stores that exhibit obvious manufacturing faults and those that appear to comply with drawings or specifications but remain unusable. The store may have been supplied through the stores system or by a direct supply contract. Some examples are: ‘Does not fit or work correctly’ or ‘The store item is incomplete’.

f. **Originator.** The Originator is the User or Maintainer at a Front Line Unit who experiences Equipment Failure and raises a report.

g. **Serious Equipment Failure (SEF).** A failure that results in, or has the potential to result in, personal injury, loss of life or serious damage is a Serious Equipment Failure. For further guidance and mandatory procedures on SEF reporting see Chapter 4.

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h. **Serious Incident.** A serious incident in the context of Mechanical and Electrical Engineering is any occurrence where the engineering integrity of equipment may be questioned. For further guidance and mandatory procedures on SI reporting see Chapter 4.

i. **Sponsor.** The Sponsor is the Project Team, Project Officer or Person responsible for the further investigation, trend analysis and ultimately the implementation and funding of the change/modification process.

EQUIPMENT FAILURE REPORT PROCESS OVERVIEW

7. The process consists of predominately three stages:

a. **Originator.** The Originator will identify an EF and generate an e-EFR or EFR.

b. **Data Processing and Recording.** The EF Report is received by FRACAS or JAMES and is recorded and sent to the correct PT.

c. **Project Team.** The PT record receipt of the EFR and monitor for future trends or conduct an investigation when required. The PT will always provide feedback to the originator on the action taken / being taken.

A pictorial representation of the EFR process can be found at Figure 1. A full description of detailed process and responsibilities of the three stages can be found below.

ORIGINATOR

8. **Responsibilities.** The Originator has a legal Duty of Care to other MOD operators to raise EF Reports on safety related items. Each unit should have at least one Equipment Failure Representative (EF Rep) to maintain the register and vetting process. All personnel, from the non-technical to the technically qualified are encouraged to raise an EF Report if they believe that equipment has failed. Non-technical originators are advised to seek technical assistance in preparing an EF Report but the lack of this advice should not discourage them from raising an EF Report. Often what may appear minor or trivial to the originator proves to be a useful early warning of a more serious problem and can lead to significant savings in the longer term. ESPD provides guidance on the failure reporting requirements for specific equipment. All EF Reports must be quality assured for accuracy and correct content by an EF Rep prior to submission. The general requirements for EF Reports are:

a. It is important that all available information is included on the EF Reports. NB: The AF G8267A/B has mandated fields in yellow which provides critical information which is required by the PT.

b. Reports containing supporting attachments or photographs can be processed manually to BFPO 794. Photographs should be identified using the UIN, Date and Serial Number specific to the relevant EF Report. NB: JAMES Component Reports do not require photographic evidence when initially reporting. The PT may contact the Unit direct for additional information; at that point the PT will provide contact details for onward transmission of photos, etc.

c. With the exception of SEFs and NSRs which are automatically quarantined at Unit lines awaiting for direction from PT or SEFIT pending investigation. Repairable items should either be returned to service or committed to the 'Reverse Supply Chain'

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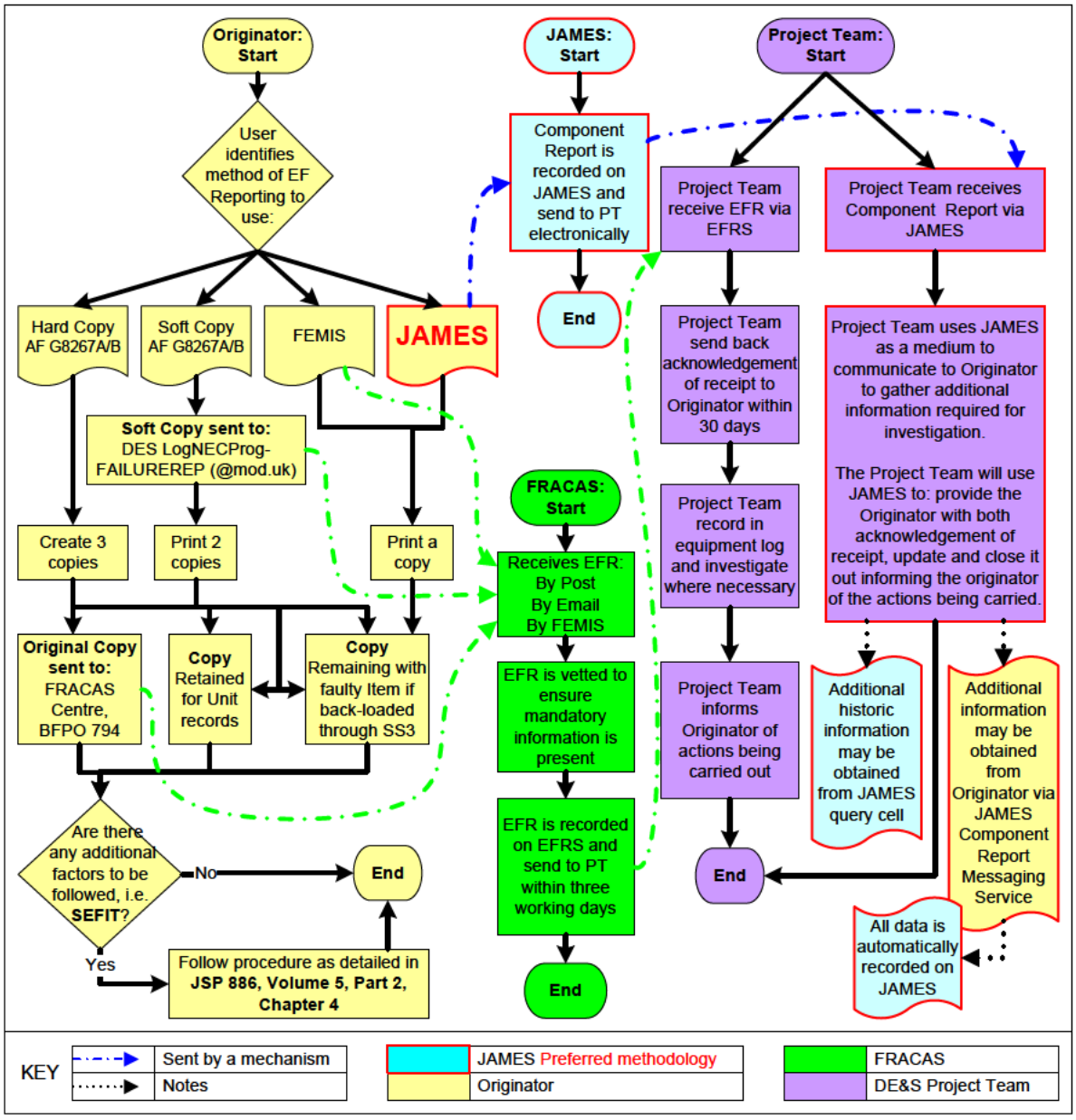
in the normal way. Any Item being back-loaded through SS3 must contain a copy of the EF Report.

Figure 1: EFR Pictorial Overview of Process



9. **Available EFR Options.** There are currently four different options available to the originator to report an Equipment Failure. Three of these are Electronic submissions, with a fourth option as a manual form for more complex EF Reports and lack of facilities. The electronic submissions are the preferred options and are to be used in all circumstances; the manual may only be used by exception only. In order of preference:

a. (e-EFR): JAMES Component Report.

b. (e-EFR): FEMIS Equipment Failure Report.

c. (e-EFR): AF G8267 A/B Equipment Failure Report - Soft (email-able) copy.

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d. (EFR): AF G8267A/B Equipment Failure Report - Hard (paper) copy.

10. **(e-EFR) JAMES Component Report.** When a new part is ordered and fitted on JAMES, the option will be presented to the Originator to have a Component Report raised. This is applicable to both Level 1 and Level 2 personnel. The agreement to this action will automatically populate all fields relevant for a PT investigation; the Originator will only be required to fill out the 'Further Information' field. This must include information that they believe to be relevant to any investigation the PT is to conduct, with an engineering slant if possible. If this is the option chosen, this is the medium that the PT will:

a. Acknowledge Receipt.

b. Request more information where required.

c. Close out the EFR, by informing the Originator of the actions undertaken by the PT.

The JAMES Component Report process and application is detailed within the JAMES User Handbook.

11. Safety related JAMES Component Reports must be annotated with the phrase "SAFETY RELATED" within the first line of the "Additional Comments" field.

12. **(e-EFR) FEMIS EFR.** Level 2 personnel have the option of raising an e-EFR via the FEMIS application tool. The e-EFR is to be printed prior to submission; a printed copy will remain with the faulty item. The submission of the report will create both:

a. Unit electronic archived record which can be drawn upon at any time using correct report procedures.

b. The submission will automatically generate an e-EFR to the FRACAS Cell.

c. The FEMIS process is outlined in AESP 0200-A-053-013, Chapter 5, Page 8.

13. **(e-EFR) AF G8267A/B Electronic Equipment Failure Form.** The AF G8267A/B Electronic Equipment Failure Form can be raised by Level 1 and Level 2 personnel. Normally three copies of the AF G8267A/B (EFR) are produced and distributed as follows:

a. The first copy is sent to the FRACAS Centre preferably by email, however if there are reasons where this is not practicable to do so and/or attachments need to be sent the FRACAS postal address may be used.

(1) Emails to: DES LogNECProg-FAILUREREP.

(2) Post to: The FRACAS Centre, BFPO 794.

b. The second copy remains with the faulty item. This is particularly important if the equipment is returned to the next level of repair for additional work, diagnosis or rectification. As soon as the repair activities are complete the repairing unit will raise an EFR, correctly cross referred to the original report, and forward it to FRACAS.

c. The third copy is retained for unit records. This may be kept electronically provided that it remains accessible for audit purposes.

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14. **(EFR) AF G8267A/B Equipment Failure Form.** The AF G8267A/B Equipment Failure Form can be raised by Level 1 and Level 2 personnel. Normally three copies of the AF G8267A/B (EFR) are produced and distributed as follows:

a. The first copy (original) is sent to the FRACAS Centre, with any attachments, to the FRACAS postal address: The FRACAS Centre, BFPO 794.

b. The second copy remains with the faulty item. This is particularly important if the equipment is returned to the next level of repair for additional work, diagnosis or rectification. As soon as the repair activities are complete the repairing unit will raise an EFR, correctly cross referred to the original report, and forward it to FRACAS.

c. The third copy is retained for unit records.

15. **Special Reporting Requirements.** The following incidents have special reporting requirements:

a. **Serious Equipment Failure.** For Serious Equipment Failure (SEF) reporting see Chapter 4.

b. **Ammunition.** All ammunition incidents are to be reported in accordance with JSP 482: MOD Explosive Regulations, Chapter 25. All ammunition faults / failures are to be quarantined and immediately reported to the ammunition incident hot line at the Joint Service EOD Operations Centre on DIDCOT (Civ) 01235 513360, 613361 or 513362 who will inform the nearest specialist Ammunition Technical Officer (ATO).

c. **Equipment Damage as a Result of Ammunition Failure.** Equipment damaged as a result of an ammunition failure is to be quarantined immediately and the SEF reporting procedures are to be followed; supporting EFRs should be suitably cross referenced. This is in addition to the ammunition incident reporting requirements above.

d. **Rapier Air Defence System.** Currently the Rapier community uses a closed loop electronic fault reporting system for the weapon system (ADGPS). Non Rapier-specific equipment is still reported on an EFR.

e. **Command Information System (CIS).** CIS equipment and or software faults/failures are reported on a CIS Incident Report MOD Form 683.

f. **Packaging.** Inappropriate packaging or packing suspected of contributing to the fault or condition of the item is to be reported on MOD Form G833 Packaging Defect Report (PDR) in accordance with JSP 886 Volume 3 Part 5.

g. **Store Discrepancies.** Incorrectly labelled stores or stores supplied in the wrong quantity according to the label are to be reported in accordance with JSP 886 Volume 3 Part 15: Supply Chain Transactions.

h. **Reject Trade Receipts.** Items found defective during trade receipt are to be reported on MOD Form 445 DR in accordance with JSP 886 Volume 3 Part 15: Supply Chain Transactions.

i. **Ground Clothing.** Defective Ground Clothing items are to be reported on MOD Form 1197: Defective Clothing Report for DC PT Procurement Items. The form is available electronically on the Defence Intranet.

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j. **Other.** Inform the originator of the outcome of any subsequent investigation. They will also issue routine and tailored outputs and / or the summary of equipment failures to units via the AESP distribution system.

k. **Additional Distribution Requirements.** Extra copies of EFRs are to be sent to whom, and when directed, by FLC staff.

l. **Air Commodities Aircraft Vehicles.** Air Commodities Aircraft Vehicles (AC AFV), listed below, require all email traffic to be copied to: DES AS-AC AFV Tech Spt. JAMES, FEMIS and Hard copy EF Reports will be processed in the normal manner to reach these Equipment Support Managers.

(1) Aircraft Cargo Handling Equipment.

(2) Aircraft Refuelling Vehicles.

(3) Aircraft Servicing Vehicles.

(4) Towing Tractors.

(5) Runway Clearance (FOD).

(6) Snow and Ice Equipment.

(7) Glider Support Equipment.

(8) Lifting Platforms.

(9) Runway Control Vehicles.

FRACAS

16. The FRACAS Cell will record the EF Report onto a database and continue to monitor for trends and send to the PT, by EFRS, for their action. This will be done within 3 working days from receipt to final processing to the PT.

JAMES

17. JAMES will provide a service allowing the Originator to raise a Component Report direct to the PT; for the PT to record trends. JAMES is capable of providing a messenger service direct between Originator and PT, if further information is required. It also provides the mechanism allowing the PT to acknowledge receipt and close out Component Reports; 100% of all information and records are retained within JAMES allowing historic records to be easily accessed.

18. The JAMES Query Cell is available to provide query prints on request, pertaining to VRN, Part Number, etc.

PROJECT TEAMS (PT)

19. The PT will receive the EF Report from either:

a. EFRS. or

b. JAMES.

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20. The PT are mandated to have access to both of these systems and regularly check any actions that are required to be carried out; in a timely manner.

21. **PT EFRS Responsibility.** The PT will respond to the originator, either by email, Headed letter or other appropriate means, within 30 days of receipting the EFR; informing the originator that one of the following actions are/have been taken:

a. It has been recorded for trend analysis and no further action will be taken at this point, until similar incidents are recorded that warrant an investigation.

b. The investigation is still ongoing and the originator will be informed in the next 30 days of their findings and action taken.

c. The investigation is complete and a summary of the PT's findings and actions to be taken, are included within the response.

d. The PT will continue sending the Originator updates on the progression of the EF Report until it is closed out by the PT; no update shall exceed a 30 day period. Multiple updates may be necessary for complex investigations, but the Originator must be kept informed of progress.

22. **PT JAMES Responsibility.** The PT will interrogate JAMES and action Component Reports at a period not exceeding 30 days. The PT will record and monitor for trends on all Component reports received NB: FRACAS has no visibility of JAMES Component Reports. The PT will acknowledge receipt to the Originator instantly via JAMES. If further information is required, the built in messaging service within JAMES provides this functionality. Only the PT can close out the Component Report via JAMES. All updated correspondence, including closure, must not exceed a period of 30 days. Multiple updates may be necessary for complex investigations, but the Originator must be kept informed of progress.

23. **Safety.** Any Safety related EF Reports must be highlighted to the Team Leader (or Safety Manager) and captured and reviewed at the next PT Equipments' Safety Panel.

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The Defence Logistics Support Chain Manual, has been archived.
For Logistics policy, please refer to the Defence Logistics Framework (DLF)
via www.defencegateway.mod.uk/

CHAPTER 4: SERIOUS EQUIPMENT FAILURE REPORTING

POLICY

1. The previous content of this chapter is no longer valid to the LAND equipment user community. This policy has been superseded by DIN 2014DIN06-014 (follow the link).

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CHAPTER 5: ARMOURED FIGHTING VEHICLES UTILISATION REVERSE RETURN

AIM

1. The 6 monthly Armoured Fighting Vehicles (AFV) Utilisation Reverse Return, is used to plan base repair and modification programmes and to monitor usage against track allocation.

PROCEDURE

2. AVP-HPO-TG, DE&S Abbey Wood will send a copy of the Reverse Return to each unit holding any of the vehicles listed at Figure 2.

3. The Return will not be sent to Joint Support Chain Services (JSCS) Centres, Defence Support Group (DSG) or Contractors. On return, AVP-HPO-TG will process the data onto 'MERLIN'; this data will be accessible on any MERLIN terminal to those granted access.

ACTION BY RECIPIENTS

4. The Reverse Return is to be completed in accordance with the instructions sent out with the return. The completed return is to be sent within 14 days (where possible) of the end of the statistical period in question by post, or faxed to:

DES LE AVP-HPO-TG-Fleet Manager
Spruce 1B # 1111, MOD Abbey Wood, BRISTOL BS34 8JH
Tel: Mil: 9679 71166, Civ: 030679 71166
Fax: Mil 9352 71573, Civ: 01179 319573

POINT OF CONTACT

5. All enquiries about the content or the interpretation of this chapter are to be addressed to the above.

Figure 2: Vehicle Type and Liability Codes

Ser	Vehicle Type	Liability Code
1	FV 432 MK 3	GA0040
2	FV 434 MK2	GA0070
3	FV 436 ASV MK3	GA0754
4	BEACH REC VEH (HIPPO)	HA0540
5	CHALLENGER 2 MBT	HA0301, 0302, 0304, 0309
6	CHALLENGER TRG TANK	HA0310
7	CHALLENGER ARRV	HA0550
8	CR2 AVLB TITAN	HA0380
9	CR2 AVRE TROJAN	HA0378
10	CVRT SAMARITAN	GA0820
11	CVRT SALAMANDER	GA0853
12	CVRT SPARTAN	GA0854
13	CVRT SCIMITAR	GA0857
14	CVRT SAMSON	GA0880

Ser	Vehicle Type	Liability Code
15	WARRIOR REP 512	GA0802
16	WARRIOR REC 513	GA0804
17	WARRIOR APC 510	GA0806
18	WARRIOR COMD 511	GA0808
19	WARRIOR OPV 514	GA0810
20	WARRIOR BCV 515	GA0812
21	VIKING	NB3420, GB3420, 3431
22	CET	JA0890
23	STORMER	CA0715, 0716
24	AS 90	UA0631
25	MLRS	UA0745
26	SHIELDER	JR0716
27	FUCHS	BA0899
28	M578 WRECKER	UA0509

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29	SULTAN MK 2	GA0840
30	SAMARITAN MK 2	GA0841
31	SCIMITAR MK 2	GA0842

32	SPARTAN MK 2	GA0843
33	SAMSON MK 2	GA0844

INSTRUCTIONS FOR THE REVERSE RETURN

Cumulative Utilisation

6. There are 2 columns under this heading, 'Previous' and 'Current'. The previous column should show the last recorded cumulative mileage figure. Units are required to insert the present cumulative mileage figure in the 'current' column. This would be excess or equal to the previous figure unless the vehicle has undergone a recent base overhaul. If the current figure is lower a brief explanation will be required.

Additional Vehicles and Vehicles Not Held

7. If a vehicle is held and is not shown on the return, add the vehicle to the bottom of the list inserting previous unit's UIN and the current cumulative utilisation. If a vehicle is shown on the return but not held, put a line through the entry and insert future UIN where known.

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CHAPTER 6: ARMOURED VEHICLE INSPECTION PERIODICITY

INTRODUCTION

1. The Mandatory Equipment Inspection (MEI) is the mandatory inspection of equipment (less manned aircraft) carried out be REME tradesmen and appropriately qualified unit personnel in accordance with the policies laid down in Army Equipment Support Publications (AESP) or Equipment Support Policy Directives (ESPD). Armoured vehicles are to be inspected twice a year, one of these inspections serves as the annual MEI.

POLICY

2. The MEI policy for all Land environment equipments is at AESP 0200-A-100-013 Tracked and wheeled armoured vehicles are to be inspected twice annually with an 'A' Vehicle Systems Inspection Reports (AF G857) completed in each case.

VARIATIONS TO THIS POLICY

3. Equipment Support Managers (ESMs) may reduce the inspection interval if required, to ensure equipment safety. Such changes are to be promulgated in the ESPD which is to be found in Category 111 of the equipment AESP (It should be noted that some older equipments still use EMERs). Divisional ES Commanders may also reduce the interval to suit local circumstances; increased usage, work patterns, or co-ordination with servicing and maintenance schedules. Additionally, Divisional ES Commanders may increase intervals due to over-riding operational commitments. ESMs are to be kept informed of any variations to the AF G857 regime. Vehicles held / stored under Controlled Humidity Environment (CHE) conditions are to be inspected in accordance with AESP 0200-A-400-013 or specific ESM directives.

4. Enquiries about the content of this chapter or its interpretation are to be addressed to:

DSEA-Land-PolPlans-Vehicle Policy
#4136, MOD Abbey Wood, Bristol BS34 8JH
Tel: Mil: 9679 82532, Civ: +44 030679 82532