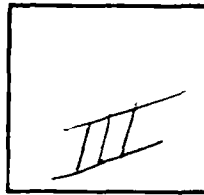


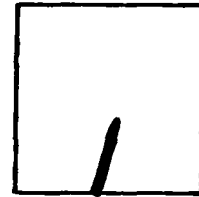
PHOTOGRAPH THIS SHEET

ADA112081

DTIC ACCESSION NUMBER



LEVEL



INVENTORY

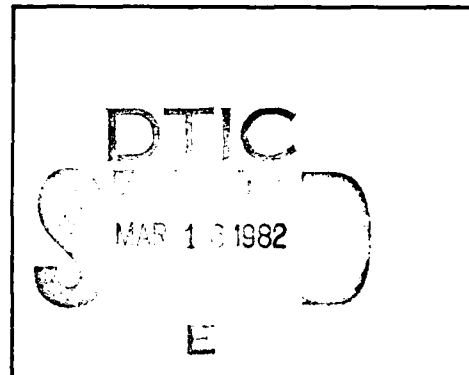
HA US MARINE CORPS
CODE LME-1 WASH DC 20380
MARINE CORPS FIELD LOGISTICS
FOR THE POM 83 APP B
DOCUMENT IDENTIFICATION

This document has been approved
for public release and sale; its
distribution is unlimited.

DISTRIBUTION STATEMENT

ACCESSION FOR	
NTIS	GRA&I ☒
DTIC	TAB ☐
UNANNOUNCED	☐
JUSTIFICATION	
<i>per ltr on file</i>	
BY	
DISTRIBUTION /	
AVAILABILITY CODES	
DIST	AVAIL AND/OR SPECIAL
<i>A</i>	

DISTRIBUTION STAMP



DATE ACCESSIONED

82 01 13 010

DATE RECEIVED IN DTIC

PHOTOGRAPH THIS SHEET AND RETURN TO DTIC-DDA-2

ADA112081

APPENDIX B
POM 83
FOR THE
MARINE CORPS FIELD LOGISTICS SYSTEM

FINAL REPORT

This document has been approved
for public release and sale; its
distribution is unlimited.

DECEMBER 1980

APPENDIX B

POM 83
FOR THE
MARINE CORPS FIELD LOGISTICS SYSTEM

Final Report

December 1980

Prepared under
U.S. Marine Corps
Contract No. M00027-80-G-0031

Northrop Services, Inc.
1700 North Lynn Street
Suite 1100
Arlington, Virginia 22209

CONTENTS

	<u>Page</u>
POM 83 Marine Corps Field Logistics System	B-1
Narrative Justifications and Planning Summaries	B-8
Appropriation Summaries	
Containers	B-140
Shelters	B-141
Motor Transport	B-142
Material Handling Equipment	B-143
Service Support	B-144
System Totals	B-145
<u>Table</u>	
B-1 Transportation Distances	B-5
B-2 Freight Transportation Charges	B-6

POM 83 FOR THE MARINE CORPS FIELD LOGISTICS SYSTEM

The objective of the recommended program for Program Objective Memorandum, FY83-87, (POM 83) is to optimize, within fiscally prudent bounds, the phased procurement of all items identified within the Marine Corps Field Logistics System (FLS). This optimization of procurement is necessary to achieve a complete FLS operational capability by 1990.

Development of the POM 83-87 input integrates the requisite R&D and material procurement actions with the associated program fiscal resource requirements in an orderly time-phased manner. It provides for the introduction of equipments into service use over a 10-year period, FY81-90. All milestones and supporting data are therefore targeted to this end. The funding profile considers R&D efforts, an equipment phase-in/phase-out plan, and an effort to level fund procurements in consideration of fiscal constraints precipitated by the current fiscal environment.

As the program was developed, particular attention was given to improving Marine Corps capabilities in the areas of containers, expeditionary shelters, logistics transportation, material handling equipment, and service support functions. An individual procurement fiscal data sheet has been prepared for each item that is identified as a hardware element within the FLS. These items necessarily meet the general program guidance of assured readiness and modernization that will result in an enhanced logistics support capability for the Marine Corps. As such, the list includes, in addition to the new equipment, certain items identified as a current capability; i.e., an item now in the inventory or due in as a result of prior year budgeting. The majority of the items, however, meet the definition of a future capability; that is, an item identified as a requirement not yet in the inventory or the budget but one which is defensible both logistically and budgetarily.

The POM structure considers the current development status of all FLS items and is consistent with known Marine Amphibious Force (MAF) FLS outfitting requirements. Those initiatives that were identified as requirements in POM 82 have been included in the procurement fiscal data sheets that reflect an FLS requirement for four MAFs.

The research and development activity and accompanying procurement program for the FLS combine to create a program of significant resource value. As the foregoing efforts move forward, the requirements, costing, and objectives rationale upon which the program

foundation is based will continue to be refined. For instance, funding for training devices will be included following a determination of pertinent training requirements. When such adjustments are coupled with the modifications that are frequently necessary after program and budget reviews, the fiscal data sheets will accurately reflect the approved procurement program.

This appendix contains a procurement fiscal data sheet for each FLS element. These sheets depict equipment types, the quantities to be procured commencing in FY79, and the estimated funding requirements by fiscal year. With the exception of a two-MAF procurement of flatracks, quantities are depicted for the initial issue to four MAFs. Operational readiness float (ORF) items and prepositioned war reserve (PWR) stocks have been included to attain the inventory objective for each item. Funding is in terms of FY82 dollars. Approximate escalation costs have been provided in the RDT&E, Procurement Marine Corps (PMC), and Operation and Maintenance Marine Corps (OMMC) lines, using the latest available Marine Corps price escalation indices.

Funding for the OMMC/OMMCR appropriations reflects the annual requirements for replenishment of consumable operating stocks. These dollars are for the reimbursement of the stock fund account (SFA), and have been programmed commencing with the first year the item is scheduled to be fielded. Derivation of dollar requirements was accomplished by multiplying the unit cost by the active/reserve quantity by an annual percentage. The percentages used are a derivation of a consensus of field and Headquarters Marine Corps (HQMC) data reflecting past and current experience in procurement budgeting and vary by equipment type: shelters and containers--3 percent; engineer equipment, MHE, construction equipment and general property--1 to 6 percent; motor transport--8 to 12 percent; trailers--4 percent; and communications and electronics equipment--12 percent. The figures were developed in general discussions with Marine Corps representatives (Code LMA and LPF).

The PMC funding in the spares and repair parts line includes funding requirements within shopping list line item numbers (SLLIN) 722, 998, and 721. Funding within SLLIN 722 reflects the PMC dollars required to procure initial issue depot reparable spare parts for support of the end item. These items are purchased citing the appropriation stores account (ASA). They include parts issued concurrently with the end item, PWR stocks, and system back-up parts to support a demand development period.

Similarly, funding within SLLIN 998 reflects dollar requirements for initial support; however, these funds purchase consumable items from the SFA. Initially, this is a stock fund investment. Upon distribution of initial issue assets to using/service units, PMC funds are used for reimbursement of all initial issue SFA items distributed.

PMC spares and repair parts funding requirements for SLLIN 722 were programmed to commence one year after procurement contract award. Derivation of the dollar requirement was accomplished by multiplying the equipment unit cost by the active/reserve quantity and by a percentage. Here again, the percentage figure varied by equipment type: shelters and containers--1 percent; engineer equipment, MHE, construction equipment, and general property--2 percent; motor transport and trailers--2 percent.

PMC funding requirements for initial support within SLLIN 998 were programmed for the second year after contract award. Again, derivation of the dollar requirement was accomplished by multiplying the equipment unit cost by the active/reserve quantity and by a percentage. The percentage figures by equipment type were: shelters and containers--1.5 percent; engineer equipment, MHE, construction equipment, and general property--1.5 percent; motor transport, trailers--1.5 percent; communication and electronics equipment--5 percent for high density items, and 11 percent for critical low density items.

Funding within SLLIN 721 reflects the PMC dollars required to support replenishment spares (depot reparable). This funding is programmed to commence in the second year after contract award.

The initial spares requirement includes initial issue, PWR stocks, and system back-up stocks. The initial portion is normally considered to be one-fourth of the total initial spares requirement. Annual washout rate is historically 10 percent. Therefore, the annual PMC replenishment spares requirement has been derived by multiplying the initial spares requirement by 2.5 percent.

The OMMC and PMC funding computations using the percentages in the preceding paragraphs represent a best estimate for programming purposes at this time. It is realized that, as recurring demand is established, stratification will take over and more accurately forecast the Marine Corps' requirements.

The PMC funding programmed for new technical documentation includes costs anticipated for manuals, repair parts lists, and documentation to meet depot requirements for overhaul procedures. Marine Corps experience indicates that a factor of 5 percent of total procurement costs is consistent in the current usage data for new technical documentation. Additionally, current experience indicates that a factor of 1 percent of procurement costs should be sufficient for procurement of nonservice-tailored technical manuals for use with off-the-shelf items.

Funding in the first destination transportation budget line (case A) has been programmed to reflect direct shipment to the using units for all subsystems. Funding also has been programmed to reflect delivery to the logistic bases. For instance, Albany, Georgia, will receive items for one-half of IV MAF and the maintenance float (MF) and PWR items

for II MAF, while Barstow, California, will receive items for the remainder of IV MAF and the MF and PWR items for I and III MAF. For program costing purposes, the item manufacturer was considered to be located in the Detroit, Michigan, area. Case B transportation funding reflects shipment of all items to the logistic bases, with further shipment of initial issues to the using units programmed for the following year. It is recognized that aggressive coordination with the Navy to provide shipment in "gray bottoms" to units outside CONUS could result in lower freight transportation costs; however, in order to ensure sufficient programming support, funding for transportation by Military Sealift Command (MSC) shipping has been included.

The transportation distances contained in table B-1 were used in the computations for first destination transportation costing.

The freight transportation charges contained in table B-2 were used in transportation costing computations. They are the overall average rates per ton mile for commodity groups--vehicles and containers of all kinds reflected in Marine Corps statistics.

An appropriation summary has been provided for each subsystem. It includes the applicable appropriation cost by fiscal year and the total programmed development and procurement costs.

Costs for the container subsystem approximate \$4.4 million in RDT&E and \$73.9 million in procurement funding. However, two areas require further consideration. First, as present DOD guidelines generally preclude service ownership of commercially standard containers, none have been programmed. Nevertheless, it is considered prudent that anticipated funding requirements be investigated concerning their potential leasing. This appears to be an area for further detailed evaluation. Secondly, the International Organization for Standardization (ISO) flatrack is programmed for procurement within the container subsystem. Quantities for both the 20- and 40-foot flatracks have been programmed for two MAFs only. The 40-foot flatrack is required for the intermodal shipment of the large 60'x128' shelter (hangar sections). Recent approval for 40-foot flatrack procurement has been granted by DOD for a quantity not to exceed 2800 in the FY82-FY91 timeframe. Appropriate FLS vehicular transportation capability for the loaded 40-foot flatrack remains to be specifically determined, although a transporter element has been added for this purpose.

Costs for the shelter subsystem approximate \$1.8 million in RDT&E and \$468 million in PMC funding. While the program reflects RDT&E funding for shelter appointments, procurement quantities and associated costs for these appointments remain to be determined. A study effort concerning shelter appointments has been completed recently at the Marine Corps Development Center. Related test and evaluation efforts are scheduled to

Table B-1. Transportation Distances*
(Miles)

From Detroit, Michigan, to:

Camp Lejeune, NC, MCB	836	Oakland CA	2,413
Camp Pendleton, CA, MCB	2,353	Quantico, VA, MCB	550
El Toro, CA, MCAS	2,313	San Diego, CA	2,358
Little Creek, VA, NAB	704	Twenty Nine Palms, CA, MCB	2,204
New River, NC, MCAS	833	Yuma, AZ, MCAS	2,189

From Barstow, California, to:

Camp Lejeune, NC, MCB	2,508	Oakland, CA	401
Camp Pendleton, CA, MCB	172	Quantico, VA, MCB	2,523
Cherry Point, NC, MCAS	2,513	San Diego, CA	182
Detroit, MI	2,185	San Francisco, CA, NB	418
El Toro, CA, MCAS	132	Twenty Nine Palms, CA, MCB	125
Little Creek, VA, NAB	2,544	Yuma, AZ, MCAS	300
New River, NC, MCAS	2,505		

From Albany, Georgia, to:

Camp Lejeune, NC, MCB	544	Oakland, CA	2,532
Camp Pendleton, CA, MCB	2,197	Quantico, VA, MCB	769
Cherry Point, NC, MCAS	593	San Diego, CA	2,162
Detroit, MI	949	San Francisco, CA, NB	2,549
El Toro, CA, MCAS	2,190	Twenty Nine Palms, CA, MCB	2,113
Little Creek, VA, NAB	716	Yuma, AZ, MCAS	1,980
New River, NC, MCAS	537		

*Departments of the Army, the Navy, and the Air Force, February 1977, Transportation and Travel - "Official Tables of Distances Continental United States, Alaska, Hawaii, Canada, Canal Zone, Central American, Mexico, and Puerto Rico," effective 1 April 1977; Navy Publication NAVSO P-2471.

Table B-2. Freight Transportation Charges

Continental United States*

	<u>Amount per Ton-Mile</u> (<u>\$</u>)
Vehicles	.11
Containers, all kinds	.07

Military Sealift Command**

Special Cargo
Vehicles

General Cargo

Ocean Travel to Okinawa	\$131.50/Meas. Ton	\$91.95/Meas. Ton
-------------------------	--------------------	-------------------

Port Handling***

West Coast Ports	\$25.94/Meas. Ton	\$50.36/Meas. Ton
Okinawa	\$21.04/Meas. Ton	\$38.64/Meas. Ton

Conversion Factors

Special Cargo/Vehicles	4.73 Meas. Ton/ Short Ton
General Cargo	2.32 Meas. Ton/ Short Ton

*Military Traffic Management Transportation Statistics by Branch of Service - First Quarter FY 1980.

**Commander Military Sealift Command (COMSC) Instruction 7600.3F a/ch 10 of 1 March 1980.

***Transportation & Travel MTMC Port Handling Billing Rates Sep. 1979. MARCORPS Bulletin 4610 - Overseas Terminal Handling & Inland Linehaul Cargo Rates - dtd 2 Nov. 1979.

occur in the FY81-82 time frame beginning with the Electronics Maintenance Shelter Complex.

Costs for the motor transport subsystem approximate \$3.3 million in RDT&E and \$595 million in PMC funding. Prime mover quantities have been scheduled for procurement in the same year as the logistics trailers. Since it is envisioned that the heavy prime mover will also pull the 65-ton semitrailer, the appropriate procurement quantities have been included in the heavy prime mover program.

Costs for the material handling subsystem approximate \$495 thousand in RDT&E and \$5.6 million in PMC funding. Funding pertains solely to the container handler. All other items of material handling equipment either have been procured or procurement actions will be completed prior to FY82 funding. Operating costs and spares will have been stratified and more accurately forecast by MCLB, Albany and the field.

Costs for the service support subsystem have been programmed at \$9.2 million in RDT&E and \$540 million in PMC funding. These modules and equipment are for those service support functions that can be configured to take advantage of the efficiency and intermodal flexibility afforded by dimensional standardization as well as satisfy the logistic needs in the AOA.

As now programmed, appropriation costs are RDT&E--\$19.2 million, OMMC--\$330.7 million, OMMCR--\$100.2 million, and PMC appropriation funding of \$1.67 billion in system hardware, \$42.2 million in spares and repair parts, \$55-59 million in first and second destination transportation costs, and \$37.2 million in documentation. Total system costs approximate \$2.3 billion.

CONTAINER SUBSYSTEM

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

1. Insert

NARRATIVE JUSTIFICATION

The insert is a 10"x17"x45" reusable, prefabricated container with lid, which will replace the wood mount-out box of about the same size. It functions as a storage drawer within the PALCON and QUADCON (6 inserts per PALCON; 36 per QUADCON), or it may be used separately as a field box. Its tare weight is about 35 pounds with lid, and the maximum gross weight is approximately 155 pounds to facilitate handling. The insert will be used by all units of a Marine Amphibious Force (MAF) to pack and ship organizational property and consumable supplies. In garrison, it will be used in storerooms to keep material organized and ready for expeditious mount-out. In the field it offers a variety of uses to store and move material and facilitate supply operations.

Thirty-six prototypes of the insert were fabricated for initial engineering test and evaluation during FY80. This effort has been completed except for the cold chamber test at Point Mugu, California which is scheduled for completion in December 1980.

A second-generation prototype is scheduled for procurement in FY81 for test and evaluation in FY82.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Insert Unit Cost: .05	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	11	10	13	13	13	10	70	--	70
Cost Escalated	11	11	15	16	17	14	84	--	84
2. OMMC* - Cost	--	265	265	267	267	240	1,304	240	1,544
Cost Escalated	--	285	306	327	347	327	1,592	342	1,934
3. OMMCR* - Cost									
Cost Escalated	--	--	--	--	--	--	--	--	504
	--	--	--	--	--	--	--	764	764
4. OMMC - Cost	--	--	8	16	24	32	80	131	211
Cost Escalated	--	--	9	20	31	44	104	--	--
5. OMMCR - Cost	--	--	--	--	--	--	--	24	24
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	5,306	5,306	5,348	5,348	4,799	26,107	14,895	41,002
Spares and Repair Parts	--	--	3	7	7	6	23	28	51
1st Destination Transportation - Case A	--	--	6	6	16	16	44	118	162
Case B	--	--	6	6	14	14	40	46	86
Documentation	--	20	--	--	--	--	20	--	20
2nd Destination Transportation - Case B	--	--	--	3	3	1	7	73	80

*Procurement Costs

ITEM NOMENCLATURE

2. PALCON

NARRATIVE JUSTIFICATION

The PALCON is a 41"x40"x48" weatherproof, reusable, prefabricated container. It has a tare weight of 360 pounds and a cargo capability of approximately 890 pounds, for a maximum gross weight of 1,250 pounds. It has a pallet base with tineways for four-way forklift handling and can also be handled by sling from a crane or helicopter.

The PALCON has a fastening capability to permit coupling and handling of up to eight units in a 2x2x2 array which can be lifted with a sling or by forklift. Twenty-four PALCONS can be accommodated by the 8'x20' logistics trailer. It is compatible with the material handling equipment and stowage areas of amphibious ships.

A rack is being developed to provide the PALCON with an optional bin-drawer configuration. The rack will house six inserts for use as bin-drawers for small items.

The PALCON will be used to pack and ship organizational property and consumable supplies. In garrison and in the field, it will serve as a storage cabinet for stockrooms and supply activities.

The PALCON is a replacement for the current 36"x32"x40" and 43"x40"x48" wooden box pallets and will obviate the need for a number of flat pallets.

Eight prototypes of the PALCON and one rack were fabricated for initial engineering test and evaluation during FY80. This effort has been completed except for the cold chamber test at Point Magu, California which is scheduled for completion in December 1980.

A second-generation prototype is scheduled for procurement in FY 81 for test and evaluation in FY82

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

PALCON Unit Cost: .623		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	125	119	160	159	159	159	117	839	--	839
Cost Escalated	125	128	185	207	195	207	160	1,000	--	1,000
2. OMMCR* - Cost	--	2,001	1,925	1,934	1,934	1,934	1,763	9,557	1,763	11,320
Cost Escalated	--	2,155	2,220	2,369	2,369	2,514	2,403	11,661	2,510	14,171
3. OMMCR* - Cost	Cost	--	--	--	--	--	--	--	--	3,672
Cost Escalated	--	--	--	--	--	--	--	--	5,574	5,574
4. OMMCR - Cost	--	--	61	120	120	179	238	598	984	1,582
Cost Escalated	--	--	70	147	147	233	324	774	--	--
5. OMMCR - Cost	--	--	--	--	--	--	--	--	168	168
Cost Escalated	--	--	--	--	--	--	--	--	--	--
Quantity	--	3,212	3,090	3,105	3,105	3,104	2,830	15,341	8,724	24,065
Quantity Racks, (Active)	--	509	510	507	507	508	458	2,492	458	2,950
- Cost: .069	--	35	35	35	35	35	32	172	32	204
- Cost Escalated	--	38	40	43	43	46	44	211	46	257
Quantity Racks, (Reserve)	--	--	--	--	--	--	--	--	945	945
- Cost: .069	--	--	--	--	--	--	--	--	66	66
- Cost Escalated	--	--	--	--	--	--	--	--	100	100
Spares and Repair Parts	--	--	19	49	49	49	50	167	231	398
1st Destination Transportation - Case A	--	--	34	34	34	92	92	252	700	952
Case B	--	--	38	38	38	83	83	242	272	514
Documentation	--	150	--	--	--	--	--	150	--	150
2nd Destination Transportation - Case B	--	--	--	21	21	21	7	49	447	496

*Procurement Costs

ITEM NOMENCLATURE

3. QUADCON

NARRATIVE JUSTIFICATION

The QUADCON is an 82"x57½"x96" closed, weatherproof, reusable, prefabricated container. It has a tare weight of 2,565 pounds and a cargo capacity of 7,435 pounds, or a maximum gross weight of 10,000 pounds. It possesses ANSI/ISO standard corner fittings for intermodal containers and a base with tineways for four-way forklift handling. It can also be handled by sling from a crane or helicopter. The QUADCON will have a connecting capability to permit forming arrays of two, three, or four. A four-array of QUADCONs is nearly equivalent to one 8'x8'x20' commercial container and can be accommodated by the 8'x20' logistics trailer.

A rack is being developed to provide the QUADCON with an optional bin-drawer configuration. The rack will house 36 inserts for use as bin-drawers for small items.

The QUADCON will be used to pack and ship organizational property and consumable supplies. In garrison it will serve to store materials for deployment readiness; in the field, the QUADCON will provide a weatherproof, secure, and organized storage facility of materials for using units and logistic support activities

Four prototypes of the QUADCON and one rack were fabricated for initial engineering test and evaluation during FY80. ANSI/ISO testing was completed at the Line Fast Corporation, Montevallo, Alabama in September 1980. The remaining cold chamber test at Point Mugu, California is scheduled for completion in December 1980.

A second-generation prototype is scheduled for procurement in FY 81 for test and evaluation in FY82.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

QUADCON Unit Cost: 2.5		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		515	497	665	664	664	493	3,498	--	3,498
Cost Escalated		515	536	768	815	865	673	4,172	--	4,172
2. PMC - Cost		--	3,783	3,603	3,648	3,630	3,320	17,984	10,223	28,207
Cost Escalated		--	4,093	4,183	4,498	4,753	4,553	22,080	15,296	37,376
3. OMMC - Cost		--	--	108	216	325	434	1,083	1,802	2,885
Cost Escalated		--	--	125	265	423	592	1,405	--	--
4. OMMCR - Cost		--	--	--	--	--	--	--	312	312
Cost Escalated		--	--	--	--	--	--	--	--	--
Quantity		--	1,513	1,441	1,459	1,452	1,328	7,193	4,089	11,282
Quantity (Racks)		--	62	62	64	63	56	307	178	485
- Cost: .378		--	23	23	24	24	21	115	67	182
- Cost Escalated		--	25	27	30	31	29	142	100	242
Spares and Repair Parts		--	--	36	91	92	93	312	424	736
1st Destination Transportation - Case A		--	--	123	113	303	303	842	2,384	3,226
Case B		--	--	136	125	283	283	827	958	1,785
Documentation		--	284	--	--	--	--	284	--	284
2nd Destination Transportation - Case B		--	--	--	68	68	22	158	1,488	1,646

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

4. 8'x8'x20' Commercial Container

NARRATIVE JUSTIFICATION

Within OSD guidelines, the Marine Corps will not own commercially available containers unless specifically authorized in accordance with DODI 4500.37.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Commercial Container 8'x8'x20' Unit Cost:	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated									
2. PMC - Cost Escalated									
3. OMMC - Cost Escalated									
4. OMMCR - Cost Escalated									
Quantity									
Spares and Repair Parts									
1st Destination Transportation - Case A									
Case B									
Documentation									
2nd Destination Transportation - Case B									

----- Commercially Available -----

----- None Required -----

----- None Required -----

----- Within DOD guidelines, USMC will not own commercially available containers -----

----- None Required -----

----- None Required -----

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

5. Flatrack 8'x8'x20'

NARRATIVE JUSTIFICATION

The flatrack is an open side, open top, steel platform container with a vertical column at each corner. The base corners and tops of columns have ANSI/ISO fittings to permit container restraint during transit and stacking (normally up to six high) in containerships. It is adaptable to the unitized handling of material which is massive, oddly shaped, or of outsized dimensions. It has a tineway base to permit handling by a forklift, within weight constraints, or it can be handled by sling from a crane or helicopter. The 8'x8'x20' flatrack is needed for handling, storing, and transporting the 20'x33' and 32'x73' shelters and joining corridors.

While these flatracks are commercial items, they are in extremely limited production and use in private industry, generally with modifications for special purpose configurations. Consequently, they are not readily available for lease. This necessitates procurement to ensure their availability in time of need to meet MAF shipping requirements. The quantities shown are those required for one Atlantic coast and one Pacific coast MAF.

A waiver of the provisions of DODI 4500.37 was granted to the Marine Corps by OSD on 11 August 1980 to permit the ownership of this flatrack.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Flatrack 8'x8'x20' Unit Cost: 6.0	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated	----- Commercially Available -----								
2. PMC - Cost Cost Escalated	2,080 2,080	4,068 4,402	960 1,115	1,140 1,406	2,076 2,717	-- --	10,324 11,720	-- --	10,324 11,720
3. OMMC - Cost Cost Escalated	----- None Required -----								
4. OMMCR - Cost Cost Escalated	----- None Required -----								
Quantity	410	678	160	190	346	--	1,784	--	1,784
Spares and Repair Parts	----- None Required -----								
1st Destination Transporta- tion - Case A	--	139	231	130	36	169	605	--	605
Case B	--	136	225	133	40	157	591	--	591
Documentation	103	--	--	--	--	--	103	--	103
2nd Destination Transporta- tion - Case B	--	--	31	49	18	33	131	12	143

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

6. Flatrack, 8½'x8'x40'

NARRATIVE JUSTIFICATION

The flatrack is an open side, open top, steel platform container with a vertical column at each corner. The base corners and tops of columns have ANSI/ISO fittings to permit container restraint during transit and stacking (normally up to six high) in containerships. It is adaptable to the unitized handling of material which is massive, oddly shaped, or of outsized dimensions. It has a tineway base to permit handling by a forklift, within weight constraints, or it can be handled by sling from a crane or helicopter. The 40-foot flatrack is required for the transport of 60'x128' shelters.

While these flatracks are commercial items, they are in extremely limited production and use in private industry, generally with modifications for special purpose configurations. Consequently, they are not readily available for lease. This necessitates procurement to ensure their availability in time of need to meet MAF shipping requirements. The quantities shown are those required for one Atlantic coast and one Pacific coast MAF.

A waiver of the provisions of DODI 4500.37 was granted the Marine Corps by OSD on 11 August 1980 to permit the ownership of this flatrack.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Flatrack 8½'x8'x40'	BY82	FY83	FY84	FY85	FY86	FY87	Total Total POM 83	POM Outyear	Cost/ Qty
Unit Cost: 7.2									
1. RDT&E - Cost Escalated		----- Commercially Available -----							
2. PMC - Cost Escalated	460	3,528	--	691	576	230	5,485	--	5,485
	460	3,817	--	852	754	315	6,198		6,198
3. OMMC - Cost Escalated		----- None Required -----							
4. OMMC - Cost Escalated		----- None Required -----							
Quantity	75	490	--	96	80	32	773	--	773
Spares and Repair Parts		----- None Required -----							
1st Destination Transportation - Case A	--	52	363	--	37	83	535	21	556
Case B	--	52	355	--	41	77	525	--	546
Documentation	55	--	--	--	--	--	55	21	55
2nd Destination Transportation - Case B	--	--	13	74	--	24	111	11	122

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

7. Shipping Frame 8'x8'x10'

NARRATIVE JUSTIFICATION

This is a reusable, metal, cargo carrier with framing members, corner posts, and fittings constructed to ANSI/ISO standards to permit stacking and shipment. It has a maximum gross weight of approximately 10,000 pounds and is capable of housing a variety of material. The frame will possess fixtures necessary to seat and restrain equipment during movement, including unserviceable, repairable items retrograded for repair and return to the user. It is capable of being arrayed in pairs to form an 8'x8'x20' configuration for adaptability to container-ships. The frame may be handled by forklift, crane, or helicopter and transported in an array by the logistics trailer.

The 8'x8'x10' frame is especially required to house the 600 gph reverse osmosis water purification unit during operation and movement. Additionally, it will house odd-sized, odd-shaped material, such as engines, and other equipment components and assemblies.

Engineering development was completed during FY80 and the frame has been certified for the marine mode according to ANSI/ISO standards.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shipping Frame 8'x8'x10' Unit Cost: 4.0	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated	-----Not applicable-----								
2. PMC - Cost Escalated	470 470	384 415	472 548	472 582	472 618	432 592	2,702 3,225	664 994	3,366 4,219
3. OMMC - Cost Escalated	----- None Required -----								
4. OMMCR - Cost Escalated	----- None Required -----								
Quantity	127*	96	118	118	118	108	685	166	851
Spares and Repair Parts	----- None Required -----								
1st Destination Transportation - Case A	--	7	15	59	26	13	120	30	150
Case B	--	10	15	18	15	13	71	33	104
Documentation	----- Completed -----								
2nd Destination Transportation - Case B	--	--	5	1	42	12	60	4	64

*In FY82-Additional procurement of 51 frames @189K. Total procurement is 178 frames @659K.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

8. Shipping Frame 4'x6 2/3'x8' (SIXCON)

NARRATIVE JUSTIFICATION

This is a reusable, metal, cargo carrier with framing members, corner posts, and fittings constructed to ANSI/ISO standards to permit stacking and shipment. It has a maximum gross weight of approximately 10,000 pounds and is capable of housing a variety of material. The frame will possess fixtures necessary to seat and restrain equipment during movement, including unserviceable, repairable items retrograded for repair and return to the user. It is capable of being arrayed up to an 8'x8'x20' configuration for adaptability to containerships. The frame may be handled by forklift, crane, or helicopter and transported in an array by the logistics trailer.

The 4'x6 2/3'x8' frame is especially required to house water and fuel storage modules and associated equipment. Additionally, it will house and restrain soil stabilization, firefighting, electric power generation, and air conditioning equipment, and associated accessories, or similar material, during movement in a number of operational situations.

Engineering development was completed during FY80 and the frame has been certified for the marine mode according to ANSI/ISO standards.

592 Frames are

General purpose containers
for storage of fuel, oil, etc.
fuel, water storage pump units

FLS POM 83 (FY83-87) PLANNING SUMMARY Cost (\$000) and Quantity (Units)

Shipping Frame 4'x6 2/3'x8' Unit Cost: 2.24		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated		-----Not applicable-----								
2. PMC - Cost Escalated	- Cost	--	--	1,050	1,107	468	641	3,266	5,777	9,043
	- Cost Escalated	--	--	1,219	1,365	613	879	4,076	9,156	13,232
3. OMMC - Cost Escalated		----- None Required -----								
4. OMMCR - Cost Escalated		----- None Required -----								
Quantity		--	--	469	494	209	286	1,458	2,579	4,037
Spares and Repair Parts		----- None Required -----								
1st Destination Transportation -	Case A	--	--	--	28	52	17	97	552	649
	Case B	--	--	--	30	33	9	72	292	364
Documentation		--	--	90	--	--	--	90	--	90
2nd Destination Transportation -	Case A	--	--	--	--	11	31	42	273	315
	Case B	--	--	--	--	--	--	--	--	--

SHELTER SUBSYSTEM

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

9. Shelter 60'x128'

NARRATIVE JUSTIFICATION

This knockdown panel shelter, normally used as a hangar, is a prefabricated steel building constructed of hinged preassembled sections which permit erection and dismantling on a prepared site. The shelter has two configurations—one with sliding end doors providing a 58-foot wide by 20-foot opening for aircraft maintenance functions and the other with roll-up end doors for use in supply and storage operations. The entire building is double-wall insulated and prewired with convenience outlets and lighting. In its disassembled transport mode, the shelter is shipped in eight 8½'x8'x40' flatracks meeting ANSI/ISO standards. Except for a lifting crane and a forklift, erection will not require special tools or equipment.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 60'x128' Unit Cost: 176.4		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated		----- Completed -----								
2. PMC	- Cost	--	10,055	7,938	2,117	4,586	4,057	28,753	706	29,459
	Cost Escalated	--	10,879	9,216	2,610	6,005	5,562	34,272	1,143	35,415
3. OMMC	- Cost	--	--	301	402	466	593	1,762	2,447	4,209
	Cost Escalated	--	--	347	492	606	808	2,253	--	--
4. OMMCR	- Cost	--	--	--	138	138	138	414	943	1,357
	Cost Escalated	--	--	--	169	180	188	537	--	--
Quantity		--	57	45	12	26	23	163	4	167
Spares and Repair Parts		--	--	101	233	145	80	559	214	773
1st Destination Transportation -	Case A	--	--	428	914	47	687	2,076	253	2,329
	Case B	--	--	417	376	52	254	1,099	196	1,295
Documentation		--	--	--	--	--	--	--	--	--
2nd Destination Transportation -	Case B	--	--	--	91	556	30	677	510	1,187

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

10. Shelter 32'x73'

NARRATIVE JUSTIFICATION

This knockdown panel shelter, normally used as either a maintenance or supply storage facility, is a pre-fabricated steel building constructed of hinged preassembled sections which permit erection and dismantling on a graded site. The shelter has two configurations—one with roll-up end wall doors for use in supply and storage operations and the other with four 15-foot by 12-foot roll-up doors on one side wall providing four maintenance bays. The entire building is double-wall insulated and prewired with convenience outlets and lighting. In its disassembled transport mode, the shelter is shipped in five 8'x8'x20' flattracks meeting ANSI/ISO standards. Each loaded flatrack can be externally lifted by the CH 53E helicopter. Except for a lifting crane and a forklift, erection will not require special tools or equipment.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 32'x73' Unit Cost: 59.8		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
----- Completed -----										
1. RDT&E - Cost	Cost Escalated									
2. PMC - Cost	Cost Escalated	3,577	3,349	2,033	2,153	4,724	--	15,836	--	15,836
		3,577	3,624	2,360	2,655	6,186	--	18,402	--	18,402
3. OMMC - Cost	Cost Escalated	--	84	116	134	199	328	861	984	1,845
		--	90	134	164	259	447	1,094	--	--
4. OMMCR - Cost	Cost Escalated	--	23	91	130	130	139	513	417	930
		--	25	105	159	169	189	647	--	--
Quantity		60	56	34	36	79	--	265	--	265
Spares and Repair Parts		--	36	88	71	53	81	329	89	418
1st Destination Transportation - Case A		--	231	181	92	43	559	1,106	--	1,106
Case B		--	142	128	83	48	236	637	--	637
Documentation		--	--	--	--	--	--	--	--	--
2nd Destination Transportation - Case B		--	--	109	59	90	27	285	331	616

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

11. Shelter 20'x33'

NARRATIVE JUSTIFICATION

This knockdown panel shelter, normally used as a unit storage facility, is a prefabricated steel building constructed of hinged preassembled sections which permit erection and dismantling on a graded site. The shelter has a single configuration with a 10-foot square equipment door on one end wall and a personnel door on the other end wall. The entire building is double-wall insulated and prewired with convenience outlets and lighting. In its disassembled transport mode, the shelter is shipped in two 8'x8'x20' flatracks meeting ANSI/ISO standards. Each loaded flatrack can be externally lifted by the CH 53D helicopters. Except for a small crane and a forklift, erection will not require special tools or equipment.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 20'x33' Unit Cost: 20.9		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
-----Completed-----										
1. RDT&E - Cost	Escalated									
2. PMC - Cost	Escalated	3,311	1,923	1,045	564	1,003	627	8,473	--	8,473
		3,311	2,081	1,213	695	1,313	860	9,473	--	9,473
3. OMMC - Cost	Escalated	--	85	112	143	143	173	656	573	1,229
		--	92	129	175	186	236	818	--	--
4. OMMCR - Cost	Escalated	--	14	45	45	62	62	228	186	414
		--	15	52	55	81	85	288	--	--
Quantity		158	92	50	27	48	30	405	--	405
Spares and Repair Parts		--	33	70	40	23	19	185	34	219
1st Destination Transporta- tion - Case A		--	262	98	17	18	46	441	90	531
Case B		--	115	63	19	18	43	258	26	284
Documentation										
2nd Destination Transporta- tion - Case B		--	--	160	40	11	--	211	71	282

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

12. Shelter 8'x8'x20' Knockdown

NARRATIVE JUSTIFICATION

This modular shelter is one of the four small shelters designed to eliminate the proliferation of shelter types and their respective material support requirements. It will provide requisite mobility and intermodal transport and significantly improve the habitability and environmental protection in the field for personnel and sophisticated equipment. It is constructed in accordance with ANSI/ISO standards and includes a deck, four corner posts, a roof, two side walls, and two end walls—one with a 36 inch single door and the other with four 16" access panels and an emergency exit. It is designed to meet a variety of shelter needs including those associated with material storage, maintenance and repair, medical aid, staff operations, shop spares, etc. Total shelter weight is 3850 pounds and when four units are stacked for shipment, total shipping square is 160 square feet and total shipping cube is 1280-cubic feet. Construction is of fiberglass reinforced plywood and aluminum skin with a paper honeycomb core. The shelter is prewired with convenience outlets and lighting and can be erected in fifteen minutes. This shelter can be complexed with other shelters of the system either directly or through the use of a joining corridor.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 8'x8'x20' KD Unit Cost: 28.4		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		67	50	62	64	64	60	367	--	367
Cost Escalated		67	54	72	79	83	82	437	--	437
2. PMC - Cost		4,031	11,956	24,367	8,832	12,524	18,318	80,028	93,607	173,635
Cost Escalated		4,031	12,936	28,290	10,890	16,394	25,121	97,662	143,647	241,309
3. OMMC - Cost		--	101	379	857	1,099	1,466	3,902	11,312	15,214
Cost Escalated		--	109	437	1,050	1,430	1,998	5,024	--	--
4. OMMCR - Cost		--	17	80	315	331	331	1,074	2,989	4,063
Cost Escalated		--	18	92	386	431	451	1,378	--	--
Quantity		142	421	858	311	441	645	2,818	3,296	6,114
Spares and Repair Parts		--	39	174	412	453	263	1,341	3,056	4,397
1st Destination Transporta- tion - Case A		--	48	155	406	64	302	975	1,576	2,551
Case B		--	30	91	195	48	123	487	870	1,357
Documentation		800	--	--	--	--	--	800	--	800
2nd Destination Transporta- tion - Case B		--	--	22	76	229	35	362	991	1,353

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

13. Shelter 8'x8'x20' Rigid/GP

NARRATIVE JUSTIFICATION

This rigid framed shelter is one of the small shelters designed to eliminate the proliferation of shelter types and their respective material support requirements. It will provide requisite mobility and intermodal transport and significantly improve the habitability and environmental protection in the field for personnel and sophisticated equipment. It is constructed in accordance with ANSI/ISO standards and has a single configuration involving a removable 36 inch single entry door at one end, a removable wall with four 16" access panels and an emergency exit at the other end, and removable side wall panels. It is designed to meet a variety of shelter needs including those associated with material storage, maintenance and repair, medical aid, staff operations, shop spaces, etc. Total shelter weight is 3,850-pounds, total shipping square is 160 square feet, and total shipping cube is 1,280 cubic feet. Construction is of fiberglass reinforced plywood and aluminum skin with paper honeycomb core. The shelter is prewired with convenience outlets and lighting. Except for a forklift, emplacement will not require special tools. This shelter can be complexed with other shelters of the system either directly or through the use of a joining corridor.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 8'x8'x20' RIGID/GP Unit Cost: 30.7	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	50	47	60	60	60	60	337	--	337
Cost Escalated	50	51	69	74	78	82	404	--	404
2. PMC - Cost	3,429	13,109	29,411	18,205	15,197	14,920	94,271	51,945	146,216
Cost Escalated	3,429	14,184	34,146	22,447	19,899	20,461	114,566	79,709	194,275
3. OMMC - Cost	--	82	417	1,021	1,471	1,889	4,880	10,740	15,620
Cost Escalated	--	88	481	1,251	1,914	2,575	6,309	--	--
4. OMMCR - Cost	--	20	78	356	452	454	1,360	3,146	4,506
Cost Escalated	--	22	90	436	588	619	1,755	--	--
Quantity	111	427	958	593	495	486	3,070	1,692	4,762
Spares and Repair Parts	--	34	183	495	634	338	1,684	2,000	3,684
1st Destination Transporta- tion - Case A	--	48	136	458	159	312	1,113	847	1,960
Case B	--	25	92	232	109	135	593	476	1,069
Documentation	943	--	--	--	--	--	943	--	943
2nd Destination Transporta- tion - Case B	--	--	28	59	257	113	457	627	1,084

ITEM NOMENCLATURE

14. Shelter 8'x8'x20' EMI

NARRATIVE JUSTIFICATION

This rigid framed EMI shelter is one of the four small shelters designed to eliminate the proliferation of shelter types and their respective material support requirements. It will provide requisite mobility and intermodal transport and significantly improve the habitability and environmental protection in the field for personnel and sophisticated equipment. It is constructed in accordance with ANSI/ISO standards and has a single configuration with a single entry doorway at one end and four 16" access panels and an emergency exit at the other end. The EMI shelter is designed like the 8'x8'x20' rigid shelter with the addition of shielding material. It will meet a variety of needs, but will be primarily used in support of applications requiring the attenuation of interfering sources of electronic and magnetic fields. Total shelter weight is 4,410 pounds, total shipping square is 160 square feet, and total shipping cube is 1,280 cubic feet. The shelter has an aluminum extrusion roof and walls and aluminum frame flooring. The roof and walls have aluminum outer skins, 1/2-inch plywood inner skins, and a polyurethane foam core. The floor's fiberglass core is covered by an aluminum outer skin and a 1-inch plywood inner skin. This rigid structure has no removable walls, is prewired with convenience outlets and lighting, and all openings incorporate radiation suppressed closures. Except for a forklift, emplacement will not require special tools. This shelter can be complexed with other shelters of the system either directly or through the use of a joining corridor.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 8'x8'x20' EMI Unit Cost: 36.2		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		75	70	75	75	75	75	445	--	445
Cost Escalated		75	76	87	92	98	102	530	--	530
2. PMC - Cost		2,038	1,195	2,462	3,403	507	--	9,605	434	10,039
Cost Escalated		2,038	1,293	2,858	4,196	664	--	11,049	703	11,752
3. OMMC - Cost		--	46	73	127	207	214	667	866	1,533
Cost Escalated		--	50	84	156	269	292	851	--	--
4. OMMCR - Cost		--	15	22	42	64	66	209	267	476
Cost Escalated		--	16	25	51	83	90	265	--	--
Quantity		56	33	68	94	14	--	265	12	277
Spares and Repair Parts		--	20	43	44	73	57	237	34	271
1st Destination Transporta- tion - Case A		--	25	16	35	50	6	132	6	138
Case B		--	14	9	18	24	4	69	4	73
Documentation		96	--	--	--	--	--	96	--	96
2nd Destination Transporta- tion - Case B		--	--	14	9	20	30	73	5	78

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

15. Shelter 8'x8'x10' EMI

NARRATIVE JUSTIFICATION

This rigid framed EMI shelter is one of the four small shelters designed to eliminate the proliferation of shelter types and their respective material support requirements. It will provide requisite mobility and intermodal transport and significantly improve the habitability and environmental protection in the field for personnel and sophisticated equipment. It is constructed in accordance with ANSI/ISO standards and has a single configuration with a single entry doorway at one end and four 16" access panels and an emergency exit at the other end. This EMI shelter is similar in design to the larger version and will meet a variety of needs. Its primary use will be in support of applications requiring the attenuation of interfering sources of electronic and magnetic fields. Total shelter weight is 2,835 pounds, total shipping square is 80 square feet, and total shipping cube is 640 cubic feet. The shelter has an aluminum extrusion roof and walls and aluminum frame flooring. The roof and walls have aluminum outer skins, $\frac{1}{4}$ -inch plywood inner skins, and a polyurethane foam core. The floor's fiberglass core is covered by an aluminum outer skin and a 1-inch plywood inner skin. This rigid structure has no removable walls, is prewired with convenience outlets and lighting, and all openings incorporate radiation suppression closures. Except for a forklift, emplacement will not require special tools. This shelter can be complexed with other shelters of the system either directly or through the use of a joining corridor.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter 8'x8'x10' EMI Unit Cost: 26.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	75	70	75	75	75	75	445	--	445
Cost Escalated	75	76	87	92	98	102	530	--	530
2. PMC - Cost	1,406	5,918	5,418	8,495	552	--	21,789	4,103	25,892
Cost Escalated	1,406	6,403	6,290	10,474	723	--	25,296	6,116	31,412
3. OMMC - Cost	--	42	164	285	482	487	1,460	1,560	3,020
Cost Escalated	--	45	189	349	627	663	1,873	--	--
4. OMMCR - Cost	--	--	55	97	155	157	464	503	967
Cost Escalated	--	--	63	119	202	214	598	--	--
Quantity	53	225	206	323	21	--	828	156	984
Spares and Repair Parts	--	14	80	145	170	134	543	127	670
1st Destination Transportation - Case A	--	10	72	61	105	4	252	46	298
Case B	--	7	35	32	49	3	126	25	151
Documentation	218	--	--	--	--	--	218	--	218
2nd Destination Transportation - Case B	--	--	5	40	34	59	138	29	167

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

16. Joining Corridor 7'x7'x11'

NARRATIVE JUSTIFICATION

The joining corridor is designed to eliminate the proliferation of shelter types and their respective material support requirements. It will improve the habitability and environmental protection in the field for personnel and sophisticated equipment. The joining corridor can be used for complexing shelters and is compatible with all shelters of the system. The corridor can be collapsed for shipment. In this mode, it measures 11" in height, 7'2" in width, and 11' in length. In its transport mode, total corridor weight is 590 pounds, total shipping square is 79 square feet, and total shipping cube is 73 cubic feet. Erection requires no special tools.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Joining Corridor 7'x7'x11' Unit Cost: 13.1	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	20	20	20	20	20	20	120	--	120
Cost Escalated	20	22	23	25	26	27	143	--	143
2. PMC - Cost	312	3,734	7,506	3,354	2,293	2,332	19,531	13,821	33,352
Cost Escalated	312	4,040	8,714	4,135	3,002	3,198	23,401	21,248	44,649
3. OMMC - Cost	--	9	102	246	329	394	1,080	2,337	3,417
Cost Escalated	--	10	118	301	428	537	1,394	--	--
4. OMMCR - Cost	--	--	17	96	111	112	336	701	1,037
Cost Escalated	--	--	20	118	145	153	436	--	--
Quantity	24	285	573	256	175	178	1,491	1,055	2,546
Spares and Repair Parts	--	3	42	130	147	59	381	469	850
1st Destination Transporta- tion - Case A	--	1	17	49	14	20	101	85	186
Case B	--	1	11	23	8	9	52	49	101
Documentation	195	--	--	--	--	--	195	--	195
2nd Destination Transporta- tion - Case B	--	--	1	8	6	7	22	54	76

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

17. Appointments

NARRATIVE JUSTIFICATION

Shelter appointments include tables, chairs, and other built-in equipment that are used in support of the shelter's use. Appointments differ with function and must be designed, procured, and, in some cases, installed prior to the shelter's issue.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter Appointments Unit Cost: Varies	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	10	10	10	10	10	10	60	--	60
Cost Escalated	10	11	12	12	13	14	72	--	72
2. PMC - Cost									
Cost Escalated									
3. OMMC - Cost									
Cost Escalated									
4. OMMCR - Cost									
Cost Escalated									
Quantity									
Spares and Repair Parts									
1st Destination Transporta- tion - Case A									
Case B									
Documentation									
2nd Destination Transporta- tion - Case B									

----- Technical and physical characteristics to be determined -----

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

17a. Small Shelter Complexing Kit

NARRATIVE JUSTIFICATION

The complexing kit consists of a set of external flashings, interior covers, and floor plates which provide a weathertight seal along roof, vertical columns, and floor joints to permit direct complexing of a knockdown or rigid shelter with similar shelters both side-by-side and end-to-end. By removing side panels and door-end panels, knockdown and rigid shelters may be directly complexed, without the use of a joining corridor, into an array up to two shelters long (40 feet) by any number of shelters wide (multiples of 8 feet).

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter Complexing Kits Unit Cost: 4.6	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated		---- Not Required ----							
2. PMC - Cost Cost Escalated	309 309	2,047 2,215	4,186 4,860	2,088 2,575	1,969 2,577	2,539 3,482	13,138 16,018	12,209 18,845	25,347 34,863
3. OMMC - Cost Cost Escalated		---- Not Applicable ----							
4. OMMCR - Cost Cost Escalated		---- Not Applicable ----							
Quantity	71	445	910	454	428	552	2,860	2,654	5,514
Spares and Repair Parts		---- Not Applicable ----							
1st Destination Transporta- tion - Case A Case B									
Documentation	131	--	--	--	--	--	131	--	131
2nd Destination Transporta- tion - Case B									

MOTOR TRANSPORT SUBSYSTEM

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

18. High Mobility Multipurpose Wheeled Vehicle (HMMWV)

NARRATIVE JUSTIFICATION

This vehicle will be approximately 6 feet wide and will be no more than 7 feet high and 14 feet long. A common chassis will be capable of accepting modules and special body types including the TOW launcher, communications equipment, ambulance body, and a utility body. It will also be capable of accepting a ballistic armor kit for crew protection. The basic vehicle will weigh not more than 4,800 pounds and will be powered by a diesel engine which will meet air pollution standards in effect at the time of type classification. A major feature of this two-axle, four-wheel-drive vehicle will be its high off-road mobility, coupled with excellent highway performance at speeds up to 60 miles per hour. The payload capacity of the vehicle will be 2,500 pounds.

Prototype vehicles in this payload and performance range have been evaluated by the Marine Corps. However, the Army program for development of this vehicle was suspended. A new development program has been initiated by the Army in response to a joint service requirement. The overall HMMWV program is currently at a standstill pending Congressional approval of U.S. Army's reprogramming of RDT&E funds. Priority has been assigned to development and production of the weapons carrier model to meet an urgent requirement for replacement of the present M151A1 TOW vehicles.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

HMMWV Unit Cost: 22	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	350	300	200	100	125	150	1,225	--	1,225
Cost Escalated	350	324	231	123	163	205	1,396	--	1,396
2. PMC - Cost	10,780	73,300	51,100	46,400	49,700	21,494	252,774	--	252,774
Cost Escalated	10,780	79,311	59,327	57,211	65,077	29,477	301,183	--	301,183
3. OMMC - Cost	--	1,093	7,653	12,138	15,076	16,480	52,440	49,440	101,880
Cost Escalated	--	1,177	8,828	14,869	19,612	22,461	66,947	--	--
4. OMMCR - Cost	--	--	322	322	810	3,043	4,497	16,866	21,363
Cost Escalated	--	--	371	394	1,054	4,147	5,966	--	--
Quantity*	414*	2,912	2,075	1,790	1,812	977	9,980	--	9,980
Spares and Repair Parts	--	182	1,292	1,666	1,203	1,101	5,444	2,126	7,570
1st Destination Transporta- tion - Case A	--	--	133	2,667	1,812	1,878	6,490	1,588	8,078
Case B	--	--	146	1,251	885	891	3,173	1,173	4,346
Documentation	12,639	--	--	--	--	--	12,639	--	12,639
2nd Destination Transporta- tion - Case B	--	--	--	79	1,609	1,079	2,767	1,452	4,219

*FLS quantity only. Total FY82 procurement is 656 vehicles at 16.5M. FY82 MPS requirement is 242 vehicles (72 TOW: Unit cost 27.5K; 170 Utility: Unit cost 22K) FY82 MPS - 5.72 M. FY83-FY86 procurements reflect funding contained in the FY82 Budget submit. The TOW/Utility breakout is resident in LME. FY87 quantities are recommended programming for utility vehicle to reach a 9,980 vehicle IO not including MPS requirements.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

19. Heavy High Mobility Tactical Truck (HMMTT)

NARRATIVE JUSTIFICATION

This vehicle is required to haul heavy cargo, tow artillery weapons, and transport personnel in the combat and combat support units of the Fleet Marine Force.

This 5-ton truck is 116 inches high, reducible to 91.25 inches for shipping. It's overall width is 97.5 inches and overall length is 307.25 inches. It has a curb weight of 12,546 pounds and carries a payload of 10,000 pounds cross country and 20,000 pounds on highway. It has the capability of towing 22,000 pounds cross country and 30,000 pounds on highway. This diesel-powered, automatic transmission, 6x6 vehicle will replace all models of 2½-ton and 5-ton cargo trucks, wreckers, and dump trucks now in service. It has a highway speed capability of 54 miles per hour, a fording capability of 30 inches without an adaptive kit and has a cruising range in excess of 350 miles with onboard fuel.

Pending long-term development of a true HMMTT which will meet all cross country and highway performance and transportability requirements, the M939 series 5-ton truck was selected by the Marine Corps. Four body styles are needed to fill mission requirements. The dominant model will be the dropside cargo model. Smaller quantities of the long wheel base model, the medium wrecker, and the dump truck will be procured. As an interim measure, some truck tractor models will be procured in order to utilize some newly acquired semitrailer refuelers and to fill immediate needs.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

HHMTT Unit Cost: 65.6		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	Cost Escalated	2	--	--	--	50	50	102	--	102
		2	--	--	--	65	68	135	--	135
2. PMC - Cost	Cost Escalated	30,250	31,750	41,131	59,696	--	--	162,827	--	162,827
		30,250	34,354	47,753	73,605	--	--	185,962	--	185,962
3. OMMC - Cost	Cost Escalated	--	2,582	4,629	4,786	4,786	4,786	21,569	14,358	35,927
		--	2,781	5,340	5,863	6,226	6,523	26,733	--	--
4. OMMCR - Cost	Cost Escalated	--	--	210	2,152	4,487	4,487	11,336	13,461	24,797
		--	--	242	2,636	5,837	6,115	14,830	--	--
Quantity		492*	484	627	910	--	--	2,513	--	2,513
Spares and Repair Parts		--	646	1,061	975	992	472	4,146	540	4,686
1st Destination Transporta- tion - Case A		--	5,187	2,015	1,164	1,688	--	10,054	--	10,054
Case B		--	1,179	1,060	1,164	1,688	--	5,091	--	8,141
Documentation		8,141	--	--	--	--	--	8,141	--	8,141
2nd Destination Transporta- tion - Case B		--	--	4,144	1,014	--	--	5,158	--	5,158

*In FY81 includes 338 vehicle for MPS. In FY82, 154 addition procurement for MPS at 10.1M. Tot 646 at 43.1M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

19a. Heavy High Mobility Tactical Truck (Wrecker)(M936)

NARRATIVE JUSTIFICATION

This item of equipment is mounted on the M939 5-ton truck chassis. Is is compatible with other 5-ton trucks in the tactical vehicle fleet, thereby realizing a reduction in spare parts, reduced training and maintenance requirements, and fuel compatibility.

The M936 wrecker is 111.9 inches high (reducible to 91.25 inches), 97.5 inches wide, and 362.25 inches long. It has a curb weight of 36,129 pounds.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

HMMTT (Wrecker) Unit Cost: 124.7	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated	--	--	--	-----Included in Item 19-----			--	--	--
2. PMC - Cost Escalated	8,730	10,724	5,237	--	--	--	24,691	--	24,691
	8,730	11,603	6,080	--	--	--	26,413	--	26,413
3. OMMC - Cost Escalated	--	688	1,077	1,077	1,077	1,077	4,996	3,231	8,227
	--	741	1,242	1,319	1,401	1,468	6,171	--	--
4. OMMCR - Cost Escalated	--	--	300	539	539	539	1,917	1,617	3,534
	--	--	346	660	701	735	2,442	--	--
Quantity	*69	86	42	--	--	--	197	--	197
Spares and Repair Parts	--	172	305	197	54	9	737	90	827
1st Destination Transportation - Case A	--	532	777	131	--	--	1,440	--	1,440
Case B	--	270	305	131	--	--	706	--	706
Documentation	1,235	--	--	--	--	--	1,235	--	1,235
2nd Destination Transportation - Case B	--	--	283	492	--	--	775	--	775

*In FY82 additional procurement of 19 vehicles for MPS at 2.37M. Total procurement is 88 vehicles at 11.1M.

FLS POM 83 (FY83-87) Planning

ITEM NOMENCLATURE

19b. Heavy High Mobility Tactical Truck (Extra Long Wheelbase (XLWBX)M928)

NARRATIVE JUSTIFICATION

This item is mounted on the M939 5-ton truck chassis. It is compatible with other 5-ton trucks in the tactical vehicle fleet, thereby realizing a reduction in spare parts, reduced training and maintenance requirements, and fuel compatibility. The vehicle will be used primarily for transporting shelters associated with the Improved - HAWK missile system.

The M928 is 116 inches high (reducible to 91.25 inches for shipping), 97.5 inches wide, and 404.33 inches in length. It has a curb weight of 25,588 pounds.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

HHMTT (XLWB) Unit Cost: 73.6	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated									
				-----Included in Item 19-----					
2. PMC - Cost	3,975	4,637	4,490	2,502	--	--	15,604	--	15,604
Cost Escalated	3,975	5,017	5,213	3,085	--	--	17,290	--	17,290
3. OMMC - Cost	--	318	559	771	830	830	3,308	2,490	5,798
Cost Escalated	--	342	645	944	1,080	1,131	4,142	--	--
4. OMMCR - Cost	--	--	130	277	330	330	1,067	990	2,057
Cost Escalated	--	--	150	339	429	450	1,368	--	--
Quantity	*54	63	61	34	--	--	212	--	212
Spares and Repair Parts	--	79	154	164	101	28	526	70	596
1st Destination Transporta- tion - Case A	--	147	611	304	88	--	1,150	--	1,150
Case B	--	140	155	167	62	--	524	--	524
Documentation	780	--	--	--	--	--	780	--	780
2nd Destination Transporta- tion - Case B	--	--	20	466	149	25	660	--	660

*In FY82 additional procurement 4 vehicles for MPS at 295K. Total procurement is 58 vehicles at 4.3M.

FLS POM 83 (FY83-87) Planning

ITEM NOMENCLATURE

19c. Heavy High Mobility Tactical Truck (Dump Truck)(M929)

NARRATIVE JUSTIFICATION

This item is mounted on the M939 5-ton truck chassis. It is compatible with other 5-ton cargo trucks in the tactical vehicle fleet, thereby, realizing a reduction in spare parts, reduced training and maintenance requirements and fuel compability. The vehicle will be used primarily by division engineer battalions for earth moving projects.

The M929 is 117.5 inches high (reducible to 91.25 inches for shipping), 97.5 inches wide, and 273 inches in length. It has a curb weight of 23,838 pounds.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

HMTT (Dump) Unit Cost: 75.8	BY82	FY83	FY84	FY85	FY86	Total FY87	POM POM 83	Total Cost/ Outyear	Total Qty
1. RDT&E - Cost Escalated									
				-----Included in item 19-----					
2. PMC - Cost Escalated	--	2,047	3,942	7,049	--	--	13,038	--	13,038
	--	2,215	4,577	8,691	--	--	15,483	--	15,483
3. OMMC - Cost Escalated	--	--	152	467	600	600	1,819	1,800	3,619
	--	--	175	572	781	818	2,346	--	--
4. OMMCR - Cost Escalated	--	--	--	--	200	200	400	600	1,000
	--	--	--	--	260	273	533	--	--
Quantity	*	27	52	93	--	--	172	--	172
Spares and Repair Parts	--	--	38	108	145	68	359	50	409
1st Destination Transportation - Case A	--	--	54	368	237	--	659	--	659
Case B	--	--	53	128	195	--	376	--	376
Documentation	652	--	--	--	--	--	652	--	652
2nd Destination Transportation - Case B	--	--	--	14	256	42	312	--	312

*FY82 Procurement for MPS 31 vehicles at 2.4M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

20. Medium Prime Mover

NARRATIVE JUSTIFICATION

This diesel-powered vehicle will have the capability to tow the logistics trailer with a 12½-ton payload. It will be standardized dimensionally for transportability to fit within an 8'x8'x20' envelope. It will be used primarily with the logistics trailer to replace some of the 5-ton trucks in tactical units and many of the truck-tractors presently used for heavy lifts and towing of various trailers. It will haul shelters and containers within its payload limit. It will be capable of a sustained highway speed of 45 miles per hour. It will have a range of 300 miles under highway conditions and will be able to operate in 30 inches of water and at temperatures ranging from -25°F to +120°F without adaptive kits.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Medium Prime Mover Unit Cost: 64.2	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	.5	260	152	105	25	10	552.5	--	552.5
Cost Escalated	.5	281	176	129	33	14	633.5	--	633.5
2. PMC - Cost	--	--	--	8,153	8,346	8,988	25,487	9,245	34,732
Cost Escalated	--	--	--	10,053	10,928	12,326	33,307	13,252	46,559
3. OMMC - Cost	--	--	--	--	632	1,274	1,906	5,718	7,624
Cost Escalated	--	--	--	--	822	1,736	2,558	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	1,284	1,284
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	127	130	140	397	144	541
Spares and Repair Parts	--	--	--	--	158	283	441	1,013	1,454
1st Destination Transporta- tion - Case A	--	--	--	--	122	333	455	1,642	2,097
Case B	--	--	--	--	135	310	445	576	1,021
Documentation	--	--	--	1,737	--	--	1,737	--	1,737
2nd Destination Transporta- tion - Case B	--	--	--	--	--	76	76	1,116	1,192

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

21. Heavy Prime Mover

NARRATIVE JUSTIFICATION

This diesel-powered vehicle will be dimensionally standard in order to enhance its transportability in commercial ships. It will be available in a configuration that will enable it to tow the 22½ ton logistics trailer. The vehicle may be modified to accommodate the 65 ton equipment semitrailer. This vehicle will replace many of the 5-ton truck tractors and all of the 10-ton truck tractors presently used for heavy lifts and towing of various heavy semitrailers. It will have a sustained highway speed of 45 mph with rated towed loads and a range of 300 miles under highway conditions.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Heavy Prime Mover Unit Cost: 109.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	250	.5	.5	--	1	1	253	--	253
Cost Escalated	250	1	1	--	1	2	255	--	255
2. PMC - Cost	--	10,930	12,023	12,023	11,149	11,039	57,164	--	57,164
Cost Escalated	--	11,826	13,959	14,824	14,599	15,139	70,347	--	70,347
3. OMMC - Cost	--	--	831	1,705	2,579	3,147	8,262	9,441	17,703
Cost Escalated	--	--	959	2,089	3,355	4,289	10,692	--	--
4. OMMCR - Cost	--	--	--	--	--	236	236	3,147	3,383
Cost Escalated	--	--	--	--	--	322	322	--	--
Quantity	--	100	110	110	102	101	523	--	523
Spares and Repair Parts	--	--	208	380	393	380	1,361	776	2,137
1st Destination Transporta- tion - Case A	--	--	126	309	957	303	1,695	227	1,922
Case B	--	--	139	294	326	283	1,042	227	1,269
Documentation	--	2,858	--	--	--	--	2,858	--	2,858
2nd Destination Transporta- tion - Case B	--	--	--	75	35	45	755	15	770

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

22. Logistics Trailer (12.5-ton)

NARRATIVE JUSTIFICATION

This cargo trailer may be configured as either a semi-trailer or full trailer. It has a bed dimension of 8'x20'. The trailer will handle ANSI/ISO containers, shelters, breakbulk cargo, and such kit attachments as may be designed to haul troops or special purpose modules, with gross weights of 12½ tons. Suitable provisions will be made to accommodate lifting and tie down of the fully-loaded vehicle and to permit its stacking in a single vertical stack of up to four trailers. These trailers offer the following advantages over the vehicles they replace: one vehicle class instead of several, standardized size compatible for intermodal shipment, fewer repair parts, reduced training and maintenance requirements, and the adaptability to handle many load configurations.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Logistics Trailer (12.5 Ton) Unit Cost: 14.8	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	.5	150	100	58	20	5	333.5	--	333.5
Cost Escalated	.5	162	116	71	26	7	382.5	--	382.5
2. PMC - Cost	--	--	--	3,759	3,922	4,070	11,751	3,641	15,392
Cost Escalated	--	--	--	4,635	5,135	5,582	15,352	5,219	20,571
3. OMMC - Cost	--	--	--	--	133	268	401	1,203	1,604
Cost Escalated	--	--	--	--	173	365	538	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	270	270
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	254	265	275	794	246	1,040
Spares and Repair Parts	--	--	--	--	66	120	186	344	530
1st Destination Transportation - Case A	--	--	--	--	173	424	597	1,931	2,528
Case B	--	--	--	--	188	397	585	680	1,265
Documentation	--	--	--	770	--	--	770	--	770
2nd Destination Transportation - Case B	--	--	--	--	--	91	91	1,317	1,408

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

23. Logistics Trailer (22.5-ton)

NARRATIVE JUSTIFICATION

This cargo trailer may be configured as either a semi-trailer or full trailer. Its bed dimension will be 8'x20'. A primary design feature of the trailer will be the capability to efficiently transport ANSI/ISO 8'x8'x20' containers. The maximum load of the vehicle will be 22½ tons. Tandem operation with an additional fully-loaded trailer will be possible. Adaptive kits for handling of breakbulk cargo and modules will be incorporated into the trailer design. Suitable provisions will be made to accommodate lifting and tie down of the fully-loaded vehicle and to permit its stacking in a single vertical stack of up to four trailers. These new trailers offer the following advantages over predecessor heavy transport vehicles: one vehicle class instead of several; fewer repair parts, reduced training and maintenance requirements; and the capability of transporting loaded 8'x8'x20' cargo containers, large shelter components, heavy breakbulk loads, and various modules.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Logistics Trailer (22.5 Ton) Unit Cost: 20.6	BY82	FY83	FY84	FY85	FY86	FY87	Total		Total Cost/ Qty
							POM 83	POM Outyear	
1. RDT&E - Cost	65	.5	.5	--	1	1	68	--	68
Cost Escalated	65	1	1	--	1	1	69	--	69
2. PMC - Cost	--	3,152	3,399	3,090	3,028	2,781	15,450	--	15,450
Cost Escalated	--	3,410	3,946	3,810	3,964	3,814	18,944	--	18,944
3. OMMC - Cost	--	--	118	243	353	427	1,141	1,281	2,422
Cost Escalated	--	--	136	298	459	582	1,475	--	--
4. OMMCR - Cost	--	--	--	--	--	34	34	429	463
Cost Escalated	--	--	--	--	--	46	46	--	--
Quantity	--	153	165	150	147	135	750	--	750
Spares and Repair Parts	--	--	59	108	105	99	371	170	541
1st Destination Transporta- tion - Case A	--	--	128	311	879	287	1,605	198	1,803
Case B	--	--	141	296	295	268	1,000	198	1,198
Documentation	--	773	--	--	--	--	773	--	773
2nd Destination Transporta- tion - Case B	--	--	--	73	35	581	689	34	723

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

24. Mobilizer/Transporter

NARRATIVE JUSTIFICATION

This item of equipment will be capable of transporting 40-foot flatracks that will house components of the large shelters. The equipment will be configured to maximize the use of ANSI/ISO fittings for the ease of loading and unloading material. The mobilizer/transporter will be capable of being shipped by rail, ship and truck. Suitable provisions will be made to accommodate lifting and tie down of the fully loaded equipment. The mobilizer/transporter will be capable of being loaded in the cell of a container ship without modification. This vehicle along with the 12½ ton, 22½ ton and 65 ton semi-trailers and their associated prime movers, will comprise the major heavy logistics and combat service support transport capability in the FMF inventory.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Mobilizer Unit Cost: 16.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	140	75	75	25	25	20	360	--	360
Cost Escalated	140	81	87	31	33	27	399	--	399
2. PMC - Cost	--	--	1,972	--	--	--	1,972	--	1,972
Cost Escalated	--	--	2,289	--	--	--	2,289	--	2,289
3. OMMC - Cost	--	--	--	59	59	59	177	177	354
Cost Escalated	--	--	--	72	77	80	229	--	--
4. OMMCR - Cost	--	--	--	20	20	20	60	60	120
Cost Escalated	--	--	--	25	26	27	78	--	--
Quantity	--	--	121	--	--	--	121	--	121
Spares and Repair Parts	--	--	--	39	30	1	70	12	82
1st Destination Transporta- tion - Case A	--	--	--	398	--	--	398	--	398
Case B	--	--	--	185	--	--	185	--	185
Documentation	--	--	99	--	--	--	99	--	99
2nd Destination Transporta- tion - Case B	--	--	--	--	236	--	236	--	236

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

25. Semitrailer (65-ton)

NARRATIVE JUSTIFICATION

The 65-ton semitrailer will be procured in consonance with the Army's new or product-improved low bed trailers. It will be approximately 12½ feet wide, reducible to 10 feet. It will have a cargo bed 30 feet long, a deck height of 40 inches, and a ground clearance of 30 inches. It will be capable of at least 65 tons of payload capacity and sustained speeds of 25 mph on secondary improved roads. It will be used to transport tanks, LVTs, certain engineer equipment, and other heavy loads. The semitrailer will feature a winch and a cable to facilitate rapid front loading and unloading. It will be suitable for shipment by air, rail, ship, and truck. This trailer, along with the 12½-ton, 22½-ton trailers, mobilizer/transporter and their associated prime movers, will comprise the major heavy logistic and combat service support transport capability in the FMF inventory.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Semitrailer (65 Ton) Unit Cost: 57.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	1	1	200	150	50	27	429	--	429
Cost Escalated	1	1	231	184	65	37	519	--	519
2. PMC - Cost	--	--	--	--	--	974	974	--	974
Cost Escalated	--	--	--	--	--	1,336	1,336	--	1,336
3. OMMC - Cost	--	--	--	--	--	--	--	84	84
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	27	27
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	--	17	17	--	17
Spares and Repair Parts	--	--	--	--	--	--	--	32	32
1st Destination Transportation - Case A	--	--	--	--	--	--	--	107	107
Case B	--	--	--	--	--	--	--	50	50
Documentation	--	--	--	--	--	49	49	--	49
2nd Destination Transportation - Case B	--	--	--	--	--	--	--	63	63

MATERIAL HANDLING EQUIPMENT SUBSYSTEM

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

26. Rough Terrain Forklift, 4,000-lb

NARRATIVE JUSTIFICATION

FY80-81 funding satisfied the modification requirements for all existing forklifts at a unit cost of \$4,720. The modification provided for the inclusion of a full side shift and extended mast height capability. This is a 4000-pound capacity, pneumatic-tire, rough terrain forklift capable of being helicopter transported for use in engineer support and combat engineer battalions, landing support companies, combat service support units, artillery units, and wing support groups. This model forklift is required for lifting and material handling tasks when it is neither feasible nor economical to use a forklift of greater capacity. It is required for use in direct support of combat units and combat support units to clear landing zones of supplies and equipment and to load and unload combat vehicles and aircraft. It is also required for stuffing and unstuffing containers and, because of its dimensions (84" high, 85" wide, maximum) will be the only forklift suitable for entering a standard 8'x8'x20' container. The advantages of the 4000-pound forklift are a greater lift capability while still being able to stuff/unstuff containers, an anticipated reduction of maintenance requirements, and increased operating time.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
Rough Terrain Forklift (4000-lb) Unit Cost: 43.2									
1. RDT&E - Cost Escalated									
2. OMMC - Cost Escalated									
3. OMMCR - Cost Escalated									
4. OMMC - Cost Escalated									
5. OMMCR - Cost Escalated									
Quantity									
Spares and Repair Parts									
1st Destination Transportation - Case A									
Case B									
Documentation									
2nd Destination Transportation - Case B									

----- Not Applicable -----

----- Procurement Completed -----

----- Forecast by MCLB, Albany -----

----- Completed -----

----- Requirements stratified-forecast by MCLB, Albany -----

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

27. Rough Terrain Forklift, 6,000-lb

NARRATIVE JUSTIFICATION

FY80 funding of \$2M provided for 41 forklifts which completed a multi-year buy totaling 545 forklifts. The 6,000 pound capacity, rough terrain forklift is required for use by combat support and combat service support units for material handling across the beach and in supply areas. Additional funding of \$5.5M for 90 forklifts in FY82 will satisfy MPS requirements.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Rough Terrain Forklift (6000-lb) Unit Cost: 77.9		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated		----- Not Applicable -----								
2. PMC - Cost Cost Escalated		----- Forecast by MCLB, Albany -----								
3. OMMC - Cost Cost Escalated		----- Completed -----								
4. OMMCR - Cost Cost Escalated		----- Requirements stratified—forecast by MCLB Albany -----								
Quantity										
Spares and Repair Parts										
1st Destination Transporta- tion - Case A Case B										
Documentation										
2nd Destination Transporta- tion - Case B										

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

28. Rough Terrain Forklift, 10,000-lb

NARRATIVE JUSTIFICATION

The rebuild contract for existing forklifts was awarded to Terex during the 4th quarter of FY78. The rebuild consisted of improving the brake capability, increasing the wheel size, adding counterweights, mast modifications for side shift capability, and rollover safety bars. This 10,000-pound capacity, rough terrain, forklift will be used by combat engineer battalions and force service support groups. It is required for handling 10,000-pound containers and components of the expeditionary shelters. It will also be used for loading and unloading combat vehicles and landing craft, and handling large, heavy bundles of breakbulk cargo. The forklift attachment can be detached, and the basic machine's capability of handling a 2½- to 3-cubic yard general-purpose bucket can help fulfill the Marine Corps' scooploader requirement.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Rough Terrain Forklift (10,000-1b) Unit Cost: 125.9		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	Cost Escalated		----	Not Applicable	----					
2. PMC - Cost	Cost Escalated		----	Procurement Completed	----					
3. OMMC - Cost	Cost Escalated		----	Forecast by MCLB, Albany	----					
4. OMMCR - Cost	Cost Escalated		----	Completed	----					
Quantity			----	Completed	----					
Spares and Repair Parts			----	Requirements stratified-forecast by MCLB, Albany	----					
1st Destination Transportation - Case A Case B										
Documentation										
2nd Destination Transportation - Case B										

FLS POM R.3 (FY83-87) PLANNING

ITEM NOMENCLATURE

29. Rough Terrain Crane, 30-ton

NARRATIVE JUSTIFICATION

An FY78 procurement completed the initial acquisition of this crane. It is a heavy-lift (30-ton), rubber-tire, rough terrain, hydraulic crane with telescoping boom. The crane is required for general heavy-lifting tasks and for dragline and clamshell bucket operations, diesel pile-driving, bridge and raft erection, and prefabricated building erection. It also is used to unload cargo onto the beach from beached landing craft. The Marine Aircraft Wing requires the crane for crash/rescue operations.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Rough Terrain Crane (30-ton) Unit Cost: 179.9		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated			---- Not Applicable ----							
2. PMC - Cost Escalated			---- Procurement Completed ----							
3. OMMC - Cost Escalated			---- Forecast by MCLB, Albany ----							
4. OMMCR - Cost Escalated										
Quantity			---- Completed ----							
Spares and Repair Parts			---- Requirements stratified-forecast by MCLB, Albany ----							
1st Destination Transportation - Case A Case B										
Documentation										
2nd Destination Transportation - Case B										

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

30. Container Handler

NARRATIVE JUSTIFICATION

The need exists for a self-propelled container handler capable of efficiently transporting, transferring, and stacking the large number of containers that are expected to flow into the container marshalling area. In view of the limited capability of the LACH and the 30-ton rough terrain forklift to perform this task, program initiation to provide equipment capable of fulfilling the requirements will begin in 1st quarter FY81. Currently, the U.S. Army is purchasing 175 of the 50,000-pound front-end container handlers. Present planning calls for a Marine Corps procurement of 25 units in FY84.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Container Handler Unit Cost: 225.7	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	250	100	50	35	30	30	495	--	495
Cost Escalated	250	108	58	43	39	41	539	--	539
2. PMC - Cost	--	--	5,643	--	--	--	5,643	--	5,643
Cost Escalated	--	--	6,552	--	--	--	6,552	--	6,552
3. OMMC - Cost	--	--	--	244	244	244	732	732	1,464
Cost Escalated	--	--	--	299	317	333	949	--	--
4. OMMCR - Cost	--	--	--	81	81	81	243	243	486
Cost Escalated	--	--	--	99	105	110	314	--	--
Quantity	--	--	25	--	--	--	25	--	25
Spares and Repair Parts	--	--	--	108	84	3	195	21	216
1st Destination Transporta- tion - Case A	--	--	--	520	--	--	520	--	520
Case B	--	--	--	244	--	--	244	--	244
Documentation	--	--	282	--	--	--	282	--	282
2nd Destination Transporta- tion - Case B	--	--	--	--	308	--	308	--	308

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

31. Lightweight Amphibious Container Handler (LACH)

NARRATIVE JUSTIFICATION

The LACH is the latest version in the family of surf cranes. It is a tractor towed/pushed straddle-lift which is collapsible, as necessary, for transportability. Primary use of the LACH will be at the surfline to unload supplies arriving in 8'x8'x20' containers. The LACH will be used to offload these containers from LCMs and LCUs until the elevated causeway is operational and thereafter, in the event an additional offloading capability is required. The LACH also can perform its unload-transfer function in the BSA and CSSA dump areas and at expeditionary airfields. The LACH is of simple, rugged construction and has performed well during engineering testing in the beach environment.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Lightweight Amphibious Container Handler (LACH) Unit Cost: 109.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Escalated			----- Not Applicable -----						
2. PMC - Cost Escalated			-----Procurement Completed						
3. OMMC - Cost Escalated			----- Forecast by MCLB, Albany -----						
4. OMMCR - Cost Escalated									
Quantity			----- Completed -----						
Spares and Repair Parts			----- Requirements stratified-forecast by MCLB, Albany -----						
1st Destination Transportation - Case A Case B									
Documentation									
2nd Destination Transportation - Case B									

SERVICE SUPPORT SUBSYSTEM

ITEM NOMENCLATURE

32. Bridging, Dry Gap

NARRATIVE JUSTIFICATION

The medium girder bridge (MGB) is a two girder deck bridge which will replace the existing fixed highway bridge and the fixed floating bridge (see item 32). The dry gap MGB is capable of supporting Class 60 loads across 100-foot spans and 160-foot spans when employed with a cable reinforcing set. All MGB components can be handled by four- or six-man teams. They require no other equipment for erection and can be stored and transported in 8'x8'x20' ISO configured containers. The construction time of the MGB is approximately one-fourth that of the existing bridge sets. The new medium girder bridge offers several distinct advantages over the existing bridges: (1) elimination of transport and erection equipment, (2) reduction in construction time, (3) reduced logistics support problems with one type of bridge in lieu of two, and (4) reduction in personnel.

The unit cost includes one 102-foot bridge, two single story end of bridge supplements, three span junction sets, and straps and pallets for the bridge material.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bridging, Dry Gap Unit Cost: 993	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost									
Cost Escalated									
2. PMC - Cost	18,872	17,874					36,746		36,746
Cost Escalated	18,872	19,340					38,212		38,212
3. OMMC - Cost	--	178	237	237	237	237	1,126	711	1,837
Cost Escalated	--	192	273	290	308	323	1,386	--	--
4. OMMCR - Cost	--	--	79	79	79	79	316	237	553
Cost Escalated	--	--	91	97	103	108	339	--	--
Quantity	19	18	--	--	--	--	37	--	--
Spares and Repair Parts	--	357	555	225	16	16	1,169	48	1,217
1st Destination Transporta- tion - Case A	--	106	154	--	--	--	260	--	260
Case B	--	74	63	--	--	--	137	--	137
Documentation	367	--	--	--	--	--	367	--	367
2nd Destination Transporta- tion - Case B	--	--	47	96	--	--	143	--	143

----- Completed -----

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

32a. Bridging Dry Gap MGB Erection Set

NARRATIVE JUSTIFICATION

The erection set is used by personnel engaged in erecting the MGB dry or wet gap. Three sets are required per MAF to support the three platoons in the Bridge Company.

The unit cost includes the basic set, six double story supplements, a 1/12 scale assembly instruction unit and straps, and pallets for the entire set.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bridging, Dry Gap MGB Erection Set Unit Cost: 329.1		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	Cost Escalated	--	--	----- Completed -----	--	--	--	--	--	--
2. PMC - Cost	Cost Escalated	3,291	2,304	2,633	--	--	--	8,228	--	8,228
		3,291	2,493	3,057	--	--	--	8,841	--	8,841
3. OMMC - Cost	Cost Escalated	--	--	----- Included in Item 32 -----	--	--	--	--	--	--
4. OMMCR - Cost	Cost Escalated	--	--	----- Included in Item 32 -----	--	--	--	--	--	--
Quantity		10	7	8	--	--	--	25		25
Spares and Repair Parts				----- Included in Item 32 -----						
1st Destination Transportation - Case A		--	8	11	9	--	--	28	--	28
Case B		--	5	4	5	--	--	14	--	14
Documentation				----- Included in Item 32 -----						
2nd Destination Transportation - Case B		--	--	3	7	5	--	15	--	15

FLS POM 83 (FY83-87)PLANNING

ITEM NOMENCLATURE

32b. Bridging Dry Gap MGB Cable Reinforcing Set

NARRATIVE JUSTIFICATION

The Cable Reinforcing Set is used to enable double story bridges of lengths from 100 ft. to 162 ft. to support class 60 loads. One set for each 200 feet of bridging will allow the construction of one of these bridges.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bridging, Dry Gap Cable Reinforcing Set Unit Cost: 248.7		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	Cost Escalated	--	--	----- Completed -----	--	--	--	--	--	--
2. PMC - Cost	Cost Escalated	2,684	1,741	1,990	--	--	--	6,415	--	6,415
		2,684	1,884	2,310	--	--	--	6,878	--	6,878
3. OMMC - Cost	Cost Escalated	--	--	----- Included in Item 32 -----	--	--	--	--	--	--
4. OMMCR - Cost	Cost Escalated	--	--	----- Included in Item 32 -----	--	--	--	--	--	--
Quantity		10	7	8	--	--	--	25	--	25
Spares and Repair Parts				----- Included in Item 32 -----						
1st Destination Transportation - Case A		--	8	11	9	--	--	28	--	28
Case B		--	5	3	5	--	--	13	--	13
Documentation				----- Included in Item 32 -----						
2nd Destination Transportation - Case B		--	--	3	7	5	--	15	--	15

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

33. Bridging, Wet Gap

NARRATIVE JUSTIFICATION

Bridging, wet gap, will replace the M4T6 floating bridge. The deck portion of this bridge is identical to bridging dry gap. The medium girder bridge (MGB) type wet gap bridging equipment is in the advanced feasibility stage. An engineering contract has been let to determine the optimum method (container float, pontoon, pier, etc.) of converting the dry gap bridge to a wet gap bridge.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bridging, Wet Gap Unit Cost: TBD	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	260	365	390	525	565	500	2,605	--	2,605
Cost Escalated	260	394	451	644	736	683	3,168	--	3,168
2. PMC - Cost	-----	Type of Flotation System for the medium girder bridge remains to be determined -----							
Cost Escalated	--	--	--	--	--	--	--	--	--
3. OMMC - Cost	-----	To be determined -----							
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	16	--	--	--	16	--	16
Spares and Repair Parts	-----	To be determined -----							
1st Destination Transportation - Case A	--	--	--	129	--	--	129	--	129
Case B	--	--	--	67	--	--	67	--	67
Documentation	--	--	--	--	--	--	--	--	--
2nd Destination Transportation - Case B	--	--	--	--	70	--	70	--	70

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

34. Marine Corps Environment Controlled Medical System (MCEMS)

NARRATIVE JUSTIFICATION

The Marine Corps Environment Controlled Medical System (MCEMS), as now configured, consists of five medical functional units (a surgical unit, an intensive care ward, a combined laboratory/pharmacy unit and a sterile preparation unit). The functional modules are to be established within standard Marine Corps Expeditionary Shelter System (MCESS) components that adhere to ANSI/ISO configuration specifications. In addition to the above, modules will be configured to satisfy dental requirements and the following medical functions:

- | | |
|-------------------------------|-------------------------|
| (a) Emergency treatment unit | (d) EENT treatment unit |
| (b) Receiving unit | (e) Patient wards |
| (c) Orthopedic treatment unit | (f) Oral surgery unit |

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Marine Corps Environment Controlled Medical System (MCEMS) Unit Cost: 3,700		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		184	103	119	132	132	50	720	--	720
Cost Escalated		184	111	138	162	172	68	835	--	835
2. PMC - Cost		--	7,400	3,700	3,700	--	--	14,800	--	14,800
Cost Escalated		--	8,007	4,296	4,562	--	--	16,865	--	16,865
3. OMMC - Cost		--	--	222	333	333	333	1,221	999	2,220
Cost Escalated		--	--	256	408	433	454	1,551	--	--
4. OMMCR - Cost		--	--	--	--	111	111	222	333	555
Cost Escalated		--	--	--	--	144	151	295	--	--
Quantity		--	2	1	1	--	--	4	--	4
Spares and Repair Parts		--	--	74	150	96	60	380	24	404
1st Destination Transporta- tion - Case A		--	--	63	167	43	--	273	--	273
Case B		--	--	62	43	43	--	148	--	148
Documentation										
2nd Destination Transporta- tion - Case B		--	--	--	14	127	--	141	--	141

----- Included in Shelter Documentation -----

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

35. Fuel/Water Storage Module

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. Current fuel and water tanks come in many shapes, sizes, and capacities. Equally as significant, they all require dedicated transportation. The new equipment provides a portable fuel/water distribution capability designed on a modular concept that is compatible with ANSI/ISO standards. It will offer a standardized inventory, which is presently lacking, while eliminating the requirement for dedicated wheels with their attendant support costs. The modules are of SIXCON size (4'x6 2/3'x8') and can be handled individually or arrayed so that six of them comprise a conventional 8'x8'x20' envelope. The storage modules can be arrayed in conjunction with the fuel pump module. The modules can be used aboard commercial ships as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Fuel/Water Storage Module Unit Cost: 7.6*	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	130	65	30	15	15	15	270	--	270
Cost Escalated	130	70	35	18	20	20	293	--	293
2. PMC - Cost	--	--	2,478	2,478	1,186	1,201	7,343	16,136	23,479
Cost Escalated	--	--	2,877	3,055	1,553	1,647	9,132	25,689	34,821
3. OMMC - Cost	--	--	--	55	129	165	349	1,484	1,833
Cost Escalated	--	--	--	67	168	225	460	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	157	157
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	326	326	156	158	966	2,123	3,089
Spares and Repair Parts	--	--	--	37	80	63	180	576	756
1st Destination Transporta- tion - Case A	--	--	--	25	25	19	69	732	801
Case B	--	--	--	28	28	20	76	391	467
Documentation	--	--	1,174	--	--	--	1,174	--	1,174
2nd Destination Transporta- tion - Case B	--	--	--	--	16	16	32	353	385

*Does not include 4"x6-2/3"x8" shipping frame.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

36. Fuel Pump Module

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. Current fuel tanks come in many shapes, sizes, and capacities. Equally as significant, they all require dedicated transportation. The new equipment provides a portable fuel distribution capability designed on a modular concept that is compatible with ANSI/ISO standards. It will offer a standardized inventory, which is presently lacking, while eliminating the requirement for dedicated wheels with their attendant support costs. The module is of SIXCON size (4'x6 2/3'x8') and can be arrayed with five fuel storage modules to form a conventional 8'x8'x20' envelope. It will be usable aboard commercial ships as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Fuel Pump Module Unit Cost: 7.5	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	100	60	20	10	10	10	210	--	210
Cost Escalated	100	65	23	12	13	14	227	--	227
2. PMC - Cost	--	--	398	345	--	--	743	1,928	2,671
Cost Escalated	--	--	462	425	--	--	887	3,080	3,967
3. OMMC - Cost	--	--	--	11	21	21	53	157	210
Cost Escalated	--	--	--	13	27	29	69	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	19	19
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	53	46	--	--	99	257	356
Spares and Repair Parts	--	--	--	8	13	5	26	65	91
1st Destination Transporta- tion - Case A	--	--	--	5	8	--	13	113	126
Case B	--	--	--	6	8	--	14	58	72
Documentation	--	--	134	--	--	--	134	--	134
2nd Destination Transporta- tion - Case B	--	--	--	--	3	55	58	--	58

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

37. Water Purification System

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. This unit will replace three different types of water purification equipment currently in the Marine Corps inventory which have reached the end of their life expectancy. This new system is being designed to produce potable water for combat forces from salt, brackish, or impure fresh sources of water at the rate of 600 gallons per hour. The system will be housed in an ANSI/ISO 8'x8'x10' shipping frame and will be usable in a self-sufficient mode aboard commercial ships in support of embarked forces as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Water Purification System Unit Cost: 157.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	15	15	15	15	15	15	90	--	90
Cost Escalated	15	16	17	18	20	20	106	--	106
2. PMC - Cost	19,977	15,100	18,561	18,561	18,561	2,517	93,277	--	93,277
Cost Escalated	19,977	16,338	21,549	22,886	24,304	3,452	108,506	--	108,506
3. OMMC - Cost	--	1,196	2,100	3,193	3,193	3,193	12,875	9,579	22,454
Cost Escalated	--	1,288	2,422	3,911	4,154	4,352	16,127	--	--
4. OMMCR - Cost	--	--	--	19	1,131	1,178	2,328	3,534	5,862
Cost Escalated	--	--	--	23	1,471	1,606	3,099	--	--
Quantity	127	96	118	118	118	16	593	--	593
Spares and Repair Parts	--	400	612	616	676	330	2,634	556	3,190
1st Destination Transportation - Case A	--	31	48	159	33	33	304	4	308
Case B	--	28	36	44	33	33	174	4	178
Documentation	----- Completed -----								
2nd Destination Transportation - Case B	--	--	9	12	118	--	139	--	139

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

38. Soil Stabilization Module (AMSS)

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. The equipment is an advanced multipurpose surfacing system comprised of a spray unit and ancillary equipment mounted within ANSI/ISO configured 4'x6 2/3'x8' modules which can be arrayed into an 8'x8'x20' configuration. It is used to apply resin, catalyst, and promoter to fiberglass matting which, after curing for 30 minutes, provides surfaces suitable for roadways, beach trackways, aircraft landing pads, or storage areas. It will be mounted on the 22 1/2-ton logistics trailer when it is in use.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Soil Stabilization Module (AMSS) Unit Cost: 77	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	--	--	--	--	--	Not Applicable	--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
2. PMC - Cost	--	--	1,155	1,155	231	--	2,541	--	2,541
Cost Escalated	--	--	1,341	1,424	302	--	3,067	--	3,067
3. OMMC - Cost	--	--	--	65	111	111	287	333	620
Cost Escalated	--	--	--	80	144	151	375	--	--
4. OMMCR - Cost	--	--	--	--	23	37	60	111	171
Cost Escalated	--	--	--	--	30	50	80	--	--
Quantity	--	--	15	15	3	--	33	--	33
Spares and Repair Parts	--	--	--	22	40	24	86	22	108
1st Destination Transporta- tion - Case A	--	--	--	33	115	8	156	--	453
Case B	--	--	--	32	45	5	82	--	82
Documentation	--	--	127	--	--	--	127	--	127
2nd Destination Transporta- tion - Case B	--	--	--	--	9	77	86	--	86

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

39. Firefighting Equipment

NARRATIVE JUSTIFICATION

This firefighting equipment is needed to provide fire protection coverage at fuel dispensing facilities, maintenance shops, and ammunition storage sites. This equipment involves state-of-the-art commercial equipment to be adapted for Marine Corps use and will be capable of satisfying requirements in a high mobility scenario and will be operable in climatic extremes.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Firefighting Equipment Unit Cost: 32	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	55	125	200	125	50	50	605	--	605
Cost Escalated	55	135	231	153	65	68	707	--	707
2. PMC - Cost	--	--	--	--	--	2,624	2,624	2,592	5,216
Cost Escalated	--	--	--	--	--	3,599	3,599	3,715	7,314
3. OMMC - Cost	--	--	--	--	--	--	--	592	592
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	154	154
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	--	82	82	81	163
Spares and Repair Parts	--	--	--	--	--	--	--	187	187
1st Destination Transporta- tion - Case A	--	--	--	--	--	--	--	88	88
Case B	--	--	--	--	--	--	--	49	49
Documentation	--	--	--	--	--	52	52	--	52
2nd Destination Transporta- tion - Case B	--	--	--	--	--	--	--	45	45

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

40. Sanitation Unit

NARRATIVE JUSTIFICATION

This is one of the service functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. Currently, there is no field head unit. This shortfall presents a high potential for noncombat casualties due to infectious disease. A low maintenance, zero-effluent sanitation facility to be provided in combat support areas will reduce this problem. The unit will require 5-10 kW of electrical power for operation and is designed for use in bunkers or ANSI/ISO configured shelters or containers. For ease in storing, handling, and assembling, the major components will be arranged in pallet-sized loads.

The sanitation facility is a self-contained, closed-cycle unit utilizing incineration methods to dispose of waste matter. The units will be used to support personnel aboard commercial ships, as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Sanitation Unit Unit Cost: 6.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM OutYear	Total Cost/ Qty
1. RDT&E - Cost	53	60	80	50	50	50	343	--	343
Cost Escalated	53	65	92	61	65	68	404	--	404
2. PMC - Cost	--	--	5,878	5,878	--	--	11,756	--	11,756
Cost Escalated	--	--	6,824	7,248	--	--	14,072	--	14,072
3. OMMC - Cost	--	--	--	351	482	482	1,315	1,446	2,761
Cost Escalated	--	--	--	430	627	657	1,714	--	--
4. OMMCR - Cost	--	--	--	--	161	161	322	483	805
Cost Escalated	--	--	--	--	209	219	428	--	--
Quantity	--	--	933	933	--	--	1,866	--	1,866
Spares and Repair Parts	--	--	--	117	188	78	383	25	408
1st Destination Transporta- tion - Case A	--	--	--	283	570	--	853	--	853
Case B	--	--	--	211	324	--	535	--	535
Documentation	--	--	588	--	--	--	588	--	588
2nd Destination Transporta- tion - Case B	--	--	--	--	110	293	403	--	403

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

41. Combined Laundry and Bath Unit

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. Currently, separate bath and laundry units are utilized for all field applications. The new laundry and bath unit places the two functions into two 8'x8'x20' modules. The laundry and bath components can be operated independently of each other. It is intended, primarily, for use in forward areas to support combat and combat support forces who do not have access to laundry and bath facilities. The new unit, by providing a facility for a quick shower and clean set of clothes, will help to control disease-related noncombat casualties in addition to enhancing troop morale. The unit can be used to support troops aboard commercial ships as well as in the field.

The laundry and bath unit, as described above, is supplemental to the existing bulk laundry and bath/shower functions which are separate facilities. The requirement for separate bulk laundry and bath/shower units have been reduced to reflect the introduction of the combined laundry and bath unit discussed herein.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Combined Laundry and Bath Unit (CLABU) Unit Cost: 136		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDI&E - Cost		124	140	237	125	50	50	726	--	726
Cost Escalated		124	151	274	153	65	68	835	--	835
2. PMC - Cost		--	--	3,672	4,216	--	--	7,888	--	7,888
Cost Escalated		--	--	4,263	5,198	--	--	9,461	--	9,461
3. OMMC - Cost		--	--	--	212	318	318	848	954	1,802
Cost Escalated		--	--	--	260	414	433	1,107	--	--
4. OMMCR - Cost		--	--	--	--	106	106	212	318	530
Cost Escalated		--	--	--	--	138	144	282	--	--
Quantity		--	--	27	31	--	--	58	--	58
Spares and Repair Parts		--	--	--	71	126	57	254	20	274
1st Destination Transporta- tion - Case A		--	--	--	20	62	--	82	--	82
Case B		--	--	--	20	27	--	47	--	47
Documentation		--	--	394	--	--	--	394	--	394
2nd Destination Transporta- tion - Case B		--	--	--	--	4	36	40	--	40

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

42. Dump Module

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. Current dumping operations are accomplished by dedicated 5-ton dump trucks. Consistent with the FLS objective of elimination of dedicated transportation, the dump trucks in force engineer battalions will be replaced by a ram ejection type dump module that will discharge loads horizontally. The dump module will have a load capacity of 20 tons, will be contained in a 4'x8'x20' module, and will be transportable by the 22.5-ton logistics trailer. The module will be adapted from commercial-type units to meet Marine Corps specifications.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Dump Module Unit Cost: 12.2	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	1	1	208	150	10	10	380	--	380
Cost Escalated	1	1	240	184	13	14	453	--	453
2. PMC - Cost	--	--	--	--	720	708	1,428	--	1,428
Cost Escalated	--	--	--	--	943	971	1,914	--	1,914
3. OMMC - Cost	--	--	--	--	--	38	38	234	272
Cost Escalated	--	--	--	--	--	52	52	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	63	63
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	59	58	117	--	117
Spares and Repair Parts	--	--	--	--	--	12	12	41	53
1st Destination Transporta- tion - Case A	--	--	--	--	--	17	17	45	62
Case B	--	--	--	--	--	16	16	19	35
Documentation	--	--	--	--	71	--	71	--	71
2nd Destination Transporta- tion - Case B	--	--	--	--	--	--	--	30	30

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

43. Refrigeration System (Refrigeration Box)

NARRATIVE JUSTIFICATION

The refrigeration system is a service support module that combines the flexibility, efficiency, and usefulness of container standardization. Each combination chill and freeze box includes a rigid, unitized, insulated box with ANSI/ISO fittings and a separate modular refrigeration unit. The size of the combined configuration is 8'x8'x10'. The 350-cubic-foot capacity units will replace all existing chill and freeze boxes. The rigid modules eliminate the need for time-consuming field erection, hookup, and temperature stabilization. The units can be used aboard commercial ships as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Refrigeration System Unit Cost: 12.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	5	5	5	5	5	5	30	--	30
Cost Escalated	5	5	6	6	7	7	36	--	36
2. PMC - Cost	1,107	738	2,128	2,325	1,082	910	8,290	--	8,290
Cost Escalated	1,107	799	2,471	2,867	1,417	1,248	9,902	--	9,902
3. OMMC - Cost	--	--	-----	None Required	-----	--	--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	-----	None Required	-----	--	--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	*90	60	173	189	88	74	674	--	674
Spares and Repair Parts	--	20	31	55	80	60	246	52	298
1st Destination Transporta- tion - Case A	--	6	4	27	86	10	133	8	141
Case B	--	6	4	25	27	10	72	8	80
Documentation	83	--	--	--	--	--	83	--	83
2nd Destination Transporta- tion - Case B	--	--	3	2	5	61	71	--	71

*In FY82 Additional requirements of 55 boxes for MPS at 677K. Total Procurement 145 at 1.8M.

FLS POM 83 (83-87) PLANNING

ITEM NOMENCLATURE

43a. Refrigeration System (Refrigeration Unit)

NARRATIVE JUSTIFICATION

The refrigeration system is a service support module that combines the flexibility, efficiency, and usefulness of container standardization. Each system includes a rigid, unitized, insulated box with ANSI/ISO fittings and a separate modular refrigeration unit. The size of the combined configuration is 8'x8'x10'. The 4000 BTU refrigeration unit (compressor) will replace the ME-10 compressor and provide a chill and a freeze capability when installed with the 350-cu.ft. box.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Refrigeration Unit Unit Cost: 12.4	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated			----- Included in Item 43 -----						
2. PMC - Cost Cost Escalated	--	2,133 2,308	1,934 2,245	2,195 2,706	2,096 2,745	--	8,358 10,004	--	8,358 10,004
3. OMMC - Cost Cost Escalated	--	--	121 140	237 290	346 450	346 472	1,050 1,352	1,038	2,088
4. OMMCR - Cost Cost Escalated	--	--	--	--	22 29	114 155	136 184	342	478
Quantity	*	172	156	177	169	--	674	--	674
Spares and Repair Parts	--	--	40	70	75	67	252	51	303
1st Destination Transporta- tion - Case A	--	--	6	13	26	10	55	--	55
Case B	--	--	6	12	13	10	41	--	41
Documentation	--	84	--	--	--	--	84	--	84
2nd Destination Transporta- tion - Case B	--	--	--	3	1	2	6	12	18

*In FY82 Procurement of 200 units for MP5 at 2.5M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

44. Mobile Electric Power Distribution System (MEPDIS)

NARRATIVE JUSTIFICATION

MEPDIS is a new capability which provides a safer, more efficient means of power distribution in a tactical situation than is possible with current equipment. The module, compatible with ANSI/ISO standards and capable of being packaged in four QUADCONs, includes a collection of standard power distribution panels and cables capable of distributing power to any combination of 60 Hz loads up to 1,100 feet from the primary source. Unlike the present field-improvised distribution systems, MEPDIS components are 100 percent retrievable. The prime features of the system will be the ability to rapidly install power in the field and the elimination of the complex and cumbersome cabling and load balancing that is now required. Development of a 400 Hz system is underway.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Mobile Electric Power Distribution System (MEPDIS) Unit Cost: 130.8		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		50	71	68	50	50	50	339	--	339
Cost Escalated		50	77	78	61	65	68	399	--	399
2. PMC - Cost		2,485	--	--	--	--	--	2,485	--	2,485
Cost Escalated		2,485	--	--	--	--	--	2,485	--	2,485
3. OMMC - Cost		----	Forecast by MCLB, Albany							
Cost Escalated		--	--	--	--	--	--	--	--	--
4. OMMCR - Cost		--	42	42	42	42	42	210	126	336
Cost Escalated		--	45	48	51	55	57	256	--	--
Quantity		19	--	--	--	--	--	19	--	19
Spares and Repair Parts		----	Forecast by MCLB, Albany							
1st Destination Transporta-										
tion - Case A		8	3	--	--	--	--	11	--	11
Case B		4	3	--	--	--	--	7	--	7
Documentation		----	FY81 Procurement Action							
2nd Destination Transporta-		--	4	--	--	--	--	4	--	4
tion - Case B										

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

45. Air Conditioners

NARRATIVE JUSTIFICATION

The Marine Corps employs a family of 60 and 400 hertz standard air conditioners to ensure proper environmental control (temperature, humidity, and air filtration) for the efficient operation of thermal-sensitive equipment. With the introduction of FLS, air conditioners are reflected for medical, dental, and other functional areas where health and comfort considerations are principal factors, especially to maintain the efficiency of operating personnel whose duties are regularly performed in fully enclosed shelters. Quantitative requirements have been shown for those standard 60 and 400 hertz air conditioners needed to fully or partially fill the inventory objective associated with the current capability, and for additional 60 hertz air conditioners associated with the introduction of small shelters.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Air Conditioners Unit Cost: Varies*		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost										
Cost Escalated		--	--	--	--	----- Completed -----	--	--	--	--
2. PMC - Cost		2,576	9,206	7,407	4,688	2,735	3,510	30,122	17,038	47,160
Cost Escalated		2,576	9,961	8,600	5,780	3,581	4,814	35,312	26,276	61,588
3. OMMC - Cost		--	--	309	579	754	856	2,498	5,039	7,537
Cost Escalated		--	--	356	709	981	1,167	3,213	--	--
4. OMMCR - Cost		--	--	82	157	218	253	710	1,575	2,285
Cost Escalated		--	--	95	192	284	345	916	--	--
Quantity		338	1,358	1,132	734	424	545	4,531	2,636	7,167
Spares and Repair Parts										
1st Destination Transporta-										
tion - Case A		--	--	45	47	34	16	142	132	274
Case B		--	--	35	26	20	10	91	77	168
Documentation										
2nd Destination Transporta-										
tion - Case B		--	--	--	22	23	14	59	72	131

----- In Service - - - Forecast by MCLB Albany -----

----- Completed -----

*B0001-5.1 B0004-5.8 B0008-10.2
B0002-5.4 B0005-6.8 B0009-4.6
B0003-5.6 B0006-7.9 B0011-9.5

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

45a Air Conditioner Skid Assembly

NARRATIVE JUSTIFICATION

This assembly is an open metal frame with a skid base which is employed to house an air conditioner during embarkation, transportation, and operation. It is provided when an air conditioner is to be operated in a remote mode, that is, outside of the supported shelter. Components of the assembly kit include ducting and fittings to connect the air conditioner to the shelter. The remote mode of operation has been adopted for air conditioning shelters of the Marine Corps Expeditionary Shelter System (MCESS). Thus, vertically configured air conditioners are to be employed and the Marine Corps uses two skid assemblies applicable to four of the vertical air conditioners in the standard family. Requirements for the skid assemblies have been identified to support current needs and the introduction of MCESS.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Air Conditioner Skid Assembly Unit Cost: Values*	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost			----- Completed -----						
Cost Escalated	--	--	--	--	--	--	--	--	--
2. PMC - Cost	900	2,114	2,187	1,326	845	1,089	8,461	5,229	13,690
Cost Escalated	900	2,287	2,539	1,635	1,106	1,493	9,960	8,064	18,024
3. OMMC - Cost	--	3	14	26	33	38	114	227	341
Cost Escalated	--	3	16	32	43	52	146	--	--
4. OMMCR - Cost	--	1	3	6	9	11	30	69	99
Cost Escalated	--	1	3	7	12	15	38	--	--
Quantity	553	938	994	596	380	490	3,951	2,352	6,303
Spares and Repair Parts			----- Not required -----						
1st Destination Transporta- tion - Case A	--	9	31	41	25	17	123	117	240
Case B	--	5	22	24	13	8	72	65	137
Documentation			----- Completed -----						
2nd Destination Transporta- tion - Case B	--	--	4	13	18	13	48	65	113

*B2004-2.0 B2006-2.54

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

46. Electric Generators

NARRATIVE JUSTIFICATION

The Marine Corps employs a family of standard generators to meet its tactical electric power requirements for both 60 and 400 hertz. Quantitative requirements have been indicated for those standard items needed to fully or partially fill the inventory objective associated with the current capability, and for additional 60 hertz generators to support the increase in power associated with the introduction of shelters and service support equipment.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Electric Generators Unit Cost: Varies*	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	--	--	-----	Completed -----	--	--	--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
2. PMC - Cost	10,853	10,090	13,128	10,055	6,118	4,852	55,096	18,968	74,064
Cost Escalated	10,853	10,917	15,242	12,398	9,011	6,654	64,075	29,250	93,325
3. OMMC - Cost	--	72	477	1,158	1,487	1,704	4,898	7,839	12,737
Cost Escalated	--	78	550	1,419	1,934	2,322	6,303	--	--
4. OMMCR - Cost	--	23	151	298	486	532	1,490	2,521	4,011
Cost Escalated	--	25	174	365	632	725	1,921	--	--
Quantity	1,017	905	1,319	860	438	197	4,736	778	5,514
Spares and Repair Parts	-----	In Service	--- Forecast by MCLB Albany	-----					
1st Destination Transporta- tion - Case A	--	6	135	183	132	130	586	426	1,012
Case B	--	3	86	94	85	63	331	190	521
Documentation		-----	Completed -----						
2nd Destination Transporta- tion - Case B	--	--	3	62	86	63	214	290	504
*B0730-5.4	B1021-18.4	B0780-4.9	B1016-20.3						
B0891-11.2	B1045-43.5	B0921-12.9							
B0953-14.5	B1050-50.7	B0971-15.1							

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

46a. Generator Frequency Converter/Dummy Load

NARRATIVE JUSTIFICATION

The Marine Corps employs supplementary electrical equipment to meet power generation/distribution requirements. Frequency converters are used to convert 60 Hertz power to 400 Hertz power to operate certain equipment, generally in the communications - electronics category. A dummy load generator set is also employed to simulate the characteristics of electrical loads and dissipate circuit loads on the power distribution system. Three frequency converters of 4, 10, and 100 kW capacities and one dummy load set of 100kW capacity have been adopted by the Marine Corps. Quantitative requirements have been specified for these items to support the current capability in that they are not necessary to meet basic air conditioning and lighting needs for the introduction of MCESS shelters.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Electric Generator Frequency Converter Unit Cost: Varies*	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDI&E - Cost	--	--	--	--	----- Completed -----	--	--	--	--
Cost Escalated									
2. PMC - Cost	1,141	12,106	11,866	--	9,708	--	34,821	--	34,821
Cost Escalated	1,141	13,099	13,776	--	12,712	--	40,728	--	40,728
3. OMMC - Cost	--	33	83	161	161	186	624	558	1,182
Cost Escalated	--	36	96	197	209	254	792	--	--
4. OMMCR - Cost	--	12	38	66	66	74	256	222	478
Cost Escalated	--	13	44	81	86	101	325	--	--
Quantity	96	115	192	--	63	--	466	--	466
Spares and Repair Parts	----- In service - - - Forecast by MCLB Albany -----								
1st Destination Transportation - Case A	--	22	74	52	--	60	208	--	208
Case B	--	13	42	36	--	37	128	--	128
Documentation	----- Completed -----								
2nd Destination Transportation - Case B	--	--	11	42	29	28	110	--	110
*B0673-5.8 B0674-154.1									
B0671-29.3 B0579-13.7									

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

47. Bulk Laundry Unit

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. The bulk laundry unit will utilize commercial equipment and replace the trailer-mounted laundry units in the present inventory. It will have reduced power requirements, improved reliability, and will do a significantly better job of washing. It will be mounted in an 8'x8'x20' rigid MCESS shelter and can be used aboard commercial ships as well as in the field.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bulk Laundry Unit Unit Cost: 32.7	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDI&E - Cost	63	57	53	50	25	25	273	--	273
Cost Escalated	63	62	61	61	33	34	314	--	314
2. PMC - Cost	--	--	3,139	3,107	--	--	6,246	--	6,246
Cost Escalated	--	--	3,644	3,831	--	--	7,475	--	7,475
3. OMMC - Cost	--	--	--	186	253	253	692	759	1,451
Cost Escalated	--	--	--	228	329	345	902	--	--
4. OMMC - Cost	--	--	--	--	84	84	168	252	420
Cost Escalated	--	--	--	--	109	114	223	--	--
Quantity	--	--	96	95	--	--	191	--	191
Spares and Repair Parts	--	--	--	62	99	41	202	24	226
1st Destination Transporta- tion - Case A	--	--	--	48	60	--	108	--	108
Case B	--	--	--	43	46	--	89	--	89
Documentation	--	--	63	--	--	--	63	--	63
2nd Destination Transporta- tion - Case B	--	--	--	--	13	15	28	--	28

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

48. Bath/Shower Unit

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. The bath/shower unit will replace the trailer-mounted bath unit in the present inventory and will be capable of being operated either inside or outside an 8'x8'x20' MCESS shelter. Procurement of the present trailer mounted system (B0060) will continue through FY81. Procurement of the FLS bath/shower unit will not be required until FY91.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bath/Shower Unit Unit Cost: 19.6	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	24	27	20	20	20	20	131	--	131
Cost Escalated	24	29	23	25	26	27	154	--	154
2. PMC - Cost	--	--	--	--	--	--	--	2,764	2,764
Cost Escalated	--	--	--	--	--	--	--	4,476	4,476
3. OMMC - Cost	--	--	--	--	--	--	--	113	113
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	38	38
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	--	--	--	141	141
Spares and Repair Parts	--	--	--	--	--	--	--	98	98
1st Destination Transporta- tion - Case A	--	--	--	--	--	--	--	99	99
Case B	--	--	--	--	--	--	--	84	84
Documentation	--	--	--	--	--	--	--	138	138
2nd Destination Transporta- tion - Case B	--	--	--	--	--	--	--	24	24

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

49. Marine Corps Field Feeding System (MFFS)

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. The galley configuration consists of five 8'x8'x20' MCESS shelters complexed together and containing food preparation and serving equipment sufficient to feed 1,000 men per hour. Two additional 8'x8'x20' shelters are required to house the sanitation unit for tray, pot, and pan washing. The system will be used in conjunction with other service support modules to include the fuel/water storage modules and refrigeration system and will be powered by standard DOD generators. The system can be divided into two smaller complexes, an intermediate size configuration capable of feeding 500 men per hour, and a small unit configuration that will feed 200 men per hour. These smaller complexes can be functionally operated in different locations simultaneously.

The system provides a more sanitary environment for food preparation and improved quality over existing equipment and can be used aboard commercial ships as well as in the field.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

50. Bakery System

NARRATIVE JUSTIFICATION

This is one of the service support functions that can be configured to take advantage of the efficiency, flexibility, and usefulness of standard ANSI/ISO containers. The bakery is a continuous process baking system that consists of four major components: (1) a production unit for mixing dough, placing it in pans, and delivering it automatically to the baking unit, (2) a baking unit that consists of proofers and oven sections, (3) a unit where the bread is cooled and depanned, and (4) the final unit that slices and wraps the bread.

The baking system will replace the overage M1945 field baking unit. The new system will produce a product of consistent high quality regardless of baking personnel skill levels and variations in ambient temperature and humidity.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Bakery System Unit Cost: #816	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	5	5	5	5	5	5	30	--	30
Cost Escalated	5	5	6	6	7	7	36	--	36
2. PMC - Cost	--	--	--	--	--	2,448	2,448	1,632	4,080
Cost Escalated	--	--	--	--	--	3,357	3,357	2,339	5,696
3. OMMC - Cost	--	--	--	--	--	--	--	195	195
Cost Escalated	--	--	--	--	--	--	--	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	48	48
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	--	3	3	2	5
Spares and Repair Parts	--	--	--	--	--	--	--	89	89
1st Destination Transporta- tion - Case A	--	--	--	--	--	--	--	22	22
Case B	--	--	--	--	--	--	--	10	10
Documentation	--	--	--	--	--	204	204	--	204
2nd Destination Transporta- tion - Case B	--	--	--	--	--	--	--	12	12

*Unit Price includes five 8'x8'x20' Rigid Shelters.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

51. Scraper, Earthmoving

NARRATIVE JUSTIFICATION

This item is a motorized, self-propelled unit which loads, transports, dumps, and spreads earth in performance of a wide variety of road building and site preparation tasks. The item is primarily a commercial product with a proven performance in the construction industry. The self-propelled scraper will replace the 8-cubic-yard towed scraper which is pulled by a rubber-tired tractor (MRS-100). Advantages include higher production rates, reduced maintenance, and potential compatibility with FLS dimensional standards.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Scrapper Earthmoving Unit Cost: 128.6	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	10	20	30	30	40	40	170	--	170
Cost Escalated	10	22	35	37	52	55	211	--	211
2. PMC - Cost	--	9,516	--	--	--	--	9,516	--	9,516
Cost Escalated	--	10,296	--	--	--	--	10,296	--	10,296
3. OMMC - Cost	--	--	347	347	347	347	1,388	1,041	2,429
Cost Escalated	--	--	400	425	451	473	1,749	--	--
4. OMMCR - Cost	--	--	123	123	123	123	492	369	861
Cost Escalated	--	--	142	151	160	168	621	--	--
Quantity	--	74	--	--	--	--	74	--	74
Spares and Repair Parts	--	--	157	122	4	4	287	28	315
1st Destination Transporta- tion - Case A	--	--	772	--	--	--	772	--	772
Case B	--	--	407	--	--	--	407	--	407
Documentation	--	95	--	--	--	--	95	--	95
2nd Destination Transporta- tion - Case B	--	--	--	402	--	--	402	--	402

FY83 Procurement for MPS is 6 Scrapers @772K. Total Procurement is 80 Scrapers @10.3M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

52. Tractor, Full-tracked

NARRATIVE JUSTIFICATION

This diesel engine tractor is a general construction and earthmoving item used with appropriate attachments to dig, load, and spread earth. It is also used to tow heavy loads and, when equipped with a heavy duty winch, is used to assist in heavy equipment recovery operations in marginal terrain. During amphibious operations this tractor is used to assist vehicles stalled in the surf and on the beach. It is planned to tow and operate the LACH.

The unit will replace the current full-tracked medium tractor (82-30-FA-M2). Advantages of the new tractor include higher productivity, lower maintenance, improved compatibility with related equipment and potential dimensional standardization within the FLS concept.

The FY82 procurement of 14 tractors will be allotted to MPS.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Tractor, Full Tracked Unit Cost: 140.7	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	10	25	35	35	40	40	185	--	185
Cost Escalated	10	27	40	43	52	55	227	--	227
2. PMC - Cost	--	11,115	28,562	--	--	--	39,677	--	39,677
Cost Escalated	--	12,026	33,160	--	--	--	45,186	--	45,186
3. OMMC - Cost	--	667	1,385	1,385	1,385	1,385	6,207	4,155	10,362
Cost Escalated	--	718	1,598	1,697	1,802	1,888	7,703	--	--
4. OMMCR - Cost	--	--	515	515	515	515	2,060	1,545	3,605
Cost Escalated	--	--	594	631	670	702	2,597	--	--
Quantity	*	79	203	--	--	--	282	--	282
Spares and Repair Parts	--	--	222	584	318	10	1,134	70	1,204
1st Destination Transporta- tion - Case A	--	--	329	2,065	--	--	2,394	--	2,394
Case B	--	--	329	997	--	--	1,326	--	1,326
Documentation	--	397	--	--	--	--	397	--	397
2nd Destination Transporta- tion - Case B	--	--	--	98	1,078	--	1,176	--	1,176

*FY82 Procurement for MPS is 14 tractors @1.8M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

53. Lubrication Service Unit

NARRATIVE JUSTIFICATION

This item is skid-mounted and is dimensionally standardized for ease of handling and transportation. It consists of tanks, pumps, hoses, grease guns, and other accessories needed to lubricate and service vehicles and equipment. The unit is currently powered by a small gasoline engine. It replaces a similar item in the current inventory which is mounted on a two-wheel trailer. Advantages of this unit include ease of handling, compatibility with other items, and elimination of the dedicated trailer.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Lubrication Service Unit Unit Cost: 28.3	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	--	--	Not Applicable -----				--	--	--
Cost Escalated	--	--	--	--	--	--	--	--	--
2. PMC - Cost	--	2,094	2,349	2,377	1,358	--	8,178	--	8,178
Cost Escalated	--	2,266	2,727	2,931	1,778	--	9,702	--	9,702
3. OMMC - Cost	--	--	119	260	308	308	995	924	1,919
Cost Escalated	--	--	137	319	401	420	1,277	--	--
4. OMMCR - Cost	--	--	--	--	63	126	189	378	567
Cost Escalated	--	--	--	--	82	172	254	--	--
Quantity	--	74	83	84	48	--	289	--	289
Spares and Repair Parts	--	--	40	78	74	52	244	64	308
1st Destination Transporta- tion - Case A	--	--	23	62	54	14	153	--	153
Case B	--	--	23	29	28	14	94	--	94
Documentation	--	82	--	--	--	--	82	--	82
2nd Destination Transporta- tion - Case B	--	--	--	4	27	33	64	--	64

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

54. Steam Cleaner Unit

NARRATIVE JUSTIFICATION

The steam cleaner is a skid-mounted unit consisting of an oil-fired steam generator and a water supply tank with ancillary pumps, controls, hoses, and nozzles. It is used to clean grease, mud, and other forms of dirt from vehicles and equipment. This item is allocated widely to units throughout the division, wing, and service support group. It is dimensionally standardized for ease of handling and transportation and replaces a similar item which is trailer-mounted. Advantages lie in the compatibility with other dimensionally standardized items and elimination of the dedicated trailer.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Steam Cleaner Unit Unit Cost: 6.9	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	10	5	5	5	5	5	35	--	35
Cost Escalated	10	5	6	6	7	7	41	--	41
2. PMC - Cost	--	--	--	--	449	428	877	1,828	2,705
Cost Escalated	--	--	--	--	588	587	1,175	2,724	3,899
3. OMMC - Cost	--	--	--	--	--	27	27	251	278
Cost Escalated	--	--	--	--	--	37	37	--	--
4. OMMCR - Cost	--	--	--	--	--	--	--	54	54
Cost Escalated	--	--	--	--	--	--	--	--	--
Quantity	--	--	--	--	65	62	127	265	392
Spares and Repair Parts	--	--	--	--	--	9	9	88	97
1st Destination Transporta- tion - Case A	--	--	--	--	--	2	2	38	40
Case B	--	--	--	--	--	2	2	23	25
Documentation	--	--	--	--	27	--	27	--	27
2nd Destination Transporta- tion - Case B	--	--	--	--	--	--	--	17	17

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

55. Amphibious Assault Fuel System (AAFS)

NARRATIVE JUSTIFICATION

This item is in the present inventory. It is not scheduled for replacement and there are no plans to procure a new system. A series of R&D efforts are in progress or planned that will result in the introduction of product-improved components for the system; however, the cost and date of introduction of these items are not included herein.

Expenditure of funds is planned during FY82-85, to procure component parts in order to eliminate shortages or upgrade existing capabilities.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Amphibious Assault Fuel System (AAFS) Unit Cost: 1,064		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost		185	250	250	375	475	475	2,010	--	2,010
Cost Escalated		185	270	289	460	619	649	2,472	--	2,472
2. PMC - Cost		5,320	4,256	5,320	6,384	--	--	21,280	--	21,280
Cost Escalated		5,320	4,605	6,177	7,871	--	--	23,973	--	23,973
3. OMMC - Cost		--	53	96	149	213	213	724	639	1,363
Cost Escalated		--	57	111	183	277	290	918	--	--
4. OMMCR - Cost		--	--	-----	None Required -----	--	--	--	--	--
Cost Escalated		--	--	--	--	--	--	--	--	--
Quantity		*5	4	5	6	--	--	20	--	20
Spares and Repair Parts										
1st Destination Transporta- tion - Case A		--	7	13	21	88	--	129	--	129
Case B		--	8	13	19	23	--	63	--	63
Documentation				-----	Completed -----					
2nd Destination Transporta- tion - Case B		--	--	5	2	2	67	76	--	76

*FLS Quantities only FY82 Procurement is 6 units for MPS. Total is 11 units at 11.7M.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

56. Tactical Airfield Fuel Dispensing System (TAFDS)

NARRATIVE JUSTIFICATION

This item is in the present inventory. It is not scheduled for replacement and there are no plans to procure a new system. A series of R&D efforts are in progress or planned that will result in the introduction of product-improved components for the system; however, the cost and date of introduction of these items are not included herein.

Expenditure of funds is planned during FY82-85 to procure component parts in order to eliminate shortages or upgrade existing capabilities.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Tactical and Fuel Dispensing System (TAFDS) Unit Cost: 156.9		BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
-----Not applicable-----										
1. RDT&E - Cost	Cost Escalated									
2. PMC - Cost	Cost Escalated	--	1,255	1,255	--	--	--	2,510	--	2,510
		--	1,358	1,457	--	--	--	2,815	--	2,815
3. OMMC - Cost	Cost Escalated	--	--	2	2	2	2	8	6	14
		--	--	2	2	3	3	10	--	--
4. OMMCR - Cost	Cost Escalated	--	--	11	24	24	24	83	72	155
		--	--	13	29	31	33	106	--	--
Quantity		*	8	8	--	--	--	16	--	16
-----Forecast by MCLB, Albany-----										
Spares and Repair Parts										
1st Destination Transporta-										
tion - Case A		--	--	11	11	--	--	22	--	22
Case B		--	--	11	11	--	--	22	--	22
Documentation										
----- Completed -----										
2nd Destination Transporta-										
tion - Case B		--	--	--	--	1	--	1	--	1

*FY82 Procurement is 10 for MPS.

FLS POM 83 (FY83-87) PLANNING

ITEM NOMENCLATURE

57. Helicopter Expedient Refueling System (HERS)

NARRATIVE JUSTIFICATION

This item is in the present inventory. It is not scheduled for replacement and there are no plans to procure a new system.

Expenditure of funds is planned during FY83-85 to procure component parts in order to upgrade existing systems and replenish stocks at MCLB Albany. These funds are not included herein.

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Helicopter Expedient Refueling System (HERS) Unit Cost: 50	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost Cost Escalated									-----Not applicable-----
2. PMC - Cost Cost Escalated									
3. OMMC - Cost Cost Escalated									-----Forecast by MCLB, Albany-----
4. OMMCR - Cost Cost Escalated									
Quantity									-----In service-----
Spares and Repair Parts									
1st Destination Transporta- tion - Case A Case B									-----Forecast by MCLB, Albany-----
Documentation									----- Completed -----
2nd Destination Transporta- tion - Case B									

SYSTEM/SUBSYSTEM RECAPITULATION

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Container Subsystem	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	651	626	838	836	836	620	4,407	--	4,407
Cost Escalated	651	675	968	1,026	1,089	847	5,256	--	5,256
2. PMC - Cost	3,010	11,786	6,108	7,082	7,246	4,644	39,876	16,731	56,607
Cost Escalated	3,010	12,752	7,092	8,733	9,486	6,368	47,441	25,546	72,987
3. OMMC - Cost	--	--	177	352	528	704	1,761	2,917	4,678
Cost Escalated	--	--	204	432	687	960	2,283	--	2,283
4. OMMCR - Cost	--	--	--	--	--	--	--	504	504
Cost Escalated	--	--	--	--	--	--	--	--	--
5. OMMC* - Cost	--	2,301	2,225	2,236	2,236	2,035	11,033	2,035	13,068
Cost Escalated	--	2,478	2,566	2,739	2,907	2,774	13,464	2,898	16,362
6. OMMCR* - Cost	--	--	--	--	--	--	--	4,242	4,242
Cost Escalated	--	--	--	--	--	--	--	6,438	6,438
Spares and Repair Parts	--	--	58	147	148	149	502	683	1,185
1st Destination Transportation - Case A	--	198	772	270	562	693	2,495	3,805	6,300
Case B	--	198	775	250	509	636	2,368	1,622	3,990
Documentation	158	454	90	--	--	--	702	--	702
2nd Destination Transportation - Case B	--	--	49	216	163	130	558	2,308	2,866
Total Subsystem	3,819	15,365	10,268	10,923	11,556	8,845	60,776	30,917	91,693
- Case A	3,819	15,365	10,320	11,119	11,666	8,918	61,207	31,042	92,249
- Case B	--	--	--	--	--	--	--	--	--

*Inserts, PALCONS, PALCON Racks

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Shelter Subsystem	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	297	267	302	304	304	300	1,774	--	1,774
Cost Escalated	297	290	350	374	396	409	2,116	--	2,116
2. PMC - Cost	18,413	53,286	84,366	49,211	43,355	42,793	291,424	176,825	468,249
Cost Escalated	18,413	57,655	97,947	60,677	56,763	58,684	350,139	271,411	621,550
3. OMMC - Cost	--	449	1,664	3,215	4,396	5,544	15,268	30,819	46,087
Cost Escalated	--	484	1,919	3,938	5,719	7,556	19,616	--	--
4. OMMCR - Cost	--	89	388	1,219	1,443	1,459	4,598	9,152	13,750
Cost Escalated	--	96	447	1,493	1,879	1,989	5,904	--	--
Spares and Repair Parts	--	179	781	1,570	1,698	1,031	5,259	6,023	11,282
1st Destination Transportation - Case A	--	625	1,103	2,032	500	1,936	6,196	2,903	9,099
Case B	--	334	846	978	356	807	3,321	1,646	4,967
Documentation	2,383	--	--	--	--	--	2,383	--	2,383
2nd Destination Transportation - Case B	--	--	339	382	1,203	301	2,225	2,618	4,843
Total Subsystem									
Case A	21,093	54,895	88,604	57,551	51,696	53,063	326,902	225,722	552,624
Case B	21,093	54,604	88,686	56,879	52,755	52,235	326,252	227,083	553,335

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Motor Transport Subsystem Unit Cost:	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	809	787	728	438	297	264	3,323	--	3,323
Cost Escalated	809	851	843	538	387	361	3,789	--	3,789
2. PMC - Cost	53,735	136,540	123,294	142,672	76,245	49,346	581,832	12,886	594,718
Cost Escalated	53,735	147,736	143,144	175,914	99,703	67,674	687,906	18,471	706,377
3. OMMC - Cost	--	4,631	15,019	21,246	26,125	28,948	96,019	89,223	185,242
Cost Escalated	--	5,041	17,325	26,026	33,986	39,453	121,831	--	--
4. OMMCR - Cost	--	--	962	3,310	6,386	8,889	19,547	38,751	58,298
Cost Escalated	--	--	1,109	4,054	8,307	12,115	25,585	--	--
Spares and Repair Parts	--	1,079	3,117	3,637	3,247	2,561	13,641	5,223	18,864
1st Destination Transportation - Case A	--	5,866	3,844	5,652	5,956	3,225	24,543	5,693	30,236
Case B	--	1,589	1,999	3,616	3,774	2,149	13,127	2,904	16,031
Documentation	23,447	3,631	99	2,507	--	49	29,733	--	29,733
2nd Destination Transportation - Case B	--	--	4,447	2,213	2,320	2,539	11,519	3,997	15,516
Total Subsystem Case A	77,991	152,584	147,063	179,462	118,256	93,282	768,838	151,776	920,414
Case B	77,991	148,307	149,665	179,639	118,394	94,745	768,741	152,984	921,725

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Material Handling Equipment Subsystem	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	250	100	50	35	30	30	495	--	495
Cost Escalated	250	108	58	43	39	41	539	--	539
2. PMC - Cost	--	--	5,643	--	--	--	5,643	--	5,643
Cost Escalated	--	--	6,552	--	--	--	6,552	--	6,552
3. OMMC - Cost	--	--	--	244	244	244	732	732	1,464
Cost Escalated	--	--	--	299	317	333	949	--	--
4. OMMCR - Cost	--	--	--	81	81	81	243	243	486
Cost Escalated	--	--	--	99	105	110	314	--	--
Spares and Repair Parts	--	--	--	108	84	3	195	21	216
1st Destination Transporta- tion - Case A	--	--	--	520	--	--	520	--	520
Case B	--	--	--	244	--	--	244	--	244
Documentation	--	--	282	--	--	--	282	--	282
2nd Destination Transporta- tion - Case B	--	--	--	--	308	--	308	--	308
Total Subsystem	250	100	5,975	988	439	358	8,110	996	9,106
Case A	250	100	5,975	712	747	358	8,142	996	9,138
Case B									

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Service Support Subsystem	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/ Qty
1. RDT&E - Cost	1,289	1,404	1,775	1,727	1,567	1,420	9,182	--	9,182
Cost Escalated	1,289	1,515	2,051	2,116	2,044	1,939	10,954	--	10,954
2. PMC - Cost	69,206	109,042	119,740	78,854	54,857	30,055	461,754	78,475	540,229
Cost Escalated	69,206	117,984	139,017	97,226	71,830	41,218	536,481	120,463	656,944
3. OMMC - Cost	--	2,202	5,512	8,947	10,406	11,149	38,216	41,910	80,126
Cost Escalated	--	2,372	6,357	10,960	13,536	15,198	48,423	--	--
4. OMMCR - Cost	--	78	1,044	1,329	3,263	3,570	9,284	13,606	22,890
Cost Escalated	--	84	1,204	1,627	4,245	4,864	12,024	--	--
Spares and Repair Parts	--	77	1,731	2,217	1,983	1,135	7,843	2,831	10,674
1st Destination Transportation - Case A	8	206	1,730	3,409	1,417	470	7,240	2,198	9,438
Case B	4	150	1,146	1,777	824	352	4,253	1,199	5,452
Documentation	450	658	2,480	--	98	256	3,942	138	4,080
2nd Destination Transportation - Case B	--	--	92	786	1,750	803	3,431	1,091	4,522
Total Subsystem									
- Case A	70,953	114,367	134,012	96,483	73,591	48,055	537,461	139,158	676,619
- Case B	70,949	114,311	133,520	95,637	74,748	48,740	537,905	139,250	677,155

FLS POM 83 (FY83-87) PLANNING SUMMARY
Cost (\$000) and Quantity (Units)

Total System	BY82	FY83	FY84	FY85	FY86	FY87	Total POM 83	Total POM Outyear	Total Cost/Qty
1. RDT&E - Cost	3,296	3,184	3,693	3,340	3,034	2,634	19,181	--	19,181
Cost Escalated	3,296	3,439	4,270	4,097	3,955	3,597	22,654	--	22,654
2. PMC - Cost	144,364	310,654	339,151	277,819	181,603	126,838	1,380,429	284,917	1,665,346
Cost Escalated	144,364	336,127	393,752	342,550	237,782	173,944	1,628,519	435,891	2,064,410
3. OMMC - Cost	--	7,332	22,372	34,004	41,699	46,589	151,996	165,601	317,597
Cost Escalated	--	7,897	25,805	41,655	54,245	63,500	193,102	--	--
4. OMMCR - Cost	--	167	2,394	5,939	11,173	13,999	33,672	62,256	95,928
Cost Escalated	--	180	2,760	7,273	14,536	19,078	43,827	--	--
5. OMMC* - Cost	--	2,301	2,225	2,236	2,236	2,035	11,033	2,035	13,068
Cost Escalated	--	2,478	2,566	2,739	2,907	2,774	13,464	2,898	16,362
6. OMMCR*- Cost	--	--	--	--	--	--	--	4,242	4,242
Cost Escalated	--	--	--	--	--	--	--	6,438	6,438
Spares and Repair Parts	--	2,035	5,687	7,679	7,160	4,879	27,440	14,781	42,221
1st Destination Transportation - Case A	8	6,895	7,449	11,883	8,435	6,324	40,994	14,599	55,593
Case B	4	2,271	4,766	6,865	5,463	3,944	23,313	7,371	30,684
Documentation	26,438	4,743	2,951	2,507	98	305	37,042	138	37,180
2nd Destination Transportation - Case B	--	--	4,927	3,597	5,744	3,773	18,041	10,014	28,055
Total System									
- Case A	174,106	337,311	385,922	345,407	255,438	203,603	1,701,787	548,569	2,250,356
- Case B	174,102	332,687	388,166	343,986	258,210	204,996	1,702,147	551,355	2,253,502

*Insert, PALCON, and PALCON rack procurement costs