



# **Contract Maintenance In a Combat Environment**

***CW4 Jared T. McClinton  
Regimental Support Squadron  
Second Stryker Cavalry Regiment***



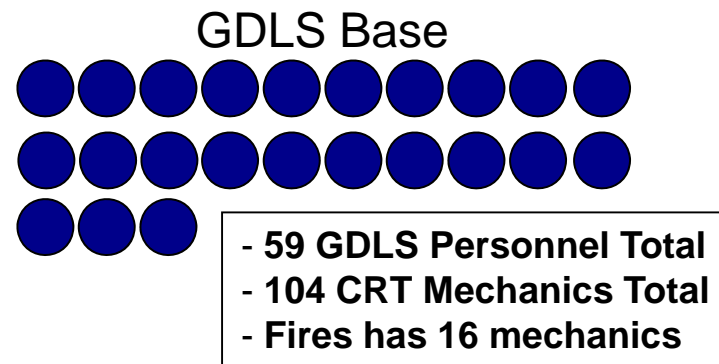
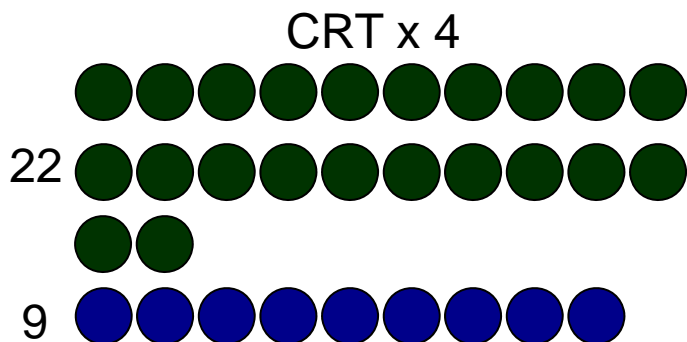
## **Topic: Contract maintenance for a Stryker Brigade/ Regiment**

- **Lessons learned**
- **New equipment requiring specialized expertise**
- **Assist military with fault identification**
- **Build relationship**
- **Contract support combat multiplier**
- **GDLS- scheduled & unscheduled maintenance for all Stryker variants**
- **LSI- scheduled services for legacy fleet vehicles**
- **KBR- recovery support**

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# How we did it



75 Strykers  
Over 300 legacy/weapons/nvg

***Commanders Choice: Whether or not to use contractor support based on the risk of the situation.***

 GDLS  
 Soldier

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# General Dynamic Lands System Team Layout



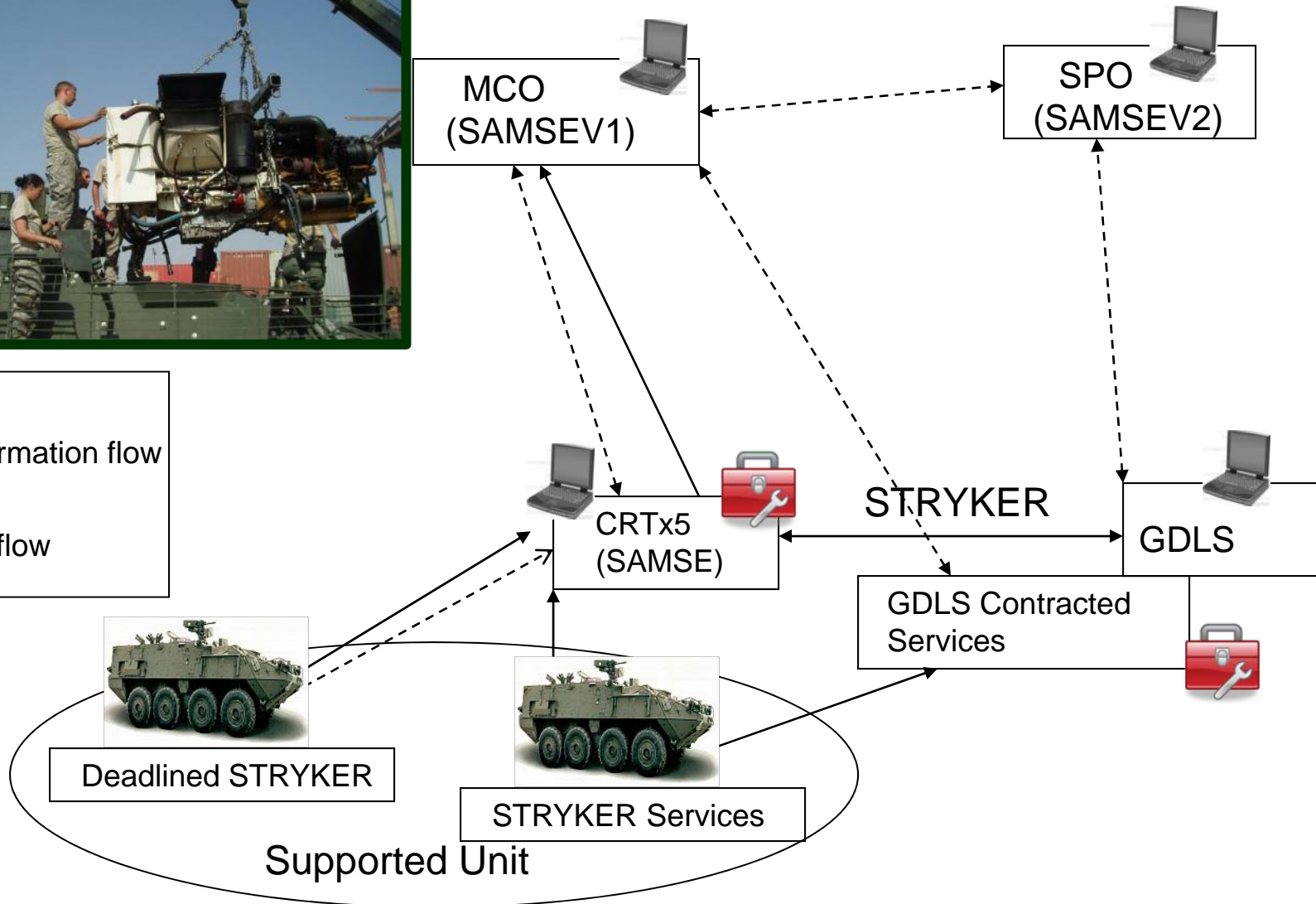
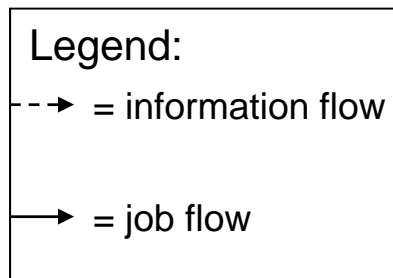
Each Team consisted of 9 ICLS personnel for a total 59 and each Brigade consisted of 6 teams while deployed.

- 1 FRT Lead
- 1 PCC Clerk (parts)
- 1 Senior Wheel Vehicle Mechanic
- 5 Wheel Vehicle Mechanics
- 1 Vehicle Electrician Mechanic

Plus 1 BDE Lead, 1 Warehouse personal, 1 **Welder** and 2 Maintenance Team leads located at the BSB/EAB.(Service Team)

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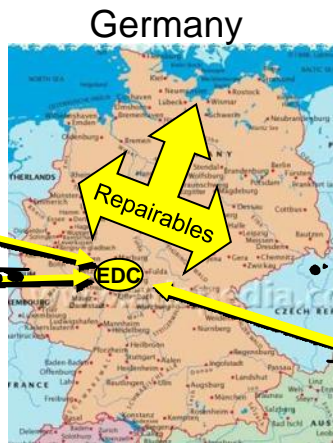
# INFORMATION AND JOB FLOW



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# Stryker Supply Routes



**EDC** European Distribution Center Thru Ramstein AFB



## Class IX Transportation Process

- DLA managed ground transportation from Auburn, WA to Charleston AFB
- Mil Air from Charleston AFB to either Ramstein/Frankfurt/Marron to Balad
- DLA directed Com Air from SeaTac to Balad or BIAP

## Average Order to Delivery Times via Air

- |                                       |           |
|---------------------------------------|-----------|
| • Auburn – EDC – FRA (Balad High Pri) | 7.8 days  |
| • Auburn – EDC – FRA (Routine)        | 14.2 days |
| • Auburn – BIAP (High Pri)            | 10 days   |
| • FRA –BIAP                           | 4 days    |
| • FRA –TAJI                           | 4 days    |
| • FRA – Warhorse                      | 4 days    |

*"Always Ready"*



# Footprint and Parts Flow

- All parts arrive in theatre at the FRA via C-17 priority air
- Pallets arrive at FRA and are rebuilt to fill Brigade Shortages, parts flow on C-17 pallet configuration
- Once parts pallets arrive at the EAB (FOB Warhorse) parts are pushed by the BSB utilizing LOGPACS and AMR's to the units requiring the parts

**Brigade Support Battalion:**

- 9ea contracted GDLS maintenance personnel
- **Maintain ASL (215 lines +)**
- Resupply PLLs
- Coordinate log support for CRT/FRT
- Primary interface with Brigade on Stryker maintenance issues

**Combat Repair Team (CRT) (Soldiers)**  
**Forward Repair Team (FRT)**

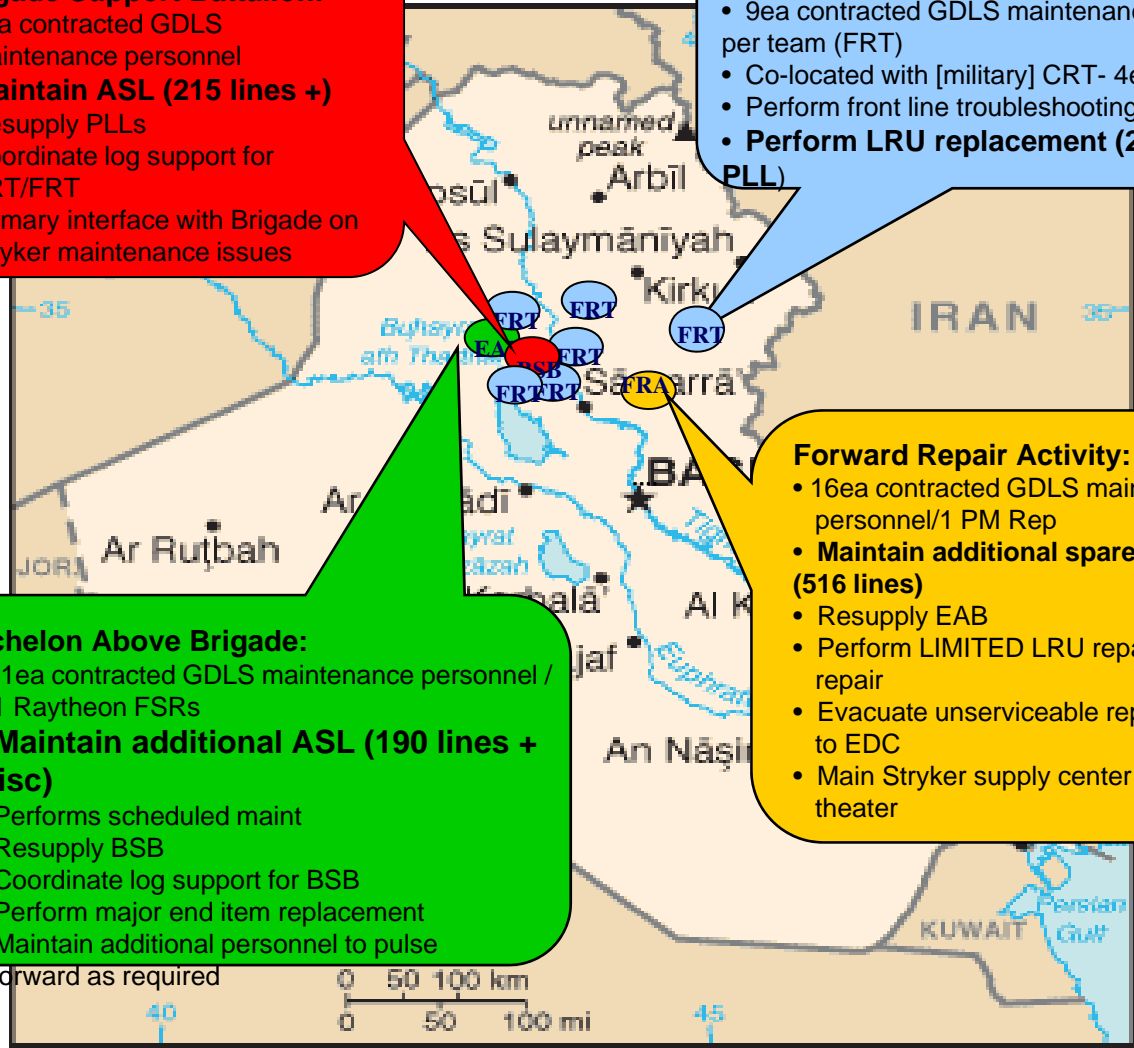
- 9ea contracted GDLS maintenance personnel per team (FRT)
- Co-located with [military] CRT- 4ea
- Perform front line troubleshooting
- **Perform LRU replacement (22 lines PLL)**

**Echelon Above Brigade:**

- 11ea contracted GDLS maintenance personnel / 1 Raytheon FSRs
- **Maintain additional ASL (190 lines + misc)**
- Performs scheduled maint
- Resupply BSB
- Coordinate log support for BSB
- Perform major end item replacement
- Maintain additional personnel to pulse forward as required

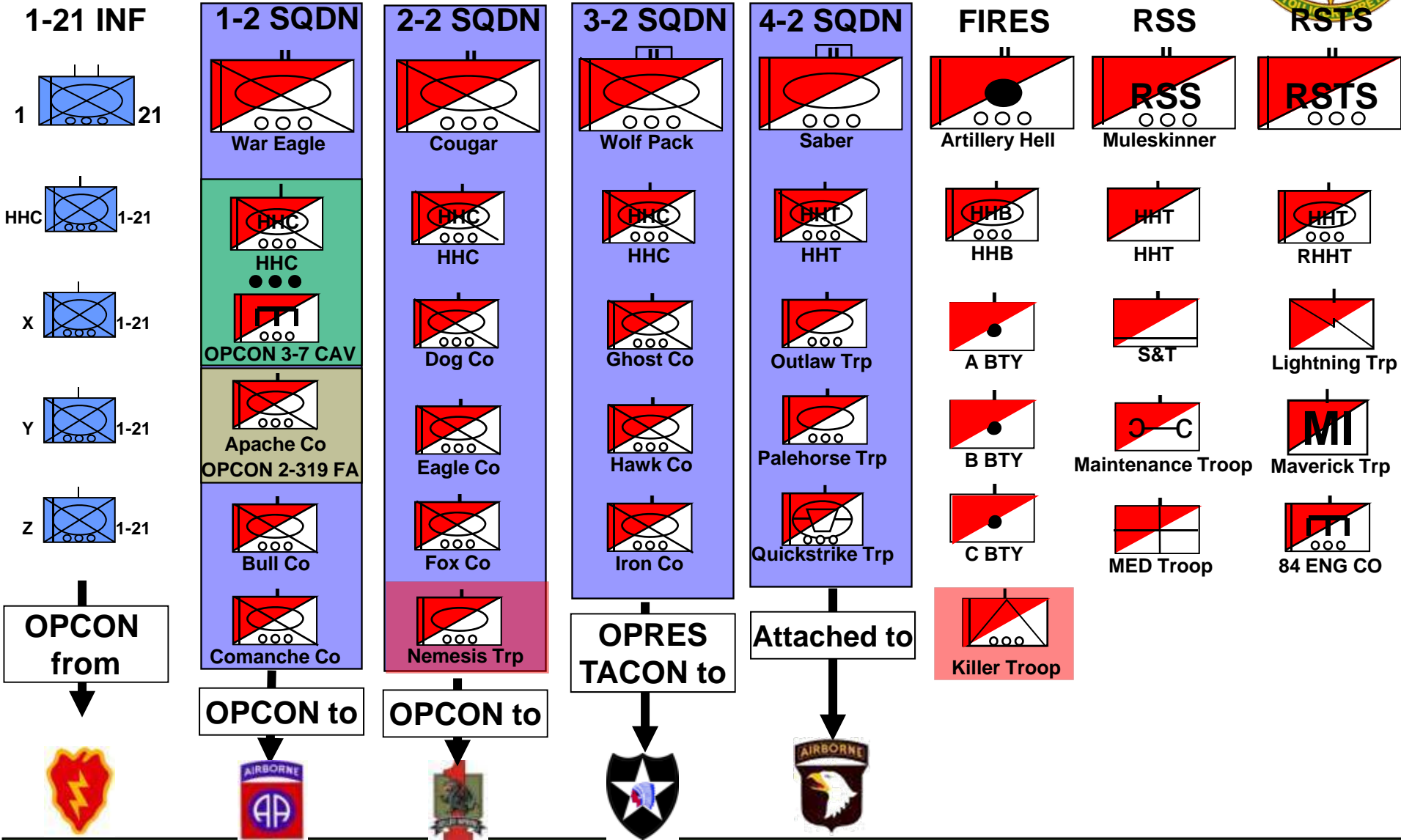
**Forward Repair Activity:**

- 16ea contracted GDLS maintenance personnel/1 PM Rep
- **Maintain additional spares (ASL +) (516 lines)**
- Resupply EAB
- Perform LIMITED LRU repair/tire repair
- Evacuate unserviceable repairable to EDC
- Main Stryker supply center for theater

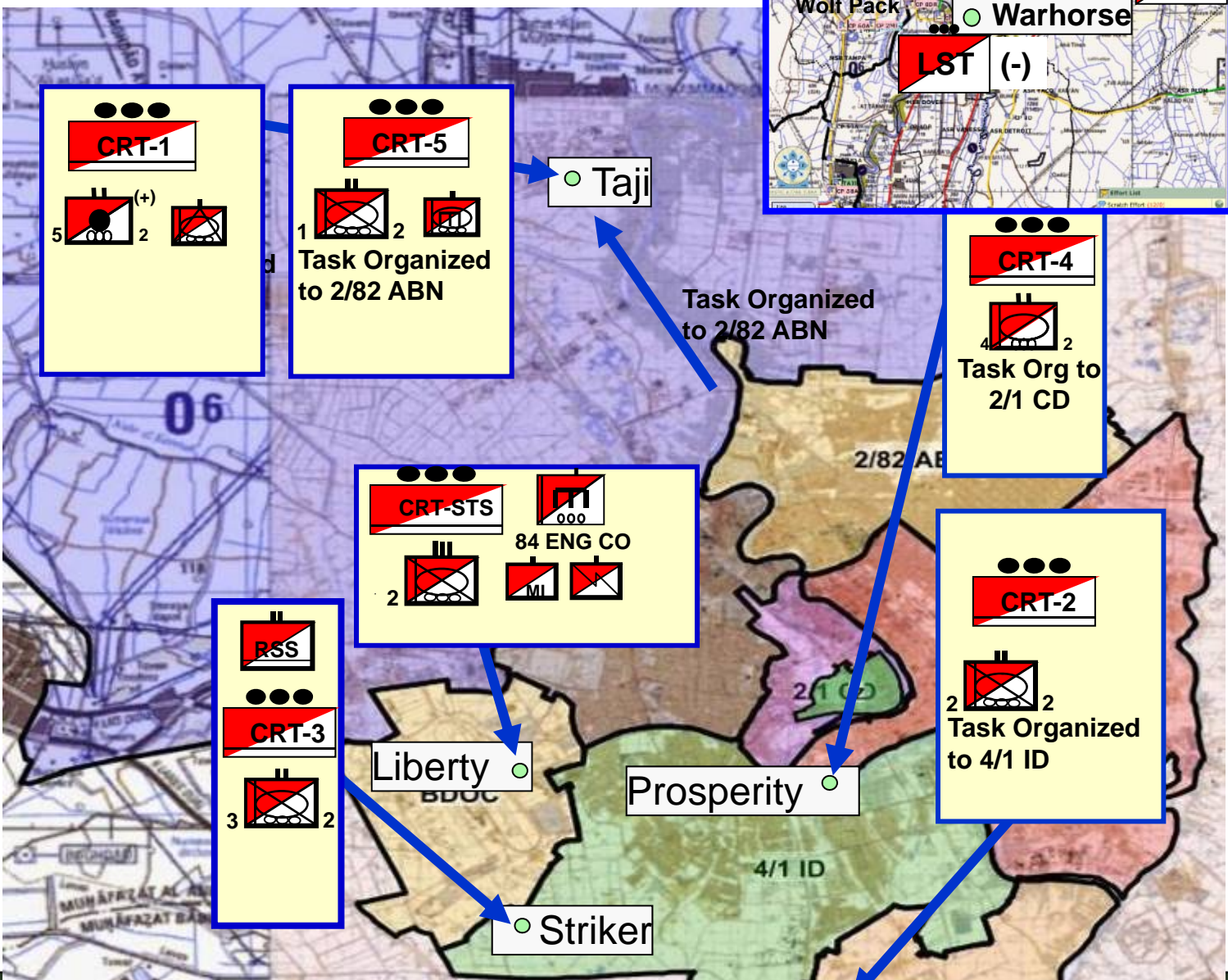
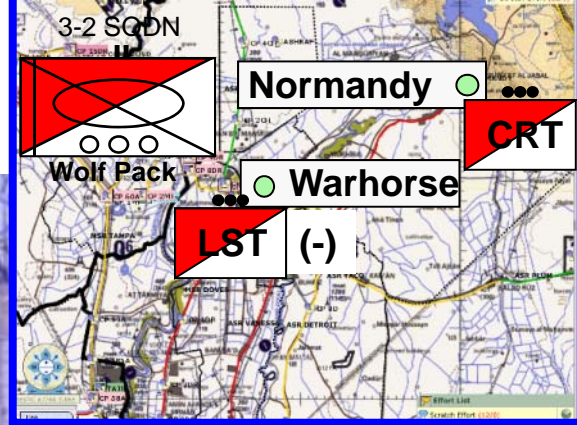


*"Always Ready"*

# Task Organization



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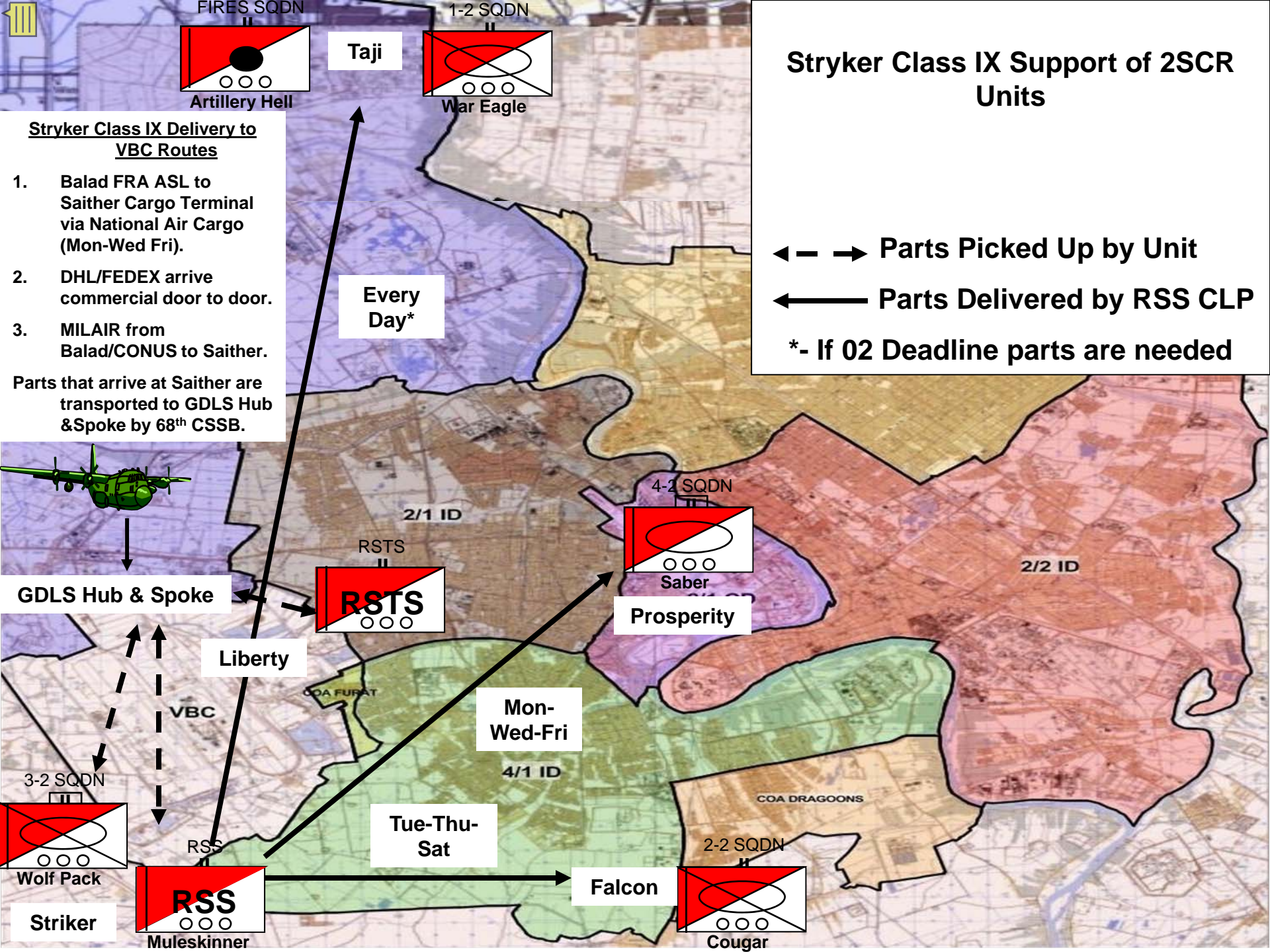


# STRYKER SERVICES TURN-IN SCHEDULE



	Falcon 2-2 INF		Falcon 2-2 INF	Normandy 3-2 INF		Normandy 3-2 INF
1-Mar	14	1-Apr			1-May	
2-Mar		2-Apr			2-May	
3-Mar		3-Apr			3-May	14
4-Mar		4-Apr			4-May	
5-Mar		5-Apr	14		5-May	
6-Mar		6-Apr			6-May	
7-Mar		7-Apr			7-May	
8-Mar	14	8-Apr			8-May	
9-Mar		9-Apr			9-May	
10-Mar		10-Apr			10-May	14
11-Mar		11-Apr			11-May	
12-Mar		12-Apr	14		12-May	
13-Mar		13-Apr			13-May	
14-Mar		14-Apr			14-May	
15-Mar	14	15-Apr			15-May	
16-Mar		16-Apr			16-May	
17-Mar		17-Apr			17-May	14
18-Mar		18-Apr			18-May	
19-Mar		19-Apr	7		19-May	
20-Mar		20-Apr			20-May	
21-Mar		21-Apr			21-May	
22-Mar	14	22-Apr			22-May	
23-Mar		23-Apr			23-May	
24-Mar		24-Apr	<b>GDLS pack, move, and establish</b>		24-May	14
25-Mar		25-Apr			25-May	
26-Mar		26-Apr			26-May	
27-Mar		27-Apr			27-May	
28-Mar		28-Apr			28-May	
29-Mar	14	29-Apr			29-May	
30-Mar		30-Apr			30-May	
31-Mar					31-May	5

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# Stryker Class IX Support of 2SCR Units

## Stryker Class IX Delivery to VBC Routes

1. Balad FRA ASL to Saither Cargo Terminal via National Air Cargo (Mon-Wed-Fri).
2. DHL/FEDEX arrive commercial door to door.
3. MILAIR from Balad/CONUS to Saither.

Parts that arrive at Saither are transported to GDLS Hub & Spoke by 68<sup>th</sup> CSSB.

← -- → Parts Picked Up by Unit  
 ← — — — Parts Delivered by RSS CLP  
 \*- If 02 Deadline parts are needed

FIRES SQDN  
  
 Artillery Hell

1-2 SQDN  
  
 War Eagle

Taji

Every Day\*

4-2 SQDN  
  
 Saber

Prosperity

RSTS  
  
 RSTS

Liberty

Mon-Wed-Fri

Tue-Thu-Sat

RSS  
  
 Muleskinner

Striker

Falcon

2-2 SQDN  
  
 Cougar



GDLS Hub & Spoke

3-2 SQDN  
  
 Wolf Pack

VBC

2/1 ID

2/2 ID

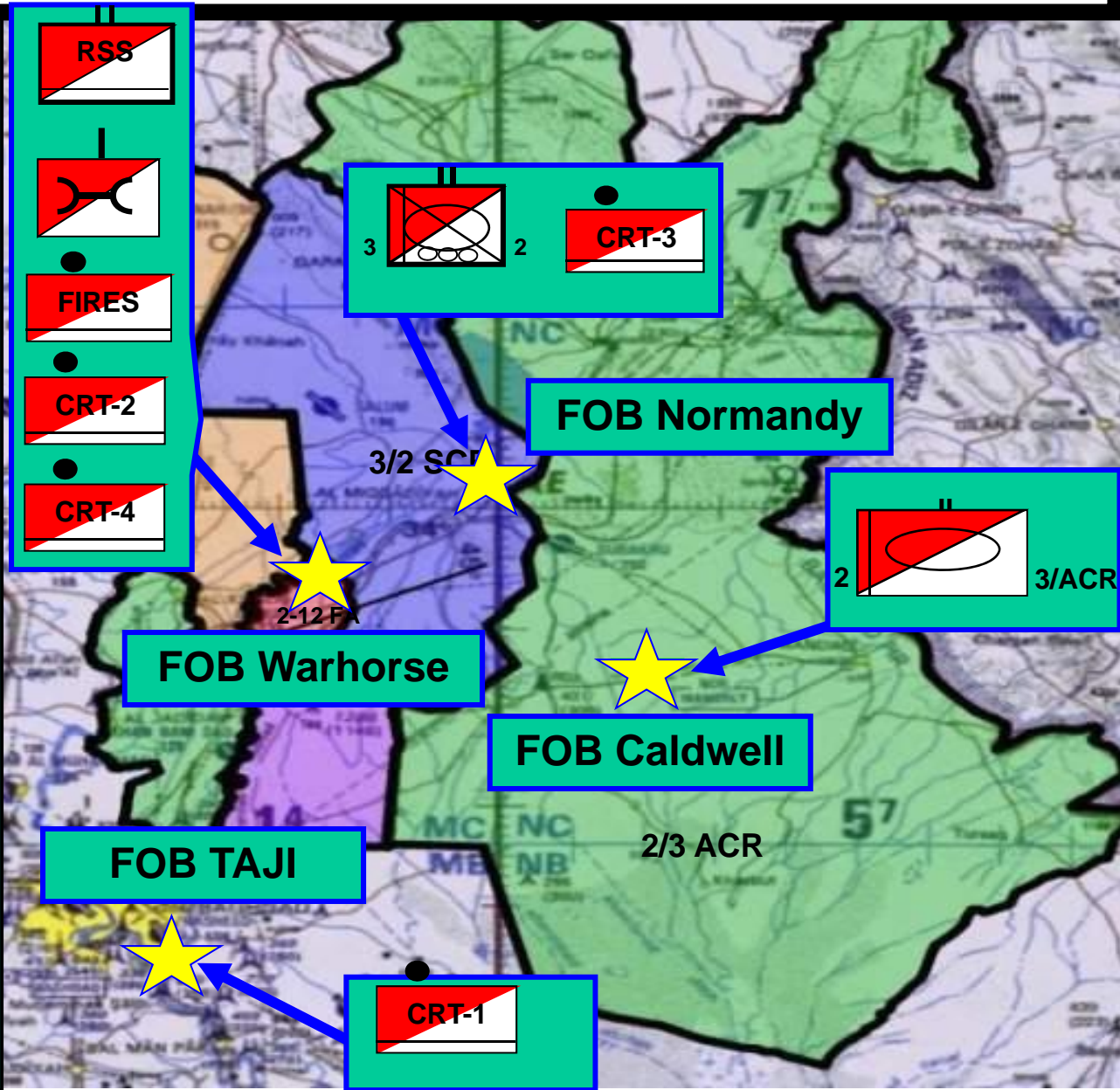
4/1 ID

COA DRAGOONS

COA FURAT

# 2SCR Maintenance Posture in FOB Warhorse

1. Changed support concept
2. 113 mi round trip convoy
3. Air assets minimal



# Contract Maintenance Concerns



1. Contracted personnel statement of work needed to be readily available.
2. The contract needs to spell out what type of security must be provided to the civilian contractors. Sadir City showed our short fall in this area.
3. Tracking parts at times became an issue since the contractors use a different procuring system than the Army called (DMIS) Data Management Information System
4. Parts support when moving to a remote area was challenging while the transportation piece was sorted out by the contractor. Example when we had a unit move to Mosul from Taji parts were delayed by one to two weeks
5. Specialized welding became an issue when welding repairs were badly needed (after EFP penetration on a Stryker) and there was only one welder for the entire Regiment
6. Providing adequate billeting for contractors, even in austere environments
7. Moving Contractors on the Battlefield, when Air assets were not available

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# QUESTIONS?

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