

Chapter 9
Fueling the Force

Contents

	<i>Page</i>
FUEL FORECASTING	9-1
BULK FUEL SUPPORT	9-1
PACKAGED PRODUCTS SUPPORT	9-3

FUEL FORECASTING

Planners base the supply of bulk fuel in the division area on forecasted requirements generated by customers. The division G4 establishes the frequency of the forecasts, the period covered, and how far in advance units submit them.

Based on these guidelines, the brigade S4, in coordination with the FSB commander, is responsible for totaling forecasts from customers in the brigade area. The brigade S4 provides the FSB commander a copy of his forecast. The brigade S4 also provides his forecast to the division G4 who acts on it if fuel allocations are in effect.

Units operating in the division rear report their requirements through their S4 channels to the G4 for his

use if allocations are in effect. The G4 passes the consolidated forecast to the DMMC which passes it to the CMMC. The CMMC coordinates the delivery of bulk fuel to the division according to the Class III distribution plan. If METT-T prohibits forecasting, standard prearranged shipments are sent on a regular basis to the HSCs and AB. These continue until the users request a change.

In some cases, planners allocate fuel to meet tactical requirements. The G4 recommends allocation of fuel based on guidance from the G3. When the Class III officer in the DMMC gets instructions on the allocation, he passes the allocation to the MSB, the FSBs, and the AB so that issues are made according to the allocation.

BULK FUEL SUPPORT

Bulk fuels include MOGAS, diesel fuel, and aviation fuels such as JP-4 and JP-8. The theater petroleum distribution system handles bulk fuels. EAD units deliver Class III bulk products to the division based on forecasted requirements. On-ground storage within the division is limited; throughput from EAD to the Class III supply points in the BSA and to the AB is the normal method of resupply. Figure 9-1 shows the flow of Class III bulk supplies.

EAD units deliver bulk fuels daily to the DISCOM. The DISCOM handles all bulk fuel designated for use in ground equipment. (Aviation fuel comes directly to the AB from EAD. The DISCOM does not stock aviation fuel. All division reserves are stored in the AB.) Bulk fuel is throughput to the BSAs from the corps because there are no organic distribution assets to move bulk fuel from the DSA to the BSA routinely. The DMMC coordinates the deliveries. When throughput is not possible, supply personnel use organic TPUs and 500-gallon drums either mounted on

cargo trucks or sling loaded by helicopter to distribute emergency supplies.

Upon delivery, personnel transfer the fuel from the corps tankers into the HSC's assets. FM 10-71 describes fuel transfer operations in detail. Personnel sign receipt documents for the amount and type of fuel received and post the stockage record.

The HSCs of the FSBs distribute fuel to light infantry battalions using TPUs. Fuel is provided to other users for the most part using supply point distribution. A schedule for issue of bulk fuel to units in the brigade area at the FSB Class III point is coordinated between the supported units, the FSB commander, and the supply company commander. A similar schedule is developed for the Class III point in the DSA. Supported units pick up fuel in their organic refueling vehicles and authorized representatives sign for quantities received.

The MSB and FSB supply companies also operate a mobile filling station to provide retail service in the DSA

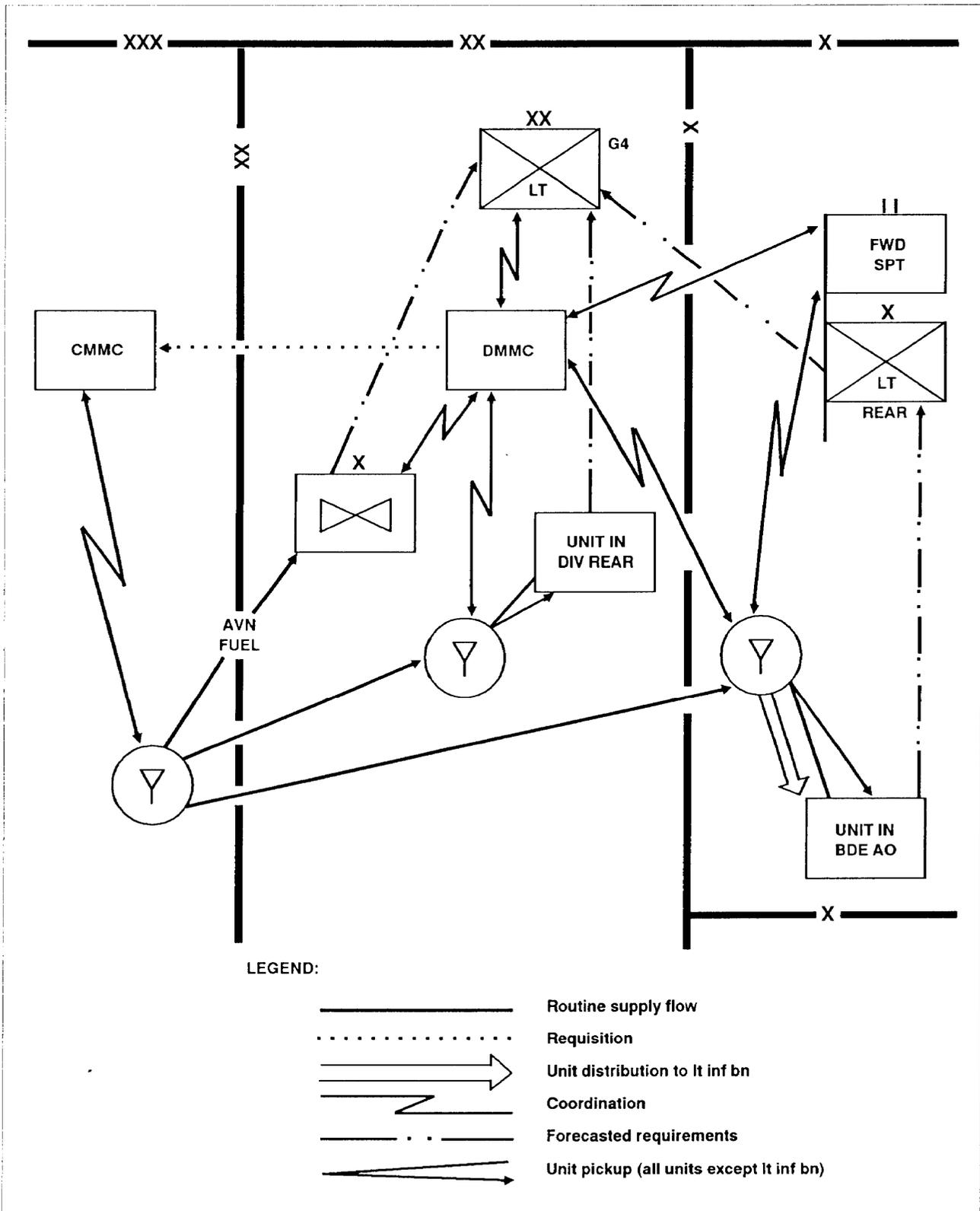


Figure 9-1. Class III (bulk) flow.

and BSA. They dispense fuel directly to vehicles. Local units can also fill up their gas cans. The receiver signs for these small, direct issues on a form used to keep track of daily issues.

Each Class III issue point in the DSA and BSAs and the AB fuel point consolidate daily issues and forward daily status reports on quantities received, issued, and on hand to the DMMC. Class III personnel abstract issues daily to the monthly abstract of issues.

If the FSB supply company cannot meet storage requirements with its assets which consist primarily of 3,000-gallon collapsible tanks, a request is made through the DISCOM S2/S3 for corps support. Corps elements set up, maintain, and issue from collapsible tanks in the BSA. Such an arrangement is most feasible in the

offense. Not only are fuel requirements highest in the offense, but also there is not as much danger the BSA has to move quickly rearward, which is difficult with large filled bags on the ground. FMs 10-69 and 10-71 describe the receipt, storage, and issue of bulk fuel.

Units use captured fuel in emergency situations as soon as it is field checked for quality. Two pieces of equipment enhance the capability to use captured fuel. They are a captured fuels test kit which determines whether fuel can be used and a lightweight, electric pump which accompanies tactical vehicles.

Units deploying to overseas theaters where either JP-5 or JP-8 is used as the single fuel on the battlefield can use either fuel. No special changeover procedures are required as the fuel can be commingled.

PACKAGED PRODUCTS SUPPORT

Packaged Class III supplies are requested and distributed like Class II and IV items. They include lubricants, greases, hydraulic fluids; solvents in containers of 55 gallons or less; and cylinders of liquid and compressed gases.

To maintain mobility, supply points in the DSA and BSA maintain limited stockage of high demand Class III packaged products. Establishment of packaged Class III usage rate estimates and subsequent reviews are necessary to ensure requirements are met without overextending the storage capacity of the brigades and distribution points. In terms of volume, fog oil requirements are the highest use of Class III packaged

products. Smoke operations require large quantities of fog oil. The duration of smoke operations, weather conditions, terrain and environment, and time available affect fog oil requirements. Fog oil or other large quantities of packaged POL products are throughput from EAD as required.

When possible, FSBs deliver packaged POL products to light infantry battalions on vehicles delivering bulk fuel. In all other cases, supply personnel use supply point distribution. FM 10-69 describes the receipt, storage, and issue of packaged POL products. Figure 7-2 shows the flow of Class III (packaged) products.