

## Chapter 10

# Fixing the Force

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## ORGANIZATIONS

Support functions for fixing the force include –

- Maintenance.
- Provision of Class IX.
- Recovery and evacuation.
- Major end item replacement.
- Salvage.

The maintenance companies provide all except major end item replacement, salvage, and recovery. End item replacement and salvage are done through the supply companies. Recovery is a unit responsibility.

The maintenance companies provide limited DS maintenance on all authorized equipment except—

- Medical equipment (medical company mission).
- Airdrop equipment, light textiles, metalworking or fabrication items, ammunition, and ADP equipment (corps missions).

- Classified COMSEC equipment (signal battalion and corps mission).
- CCI organic to the signal battalion (signal battalion and corps mission).

The companies provide common and missile repair parts supply support to supported units in the division area. They also inspect or diagnose vehicles and weapon systems for repair within the division or evacuation to corps.

The forward support maintenance companies provide DS maintenance to each infantry brigade and to divisional units operating in the brigade sector. They repair small arms, fire control instruments, artillery, automotive, power generation, and electronics items. They troubleshoot and diagnose equipment problems to verify unserviceability. An AMCO provides AVIM support and aircraft maintenance parts supply support.

## MAINTENANCE SUPPORT CONCEPTS

In the LID, limited DS maintenance is available in the BSA. The bulk of the maintenance capability operates out of the DSA. The division maintenance system relies heavily on —

- Consolidation of unit maintenance and collocated PLL support for the most part at either battalion or brigade level.
- Use of forward support to return combat systems to the fight as soon as possible.

- Use of battle damage assessment and repair procedures at all levels within the division.
- Use of replacement versus repair method of operation. This centers around increased stockage of LRUs and quick change assemblies.
- Maintenance work load passback to corps maintenance units.
- Use of ORF when personnel cannot repair equipment quickly.

- Commonality of vehicles, weapon systems, and equipment. This streamlines maintenance operations and simplifies repair parts management.

### **MAINTENANCE CONSOLIDATION**

Consolidation of unit maintenance at brigade level relies on the operator for routine PMCS and actual repairs. In addition, the maintenance company in the DSA provides unit maintenance to elements of the MSB; the forward support maintenance company provides unit maintenance to elements of the FSB.

### **FORWARD MAINTENANCE SUPPORT**

Forward maintenance support provides exchange services in support of unit and DS maintenance in the division. Repairing equipment forward reduces transportation requirements and time. It increases the availability of equipment to the user. Maintenance personnel base the decision to repair or pass back on repair time guidelines. If the time it takes to repair an item once all repairers, tools, and repair parts are on hand exceeds the specified time, they consider evacuation. They adjust guidelines based on –

- Backlog.
- Urgency of repair.
- Criticality of unserviceable equipment.
- Availability of ORF.
- The maintenance concept.
- The factors of METT-T.

### **REPLACEMENT VERSUS REPAIR**

The LID relies on replacement more than any other division. Changes to the structure of the DISCOM and to equipment in the supported units increased the repair capability of the LID over the original design. However, the LID still depends on replacement and exchange of repairable components. This minimizes the number of maintenance personnel required to support the division DS maintenance needs. This austerity requires some adjustments to the total system to pick up the shortfalls. The maintenance system relies on a rapid and responsive supply system for Class IX. This includes repairables (missile and limited C-E). The stockage of these items within the division differs from heavy divisions due to the quantities of components versus repair parts. Levels within the division are limited to what is movable. The corps stocks and maintains the ORF. It also provides rapid delivery by air or ground resources.

### **INCREASED PASSBACK**

In the LID, an important characteristic of the maintenance system is the evacuation or increased shift back of work load to corps units. DS maintenance management capabilities for the division are centralized in the DMMC. The materiel section of the DMMC intensively manages the maintenance backlog in the division. It ensures the backlog is at a controllable level. Personnel evacuate work load exceeding the LID maintenance companies' capacity to the corps maintenance unit.

Like all other divisions, the LID relies on reinforcing support from nondivisional maintenance units to overcome shortfalls in maintenance capability. However, the LID's austere assets require greater reliance on such support than other divisions. A dedicated nondivisional maintenance company with a LID maintenance support team provides reinforcing ground maintenance support. This unit locates in the division area. The LID maintenance support team is assigned to the supporting nondivisional maintenance company. It may be attached to the LID MSB maintenance company. A missile maintenance team designed for the LID also augments the EAD missile maintenance unit. The corps AVIM battalion provides reinforcing AVIM support. These units provide reinforcing support on equipment for which no repair capability exists in the division. They also work on equipment exceeding the division's capability to repair.

Increased passback has an impact on recovery and evacuation. Due to the limited number of recovery vehicles in the LID, emphasis is on self-recovery and like-vehicle recovery. This is especially true in the infantry brigades. Units are responsible for getting their disabled vehicles from their breakdown sites to the maintenance collection points. Units coordinate recovery missions beyond their capability with the maintenance company. This company has a limited number of wreckers.

### **BATTLE DAMAGE ASSESSMENT AND REPAIR**

The purpose of BDAR is to rapidly return disabled equipment to combat or to enable the equipment to self-recover. BDAR is the unit commander's responsibility. It is performed by operator/crew and unit maintenance teams. Personnel use battle damage assessment to determine the extent of damage to equipment. They classify equipment according to the type of repair required. They also make plans to repair the item. Classifications for repair of battle damaged items are –

- Most essential to immediate mission.
- Repairable in the least time.

- Reparable but not in time for immediate mission.

Battle damage repair involves use of expedient repair techniques to return a system to a full or partial mission capability. The commander directs the use of BDR. It includes —

- Using shortcuts in parts removal or installation.
- Modifying components for other items.
- Using parts from a noncritical function elsewhere

on an item to restore a critical function.

- Bypassing noncritical components to restore basic function capability.
- Using cannibalization (when directed by corps).
- Making parts from kits or available materials.
- Using substitute fuels, fluids, or lubricants.

When the mission is over, mechanics use standard maintenance procedures to repair the item.

## GROUND MAINTENANCE OPERATIONS

### PLANNING

Maintenance planners anticipate personnel, equipment, and repair parts requirements. They match them against available resources. The goal is to manage limited resources to return the maximum number of critical items to the battle. Planning considerations include —

- Tactical situation.
- Time and distance factors.
- Reinforcing support responsibilities.
- Command support priorities.
- Critical weapon systems and repair parts.
- Proposed MCP locations.
- Maintenance time guidelines.
- Controlled substitution and controlled exchange policies.
- Work load across the division area.

The DISCOM S2/S3 and the maintenance control officer help the MSB commander, support operations section, and maintenance company commander plan DSA support and on-site operations. They also help the FSB commander, support operations section, and maintenance company commander plan BSA support and on-site operations. The DISCOM S2/S3 and DMMC are involved in cross-leveling assets. This is a continuing process, not a one-time decision. Task organizing of tactical units and changes in the location of CS and CSS units in the division area require changes in the maintenance configuration.

### MAINTENANCE SHOP OPERATIONS

The maintenance shops in the DSA and in the BSAs consist of all maintenance company elements not employed at MCPs or as contact teams. A shop is responsible for receipt, inspection, control, repair, and coordination

of evacuation of all equipment received from supported units.

Personnel lay out a shop to allow free flow of work and to lessen the required movement of repair parts, tools, and equipment. They lay out the shop so —

- Trucks have access to supply storage areas.
- Access is easy from all shop locations.
- Repairers perform electronics and instrument repair in a dust-free area.
- Vehicles are dispersed near maintenance areas but located to facilitate control and security.
- Control and inspection elements are near the area entrance.
- Supply storage areas are near the entrance to keep traffic out of the work area.

Figure 10-1 shows a sample shop layout in a field environment. The same principles apply to shops in a built-up area. For example, company elements locate the control, inspection, and supply activities near the entrance to the shop area. They locate elements with related or complementary functions near each other. In many areas of the world, where buildings are sound and road systems adequate, the use of buildings is preferred. They provide better work areas and concealment.

The maintenance internal SOP outlines the shop procedures. Guidance from DA Pamphlet 738-750 forms the basis of the SOP. An external SOP is for use by supported units.

The flow of operations through the shop follows these steps:

- Supported unit recovers the item to the shop. It initiates a request for maintenance support.
- Maintenance control element checks the request and registers the job order.

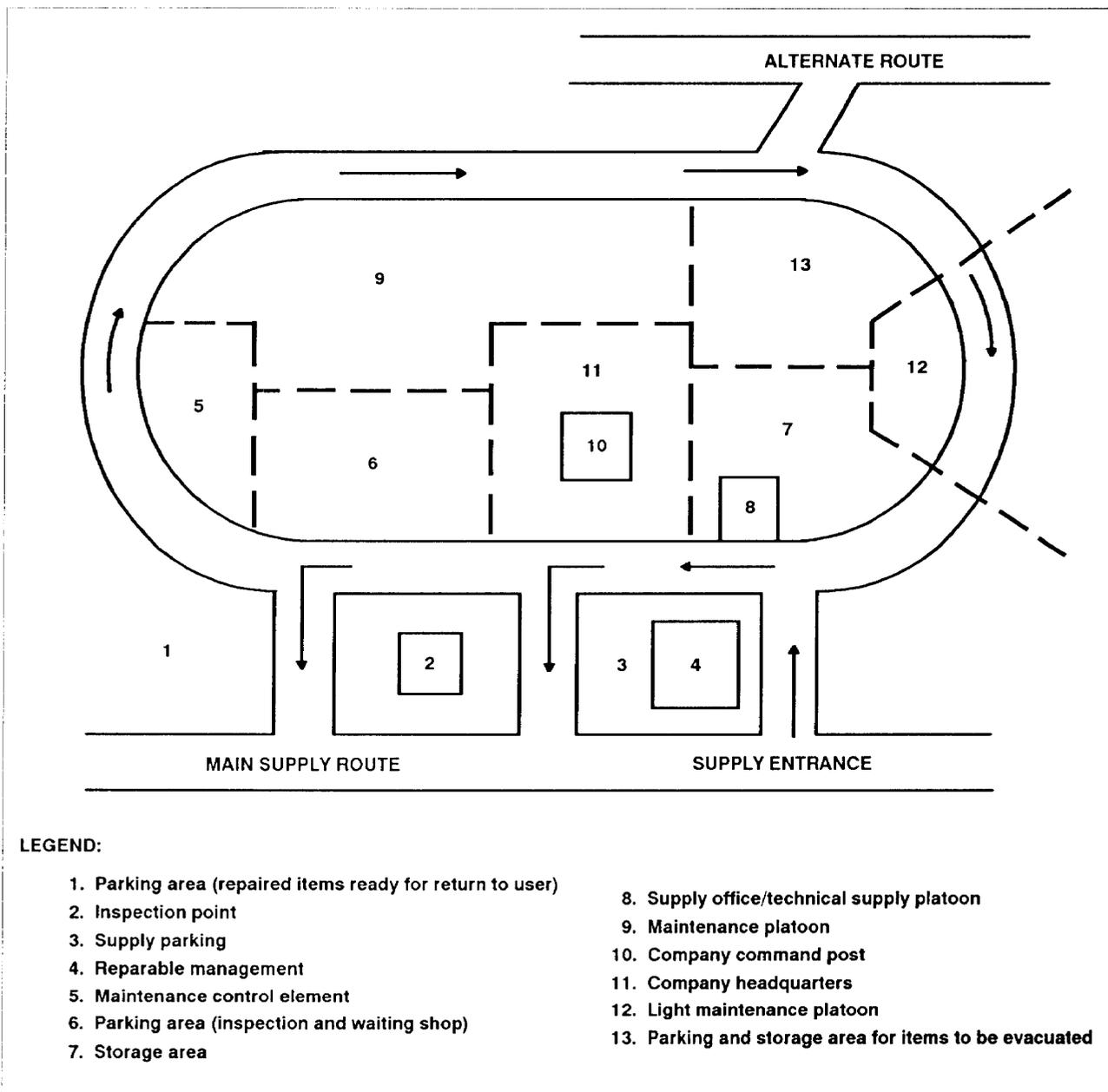


Figure 10-1. Sample base shop layout.

- Inspection element conducts an initial inspection. Inspectors determine equipment faults and the extent of work required. They also determine if the repair is economical, what parts are required, and whether all equipment is present. They determine whether units have fulfilled unit maintenance responsibilities. They may recommend evacuation or reports of survey.
- Class IX support element issues required parts

if available. If parts are not on hand the platoon initiates a request for parts.

- Supervisor of the repair section receiving the equipment assigns a repairer the job. He considers availability of repairers and priority of the job.
- Item goes to the final inspection station once the mechanic has performed the work and the section supervisor has checked it. This inspection determines the adequacy of the repair. It requires an operability

test for serviceability and safety.

- Maintenance control element completes the management requirements. It releases the item to the using unit.

The management activities vary depending on the system available in the division. TAMMS is a manual system described in DA Pamphlet 738-750. SAMS-1 automates maintenance management functions. It also provides a daily interface with SAMS-2 at the DMMC and with SARSS-1. SAMS-1 is described in DA Pamphlet 738-750. Definitive procedures are in AISM 18-L21-AHN-BUR-EM.

### MAINTENANCE COLLECTION POINT OPERATIONS

MCPs operated by the maintenance companies receive unserviceable equipment. One MCP is at the base shop. A forward moving tactical situation makes another point forward of the BSA advisable to reduce recovery distances. At the MCPs, maintenance company personnel assigned by the maintenance control officer perform large-scale BDA. Mechanics use controlled exchange and directed cannibalization. When supported units cannot recover equipment to an MCP, they recover items as close as possible to an MSR. The unit provides or arranges for security. It also provides accurate location information to the MCS.

Units turn in US equipment found in the division area to an MCP. There, maintenance personnel inspect it. They decide whether to repair or evacuate it. The DMMC provides the disposition instructions. It directs placing the item in the ORF system, turning it in to a supply point, or evacuating it to a corps facility.

### CONTACT TEAMS

When unit maintenance resources are inadequate, contact teams from a maintenance company perform on-site repairs. Commanders use contact teams sparingly. Sending teams forward may eliminate a capability to repair certain items in the DSA or BSA due to MOS and equipment limitations. SOPS are distributed to all units supported by the maintenance company. They spell out the procedures for requesting contact team support. Requests include the following:

- Identification of the unit and equipment,

- Location in grid coordinates.
- Nature and extent of the damage.
- Repair parts required.
- Security and NBC considerations.
- Recommended route of approach.
- Pickup points for unit guides, if required.

Contact team operations present the battalion commanders, the maintenance company commanders, the maintenance control officer, and the contact team leader and members with the same challenges faced by any other small unit in a tactical environment. The team needs mobility to get to the repair site. It receives protection on the way to and from the site and while at the repair site. The team uses self-protection techniques during a move. All elements involved in the operation need to know the team is a group of repairers. It has limited self-defense assets. Time spent in defense activities reduces the maintenance mission time.

The maintenance company commander maintains C2 of the teams. However, changes in the tactical or maintenance situation or communications limitations threaten control. Therefore, contact teams prepare to conduct independent operations.

Contact teams carry a limited amount of repair parts. The parts they carry are based on experience and work load identified by the maintenance control office. The maintenance company SOP spells out contact team procedures in detail. This precludes having to develop them for each mission. SOPS cover —

- Organizations of teams for recurring situations.
- Assignment of the work order numbers.
- Hand-receipting and repair parts procedures.
- Recovery and evacuation guidelines.

Once the team arrives at the site, the team chief makes a BDA. He decides whether to repair on site or recover to an MCP. Maintenance time guidelines and the tactical situation are primary determinants. If on-site repair is possible, the team repairs the item and returns it to the user. If recovery is required, it considers expedient self-recovery and like-vehicle recovery before it commits a recovery vehicle.

## MISSILE MAINTENANCE OPERATIONS

The maintenance company in the MSB provides missile peculiar repair for land combat and light air defense systems. It also provides MSTs to support missile systems users. A base shop operation locates in the DSA. The missile maintenance section locates at the DSA base shop. It can dispatch two land combat MSTs in support of the three brigades; the FSB does not provide missile maintenance support. The need for on-site repair is not enough to justify a separate MST for each brigade.

The missile systems have a built-in test capability. It allows users to isolate the faulty LRUs more than

90 percent of the time. Users remove, transport, and exchange identified nonoperational LRUs at the nearest Class IX missile supply point. They return, install the replacements, and recheck the system for operational capability within 24 hours. The DS unit verifies the malfunction. It evacuates all malfunctioning LRUs to the corps missile maintenance company within 48 hours of receipt.

Units call MSTs for technical help for the 10 percent of the malfunctions which are unidentified. MSTs arrive at the users' location within four hours of the request. However, the time varies with METT-T.

## AVIATION MAINTENANCE OPERATIONS

The AMCO provides AVIM support for the division's aviation assets. It gives priority to AVIM required by the AB. In this role, the AMCO furnishes liaison through its production control section. It responds directly to AB AVIM work load requirements. It repairs aircraft, aircraft armament, and avionics for return to the user or the supply system. It provides component repair capability, technical help and quality assurance, repairable management for selected items. It also provides reinforcing AVUM support. It provides Class IX (air) supplies to supported units. It controls and monitors cannibalization.

The company locates in the division rear, either at or adjacent to the airfield supporting the division. There it performs on-aircraft systems maintenance. The company provides one-stop AVIM and supply support from its base location. It also provides maintenance support forward. Limited repair capabilities are available. Emphasis is on component replacement rather than repair. Such replacement requires increased stockages of LRUs and QCAs. The limited amount of personnel available in the AMCO causes evacuation of repairs requiring more than 48 hours to the corps AVIM unit. Mobility requirements and physical storage assets available dictate that the corps store and maintain the majority of QCAs and LRUs.

Maintenance contact teams go forward to support the AB on a mission basis. When requests are made, the AMCO dispatches contact teams forward. They help users with AVUM overload situations, BDAR actions, and aircraft recoveries. The members of the AVIM contact team diagnose aircraft damage or serviceability

rapidly and accurately. Contact team operations follow the principles that –

- Teams are used as sparingly as possible.
- Teams are used for aircraft, components, avionics, or armament repair.
- When the time and situation allow, the aircraft are repaired by the teams rather than evacuated for maintenance.
- Teams move by the fastest organic means available (normally aircraft).

Figure 10-2 shows a sample layout for an aviation maintenance base shop. When required, three forward support helicopter repair and recovery teams provide support forward. Aircraft mechanics staff these teams. The teams provide personnel on a mission basis. Additional aircraft component mechanics from company resources are attached to complete a specific mission.

Repair of equipment for return to the user dictates the maintenance practices and policies of the AMCO. The maintenance allocation charts balanced against the time and resources available govern maintenance accomplished by the AMCO. Authorized maintenance includes repair and replacement of modules/components and end items made efficiently with available skills, tools, and equipment. The AMCO also inspects, troubleshoots, tests, diagnoses, repairs, adjusts, calibrates, and aligns aircraft system modules and components. It determines serviceability of specified components removed before expiration of the time between overhaul or of finite life. A limited module/component repair service supports division aircraft maintenance repairable.

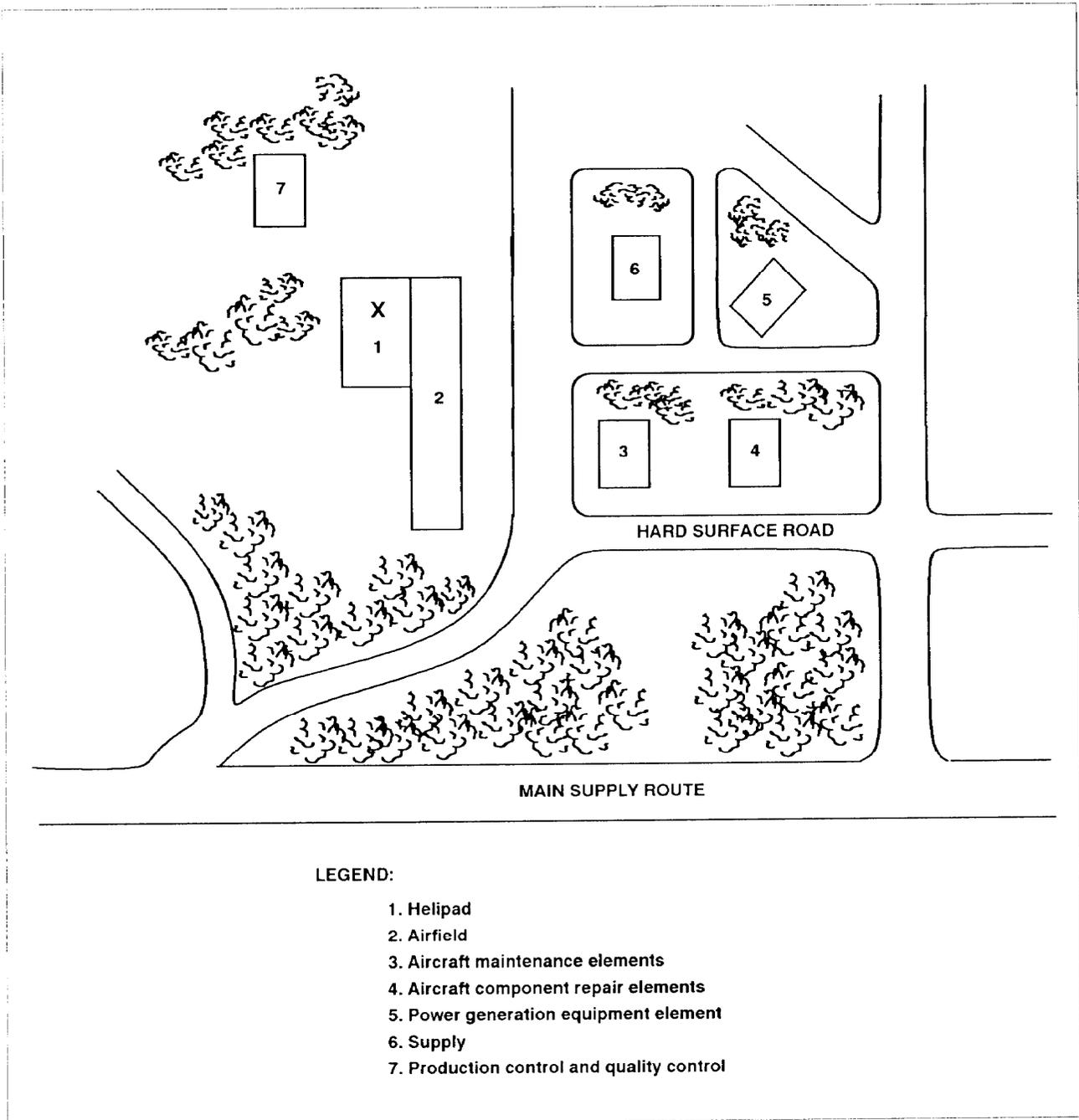


Figure 10-2. Sample layout of aviation maintenance base shop.

However, it is generally restricted to functions not overly time-consuming. Personnel perform airframe repair and fabrication of parts with available tools. The AMCO performs aircraft weight and balance inspections and other special inspections which exceed AVUM capability. The production control element performs many analytical actions. These include planning,

reporting, compiling, and interpreting data as a basis for management decisions. It provides the planning level interface with the DMMC. The AMCO coordinates routine daily supply and maintenance actions directly with the DMMC.

Aircraft recovery operations result in movement of inoperative aircraft systems or components from the

battlefield to a maintenance facility. Aircraft recovery is the responsibility of the AB. It uses its AVUM platoon within the limits of the unit's organic lift capability. A successful recovery operation is a highly coordinated effort among the AB, its AVIM support, the ground element where the operation is to take place, and any organization providing aircraft or vehicle assets to complete recovery. The AVUM element has organic rigging equipment for the recovery. It is trained in rigging a damaged aircraft and in conducting recovery operations. If the recovery is beyond the AVUM element's capability, it requests AVIM support. Division and nondivisional AVIM units have organic rigging equipment for supported aircraft. The AB S4 coordinates with the AMCO to effect recovery. Recovery may require the on-site repair of an aircraft for a one-time flight. It may also involve preparation of an aircraft for movement directly to the maintenance activity using another aircraft or surface vehicle. Recovery aircraft come from the organic aircraft, the supporting AVIM, or higher headquarters. These aircraft have rigging equipment for each type aircraft in the AB. They also have quick-fix battle damage repair kits. Kits include tools, hardware, POL products, repair parts as required, and technical manuals. Crash rescue equipment, including such items as a chain saw and a metal cutting saw, are on board the recovery aircraft.

The recovery team considers several factors to select the best course of action. The team considers the –

- Location of downed aircraft.
- Amount of damage to aircraft.
- Tactical situation and proximity to the enemy.
- Time available (planning time for AVUM

preparation and rigging is 30 to 60 minutes).

- Weather.
- Assets available.

After evaluating the above factors, the team determines a proper course of action. The team may decide to —

- Make combat repairs, defer further maintenance, or return aircraft to service.
- Make repairs for one-time flight and fly the aircraft to a maintenance area,
- Rig the aircraft for recovery.
- Arrange for motor transport.
- Cannibalize, destroy, or abandon the aircraft according to SOP.

In extreme circumstances, personnel recover only portions of inoperative aircraft. They cannibalize an aircraft at a field site only when the combat situation and aircraft condition would cause the aircraft to be lost to approaching enemy forces.

Details on aircraft maintenance operations are in FM 1-500. The AMCO deploys with the AB and aligns with a nondivisional AVIM company for reinforcing support. This nondivisional AVIM provides support on equipment and reparable the AMCO cannot repair. It also handles the passback from the AMCO. The AMCO is only capable of performing 54 percent of the required DS maintenance for the AB. The remaining 46 percent is passed back to the corps. An AVIM augmentation team may be attached to the AMCO if the LID deploys with supporting corps AVIM assets. It may also be attached to a corps AVIM unit deployed in support of the LID.

## OPERATIONAL READINESS FLOAT

ORF is a quantity of selected Class II and VII items authorized for use by DS maintenance units in exchange with supported units if a like item cannot be repaired in a timely manner. It is a means of maintaining the readiness posture of units during peacetime. However, the maintenance capability in the LID is so austere that ORF is also used in wartime. Due to mobility constraints, however, the wartime ORF is limited primarily to small items. Examples are M16 rifles and radios.

Initial stockage and designation of items are recommended by the division and its MACOM. They are approved at DA level. ORF in the LID is accounted for on

the division-level property book. It is hand-receipted to the nondivisional maintenance units responsible for the maintenance and storage of these items. However, the ownership and issuing authority remains in the division. Transfer of ORF among property books in the division is done using lateral transfer procedures. The ORF is stocked in the LID regardless of the capability to perform DS maintenance on that item.

A decision to float or not float an item is made each time an ORF candidate is job-ordered for repair. The decision to issue an ORF asset is routinely made by the maintenance management officer or production control officer. More information on ORF is in AR 750-1.

## CLASS IX SUPPLY OPERATIONS

The Class IX supply elements of the maintenance companies provide repair parts support. The MSB maintenance company maintains the main Class IX ASL. The FSBs maintain small, 100 percent mobile ASLs. They are tailored to support an infantry brigade and its habitual slice elements. The AMCO provides repair parts supply for all division aircraft, avionics equipment, and aircraft armament systems. It also maintains the division ASL for Class IX air.

The Class IX supply element maintains a QSS for customers. This lets them get low-dollar, high-demand nonessential parts (light bulbs, wiper blades, common bolts) without formal requests. The purpose of QSS is to simplify accounting, eliminate paperwork, and reduce the work load of supply personnel. Items are selected for QSS based on certain criteria. Once an item is selected for QSS stockage, it is no longer available from other sources. Demand-supported ASL items are reviewed every six months to determine if they qualify for QSS stockage. Items must meet all stockage criteria to remain in QSS. They are requested at least three times during a 12-month period to qualify for retention. Using units receive a QSS listing periodically.

The Class IX supply element handles selected repairables as an exchange of an unserviceable for an

serviceable item. DISCOM supply and maintenance select items. Users do not have to prepare a job order for items on the list and await repair. They submit two DA Forms 2765-1 instead. One is a turn-in document. The other is a request. They hand carry the item to the repairable management activity. There a like item is issued. The Class IX supply element passes back the unserviceable to a maintenance activity for repair. The actual or anticipated repair frequency necessary to place an item on the list is at least nine times per year. The Class IX supply element packs and crates returns.

The Class IX supply elements fill all requests when parts are available. They also notify the DMMC of the issue. If the part is not available, they pass the requisition to the DMMC. The DMMC updates required records, cross-levels stocks, and passes requisitions to the CMMC. The DMMC also specifies the items and quantities of Class IX items located in each brigade area. The DMMC bases this decision on PLLs of supported units and the mobility requirements of forward maintenance units. The MSB maintenance company and the AMCO maintain the remaining ASL stocks. Air assets transport critical items forward when possible.

Figure 10-3 shows the flow of Class IX requests and stocks. Aerial resupply discussed in Chapter 11 also applies to Class IX.

## CLASS VII SUPPLY OPERATIONS

Stockage of Class VII items in the division is limited to combat-essential critical items to support the combat readiness of systems selected by the division commander. The division commander determines the types and quantities of items stocked with approval at corps.

Supply personnel intensely manage critical Class VII items based on combat loss reports and intensive coordination among the G3, G4, and the DMMC. Such management permits the division commander to remain apprised of the status of subordinate commands. He directs the distribution of items to tactical units most critical to the success of his mission.

Class VII supplies follow the same flow as Class II, III (packaged), and IV supplies. Figure 7-2 shows the flow. EAD throughputs major end items, such as vehicles and generators, to the using unit in a ready-to-use condition when possible. At times, battlefield events dictate rapid changes in priority of support to brigades. In

such cases, the division coordinates with the COSCOM to route command-controlled Class VII items through the DSA. The DISCOM contacts the G4 to verify priorities of issue. It either routes the items to their original destination or reroutes them as new priorities dictate. The HSCs maintain a temporary storage area. There they place or park Class VII items which are not throughput until the designated units pick them up.

Replacement of weapon systems identified by the division commander marries the crew with the weapon system. This ensures the unit has a ready-to-fight replacement system. The corps notifies the DMMC that a particular system is being delivered to the division. The WSM in the DMMC is usually the materiel management officer. He alerts the MSB support operations section and the division G1 that a weapon system is inbound. He also provides this information to the FSB supporting the receiving unit. The MSB support operations section

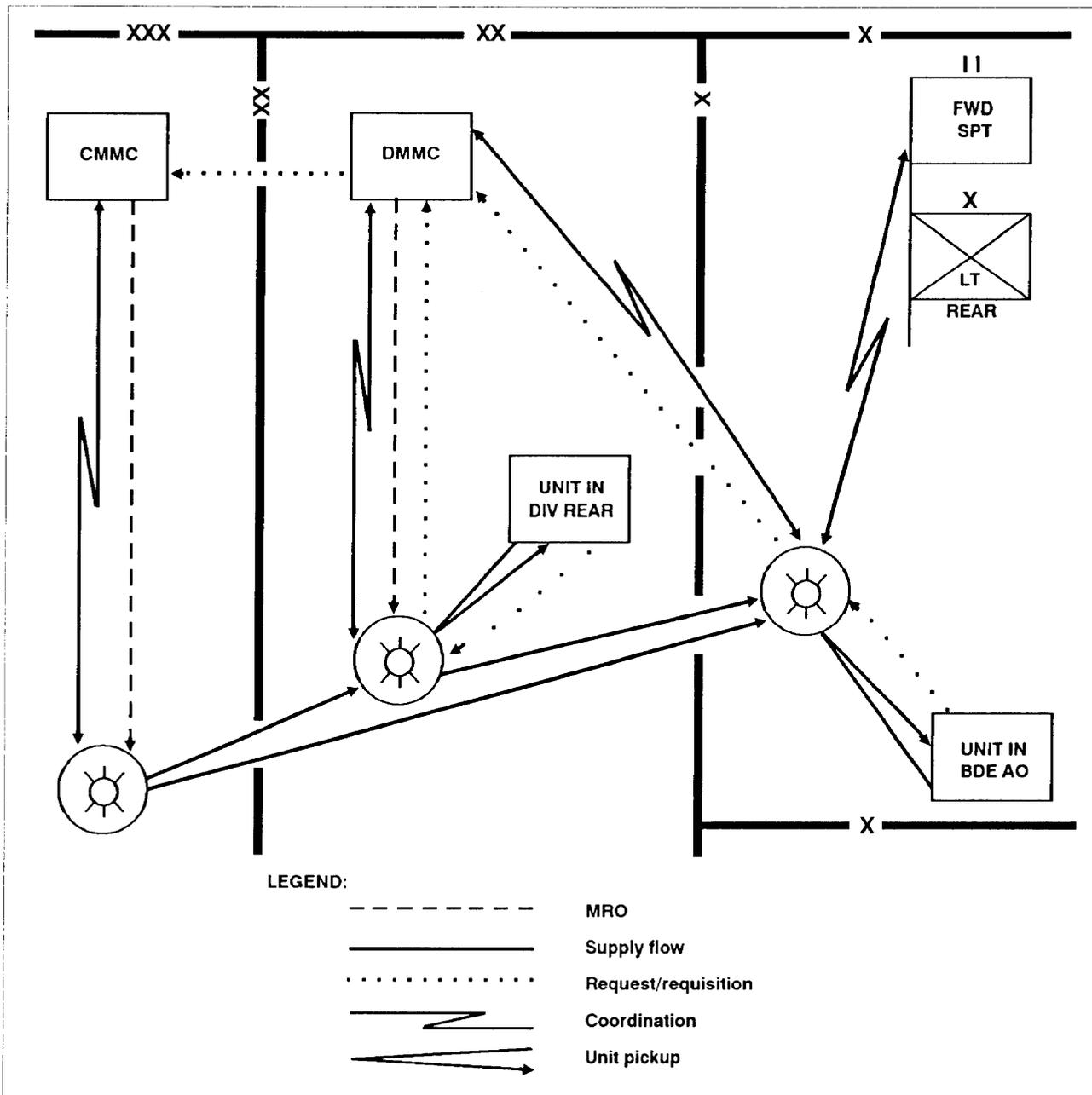


Figure 10-3. Class IX flow.

notifies the supply and maintenance companies. The WSM assigns the crew in coordination with the supporting replacement element.

When the equipment arrives at the MSB supply company, the support operations section notifies the –

- MMC for coordination and property book action.
- Replacement element for final coordination of crew linkup with equipment.

- Maintenance company to provide personnel for system checks.
- Movement control office to be prepared to provide transportation forward if necessary.

The MSB/FSB commander notifies the receiving unit to report to the Class VII yard or to the appropriate field trains area to pick up their weapon system.

## SALVAGE

On the battlefield, LID personnel take advantage of every supply source available. This includes salvage. Salvage is materiel classified by maintenance or supply personnel to have some value greater than its basic materiel content. However, it is in such condition that it has no reasonable prospect for use as originally intended.

Salvage includes unserviceable and uneconomically repairable items. Salvage does not include —

- Excess or abandoned items (in serviceable and unserviceable, economically repairable condition).
- Toxic agents.
- COMSEC equipment.
- Medical materiel. FM 8-10 discusses captured medical materiel.
- Explosives.
- Ammunition.
- Aircraft.
- Captured enemy materiel.

Using units bring potential salvage to supporting supply activities for evacuation to the corps salvage collection points. Salvage elements of corps supply companies operate these supporting salvage collection

points. They provide limited classification capabilities.

General guidelines for salvage operations include the following:

- Units are responsible for turn-in to supporting supply activities. This includes materiel found on the battlefield.
- Personnel initiate and continue salvage operations as the tactical situation permits.
- Personnel simplify salvage transportation and classification. They do this by collocating maintenance collection points and salvage collection points.
- Personnel use procedures in DA Pamphlets 710-2-1 and 710-2-2 and FM 10-15 as accountability and storage guidance.
- Nearest intelligence officer provides instructions for disposing of foreign materiel.
- Nearest supporting veterinary element provides instructions for ration disposition.
- Nearest POL laboratory provides Class III disposition instructions.

The salvage element has the added mission of receiving and returning serviceable and unserviceable airdrop and air delivery equipment.