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THESIS

ANALYSIS OF OPTIMUM DEPOT LEVEL COMPONENT
REPLACEMENT POLICY FOR RETROGRADED
M1 ABRAMS TANKS

by

John A. Wilhelm

September, 1990

Thesis Advisor:

Lyn R. Whitaker

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Analysis of Optimum Depot Level
Component Replacement Policy for
Retrograded M1 Abrams Tanks

by

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B.S., University of Nevada (Reno), 1981

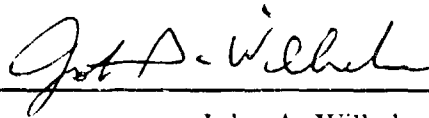
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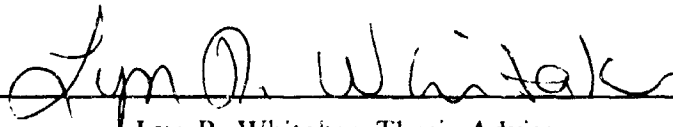
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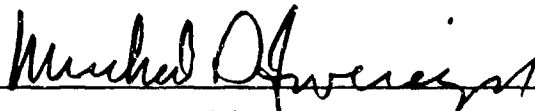


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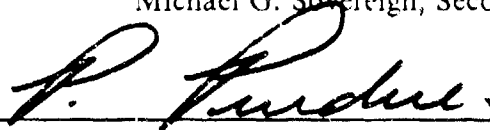
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ABSTRACT

This study examines 48 M1 tank components for possible application of an optimum age replacement policy. The purpose is to support a broader study associated with the Reliability Centered - Inspect and Repair Only as Necessary (RC-IRON) program. The program provides depot level maintenance to tanks transferred or retrograded from Germany to the United States. An optimal age replacement policy reduces the number of failures while minimizing the cost associated with failure by replacing some older components before they fail. The component data for this analysis was drawn from the Field Exercise Data Collection (FEDC) at the National Training Center (NTC), Fort Irwin, California.

This thesis begins with a discussion of a methodology for determining an optimal replacement time. Distribution analysis is performed on component lifetimes as well as delay and repair times due to failure. The various costs associated with failure are estimated. The application of an age replacement policy was found to be beneficial for a few components and only when they had a high down-time cost. A graphical procedure is used to show sensitivity of the optimum policy to changes in cost. Component simulations are performed to pretest the results of a proposed maintenance policy. A six component system is simulated to demonstrate how the components could be tied together for later system level analysis. Although this study deals with the M1 Abrams tank, the methodology and procedures detailed may be applied to other systems with components that wear out.



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TABLE OF CONTENTS

I. INTRODUCTION	1
A. PROJECT	1
B. BACKGROUND	2
C. OBJECTIVE	2
D. MAINTENANCE POLICIES	3
II. METHODOLOGY FOR DETERMINING REPLACEMENT TIME	4
A. REQUIREMENTS	4
B. DISTRIBUTIONS APPROPRIATE FOR EARLY REPLACEMENT	4
C. PROCEDURE	7
III. FUNDAMENTAL DATA	10
A. AVAILABILITY	10
B. USER REPORTED	10
C. SAMPLE DATA COLLECTION	11
D. FIELD EXERCISE DATA COLLECTION	11
IV. SCREENING OF CANDIDATE COMPONENTS	13
A. STATISTICAL AND OPERATIONAL SIGNIFICANCE	13
B. RELIABILITY ANALYSIS OF THE COMPONENTS	15
V. COST ESTIMATION	18
A. MAINTENANCE COST	18

B. PENALTY COST FOR DOWN TIME	19
C. REPLACEMENT COST	21
D. DELAY AND REPAIR TIME DISTRIBUTIONS	23
VI. MAINTENANCE POLICY ANALYSIS	27
A. COMPONENT OPTIMAL REPLACEMENT MILEAGE	27
B. GRAPHICAL DETERMINATION OF REPLACEMENT INTERVAL ..	29
C. COMPONENT SIMULATION	32
D. TOWARDS SYSTEM LEVEL ANALYSIS AND SIMULATION	34
VII. CONCLUSIONS AND RECOMMENDATIONS	36
APPENDIX A. M1 SYSTEM DESCRIPTION	38
A. MISSION OF THE ABRAMS TANK	38
B. MODELS	38
1. M1	38
2. Improved M1 (IPM1)	38
3. M1A1	38
C. CAPABILITIES	38
1. Firepower	38
2. Mobility	39
3. Survivability	
4. Communications	
5. Maintenance	40
APPENDIX B. MAINTENANCE LEVELS	41

A. UNIT MAINTENANCE	41
B. INTERMEDIATE MAINTENANCE	41
C. DEPOT MAINTENANCE	41
APPENDIX C. RELIABILITY FITS	42
A. STARTER	42
B. TRANSMISSION	45
C. GRIP	48
D. NOZZLE	51
E. DISTBOX	54
F. LINK	57
APPENDIX D. DELAY FITS	60
A. STARTER	60
B. TRANSMISSION	64
C. GRIP	68
D. NOZZLE	72
E. DISTBOX	76
F. LINK	80
APPENDIX E. REPAIR TIME FITS	84
A. STARTER	84
B. LINK	88
APPENDIX F. PROGRAM USED TO DETERMINE AGE REPLACEMENT AND COST	92

APPENDIX G. SCALED TIME ON TEST PLOT PROCEDURE AND APL	
CODE	95
APPENDIX H. COMPONENT SIMULATION	98
APPENDIX I. SYSTEM SIMULATION	105
LIST OF REFERENCES	113
INITIAL DISTRIBUTION LIST	115

LIST OF TABLES

Table 1. REMAINING COMPONENTS	14
Table 2. DISTRIBUTION ANALYSIS RESULTS	17
Table 3. PART COST	19
Table 4. AVERAGE COST PER M1A1 1979-1991	20
Table 5. COST EQUATION INPUTS	22
Table 6. REPLACEMENT COST WITH STAND-BY PENALTY	22
Table 7. REPLACEMENT COST WITH FLOAT PENALTY	23
Table 8. OPTIMUM REPLACEMENT COST & MILEAGE WITH FLOAT PENALTY	29
Table 9. OPTIMUM REPLACEMENT COST & MILEAGE WITH STAND-BY PENALTY	29
Table 10. 20 YEAR STARTER SIMULATION RESULTS	33
Table 11. 20 YEAR LINK SIMULATION RESULTS	34
Table 12. 2 YEAR SIMULATION RESULTS, SIX COMPONENT SYSTEM ...	35

LIST OF FIGURES

Figure 1. The Weibull Density Function $f(t)$ with $E(X_i) = 2.0$	6
Figure 2. The Failure Rate of The Weibull Distribution with $E(X_i) = 2.0$	7
Figure 3. The Long Run Expected Average Cost Curves with $E(X_i) = 2.0$	9
Figure 4. Starter Distribution Fit	16
Figure 5. Starter Percentile Plot	17
Figure 6. Histogram for Starter Delay	24
Figure 7. Cumulative Distribution for Starter Delay	25
Figure 8. Percentile Plot for Starter Delay	26
Figure 9. Sample Cost Function for the Link with Stand-by Penalty	28
Figure 10. Starter & Grip Scaled Time on Test Plots	31
Figure 11. Link Scaled Time on Test Plot	32
Figure 12. Starter Distribution Fit	42
Figure 13. Starter Percentile Plot	43
Figure 14. Transmission Distribution Fit	45
Figure 15. Transmissionr Percentile Plot	46
Figure 16. Grip Distribution Fit	48
Figure 17. Grip Percentile Plot	49
Figure 18. Nozzle Distribution Fit	51
Figure 19. Nozzle Percentile Plot	52
Figure 20. Distbox Distribution Fit	54
Figure 21. Distbox Percentile Plot	55
Figure 22. Link Distribution Fit	57
Figure 23. Link Percentile Plot	58

Figure 24. Starter Delay Histogram	60
Figure 25. Starter Delay Distribution Fit	61
Figure 26. Starter Delay Percentile Plot	62
Figure 27. Transmission Delay Histogram	64
Figure 28. Transmission Delay Distribution Fit	65
Figure 29. Transmission Delay Percentile Plot	66
Figure 30. Grip Delay Histogram	68
Figure 31. Grip Delay Distribution Fit	69
Figure 32. Grip Delay Percentile Plot	70
Figure 33. Nozzle Delay Histogram	72
Figure 34. Nozzle Delay Distribution Fit	73
Figure 35. Nozzle Delay Percentile Plot	74
Figure 36. Distbox Delay Histogram	76
Figure 37. Distbox Delay Distribution Fit	77
Figure 38. Distbox Delay Percentile Plot	78
Figure 39. Link Delay Histogram	80
Figure 40. Link Delay Distribution Fit	81
Figure 41. Link Delay Percentile Plot	82
Figure 42. Starter Repair Histogram	84
Figure 43. Starter Repair Distribution Fit	85
Figure 44. Starter Repair Percentile Plot	86
Figure 45. Link Repair Histogram	88
Figure 46. Link Repair Distribution Fit	89
Figure 47. Link Repair Percentile Plot	90

THESIS DISCLAIMER

The reader is cautioned that all computer programs developed in this thesis research may not have been exercised for all cases of interest. While every effort has been made, within the time available, to ensure that the programs are free of logic and computational errors, they cannot be considered validated. Any application of these programs without additional verification is at the risk of the user.

I. INTRODUCTION

A. PROJECT

The M1 Abrams Main Battle Tank is a centerpiece of the modern battlefield and may not be replaced for quite sometime. One of its original design features was that the components, not the entire system would be repaired at depot. The Army has indications that the burden of sustaining the tanks has grown as they have aged. Because of this growing maintenance the Army leadership would like to know if it is economical to use depots to identify a tank's condition and perform maintenance to extend serviceability.

The Deputy Chief of Staff for Logistics (DSLOG) tasked Headquarters, U.S. Army Materiel Command (HQ, AMC) to determine an optimal point in the life of the tank when a Reliability Centered - Inspect and Repair Only as Necessary (RC-IRON) program, should be applied and if the program can be improved. The life of a tank is measured in miles. Determining the optimal point for acceptance into the program is based upon operational conditions and economic analysis. The actual depot inspection and repair procedure has been established based upon previous programs. The overall viability of the program could be enhanced if improvements to the current depot implementation were found. HQ, AMC tasked Tank Automotive Command (TACOM) project management responsibility and U.S. Army Materiel Systems Analysis Activity (AMSAA) with analysis support. Descriptions are provided for the M1 tank in Appendix A and maintenance levels in Appendix B.

B. BACKGROUND

Analysis by TACOM and AMSAA will be conducted initially over the next two years. To enhance the analysis effort a basic hardware validation test was established. This test consists of transferring or retrograding 60 Improved M1 (IPM1) tanks from the 1st Infantry Division (Forward) in Germany to the National Training Center (NTC), Fort Irwin, California. At random, 14 of these tanks were selected and diverted to Anniston Army Depot, Anniston, Alabama, for RC-IRON, programmed to cost \$95,000 per tank, before being delivered to the NTC as the sample group. The remaining 46 tanks were only subjected to standard deprocessing treatment. These tanks became the control group. The tanks arrived at the NTC in the first two months of 1990 and started to be used in exercises during the summer. The NTC was selected because the most mileage can be accumulated there and a data collection program is already in progress.

C. OBJECTIVE

The purpose of this study is to aid the RC-IRON project by focusing on the optimal age replacement policy for single components. A system level analysis is also briefly considered. There are 48 candidate components that AMSAA indicated were of prime interest. TACOM and AMSAA selected these parts because they are costly due to the high value of their cost per unit and the frequency of repair. In this thesis we will attempt to find an optimal maintenance policy for components among the suggested 48 for which such a policy makes sense. The methodology is defined in Chapter II. Data used to examine the 48 components is described in Chapter III. An initial screening of components is conducted in Chapter IV. Costs associated with this study are detailed in Chapter V. The components for which age replacement policies are appropriate, will be determined in Chapter IV. Based on the data in Chapter III and the costs from Chapter IV, optimum replacement mileages are estimated for the appropriate compo-

nents in Chapter VI. Insights into system level analysis are also included in Chapter VI.

D. MAINTENANCE POLICIES

The ability of an armor unit to perform its mission is dependent on its tanks. A key factor is the quality of operation and availability which are primarily facilitated by maintenance. The two major types of maintenance are preventive and corrective. Corrective maintenance is performed by repair, replacement, or overhaul of equipment after it has failed. Often preventive maintenance is applied to extend service life or reduce the probability of failure [Ref. 1: p. 17]. Due to the possible economic and operational benefits, this study concentrates on planned preventive maintenance to reduce the probability of failure.

In particular, the preventative maintenance policy selected for study is the policy based on age (age replacement). This policy is implemented by making replacements either at the time of failure or after ϕ units of mileage. This is not to be confused with block replacement, where the policy is instituted by replacing a set of components in the tank at prescribed mileages $k\phi$ ($k = 1, 2, \dots$) independent of the history of failures in the tank system. The advantage of block replacement is that it is easier to implement due to a decreased administrative burden. Management of the policy is simplified when the incident mileage need not be recorded. However, components are replaced more frequently than needed, under a block replacement policy, thereby leading to increased cost [Ref. 2: p. 158]. Thus, this study will focus on age replacement policies. The optimal age replacement policy minimizes long run expected cost per mile with replacement at a certain mileage ϕ^* . The methodology for determining this ϕ^* mileage is detailed in the next chapter.

II. METHODOLOGY FOR DETERMINING REPLACEMENT TIME

A. REQUIREMENTS

In order for preventative maintenance, under an age replacement policy, to be lucrative, the cost of an unscheduled replacement at failure must be higher than the cost of scheduled replacement. A description and estimate of these costs may be found in Chapter V with C_1 representing unscheduled and C_2 scheduled maintenance cost. It is also necessary that the component life distribution have a failure rate that increases with mileage [Ref. 3: p.46]. It would not make sense to replace an item that does not age or that is improving with age. To guard against choosing a replacement policy that actually increases costs by making replacements too frequently, the optimal maintenance policy is selected by minimizing the expected cost of repair per mile [Ref. 1: pp. 19-24].

B. DISTRIBUTIONS APPROPRIATE FOR EARLY REPLACEMENT

If a component is not expected to wear out it would be ridiculous to replace it before it fails. In other words, if it is improving with age, or staying the same, leave it alone. A class of distributions which captures a particular notion of aging is the Increasing Failure Rates (IFR) class of distributions i.e., those distributions with increasing failure rate [Ref. 2: p. 159]. Both Gamma and Weibull distributions are IFR when their shape parameter α is greater than one. The Weibull distribution is widely used for reliability analysis and is expected to be the most appropriate for this analysis. Gamma and other distribution can be examined in later analysis.

When the underlying lifetime distribution is a member of the two parameter Weibull family with shape parameter α and scale parameter λ , the density is given by

$$f(t) = \alpha \lambda (\lambda t)^{\alpha-1} e^{-(\lambda t)^\alpha} \quad t > 0, \quad (2.1)$$

with failure rate

$$r(t) = \alpha \lambda (\lambda t)^{\alpha-1}, \quad t \geq 0. \quad (2.2)$$

When $\alpha > 1.0$, the failure rate in Equation (2.2) is strictly increasing to infinity. As we will see, this property guarantees that a unique and finite optimal replacement age φ^* exists. The larger α is the more wear a component exhibits over time. Thus, α for greater than 1, the larger it is, the more appropriate it is for the component to be included in the application of our maintenance policy. Excluded from consideration is the exponential distribution, $\alpha = 1.0$, and Weibull distributions with decreasing failure rate ($\alpha < 1.0$). To give the reader a feel for the Weibull distributions used in this study, Figures 1 and 2 show densities and failure rates with different shape parameters. The distribution selected for illustration include, $\alpha = 1.2, 1.4, 1.6, 1.8, 2.0$. For comparison, the scale parameter λ is adjusted so that the expected lifetime is 2.0. In our analysis, lifetime is measured in miles, but we will use "time" and mileage interchangeably.

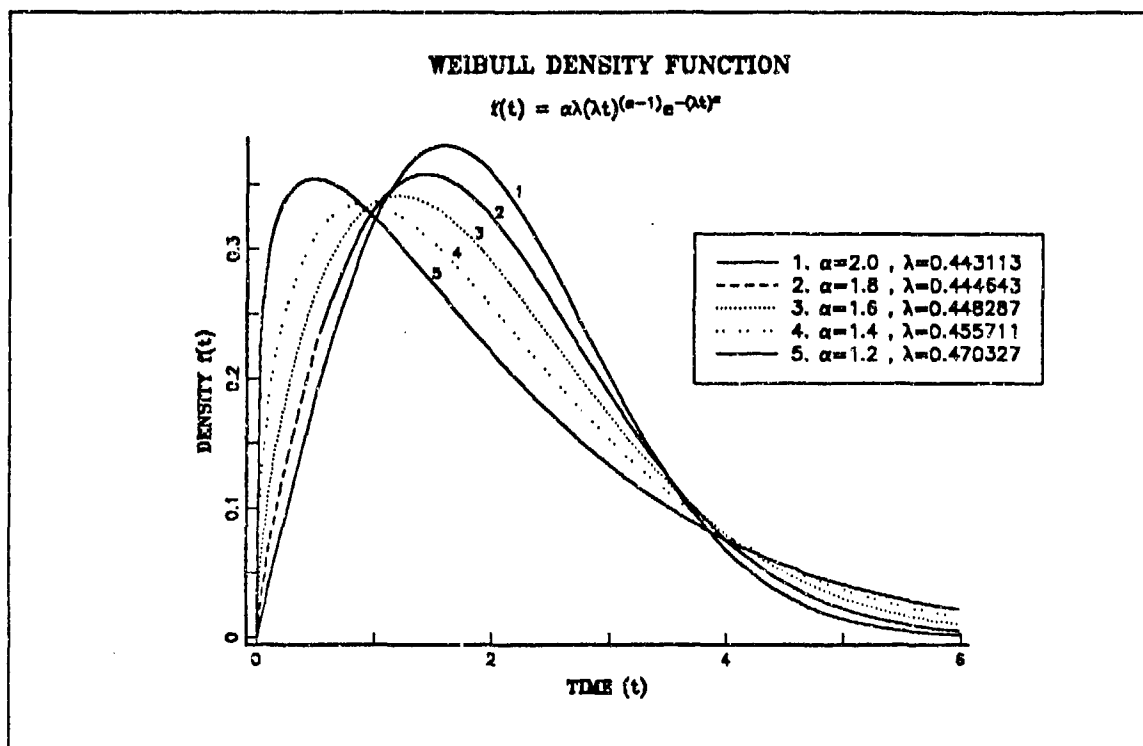


Figure 1. The Weibull Density Function $f(t)$ with $E(X_i) = 2.0$

Source: Uyar, O. [Ref. 11]

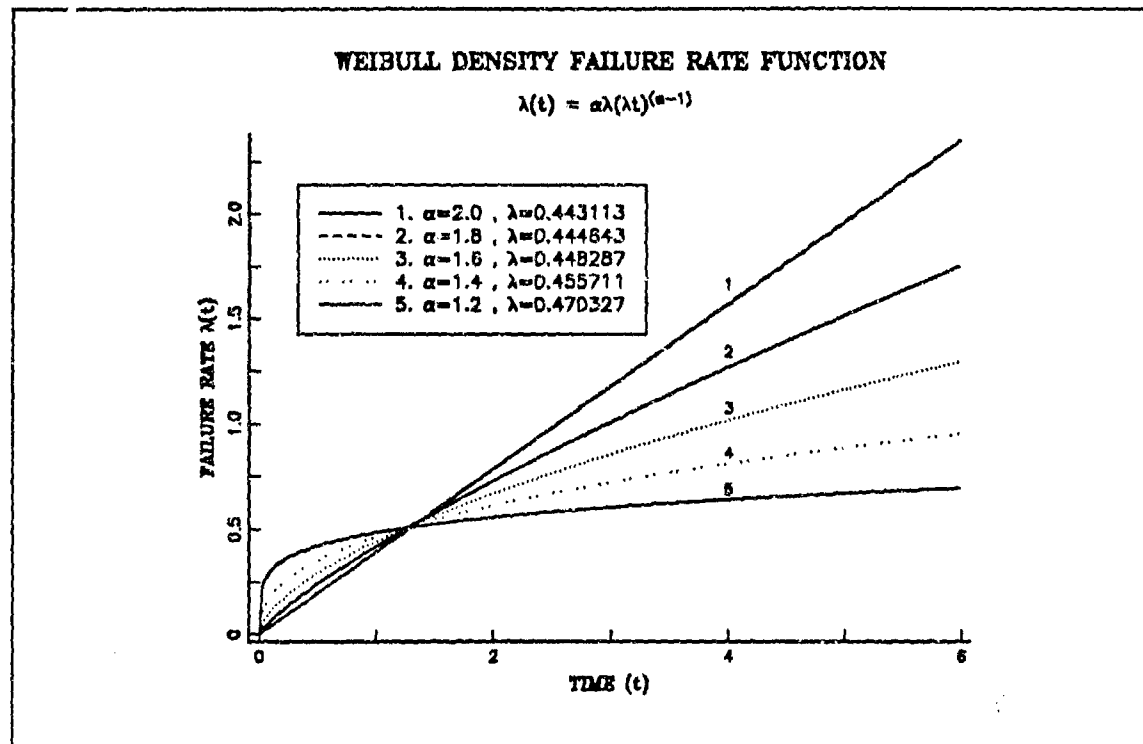


Figure 2. The Failure Rate of The Weibull Distribution with $E(X) \approx 2.0$
Source: Uyar, O. [Ref. 11]

C. PROCEDURE

A little background is now provided on the mechanics of finding an optimal replacement age. Under an age replacement policy, the time of planned replacement is specified as φ^* so that components are replaced at φ^* if they have not already failed. If the sequence of component lifetimes can be modeled as independent and identically distributed (iid) with distribution F , then the times between replacement form a renewal process. Thus, under such a policy with replacement at t , the long run expected cost per unit time $C(t)$ can be determined from the following equations [Ref. 3: p. 87].

$$C(t) = \frac{C_1 \times F(t) + C_2 \times \bar{F}(t)}{\int_0^t \bar{F}(x) dx} \quad (2.3)$$

Where X has distribution F and $\bar{F} = 1 - F$ is the survival function. Note that $C(t)$, in Equation (2.3) is the ratio of the expected cost of repairing one component and the expected time (mileage) between repair.

The Weibull survival function is given by

$$\bar{F}(t) = \begin{cases} e^{-(\lambda t)^\alpha}, & t > 0, \\ 1, & t \leq 0. \end{cases} \quad (2.4)$$

Inserting the survival function of Equation (2.4) above into Equation (2.3) leads to the long run cost function below.

$$C(t) = \frac{C_1 (1 - e^{-(\lambda t)^\alpha}) + C_2 e^{-(\lambda t)^\alpha}}{\int_0^t e^{-(\lambda x)^\alpha} dx}. \quad (2.5)$$

See Figure 3 for the cost function plotted using the five Weibull distributions depicted in Figure 1, with cost $C_1 = 5.0$ and $C_2 = 1.0$. It can be readily seen, especially at the higher shape parameters α , that $C(t)$ indeed has a global minimum referred to as optimal age replacement time φ^* . A proof that φ^* exists and is unique when the failure rate increases to infinity, as it does for Weibull distributions $\alpha > 1.0$, is given in [Ref. 2: pp. 161-168]. In Chapter VI, this formulation will be applied to component distributions to estimate φ^* to see at which mileage point, in the components life, it should be replaced. The component failure distributions will be estimated from the data described in the next chapter.

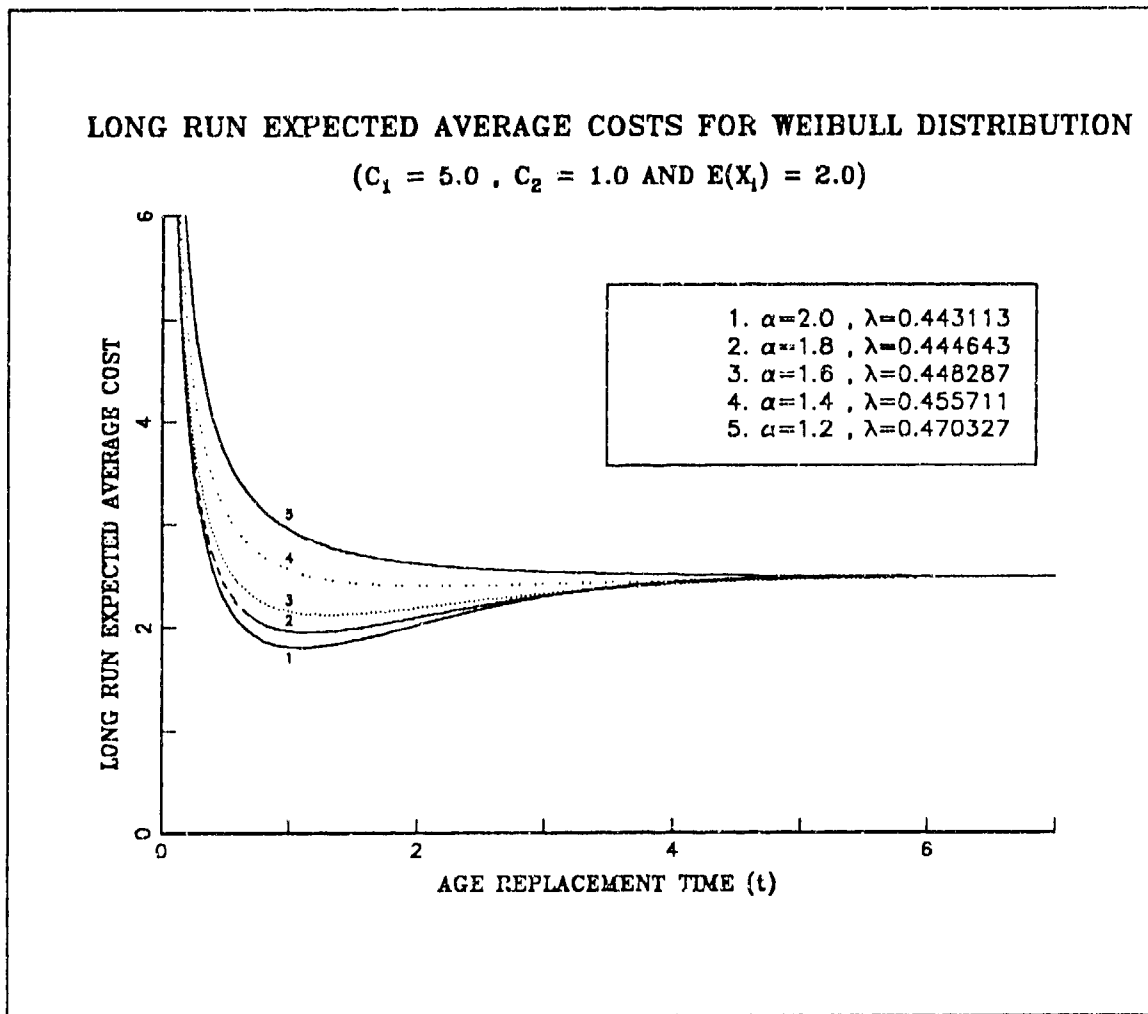


Figure 3. The Long Run Expected Average Cost Curves with $E(X_1) = 2.0$

Source: Uyar, O. [Ref. 11]

IV. SCREENING OF CANDIDATE COMPONENTS

A. STATISTICAL AND OPERATIONAL SIGNIFICANCE

Prior to any further analysis, components that had fewer than 20 failures were excluded. This eliminated those components in which fewer than 1/3 of the vehicles experienced a first time failure. They were excluded because the estimated probability distributions would be very suspect based on such small data sets.

One of the candidate components was the power pack that is actually made up of four modules. It was necessary to view each module separately because of the different characteristics they have. Only the engine module of the four met the 20 failure minimum.

The tank track and road wheels were also eliminated from further consideration. These two items were identified in previous testing and use as having unacceptable wear. A contract was let in 1988 to produce a new track with a 300 percent increase in expected life. The following table is a list of those components that were not eliminated from the original 48 components by the above screening.

NOMENCLATURE	NAME	NSN
ENGINE STARTER, GAS	STARTER	2990-01-094-1377
		2990-01-136-1206
TRANSMISSION ASSEMBLY	TRANSMISSION	2520-01-157-3745
		2520-01-202-9865
GRIP ASSEMBLY, CONTR GUNNER'S	GRIP	1015-01-076-6865
		1015-01-076-6739
NOZZLE ASSEMBLY, FUEL	NOZZLE	2910-01-124-9325
		2910-01-214-2640
DISTRIBUTION BOX	DISTBOX	6110-01-169-5164
LINK ADJUSTING TRACK, RIGHT	LINK	2530-01-164-5805
TURRET NETWORKS BOX	TNBOX	1015-01-076-6688
ELECTRO-MECH FUEL	EMFUEL	2910-01-075-4926
		2910-01-080-9132
PUMP, FUEL ELECTRICAL	EPUMP	2910-01-083-3153
		2910-01-232-9687
ELECTRONIC CONTROL AS- SEMBLY	ECASMBLY	2590-01-154-6656
HUB, WHEEL ASSEMBLY	HUB	2530-01-063-5666
SPROKET WHEEL	SPROKET	3020-01-065-6209
PUMP UNIT, ROTARY	RPUMP	4320-01-073-4829
POWER CONTROL UNIT	PCU	1240-01-204-5765
		1240-01-074-8969
		1240-01-162-0367
SIGHT, GUNNER'S PRIMARY	SIGHT	1240-01-132-1693
		1240-01-152-5344
THERMAL RECIVER UNIT	THERMALREC	1240-01-074-8947
IMAGE CONTROL UNIT	ICU	1240-01-246-1872
		1240-01-074-8946
LASER RANGE FINDER	LASERRF	1240-01-149-8302
TURBINE ENGINE	ENGINE	2835-01-120-3674
		2835-01-216-8639

Table 1. REMAINING COMPONENTS

B. RELIABILITY ANALYSIS OF THE COMPONENTS

In Chapter III, recall that all the failures were recorded as interval censored or right censored data. For each of the components, failure distributions were fit nonparametrically and parametrically. See Figure 3 for an example. The sample nonparametric cumulative distribution function is a step function which is calculated using Turnbull's nonparametric maximum likelihood estimator based on right and interval censored data [Ref. 4 pp. 169-173]. Such a procedure distributes probability among the censoring intervals and to the right of the largest censoring interval when the largest observation is right censored. The data was also fit parametrically to a Weibull distribution using the method of maximum likelihood. The fits were generally quite good, see Figure 5 supporting the Figure 4 example. The outliers that have low mileage and relatively high percentiles may be explained under the phenomena of infant mortality. All the significant and appropriate component distributional fits and percentile plots, along with a table of parameters estimates and standard errors are detailed in Appendix C. A summary of these that have increasing failure rate indicated by the estimated shape parameter $\hat{\alpha} > 1.0$ is given in Table 2.

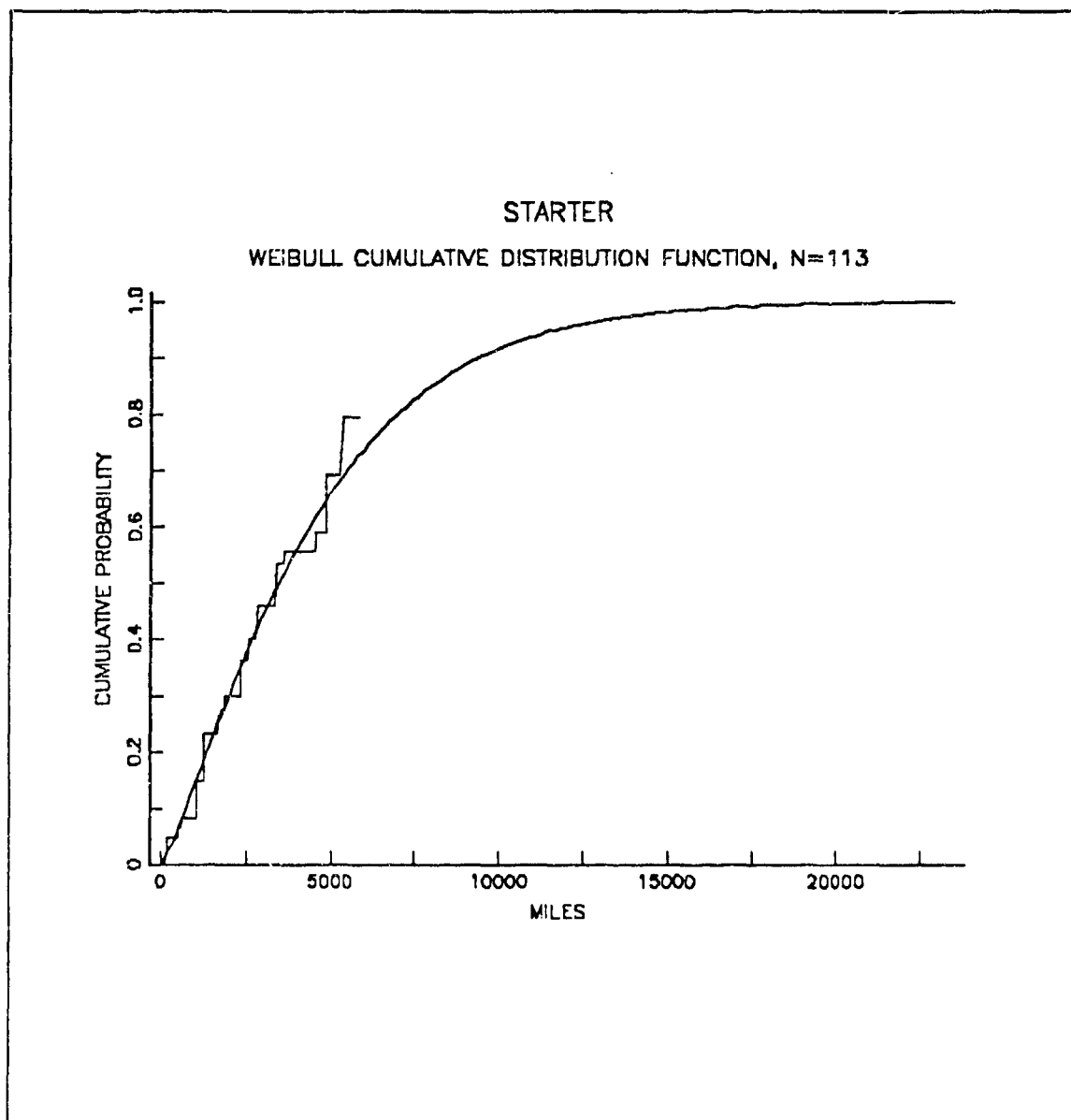


Figure 4. Starter Distribution Fit

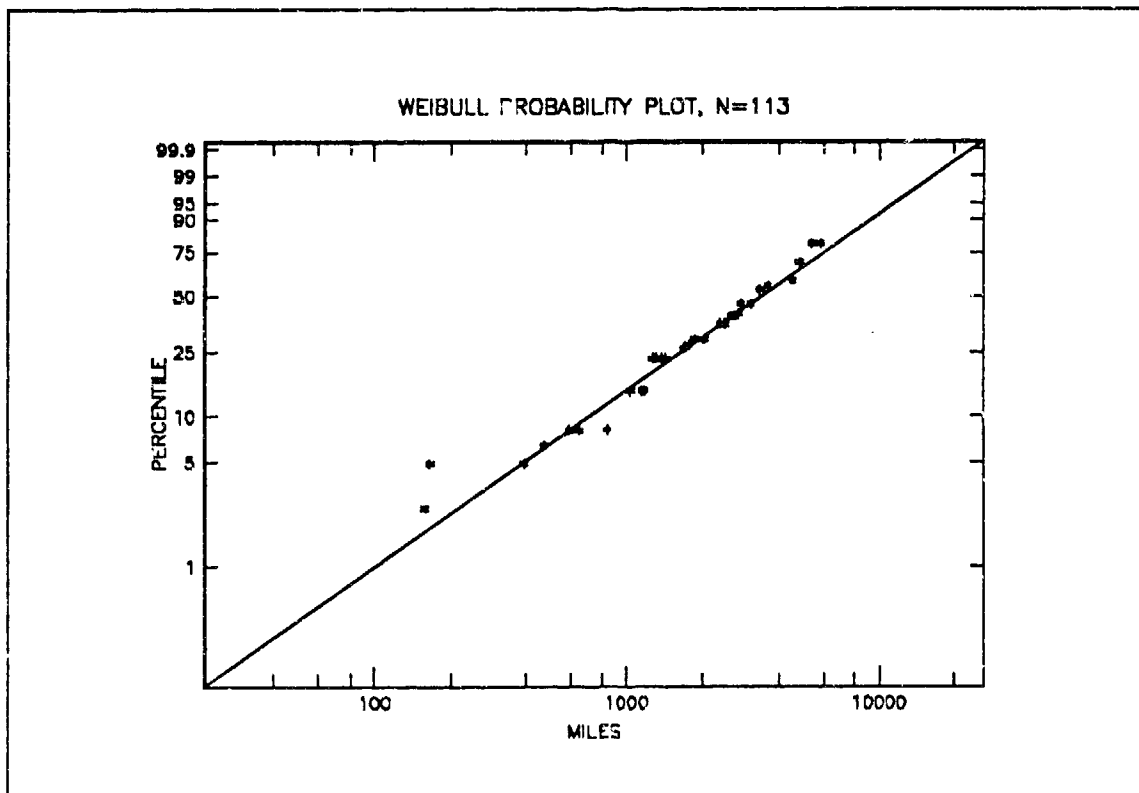


Figure 5. Starter Percentile Plot

PART	SHAPE α	SCALE $\beta = 1/\lambda$	NUMBER OF FAILURES
STARTER	1.1999	4689.76	57
TRANSMISSION	1.4455	7479.5	29
GRIP	1.5539	4369.9	54
NOZZLE	1.3384	4438.72	56
DISTBOX	1.5315	6858.6	32
LINK	1.2801	10239.0	22

Table 2. DISTRIBUTION ANALYSIS RESULTS

V. COST ESTIMATION

A. MAINTENANCE COST

In analysis of this type, cost is a major factor in the evaluation process. To compute an optimal replacement interval the unscheduled and scheduled maintenance cost must be estimated. Generally the maintenance cost (COM) may be calculated using the breakdown provided in [Ref. 5: p. 383].

$$COM = (C_{omm} + C_{omx} + C_{oms} + C_{omt} + C_{omp} + C_{omf} + C_{omd}) \quad (5.1)$$

with

C_{omm} = Maintenance Personnel and Support Cost

C_{omx} = Cost of Repair Parts

C_{oms} = Test and Support Equipment Cost

C_{omt} = Transportation and Handling Cost

C_{omf} = Cost of Maintenance Facilities

C_{omd} = Cost of Technical Data

For this maintenance policy study, the cost of maintenance will be calculated based upon maintenance personnel and parts cost only. The other costs are assumed to be either negligible, compared to other uncertainties, or not relevant, or possibly sunk, for this analysis. The maintenance facilities and test equipment have already been purchased and are considered sunk cost. The transportation and data collection costs are difficult to ascertain at this time and should play a minor role in a component replacement policy. This will not be true in the system level analysis, since these costs, especially the transportation cost, will play a significant role. The labor rates were computed

to be \$104/hr in the field and \$175/hr at depot by the author [Ref. 6: p. 23] and myself. These figures were crudely calculated to obtain a feel for the labor cost and may be too high. We used figures from the base line cost estimate, maintenance allocation chart, and RC-IRON estimate cost to calculate these man-hour costs. In this study, it is assumed that the labor rate is \$50/hr for both locations. This is a standard labor rate for many civilian repair shops in areas of the United States. The parts cost Table 3 were obtained from the current Army Master Data File.

PART	COST (DOLLARS)
STARTER	\$ 794.00
TRANSMISSION	\$ 139,998.00
GRIP	\$ 1,955.00
NOZZLE	\$ 944.00
DIST BOX	\$ 12,021.00
LINK	\$ 488.00

Table 3. PART COST

B. PENALTY COST FOR DOWN TIME

In private industry the cost of down-time is found by estimating the cost of lost revenue. The military does not have a profit motive to fall back on. In this study two different levels of penalties will be developed for management consideration. They are the stand-by and float penalties, named after two possible Army actions. The first penalty, float, is named after the Operational Readiness Float (ORF) which is designed to improve the readiness of combat units. Extra combat systems, float tanks, are kept at an intermediate support maintenance unit for exchange with a customer whose tank cannot be repaired in a specified time. The second and larger penalty cost is stand-by. This penalty is for a tank which is standing by and ready to go in the event one of a unit's tanks fail prior to going on a critical mission. The penalties are recorded in dollars

and are based upon system costs. This will enable us to use them in conjunction with actual maintenance cost to determine the unscheduled and scheduled maintenance cost. The acquisition cost of the tank varies from year to year, for this study \$3,000,000 will be used. This was based upon the cost for M1A1's from [Ref. 7: p. 32] Table 4, principally the 1990 figure.

YEAR	COST PER TANK
1979	\$ 3,390,000.00
1984	\$ 2,047,000.00
1990	\$ 2,977,000.00
1991	\$ 3,552,000.00

Table 4. AVERAGE COST PER M1A1 1979-1991

In the Abrams Base Line Cost Estimate [Ref. 8] the average annual sustainment cost tank for the IPM1 is \$562,500 and M1A1 is \$514,900. For analysis purposes we shall use \$500,000. The Army has issued a life cycle estimate of 20 years for planning purposes. Using the 20 year life cycle and average annual sustainment cost the sustainment cost for the M1 will be \$10,000,000 over its lifetime.

The lower of the two penalties is the float. It is based upon the ORF action and calculated system acquisition cost, neglecting the sustainment cost of the float vehicle. The actual ORF cost would be higher because some sustainment cost would be incurred.

$$\begin{aligned}
 \text{Downtime Cost Per Day} &= \left(\frac{\text{Down Time in Days}}{365 \text{ Days}} \right) \left(\frac{\text{Aquisition Cost}}{20 \text{ Year Life Cycle Cost}} \right) \\
 \text{Downtime Cost} &= (\text{Downtime in Days}) \left(\frac{\$ 411.}{\text{Day}} \right) \\
 \text{Float Penalty Cost Day} &= \frac{\$ 411.}{\text{Day}}
 \end{aligned}
 \tag{5.2}$$

Stand-by is the larger penalty. The tank it represents is standing by and cost are calculated proportionate to aquisition and sustainment cost. The annual cost of the

crew which would realistically also have to be standing by is not included [Ref. 6: p. 22].

$$\begin{aligned}
 \text{Downtime Cost Per Day} &= \left(\frac{\text{Down Time in Days}}{365 \text{ Days}} \right) \left(\frac{\text{Aquisition + Sustainment Cost}}{20 \text{ Year Life Cycle Cost}} \right) \\
 \text{Downtime Cost} &= (\text{Downtime in Days}) \left(\frac{\$ 1,781.}{\text{Day}} \right) \quad (5.3) \\
 \text{Stand-by Penalty Cost Day} &= \frac{\$ 1,781.}{\text{Day}}
 \end{aligned}$$

C. REPLACEMENT COST

If under an age replacement policy, a component is to be replaced before it fails, the cost of failure must be higher than the cost of scheduled replacement. The cost of failure can be in the form of cost, danger, or lost time. These costs will be referred to as C_1 for all unscheduled and C_2 for scheduled maintenance. The costs are calculated with the following linear relationships.

$$\begin{aligned}
 C_1 &= a(MTD) + b \\
 C_2 &= a(MTTR) + b \quad (5.4)
 \end{aligned}$$

with

a = Penalty Cost Per Day

MTD = Mean Downtime due to Delay in Days

$MTTR$ = Mean Time to Repair in Days

b = Part Cost + Labor

Labor = $\left(\frac{\text{Cost}}{\text{Manhour}} \right) \times (MTTR)$

The values used to compute C_1 and C_2 in Equation (5.4) are given in Table 5. MTTR figures in man hours were provided by [Ref. 6: pp. J2-3]. It is assumed that although the MTTR times are often for two mechanics, these times are representative of the delay for scheduled maintenance. MTTR was converted from hours to days for

standardization. The labor cost is representative of the \$50 per hour labor rate times MTTR. The labor rate and parts cost were detailed in Section B of this chapter. The replacement cost calculated with both penalty type are in Table 6. The table also includes the cost ratio $-\frac{C_2}{(C_1 - C_2)}$ needed in the next chapter for the graphical replacement interval section. The MDT for each component in days was obtained from fitted mean calculated in Section D and represents the unscheduled delay.

PART	MTD (DAYS)	MTTR (MNHRS)	MTTR (DAYS)	LABOR (\$)	b (\$)
STARTER	.76	2.0	.08	\$ 100.	\$ 894.
TRANSMISSION	1.34	6.6	.28	\$ 330.	\$ 140,328.
GRIP	.81	1.3	.05	\$ 65.	\$ 2,020.
NOZZLE	.63	7.8	.33	\$ 390.	\$ 1,334.
DISTBOX	.87	1.8	.08	\$ 90.	\$ 12,111.
LINK	1.40	2.8	.12	\$ 140.	\$ 628.

Table 5. COST EQUATION INPUTS

PART	C_1	C_2	COST RATIO
STARTER	\$ 2,248.	\$ 1,036.	-.85
TRANSMISSION	\$ 142,715.	\$ 140,826.	-.74.55
GRIP	\$ 3,462.	\$ 2,109.	-1.56
NOZZLE	\$ 2,456.	\$ 1,922.	-3.60
DISTBOX	\$ 13,660.	\$ 12,253.	-8.71
LINK	\$ 3,121.	\$ 842.	-.37

Table 6. REPLACEMENT COST WITH STAND-BY PENALTY

PART	C_1	C_2	COST RATIO
STARTER	\$ 1,206.	\$ 927.	- 3.32
TRANSMISSION	\$ 140,879.	\$ 140,443.	-322.12
GRIP	\$ 2,353.	\$ 2,041.	-6.54
NOZZLE	\$ 1,593.	\$ 1,470.	-11.95
DISTBOX	\$ 12,469.	\$ 12,141.	-37.37
LINK	\$ 1,203.	\$ 677.	-1.29

Table 7. REPLACEMENT COST WITH FLOAT PENALTY

D. DELAY AND REPAIR TIME DISTRIBUTIONS

Distributions were fit to delay and repair times. Results from this analysis were used in Section C, to compute maintenance cost for some components. These costs in conjunction with the estimated component failure distribution are used in estimating optimal replacement mileage in Chapter VI. This analysis may indicate that additional components should be eliminated from further policy consideration. The results of this section will also be used in the simulations in Chapter VI.

The six delay and two repair data sets for the remaining candidate component were fitted to the lognormal distribution. The lognormal distribution was chosen because it seemed to model delay and repair times. Most but not all fits were good. It was decided to stay with this model for these time distributions because of the way the data was collected. It is human nature to use rounded time increments, such as a fraction of a day. In the following example (starter), the bulk of observations are at a half a day. Figures 6, 7, and 8 are examples of the histogram, cumulative probability plot, and percentile plot for delay times. The three plots and analysis table information for the six components are contained in Appendix D.

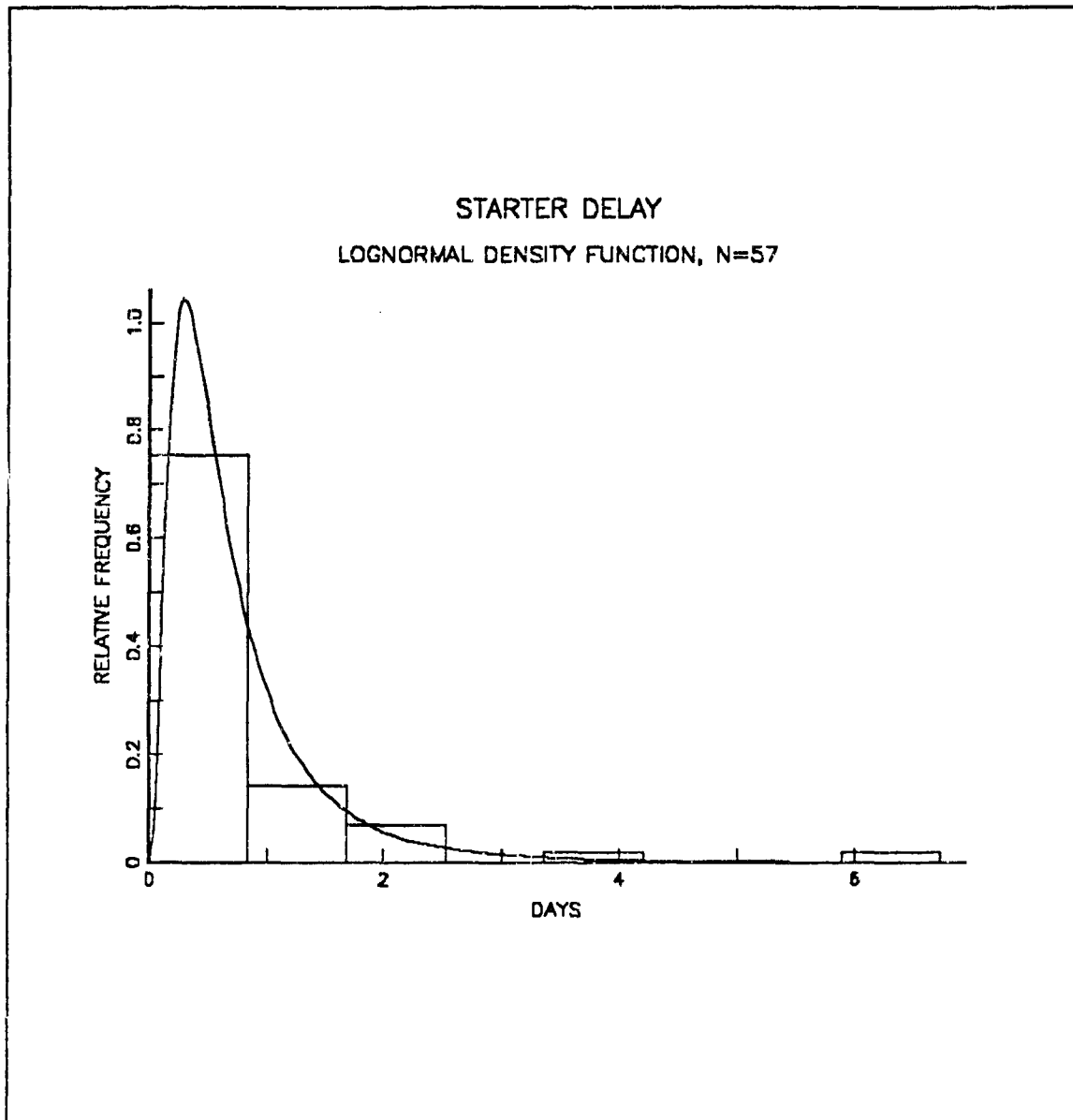


Figure 6. Histogram for Starter Delay

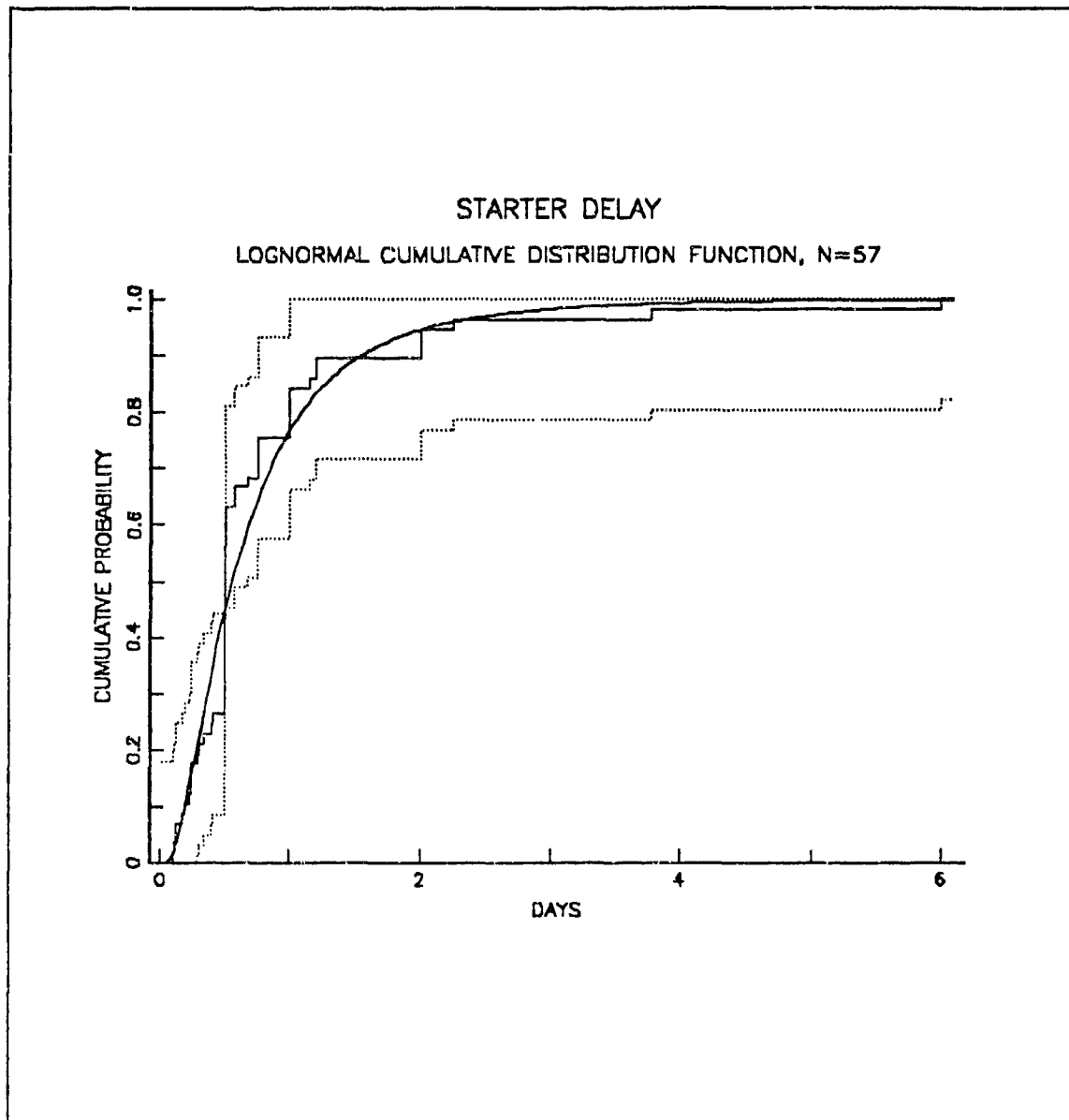


Figure 7. Cumulative Distribution for Starter Delay

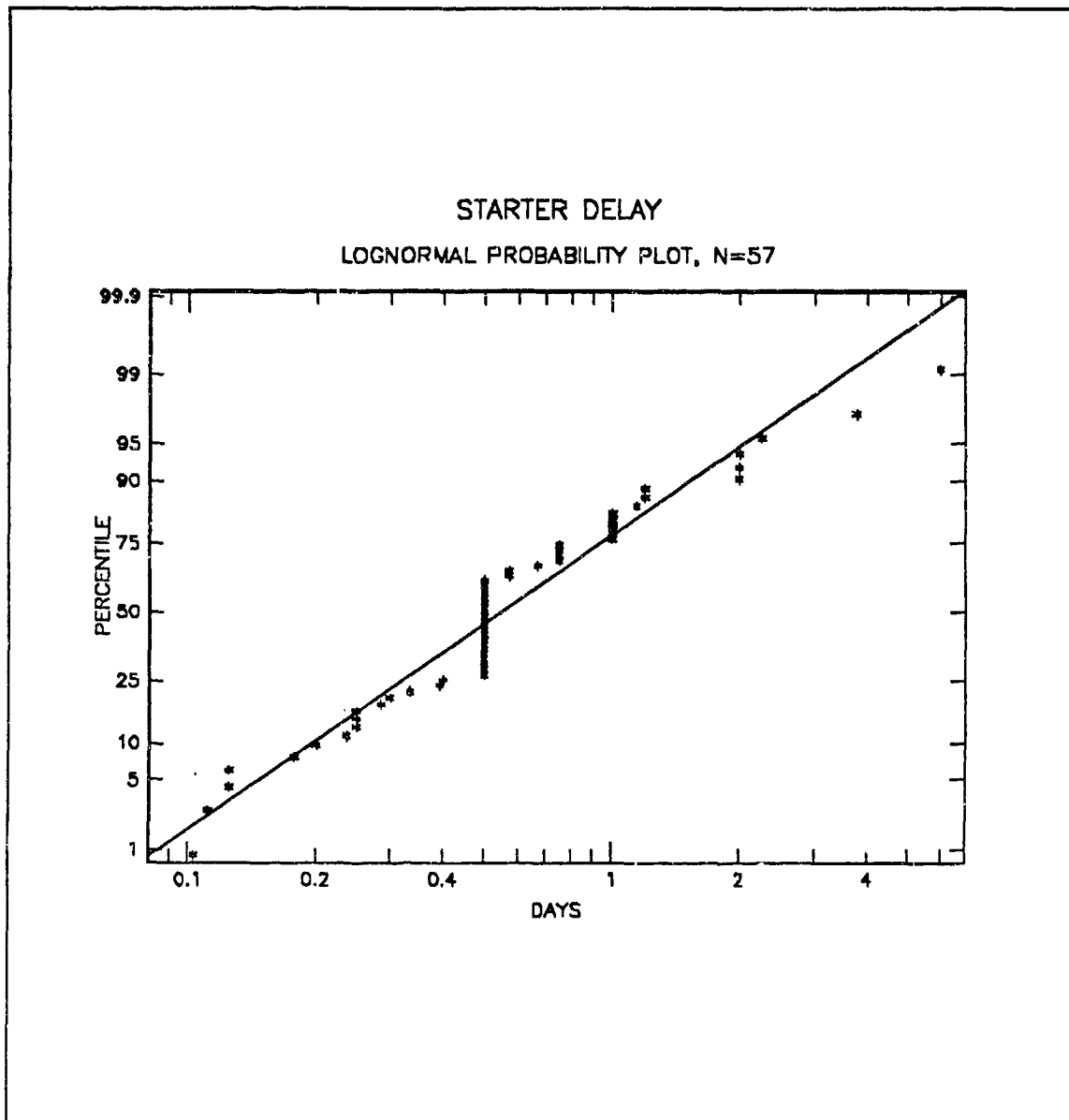


Figure 8. Percentile Plot for Sarter Delay

The repair fits were made for two components for latter simulation use. These fits with their graphical counter parts to the above Figures are located in Appendix E.

VI. MAINTENANCE POLICY ANALYSIS

A. COMPONENT OPTIMAL REPLACEMENT MILEAGE

The component failure distributions of Chapter IV and cost results of Chapter V are now applied to Equation (2.3). This is accomplished by using the APL program in Appendix F. The cost function $C(t)$ was estimated by using simulation. This was accomplished by using 8,000 pseudo random lifetimes, generated from a Weibull distribution with parameters estimated from the component data described in Chapter III. The simulated $C(t)$ is within \$.01 of the actual $C(t)$. As an example, the cost function $C(t)$, based on 1,000 pseudo random numbers, is plotted (Figure 9). The optimum replacement mileage and corresponding minimum cost per mile were found for each component by minimizing the simulated cost function. These results are located in Table 8 and 9. Under the smaller float penalty no components are recommended for age replacement. If the higher stand-by penalty is adopted, the only components that are recommended for early replacement are the link, starter, and grip. The starter and grip are marginally recommended, because their replacement points are near the end of their useful lives. It should also be noted that the replacement mileage should be rounded up as long as the optimal cost is not changed significantly. This is due to the very large cost of replacing the component too early versus the relatively smaller increases in cost if it is replaced to late.

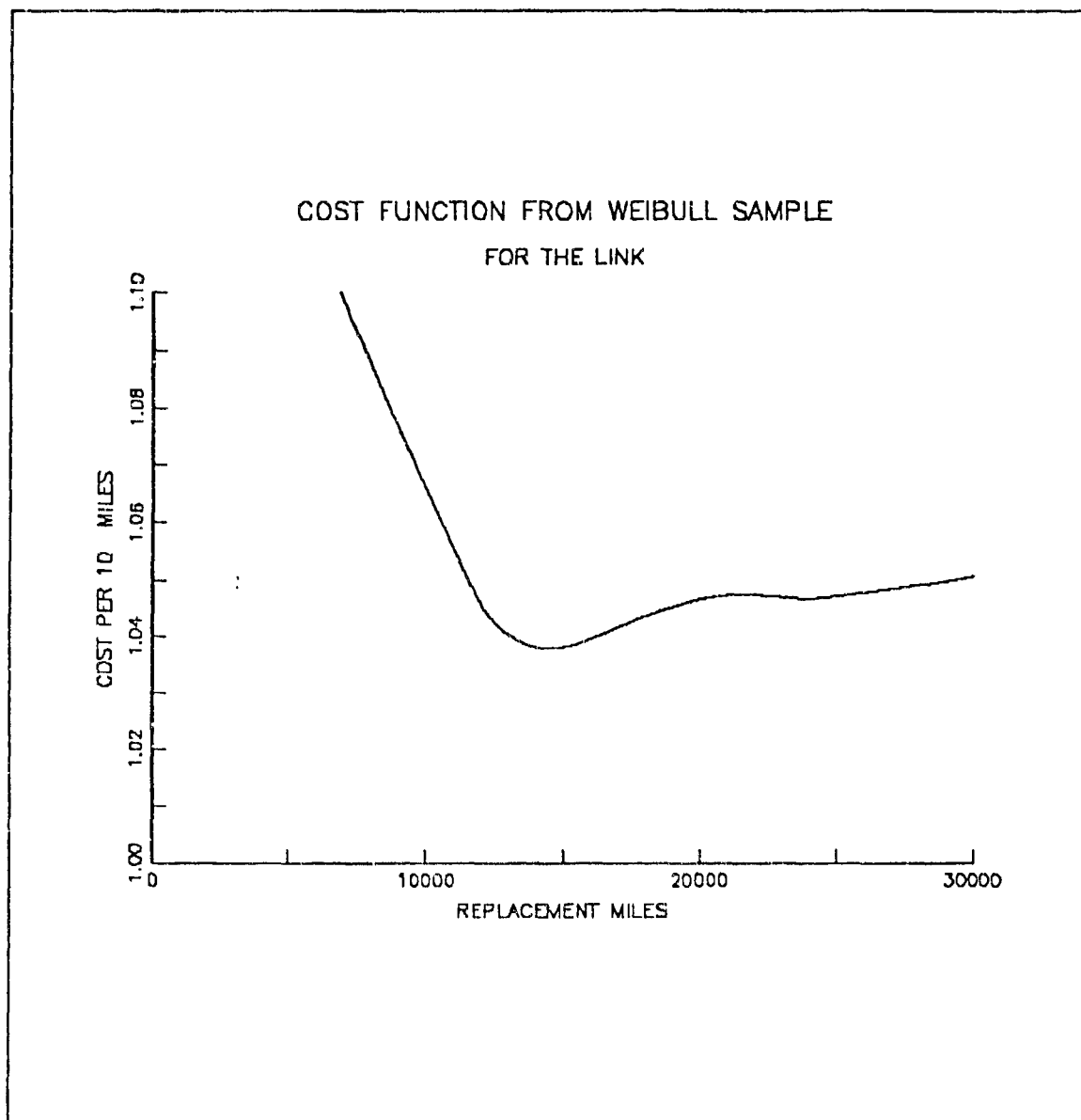


Figure 9. Sample Cost Function for the Link with Stand-by Penalty

PART	COST PER 100 MILES	REPLACEMENT MILEAGE	MAXIMUM LIFE (MILES)
STARTER	\$ 1.36	19,668.	20,000.
TRANSMISSION	\$ 82.92	25,000.	25,000.
GRIP	\$ 5.05	11,972.	12,000.
NOZZLE	\$ 2.45	15,974.	16,000.
DISTBOX	\$ 10.13	20,000.	20,000.
LINK	\$ 4.29	29,921.	30,000.

Table 8. OPTIMUM REPLACEMENT COST & MILEAGE WITH FLOAT PENALTY

PART	COST PER 100 MILES	REPLACEMENT MILEAGE	MAXIMUM LIFE (MILES)
STARTER	\$ 2.56	18,865.	20,000.
TRANSMISSION	\$ 84.61	25,000.	25,000.
GRIP	\$ 7.31	10,000.	12,000.
NOZZLE	\$ 3.75	15,842.	16,000.
DISTBOX	\$ 11.17	19,985.	20,000.
LINK	\$ 10.07	16,384.	30,000.

Table 9. OPTIMUM REPLACEMENT COST & MILEAGE WITH STAND-BY PENALTY

B. GRAPHICAL DETERMINATION OF REPLACEMENT INTERVAL

The determination of the optimal replacement mileage can also be made graphically. The method which uses a scaled total time on test plot is described in [Ref. 1: pp. 113-116] by Barlow. The main advantage to this procedure is that sensitivity to changes in cost is readily apparent. Another important feature is that other cost ratios may be analyzed very quickly. We will use this method on the components recommended for the application of a replacement policy in the previous section. For these components a scaled time on test plot is given in Figures 11, 12, and 13. The costs

ratio are obtained in Chapter V. The procedure for obtaining the scaled time on test plot may be found in Appendix G along with an APL program for assistance. To read the plot, a line is drawn from the cost ratio $-\frac{C_2}{(C_1 - C_2)}$ on the horizontal axis to the tangency point on the time on test curve. From the tangency point one may vertically drop down and read the value of the cumulative failure distribution evaluated at the optimum replacement mileage. The optimal replacement mileage may then be read from the plot of the cumulative distribution in Chapter VI and Appendix C.

If the scaled time on test function is rather flat in the vicinity of the tangency point, then the optimum is not sensitive to small changes in the cost ratio. If a new cost ratio is of interest, then a new line may be drawn which is tangent to the total time on test function to find a new optimum. Now we have the convenience of not having to perform more calculations or rerunning programs for different costs.

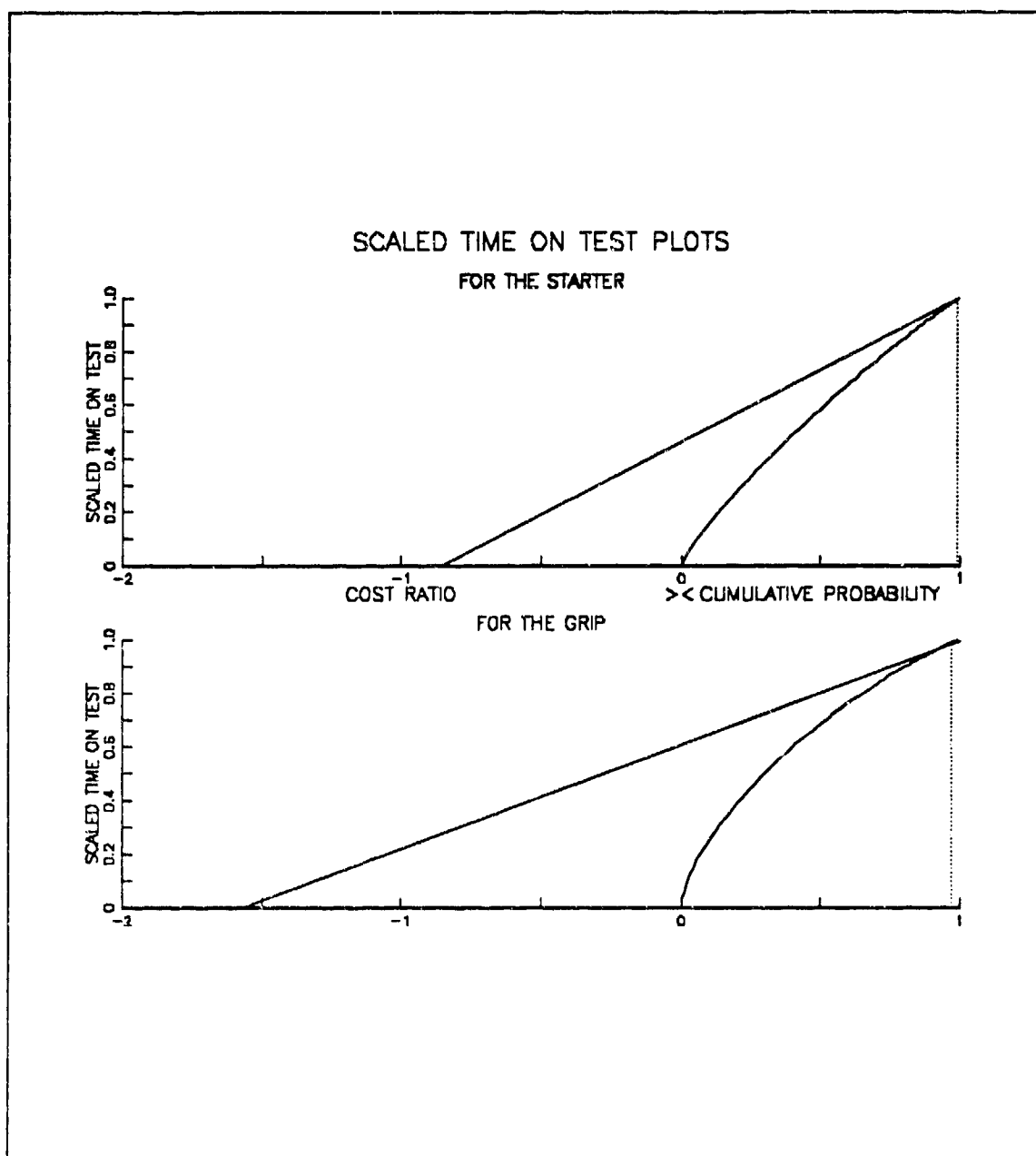


Figure 10. Starter & Grip Scaled Time on Test Plots

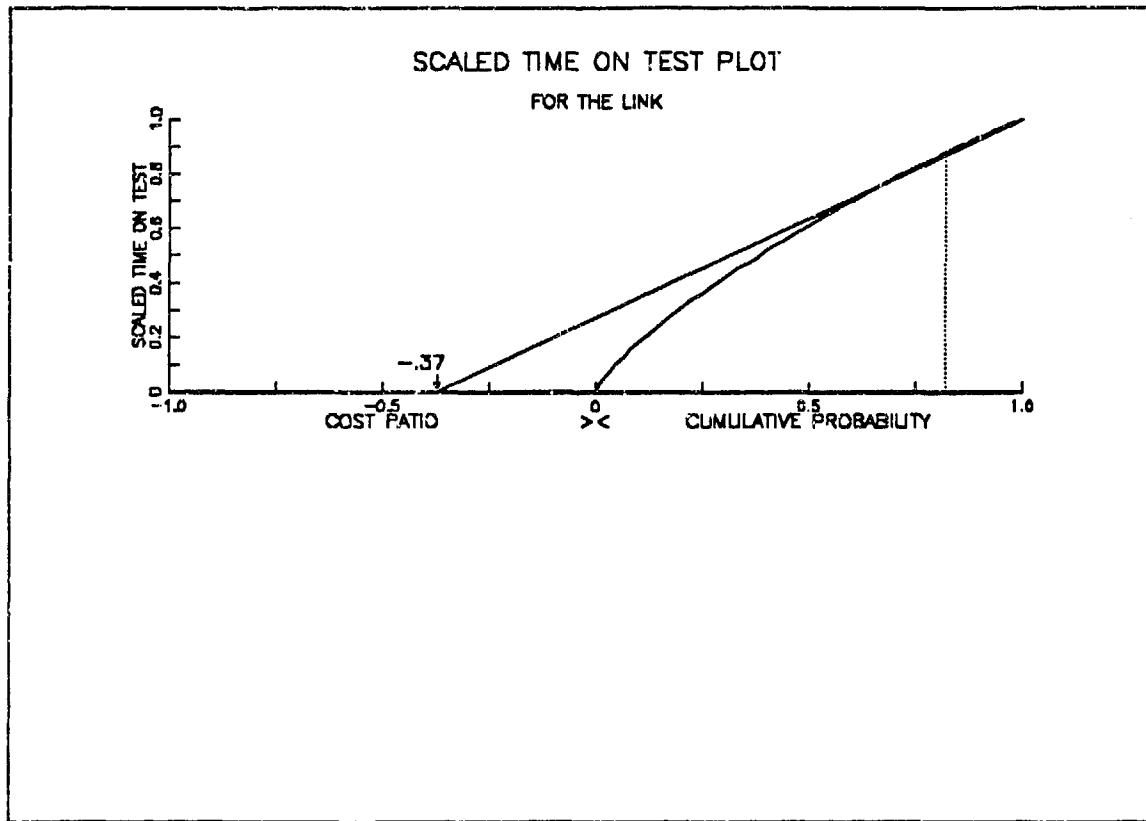


Figure 11. Link Scaled Time on Test Plot

C. COMPONENT SIMULATION

The operation of the link and starter will now be simulated individually to pretest the results of the proposed maintenance policies. Previously gathered information was used as inputs to the simulation. Since the main data set in this analysis was from the NTC and that is where the tanks are going to, we will use the NTC operating tempo for accumulated mileage. That is, the functioning components will accumulate mileage at rate equivalent to an average NTC tank with no other component induced down time. The actual program was coded in SIMSCRIPT II.5 using discrete-event methodology represented by the process in Appendix II. The simulations were run for two year and twenty year intervals for 5,000 repetitions a piece. In the simulation, tanks are

retrograded after two years and the life cycle of a tank is taken to be twenty years. Resulting failures, cost, and availability for 20 year runs are located in Table 8 along with their deviations. No parts were replaced for either component in the two year runs. The starter had 156 parts preventatively replaced or approximately 3% of the tanks had the policy applied during their lifetime. A larger number occurred for the link 4270 or 85% experienced preventative replacements during a life cycle.

The performance of the maintenance policies could be improved some, by not allowing replacements to occur towards the very end of the 20 year life cycle. This would serve to reduce some of the maintenance cost where the full benefits would not be realized. This simulation is a specialized version, with more component statistics taken, of the program discussed in the next section. The comments for either program apply to the other. Verification will be discussed in the next section.

	WITH OUT POLICY	WITH POLICY
NUMBER FAILED		
AVERAGE	10.72	10.70
STANDARD DEVIATION	2.82	2.83
REPAIR COST		
AVERAGE	\$ 8,807.	\$ 8,821.
STANDARD DEVIATION	\$ 2,318.	\$ 2,298.
PENALTY COST		
AVERAGE	\$ 11,423.	\$ 11,441.
STANDARD DEVIATION	\$ 5,591.	\$ 5,582.
TOTAL COST		
AVERAGE	\$ 20,229.	\$ 20,261.
STANDARD DEVIATION	\$ 7,146.	\$ 7,116.
PERCENT AVAILABILITY	99.9121	99.9120

Table 10. 20 YEAR STARTER SIMULATION RESULTS

	WITH OUT POLICY	WITH POLICY
NUMBER FAILED		
AVERAGE	4.79	4.54
STANDARD DEVIATION	1.76	1.90
REPAIR COST		
AVERAGE	\$ 2,567.	\$ 2,891.
STANDARD DEVIATION	\$ 947.	\$ 815.
PENALTY COST		
AVERAGE	\$ 3,086.	\$ 2,973.
STANDARD DEVIATION	\$ 4,463.	\$ 4,395.
TOTAL COST		
AVERAGE	\$ 5,652.	\$ 5,863.
STANDARD DEVIATION	\$ 4,779.	\$ 4,681.
PERCENT AVAILABILITY	99.9762	99.7771

Table 11. 20 YEAR LINK SIMULATION RESULTS

D. TOWARDS SYSTEM LEVEL ANALYSIS AND SIMULATION

Over the next two years data is going to be collected on the RC-IRON tanks and control group. Key components like the 48 candidates could be tabulated separately, aggregating the maintenance data for the remaining components. The aggregated failures could be treated as a single component or as several components treated by category. These notional components could be analyzed using the techniques of this study. Because only components are renewed and not the system, simulation may be the way to explore alternatives. As an example of how this might work we shall take the six components who exhibited increasing failure rates and bring them together as an operating system. The program, Appendix I, is similar to the component simulation of the previous section. The difference is that we now have multiple components and a new process has been introduced to tie them together as a system.

A partial verification of this program was accomplished using queuing theory. Five components were used in this test. Failures for each component were modeled as a special case of the Wiebull distribution, the Exponential, with mean failure time equal to five days. By choosing the Exponential distribution and keeping the repair times small, also Exponential with mean equal to 2.4 hours or 1/10 day, we expect the results to resemble a M/M/1 queue. This is because we have a Poisson arrival process and because when all components are stopped when one fails we have a single server. The long run expected availability of the server is 90%. The simulated availability is 90.8% after 1,000 repetitions. This shows that the simulation is working properly.

The six component simulation was run 500 times. The results for mileage, number failures, and down time are located in Table 9.

	AVERAGE	STANDARD DEVIATION
MILEAGE	4758	10.49
DOWN TIME (DAYS)	1.51	1.41
NUMBER OF FAILURES	4.07	1.74

Table 12. 2 YEAR SIMULATION RESULTS, SIX COMPONENT SYSTEM

VII. CONCLUSIONS AND RECOMMENDATIONS

An age replacement policy is not recommended for inclusion in the RC-IRON program based upon the 48 component NTC data set. As the program is currently established, the tanks in Germany would not have accumulated enough mileage for the three identified components (starter, grip, and link) to be replaced. There is a chance that the overall results may change if the Germany SDC data is analyzed. The environment of operation is different in Germany than at NTC so the components may exhibit different life distributions. If the Army leadership was to assign more value to availability than even the stand-by penalty, components may merit replacement. If the components were to be replaced in the field under an age replacement policy for the entire life cycle of the tank, the link would be the only contender. It should be noted that the assumptions of this study should be reexamined even for this component. This should be done from an engineering stand point. The link is used in conjunction with the tank track, so other factors may explain its failure distribution. Even with no parts being recommended for this type of replacement policy, this study should be of value. The life distributions have been examined and the components may be ranked in several ways. This may provide input into the inspection process, in that components which merit increased attention have been identified. A nonparametric analysis along the lines of this thesis would be beneficial if the original NTC data set of time on test was expanded.

A more general problem is the problem of determining which tanks should be subjected to RC-IRON. By simulating the tanks operation with components of interest, a near optimum solution for the mileage of RC-IRON application may be determined. This simulation could use the techniques and information of this study. It will also re-

quire the analysis of SDC Germany data and future NTC Hardware Test results. This system simulation may be built upon the simplistic simulation of the previous chapter.

APPENDIX A. M1 SYSTEM DESCRIPTION

A. MISSION OF THE ABRAMS TANK

The mission of the Abrams tank system is to close with and destroy enemy forces by use of firepower, maneuver and shock effect. The Abrams tank, organic to armored battalions and armored cavalry squadrons, will normally operate as part of combined arms team of armor, infantry and artillery to accomplish this mission. [Ref. 9: p.2]

B. MODELS

1. M1

This is the basic model of the tank. Chrysler Corporation was awarded Full Scale Engineering Development in 1976 and sold its tank building subsidiary to General Dynamics in 1982. By 1985, the end of production, 2,374 were made.

2. Improved M1 (IPM1)

This is an M1 with improved armour protection. A total of 894 were built from 1984 to 1986.

3. M1A1

A number of improvements were made to the IPM1 for this tank. These include: gun (see firepower next section), crew environment control, suspension, and transmission. Deliveries of this tank began in 1987 and are scheduled through 1991. By the end of 1989, 2,330 had been produced. [Ref. 10: pp.742-751]

C. CAPABILITIES

1. Firepower

The M1 version of the Abrams tank is armed with a 105 millimeter rifled cannon, the L68. This cannon is combat-proven and arms the tanks of many allies. The

M1A1 version, which entered production in 1985, is armed with the M256 120 millimeter smoothbore cannon, an improvement of the German 120mm cannon. Equipped with the M829 armor-piercing, fin-stabilized, discarding sabot round, this cannon can penetrate any known main-battle tank armor currently fielded. A multipurpose high-explosive anti-tank round is also carried. A digital fire control computer, coupled with a laser range finder, thermal sights and a turret stabilization system enable the Abrams to engage targets under all weather conditions and on the move. The tank is also armed with a .50 caliber commander's machinegun and two 7.62 mm machineguns.

2. Mobility

The Abrams was the world's first fielded tank to be equipped with a gas turbine engine. This engine develops 1500 horsepower and is coupled to a hydraulic transmission. An advanced suspension system featuring rotary shock absorbers enables the Abrams to operate at a maximum governed cross-country speed of 42 miles per hour.

3. Survivability

The highest priority in the design of the Abrams was the protection of the crew. Compartmentation of fuel and ammunition, nuclear/chemical/biological protection and halon fire suppression systems have been incorporated. Improved armor, responsive speed and agility, grenade and engine smoke generators and a low silhouette all contribute to the survivability of the system.

4. Communications

Crew intercommunications are provided by the AN/VIC-1 intercom system. Tactical radio communications are provided by the AN/VRC-12 family of radios, with a maximum two net capability. Provisions are being made for the additions of position navigation and digital communication in future models.

5. Maintenance

Maintenance considerations played a key part in the design of the Abrams. Ease of power pack removal and installation is the primary example. Additionally, most other major components are designed for easy removal and installation after fault isolation by built-in test equipment (BITE) or by the standard test equipment-M1 (STE-M1). [Ref. 9: p.3]

APPENDIX B. MAINTENANCE LEVELS

A. UNIT MAINTENANCE

This is the lowest level, it includes maintenance task performed by operator, crew, and unit personnel. It may be equated to the maintenance performed by the owner of a car and service station. Preventive checks and services to detect potential problem is a key component. Replacements are limited to small components which are quickly and easily replaced.

B. INTERMEDIATE MAINTENANCE

Entire units are devoted to this level of maintenance. The intermediate is further divided into direct support and general support. Direct support is provided on a repair and return basis to units that experience failures beyond their capability to repair. General support units rebuild components in support of the Army supply system.

C. DEPOT MAINTENANCE

This is the highest level and is performed at large fixed depot facilities. They provide rebuild and overhaul for both systems and components.

APPENDIX C. RELIABILITY FITS

A. STARTER

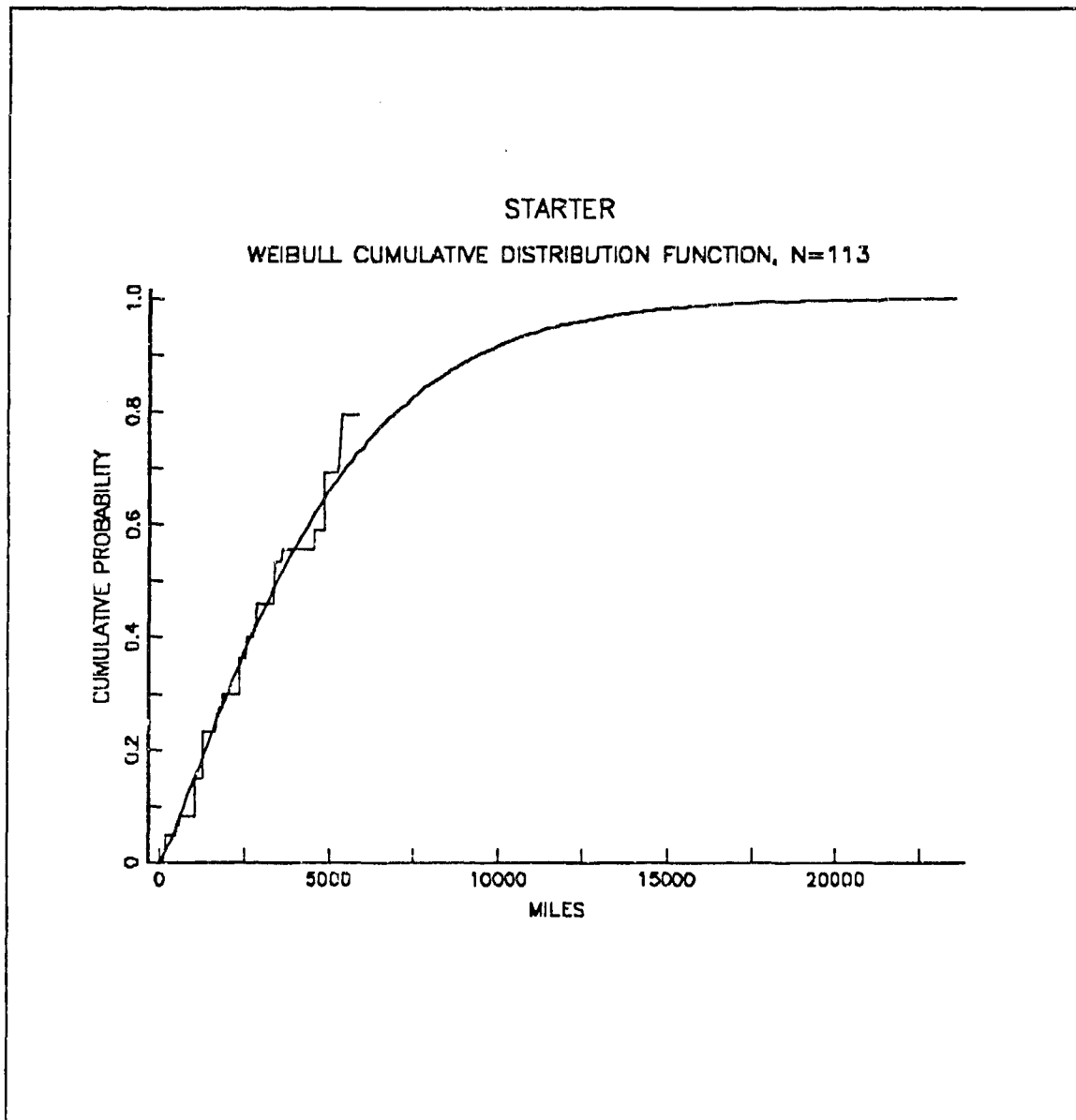


Figure 12. Starter Distribution Fit

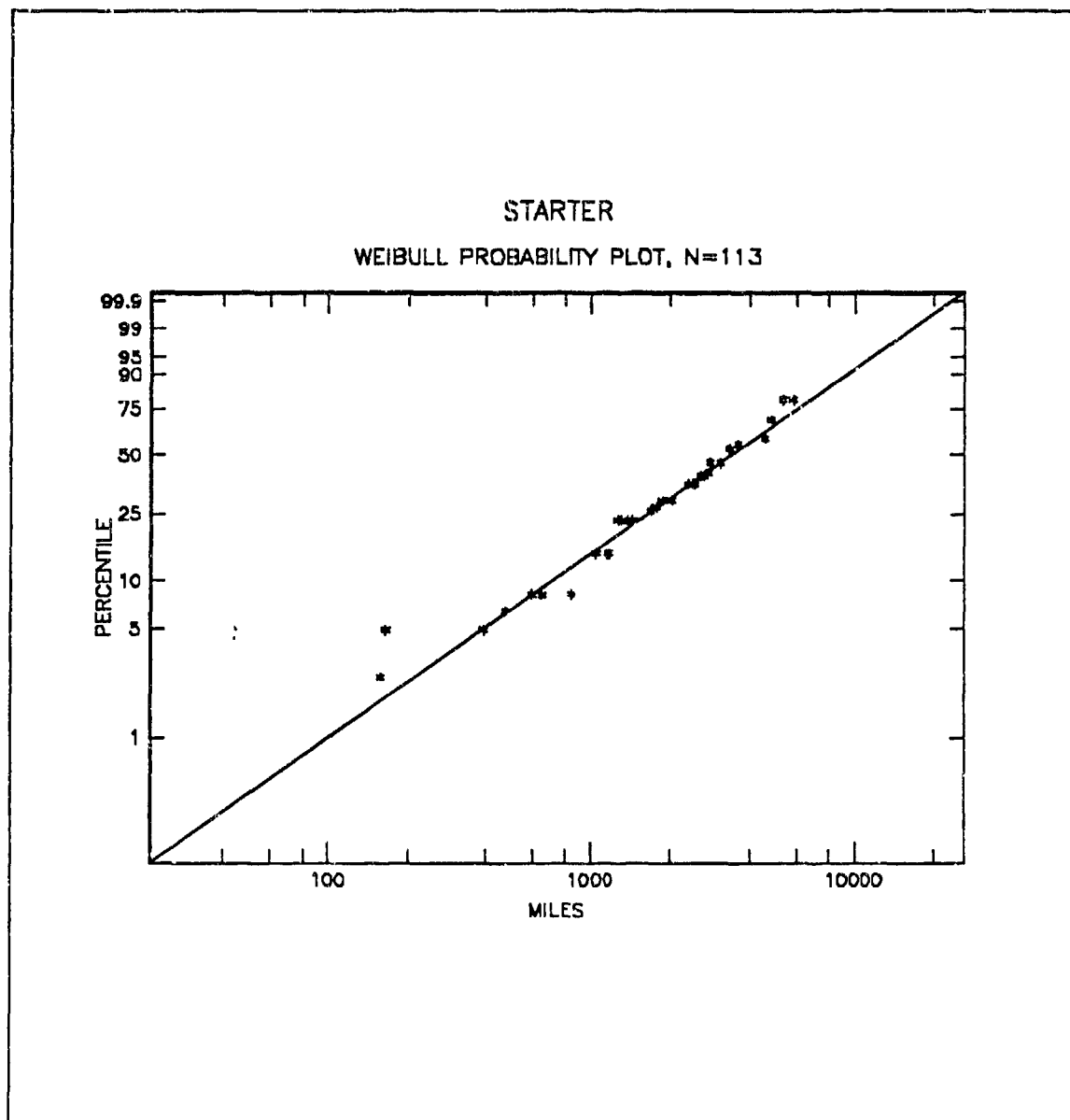


Figure 13. Starter Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : STARTER
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 113
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	σ
C (SHAPE)	1.1999	0.91873	1.4811	0.020572	2.9477E1
σ (SCALE)	4689.7	3580.5	5798.8	29.477	3.2013E5

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	1974.4	4411.4	NOT AVAILABLE
STD DEV :	1280.8	3692.2	
SKEWNESS:	0.54258	1.5213	
KURTOSIS:	2.6874	6.2366	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	471	394.56
10:	1015	718.86
25:	1660	1660.4
50:	3352.5	3455.3
75:	5301	6156.9
90:		9397.5
95:		11702

* BASED ON TURNBULL'S ESTIMATE

B. TRANSMISSION

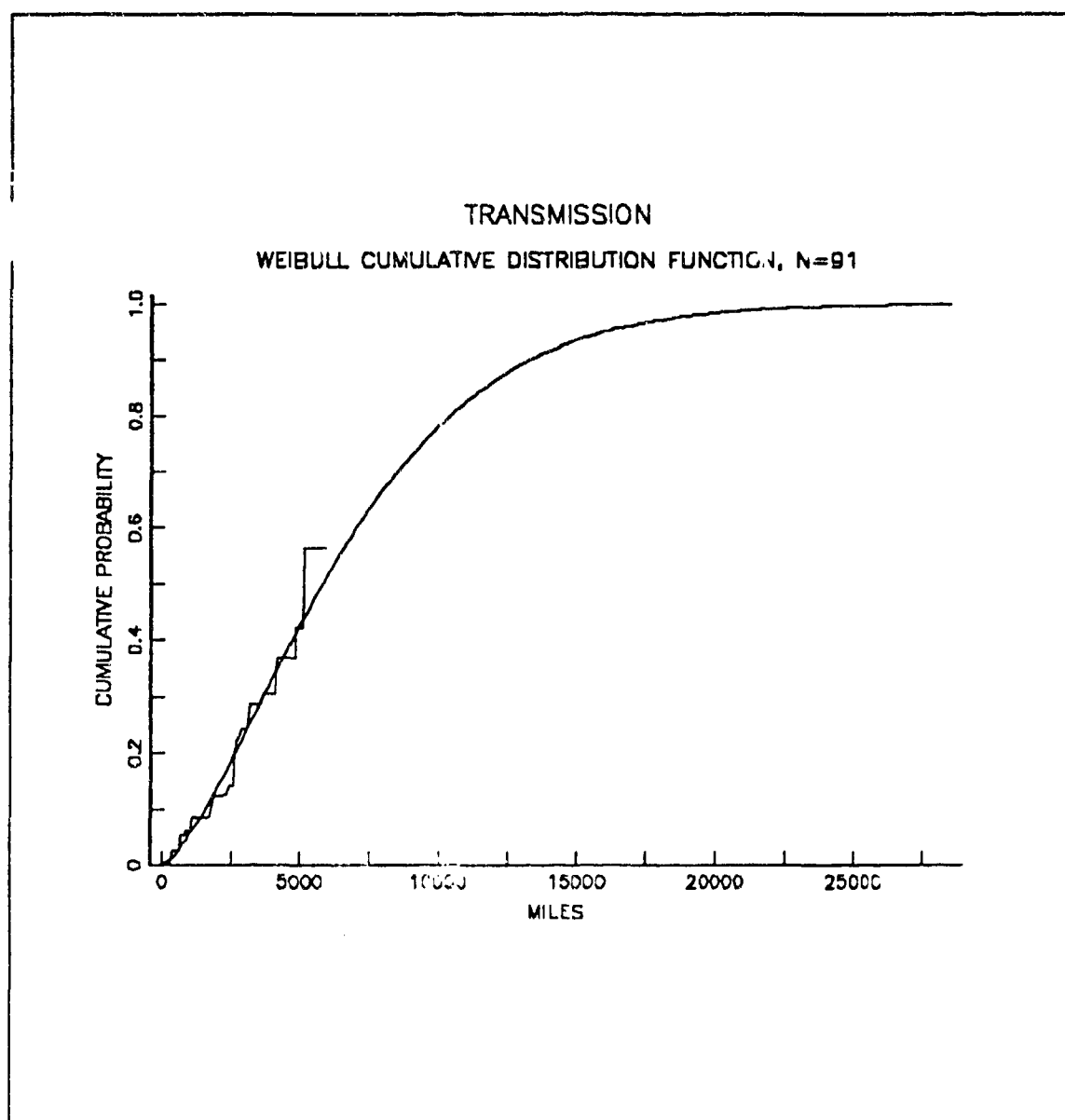


Figure 14. Transmission Distribution Fit

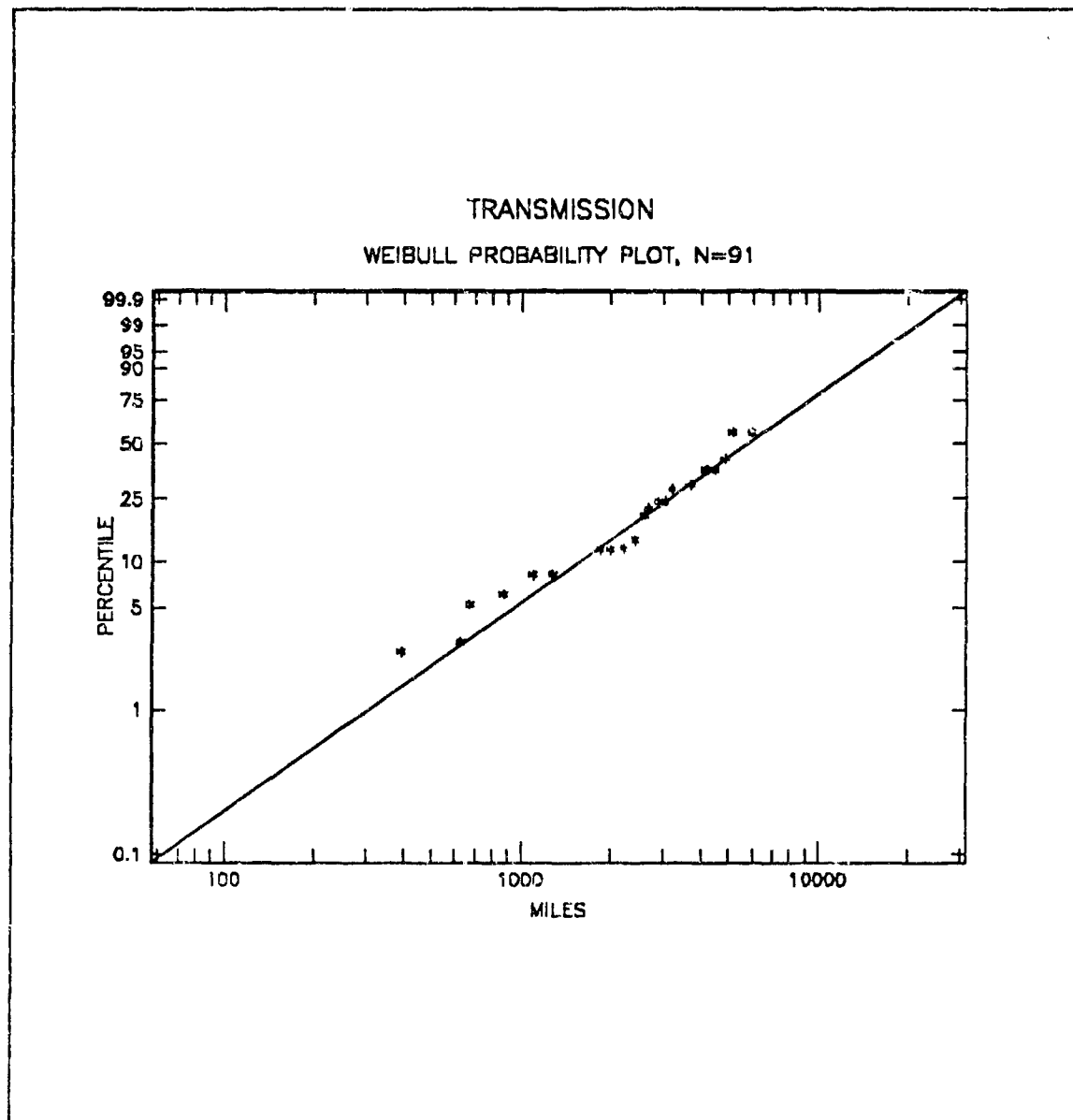


Figure 15. Transmissionr Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : TRANSMISSION
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 91
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	σ
C (SHAPE)	1.4455	0.9569	1.934	0.062105	2.0929E2
σ (SCALE)	7479.5	4952.5	10007	209.29	1.6616E6

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	2441.2	6784.8	NOT AVAILABLE
STD DEV :	1325.1	4767	
SKEWNESS:	0.040961	1.1387	
KURTOSIS:	2.2564	4.6203	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	665	958.21
10:	1777.5	1576.7
25:	3153.5	3158.9
50:	5122	5804.3
75:		9375.9
90:		13319
95:		15978

* BASED ON TURNBULL'S ESTIMATE

C. GRIP

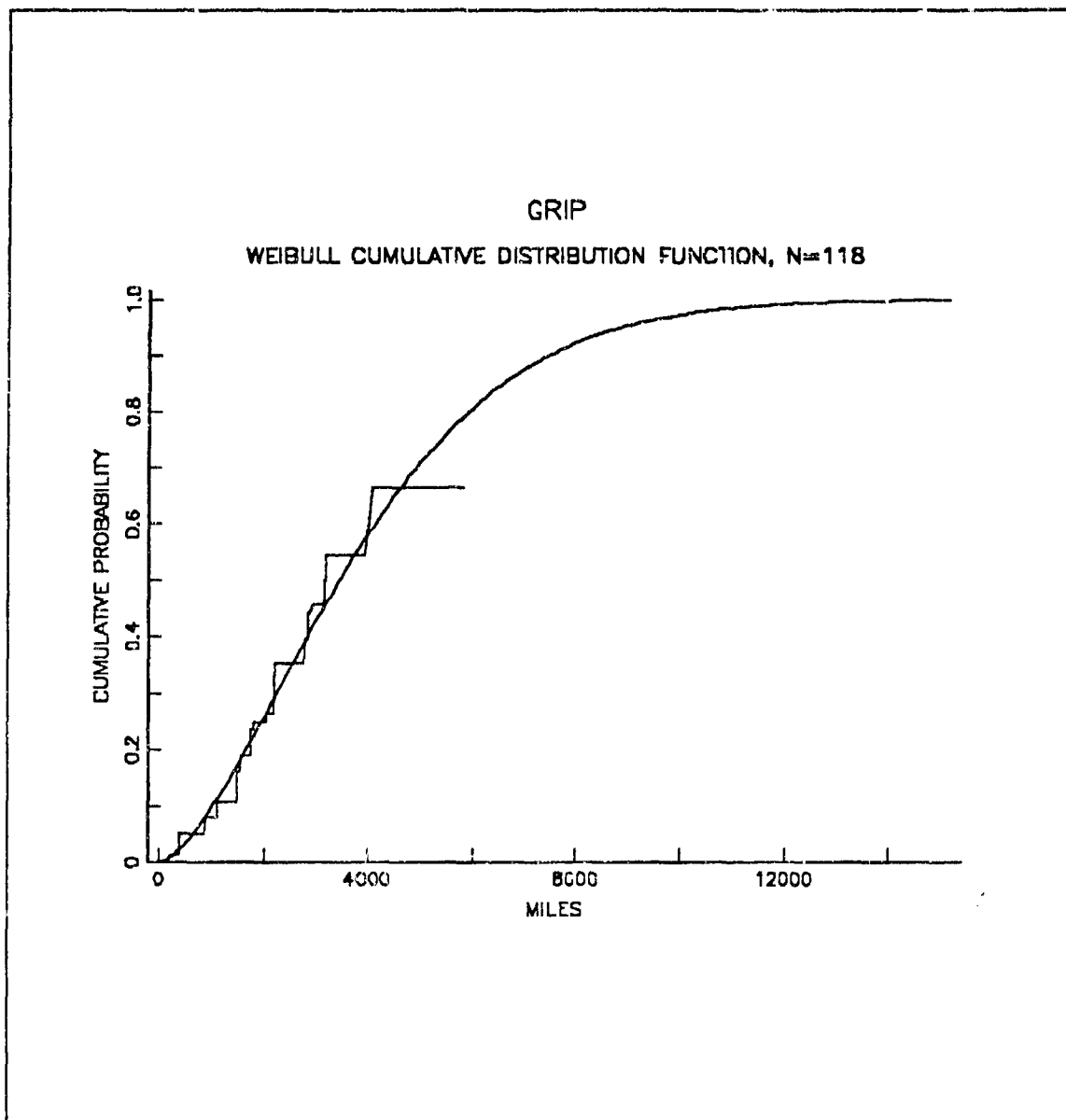


Figure 16. Grip Distribution Fit

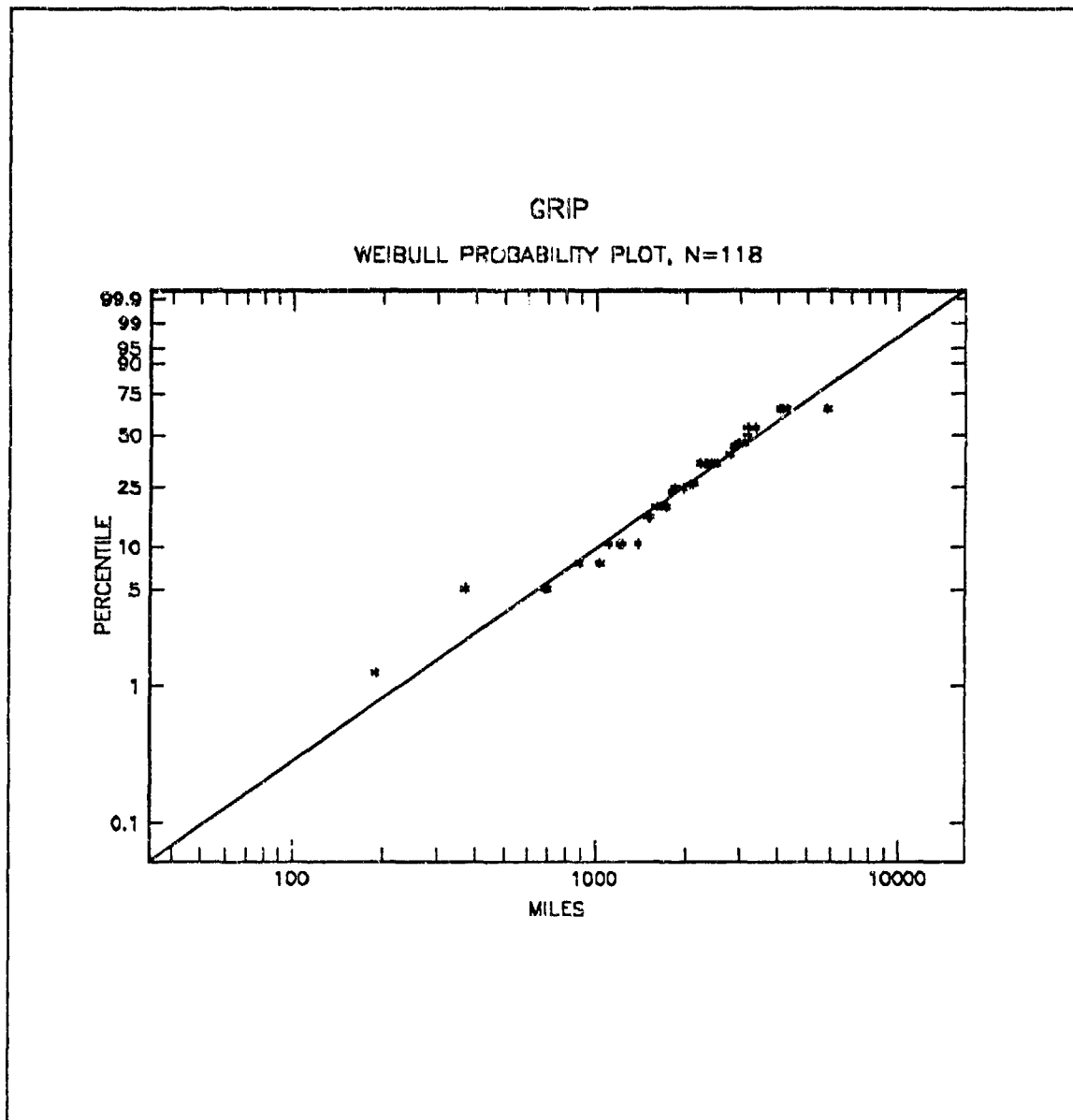


Figure 17. Grip Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : GRIP
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 118
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	^o
C (SHAPE)	1.5539	1.1948	1.913	0.033552	3.0428E1
^o (SCALE)	4369.9	3538.7	5201.1	30.428	1.7976E5

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	2060.9	3929.2	NOT AVAILABLE
STD DEV :	1072.3	2582.6	
SKEWNESS:	0.10384	1.0109	
KURTOSIS:	2.2689	4.1929	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	365.5	646.17
10:	1108.5	1026.9
25:	2039	1960
50:	3160	3451.7
75:		5392.1
90:		7474.3
95:		8853.6

* BASED ON TURNBULL'S ESTIMATE

D. NOZZLE

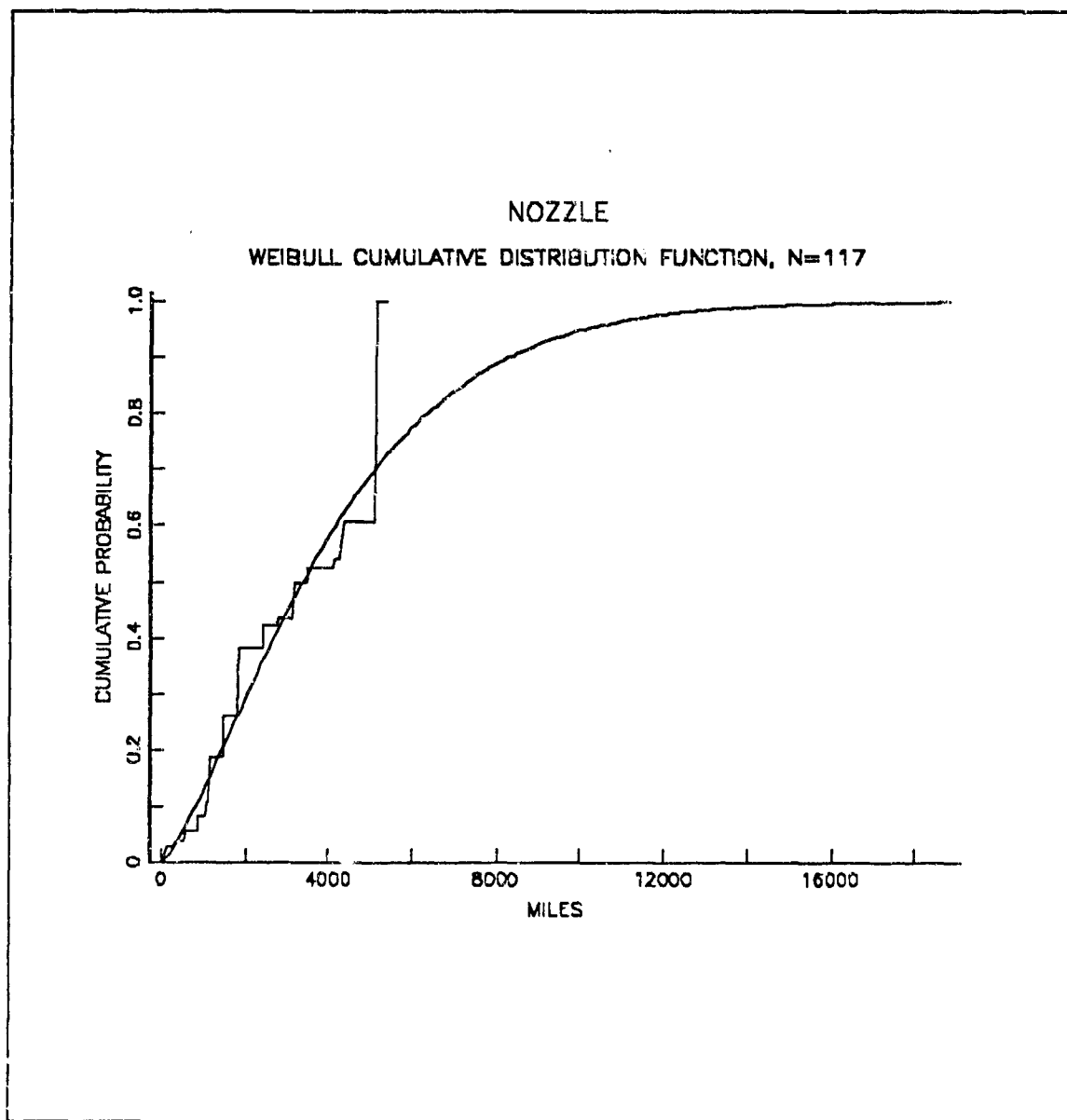


Figure 18. Nozzle Distribution Fit

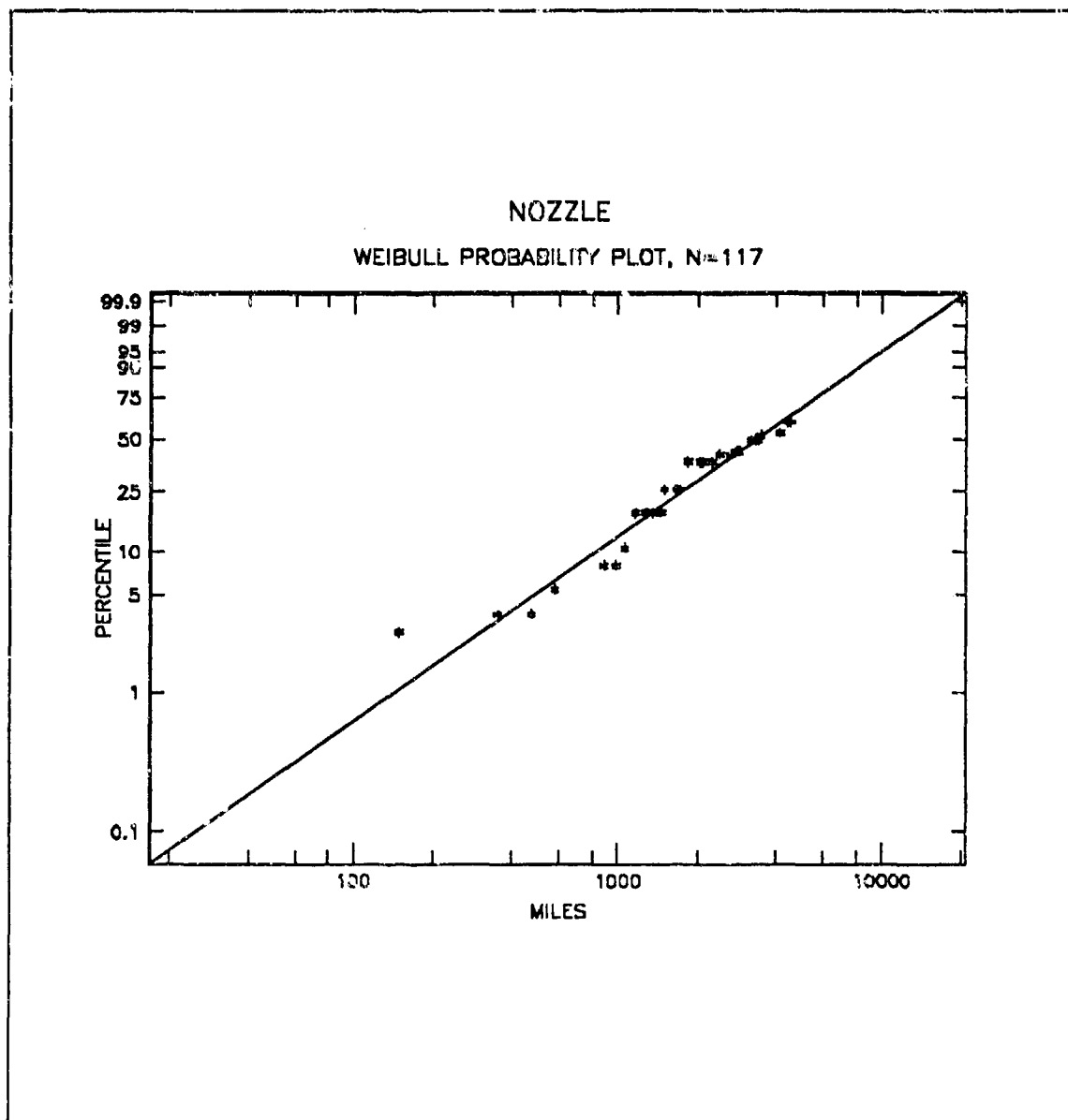


Figure 19. Nozzle Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : NOZZLE
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 117
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	°
C (SHAPE)	1.3384	1.0287	1.6482	0.024967	2.9137E1
° (SCALE)	4438.7	3490.1	5387.2	29.137	2.3412E5

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	1925.3	4076.5	NOT AVAILABLE
STD DEV :	1223.4	3077	
SKEWNESS:	0.91959	1.2864	
KURTOSIS:	3.4006	5.1839	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	571	482.47
10:	1057	826.11
25:	1489	1749.7
50:	3457	3375.4
75:	5124	5665.5
90:	5124	8277.2
95:	5124	10076

* BASED ON TURNBULL'S ESTIMATE

E. DISTBOX

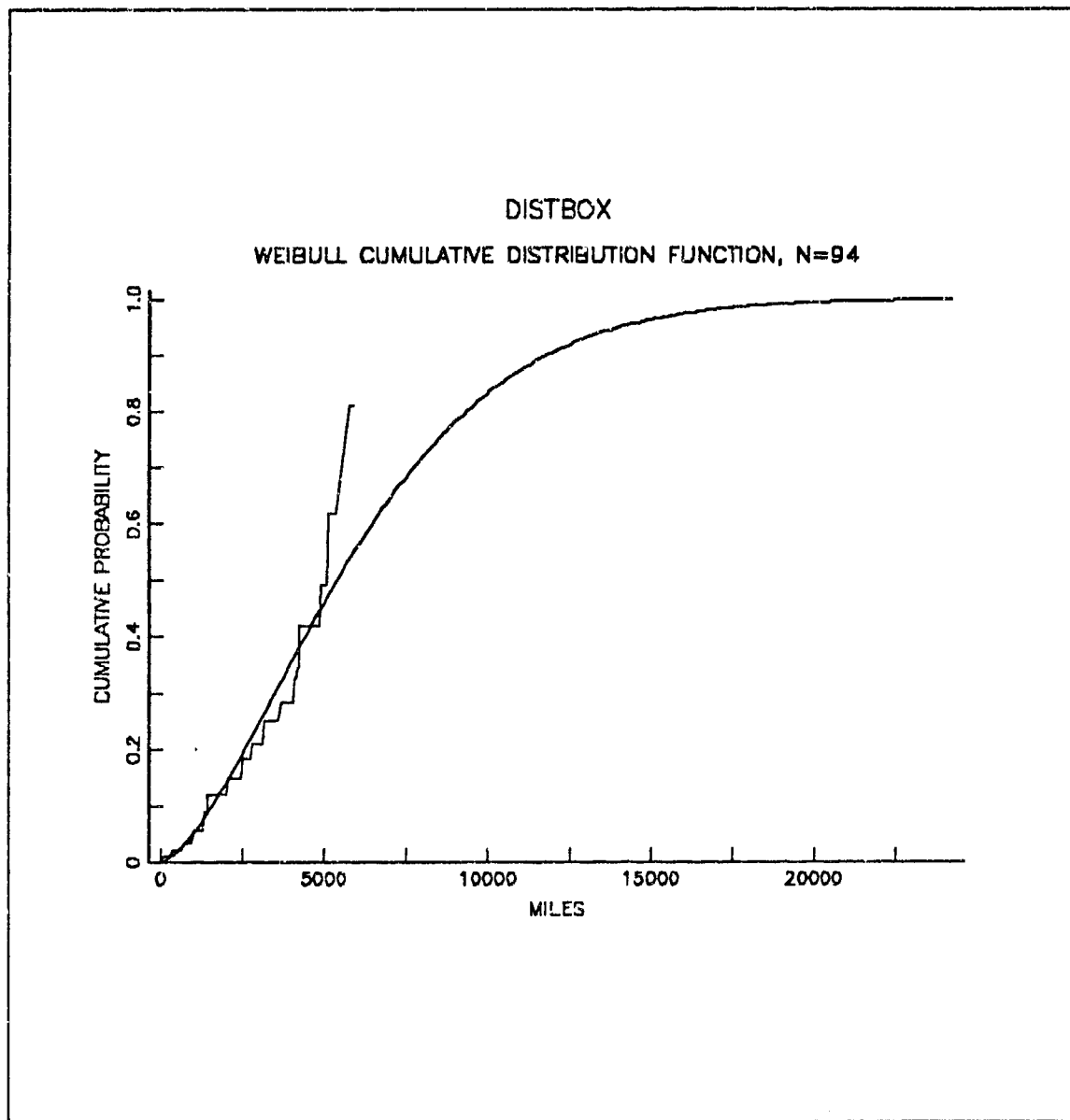


Figure 20. Distbox Distribution Fit

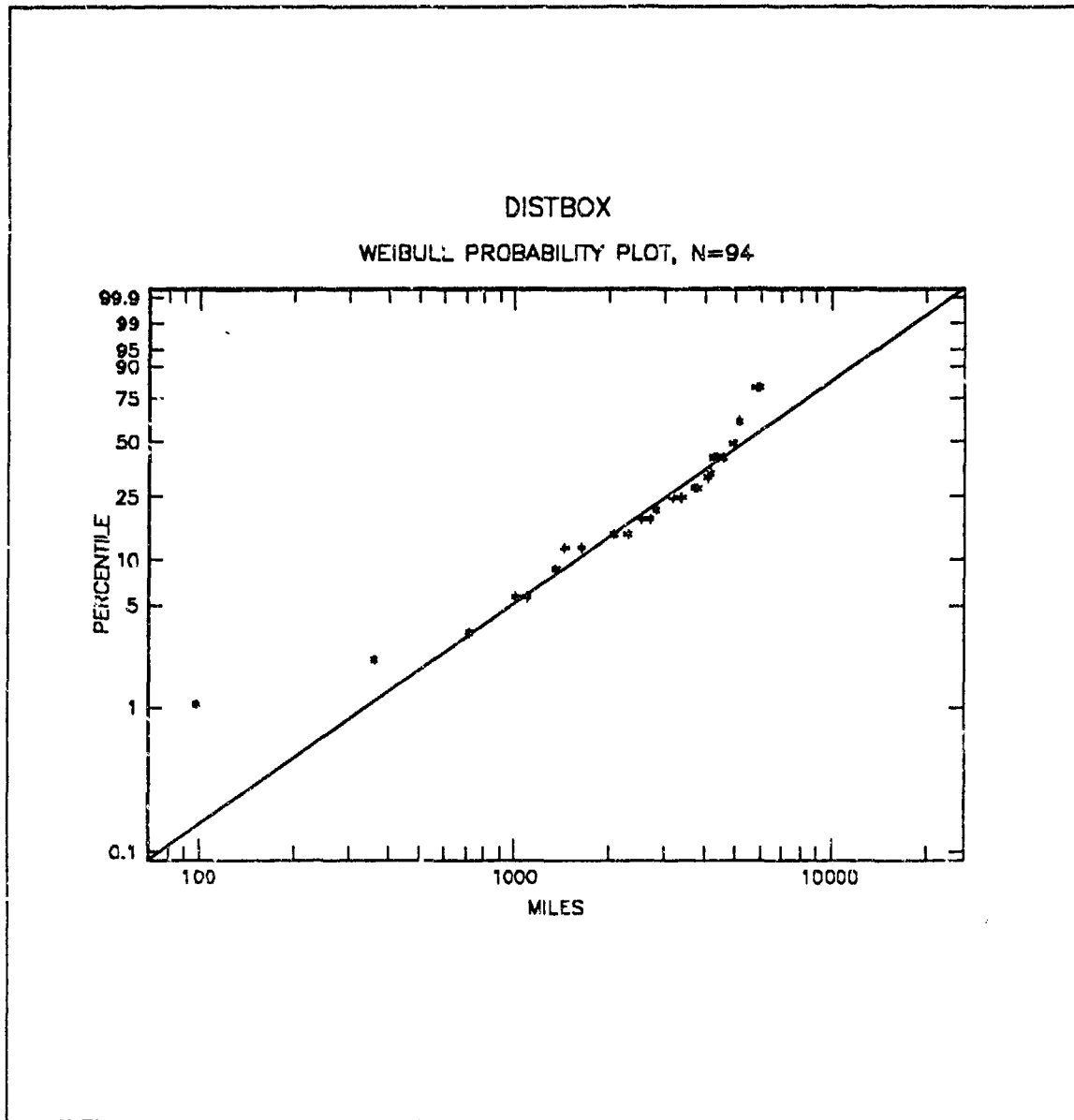


Figure 21. Distbox Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : DISTBOX
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 94
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	σ
C (SHAPE)	1.5315	1.0412	2.0217	0.062543	1.5897E2
σ (SCALE)	6858.6	4828.2	8889.1	158.97	1.0727E6

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	2705.2	6176.7	NOT AVAILABLE
STD DEV :	1535.9	4114.4	
SKEWNESS:	0.0087015	1.0358	
KURTOSIS:	1.904	4.2719	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	975.5	986.16
10:	1431.5	1577.9
25:	3633.5	3040.4
50:	5111.5	5398.9
75:	5599	8489.2
90:		11824
95:		14040

* BASED ON TURNBULL'S ESTIMATE

F. LINK

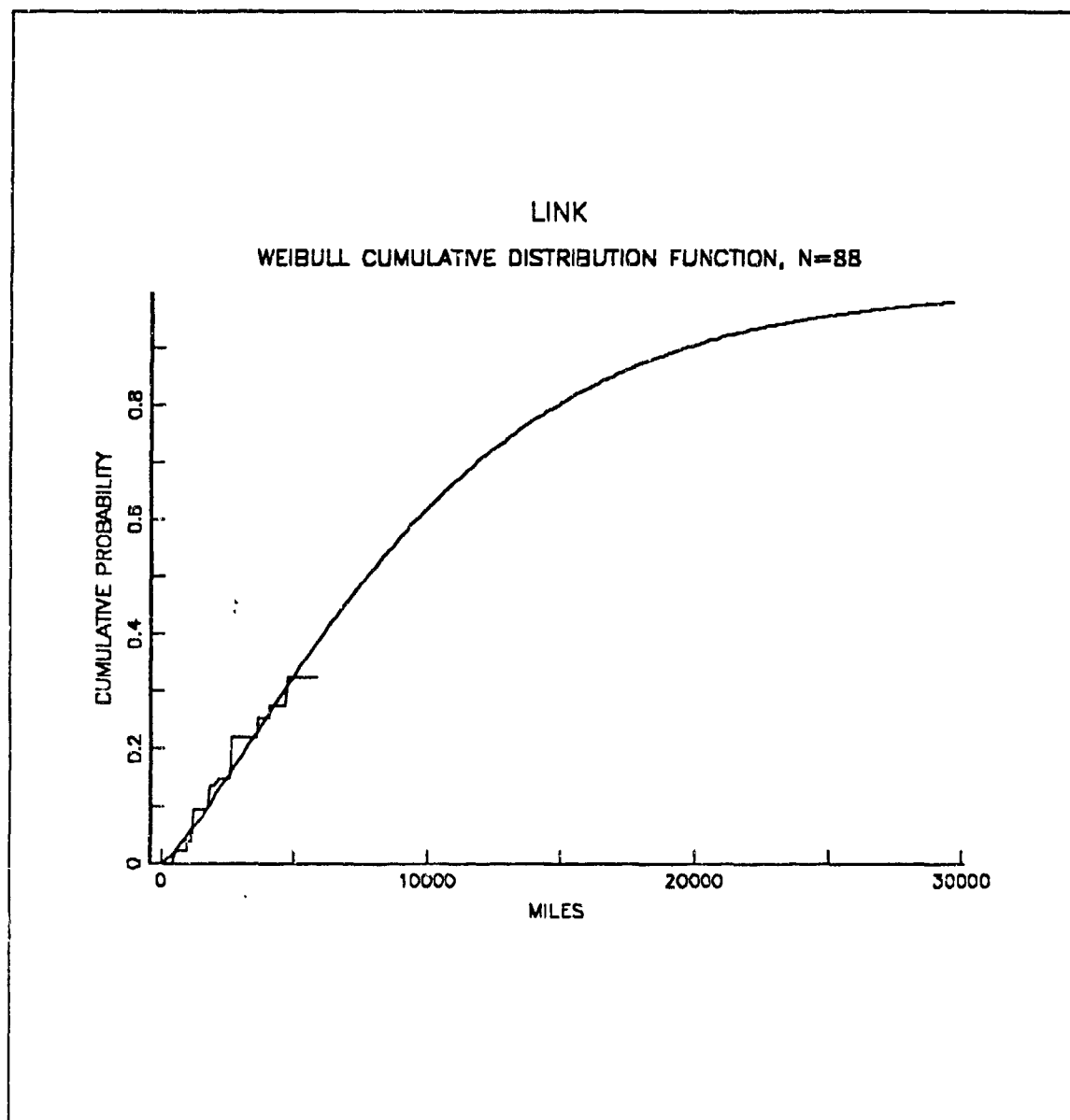


Figure 22. Link Distribution Fit

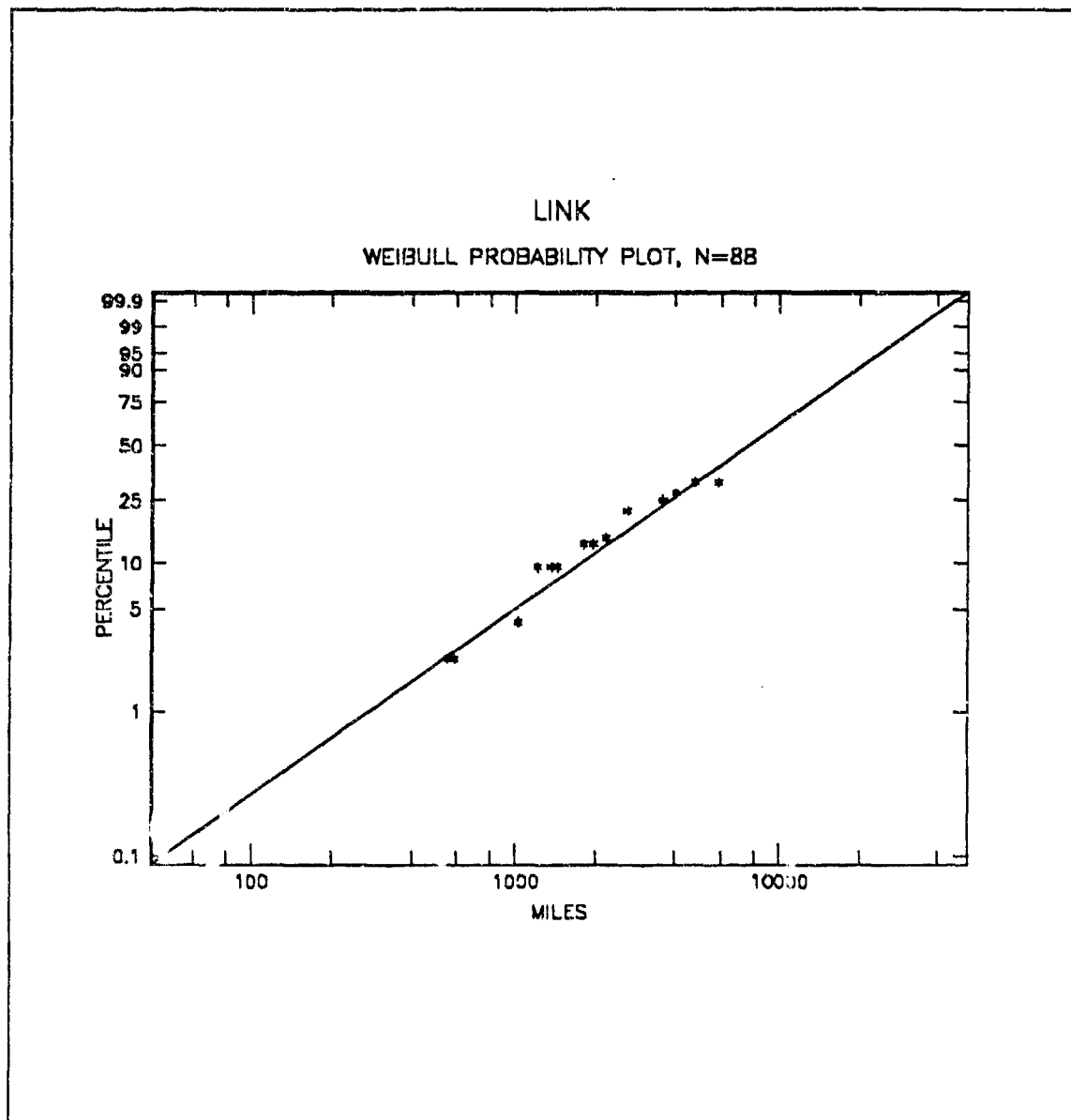


Figure 23. Link Percentile Plot

ANALYSIS OF WEIBULL DISTRIBUTION FIT

DATA : LINK
 SELECTION : ALL
 X AXIS LABEL: MILES
 SAMPLE SIZE : 88
 CENSORING : GROUPED DATA (CENSORING IS IMPLICIT)
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : ASYMPTOTIC NORMAL APPROXIMATION

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	C	
C (SHAPE)	1.2801	0.78478	1.7754	0.063837	5.0284E2
σ (SCALE)	10239	5049.7	15429	502.84	7.0077E6

	SAMPLE*	FITTED	GOODNESS OF FIT
MEAN :	2071.2	9486.9	NOT AVAILABLE
STD DEV :	1137.5	7467	
SKEWNESS:	0.57276	1.3783	
KURTOSIS:	2.5741	5.5727	

* BASED ON MIDPOINTS OF FINITE INTERVALS

PERCENTILES	SAMPLE*	FITTED
5:	1196.5	1006
10:	1753	1765.2
25:	3592.5	3868.8
50:		7689.9
75:		13215
90:		19644
95:		24127

* BASED ON TURNBULL'S ESTIMATE

APPENDIX D. DELAY FITS

A. STARTER

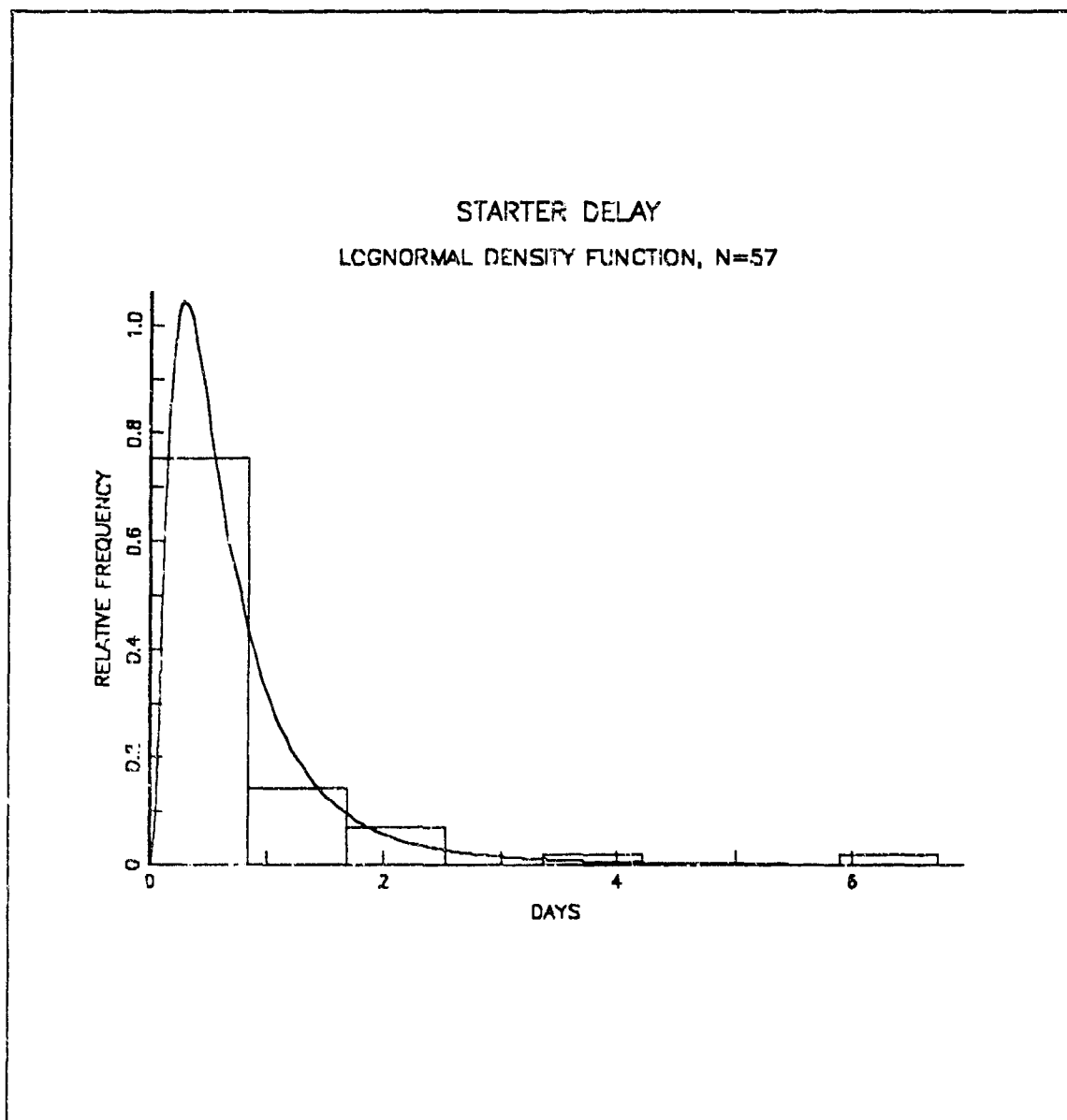


Figure 24. Starter Delay Histogram

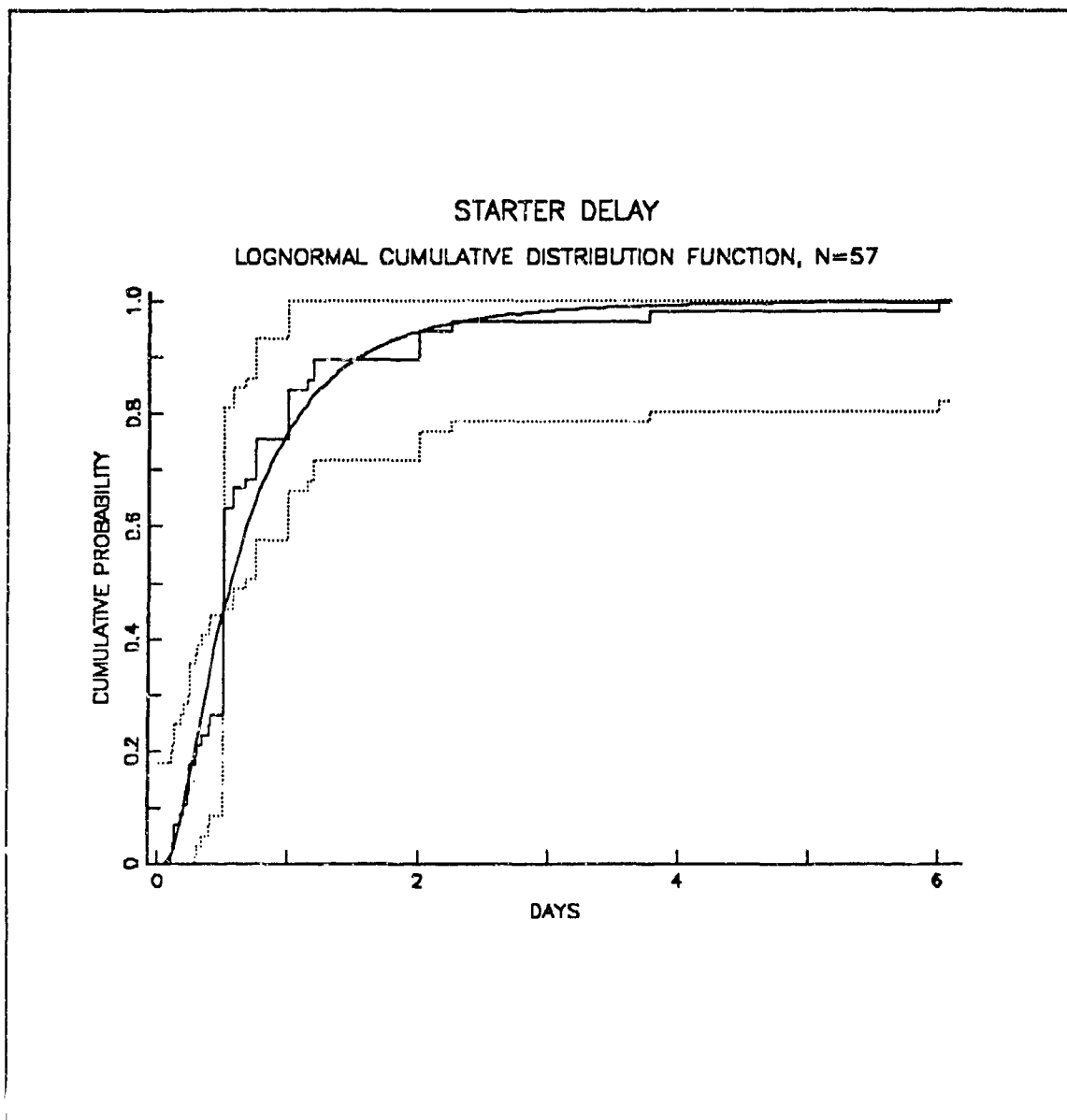


Figure 25. Starter Delay Distribution Fit

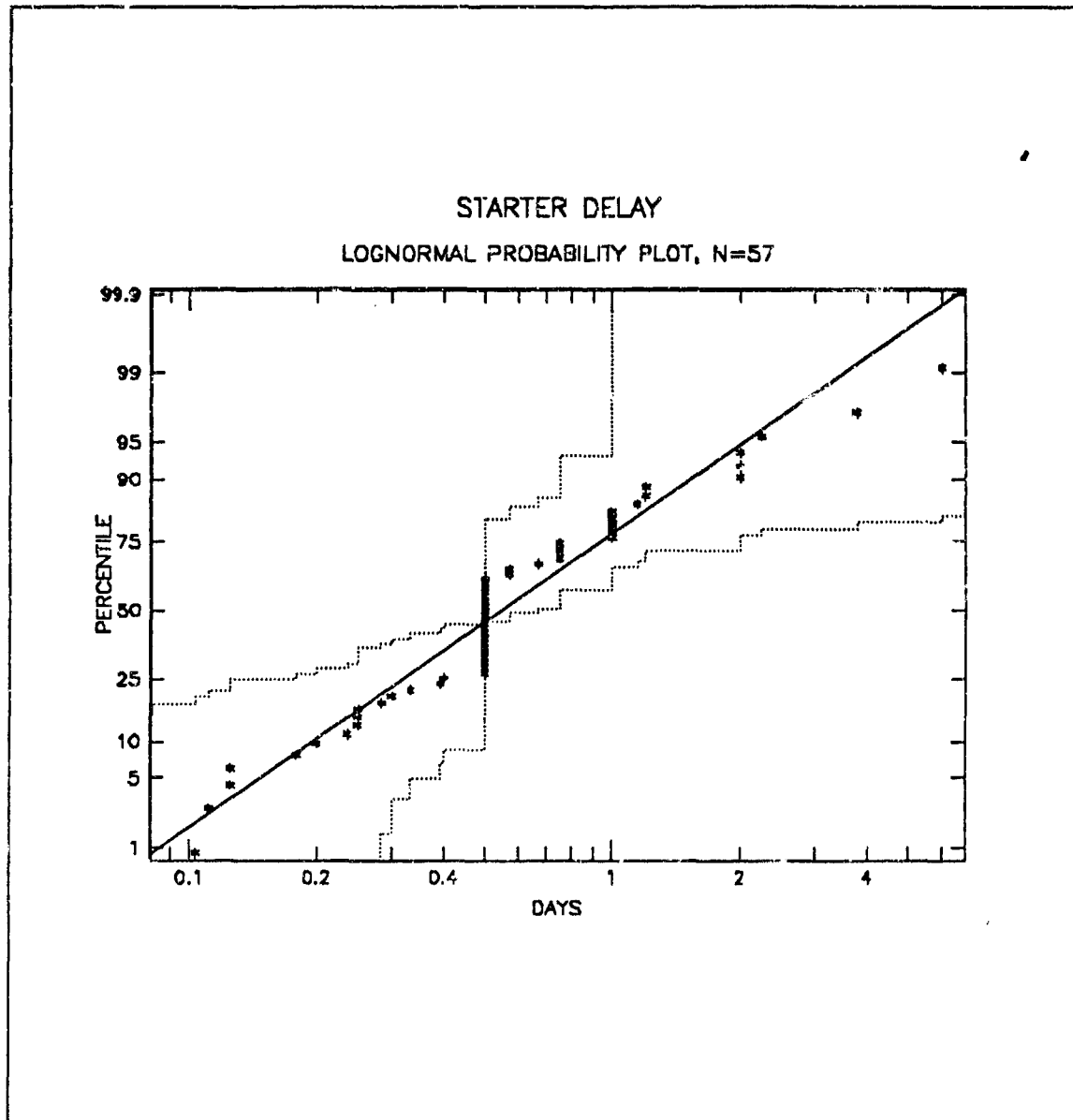


Figure 26. Starter Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : STARTER
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 57
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.59102	0.80521	0.37683	0.011212	0
SIGMA	0.79943	0.6809	0.98954	0	0.0056061

	SAMPLE	FITTED
MEAN :	0.79685	0.76225
STD DEV :	0.94387	0.72103
SKEWNESS:	3.6941	3.6841
KURTOSIS:	18.884	34.264

GOODNESS OF FIT

KOLM-SMIRN : 0.18602
 SIGNIF : 0.038716
 CRAMER-V M : 0.34074
 SIGNIF : < .15
 ANDER-DARL : 1.5772
 SIGNIF : > .15

PERCENTILES	SAMPLE	FITTED
5:	0.125	0.14864
10:	0.2	0.19876
25:	0.4	0.32304
50:	0.5	0.55376
75:	0.75	0.94928
90:	2	1.5429
95:	2.25	2.0631

KS, AL, AND CV SIGNIF. LEVELS NOT
 EXACT WITH ESTIMATED PARAMETERS.

B. TRANSMISSION

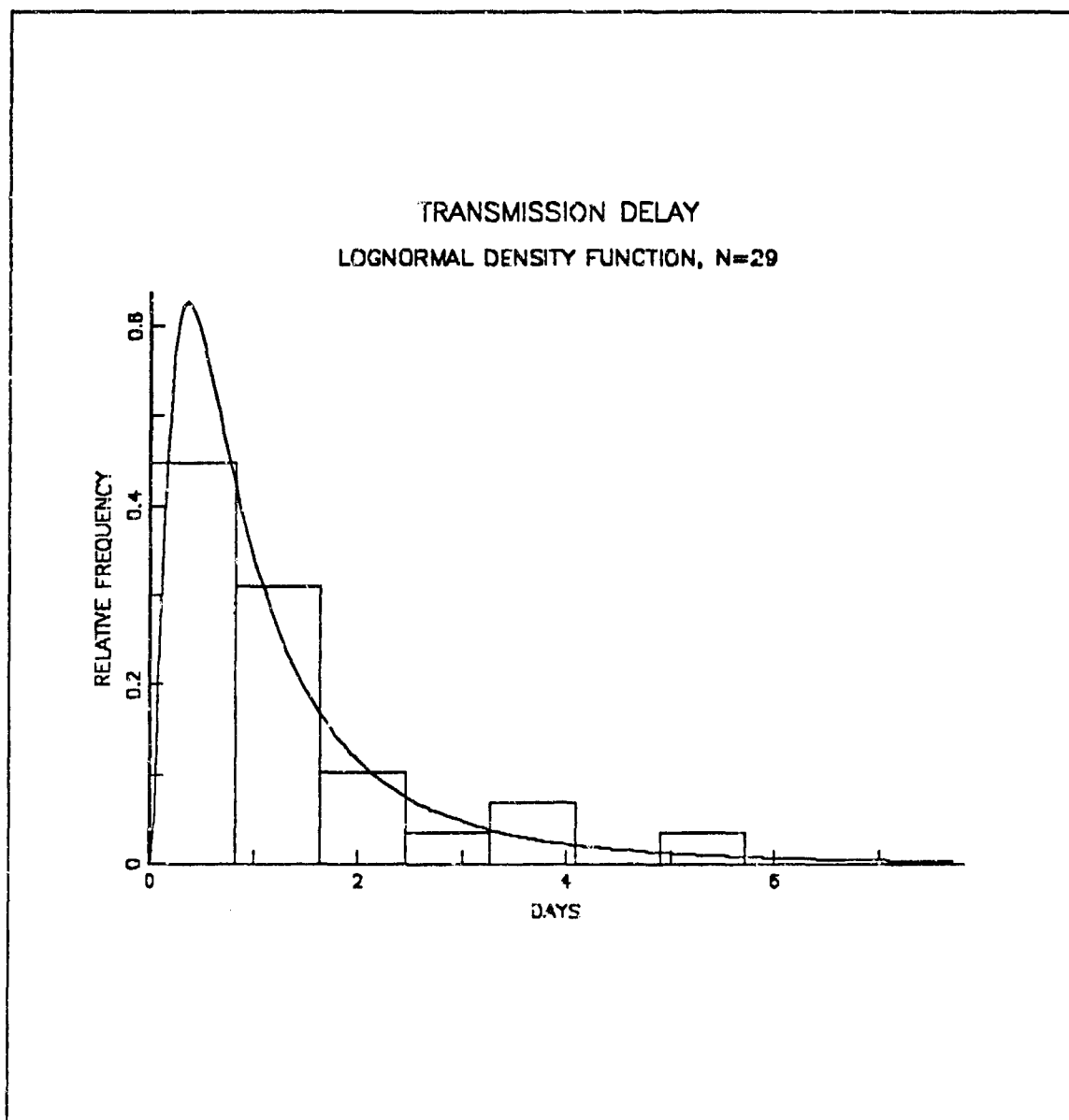


Figure 27. Transmission Delay Histogram

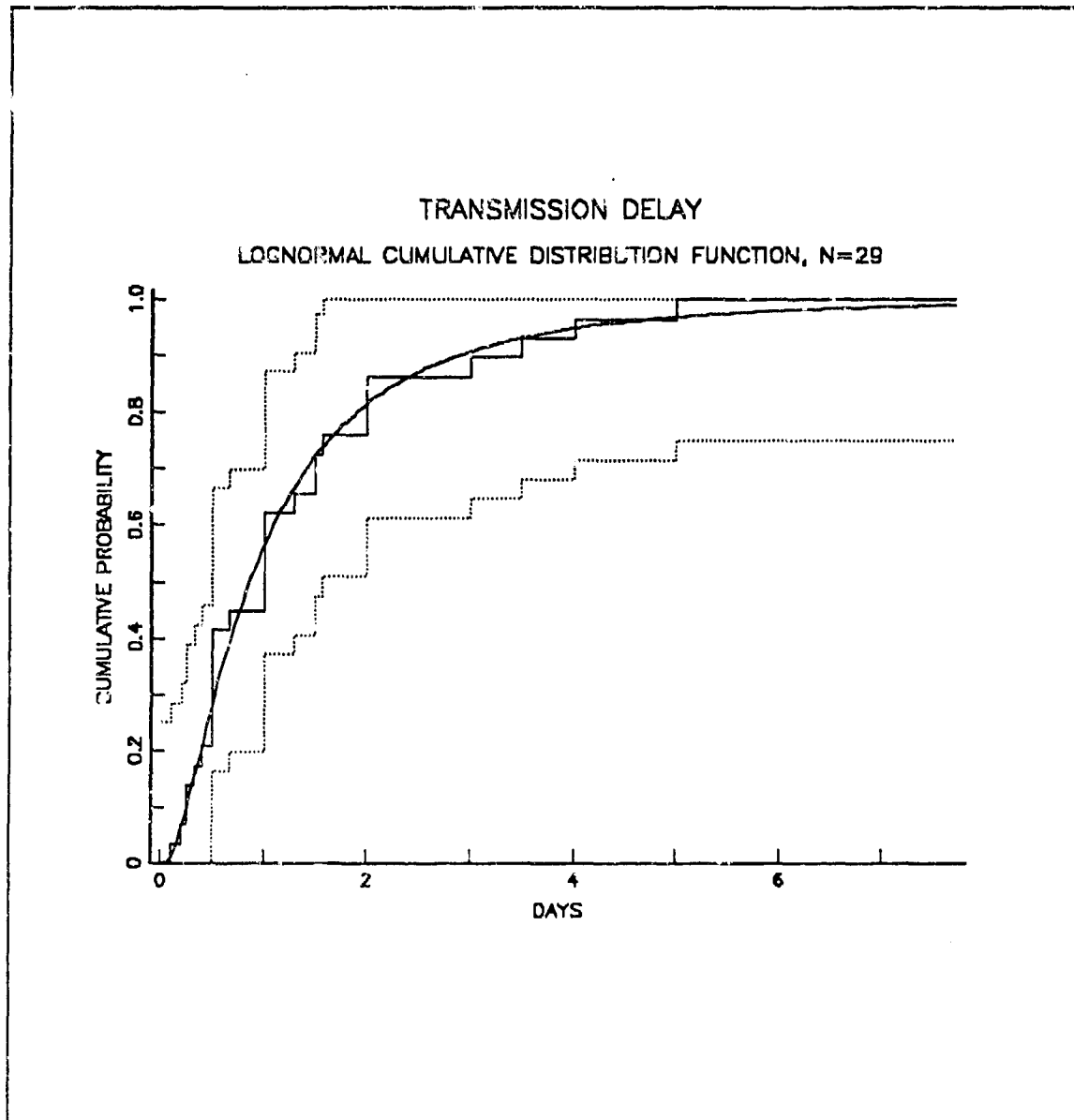


Figure 28. Transmission Delay Distribution Fit

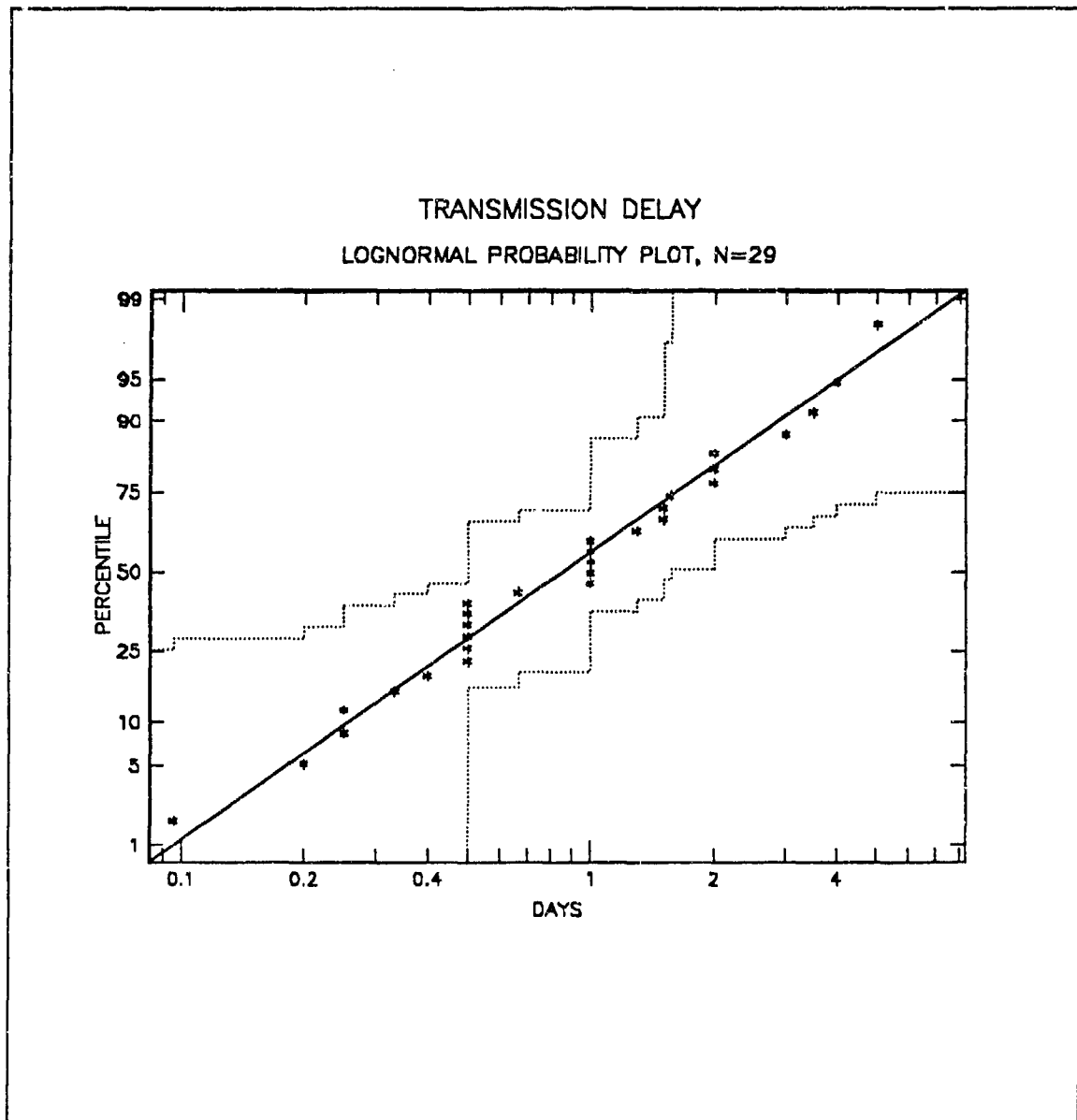


Figure 29. Transmission Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : TRANSMISSION
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 29
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.15064	0.51526	0.21398	0.030588	0
SIGMA	0.94184	0.76064	1.2964	0	0.015294

	SAMPLE	FITTED	GOODNESS OF FIT
MEAN :	1.295	1.3403	
STD DEV :	1.2194	1.6016	CHI-SQUARE : 0.23296
SKEWNESS:	1.5456	5.2913	DEG FREED: 1
KURTOSIS:	4.7651	78.062	SIGNIF : 0.62934
			KOLM-SMIRN : 0.13149
PERCENTILES			SIGNIF : 0.69773
5:	0.2	0.18265	CRAMER-V M : 0.054591
10:	0.25	0.25722	SIGNIF : > .15
25:	0.5	0.45584	ANDER-DARL : 0.29512
50:	1	0.86016	SIGNIF : > .15
75:	1.5652	1.6231	
90:	3.5	2.8764	KS, AD, AND CV SIGNIF. LEVELS NOT
95:	4	4.0506	EXACT WITH ESTIMATED PARAMETERS.

CHI-SQUARE GOODNESS OF FIT TABLE

LOWER	UPPER	OBS	EXP	O-E	$((O-E)^2)/E$
-INF.	0.81746	13	13.875	0.87491	0.05517
0.81746	1.6349	9	7.9432	1.0568	0.1406
1.6349	2.4524	3	3.3254	0.32541	0.031842
2.4524	+INF.	4	3.8565	0.14351	0.0053407
TOTAL		29	29		0.23296

C. GRIP

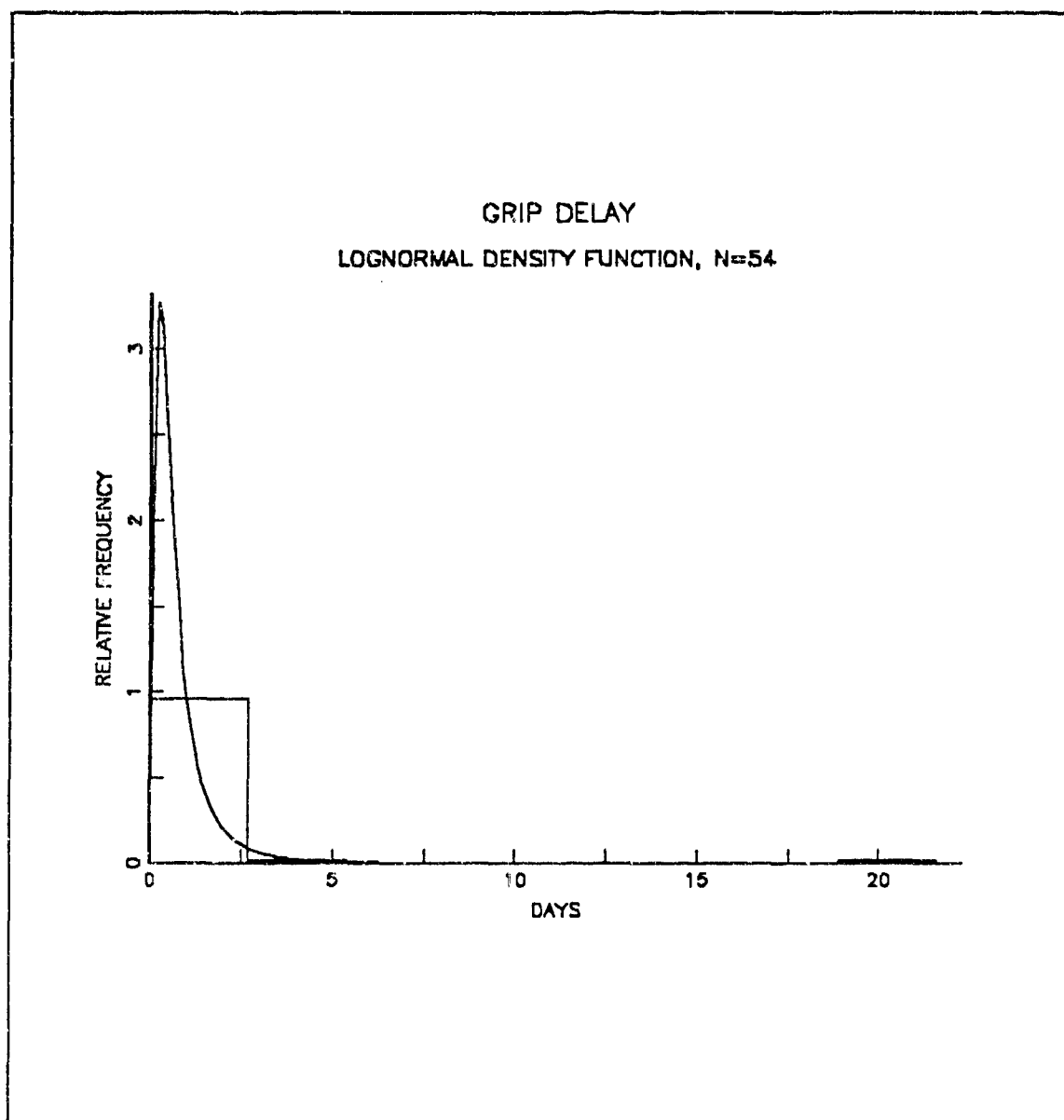


Figure 30. Grip Delay Histogram

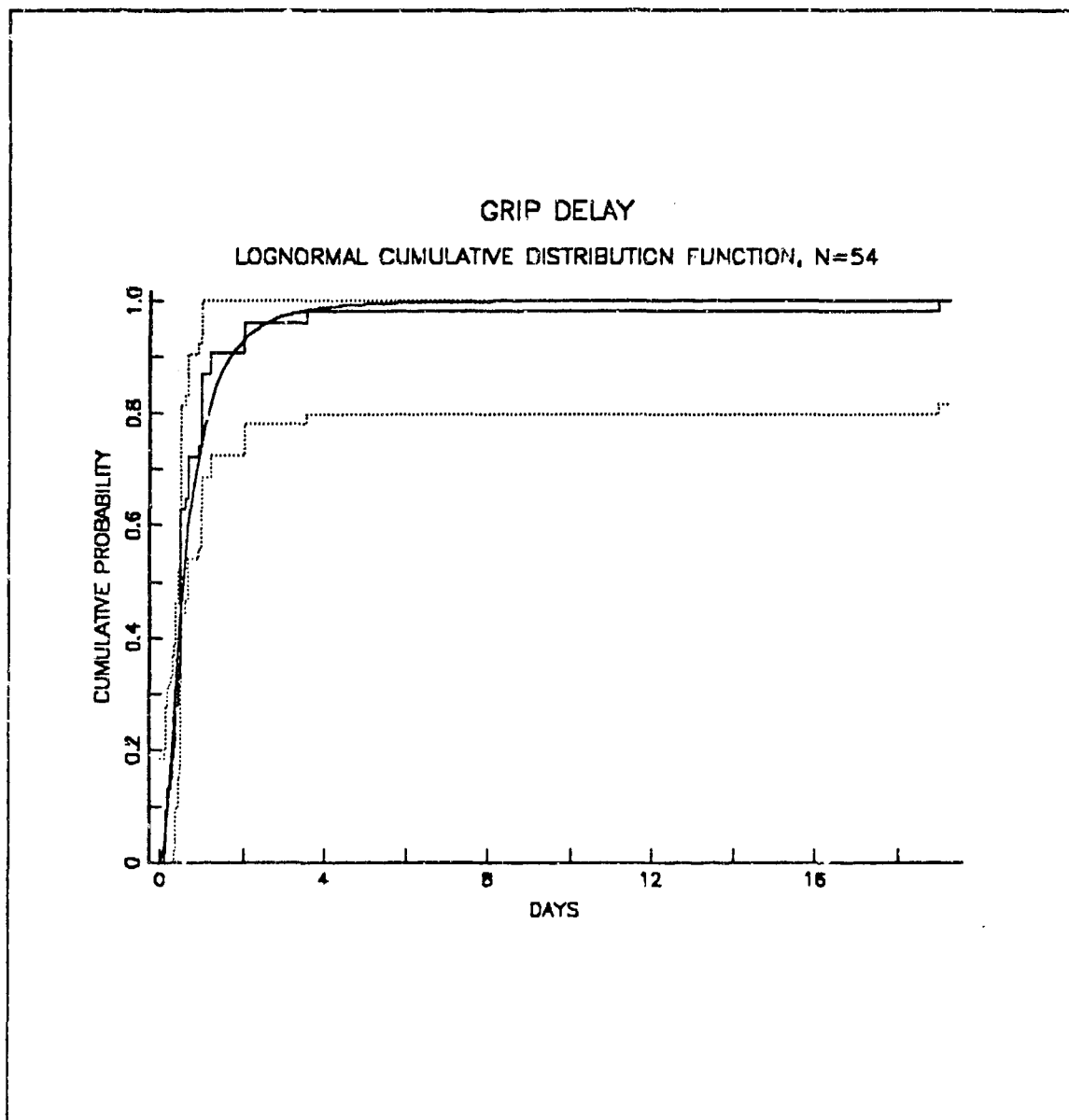


Figure 31. Grip Delay Distribution Fit

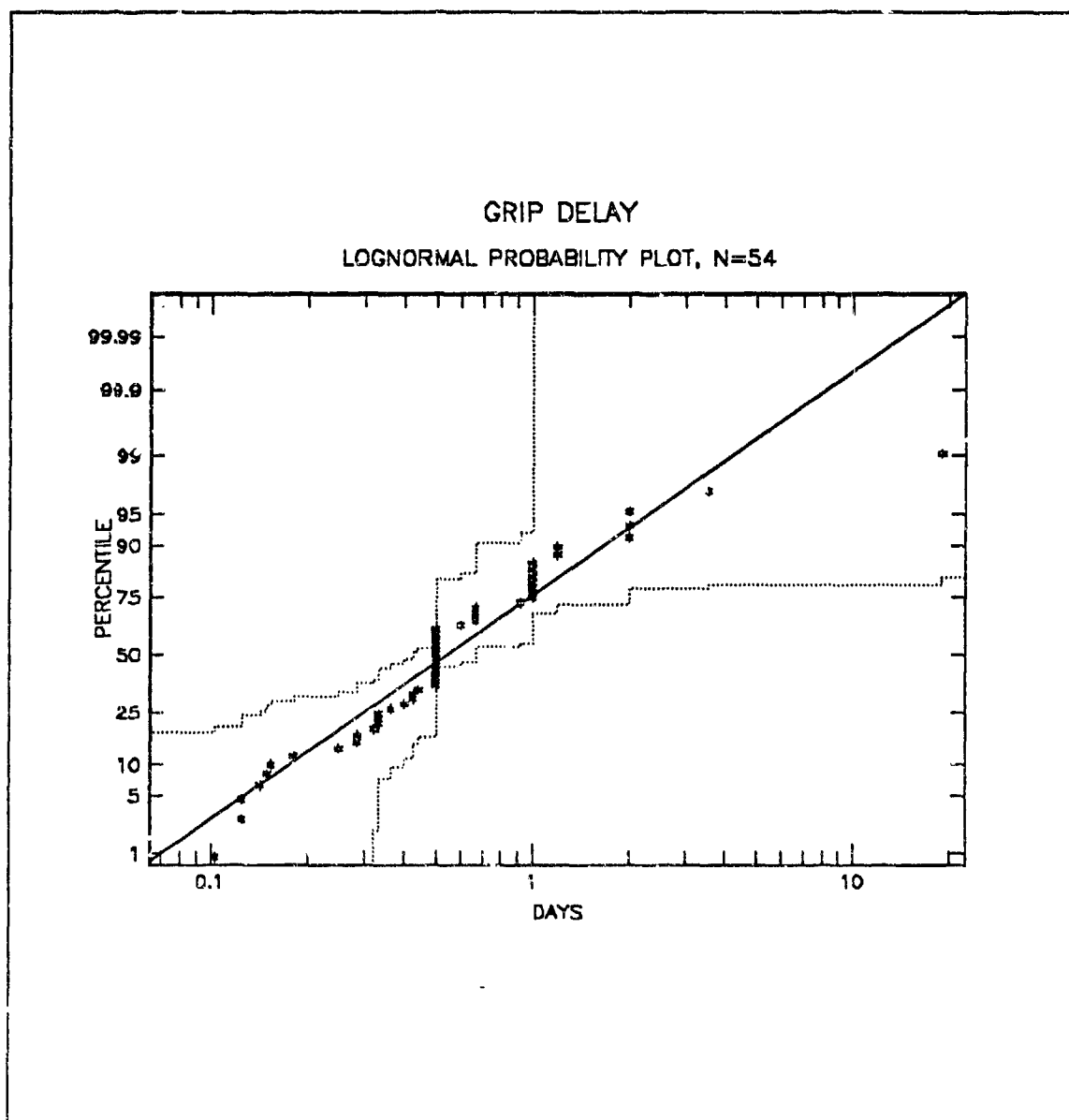


Figure 32. Grip Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : GRIP
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 54
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.60291	0.84539	0.36042	0.014336	0
SIGMA	0.87986	0.74655	1.0965	0	0.007168

	SAMPLE	FITTED	GOODNESS OF FIT	
MEAN :	1.0154	0.80587	KOLM-SMIRN :	0.17048
STD DEV :	2.5633	0.87121	SIGNIF :	0.086673
SKEWNESS:	6.588	4.5068	CRAMER-V M :	0.25423
KURTOSIS:	46.611	53.634	SIGNIF :	> .15
PERCENTILES	SAMPLE	FITTED	ANDER-DARL :	1.3338
5:	0.125	0.12868	SIGNIF :	> .15

10:	0.15385	0.17717
25:	0.33333	0.30237
50:	0.5	0.54722
75:	1	0.99033
90:	1.2	1.6902
95:	2	2.3272

KS, AD, AND CV SIGNIF. LEVELS NOT
 EXACT WITH ESTIMATED PARAMETERS.

D. NOZZLE

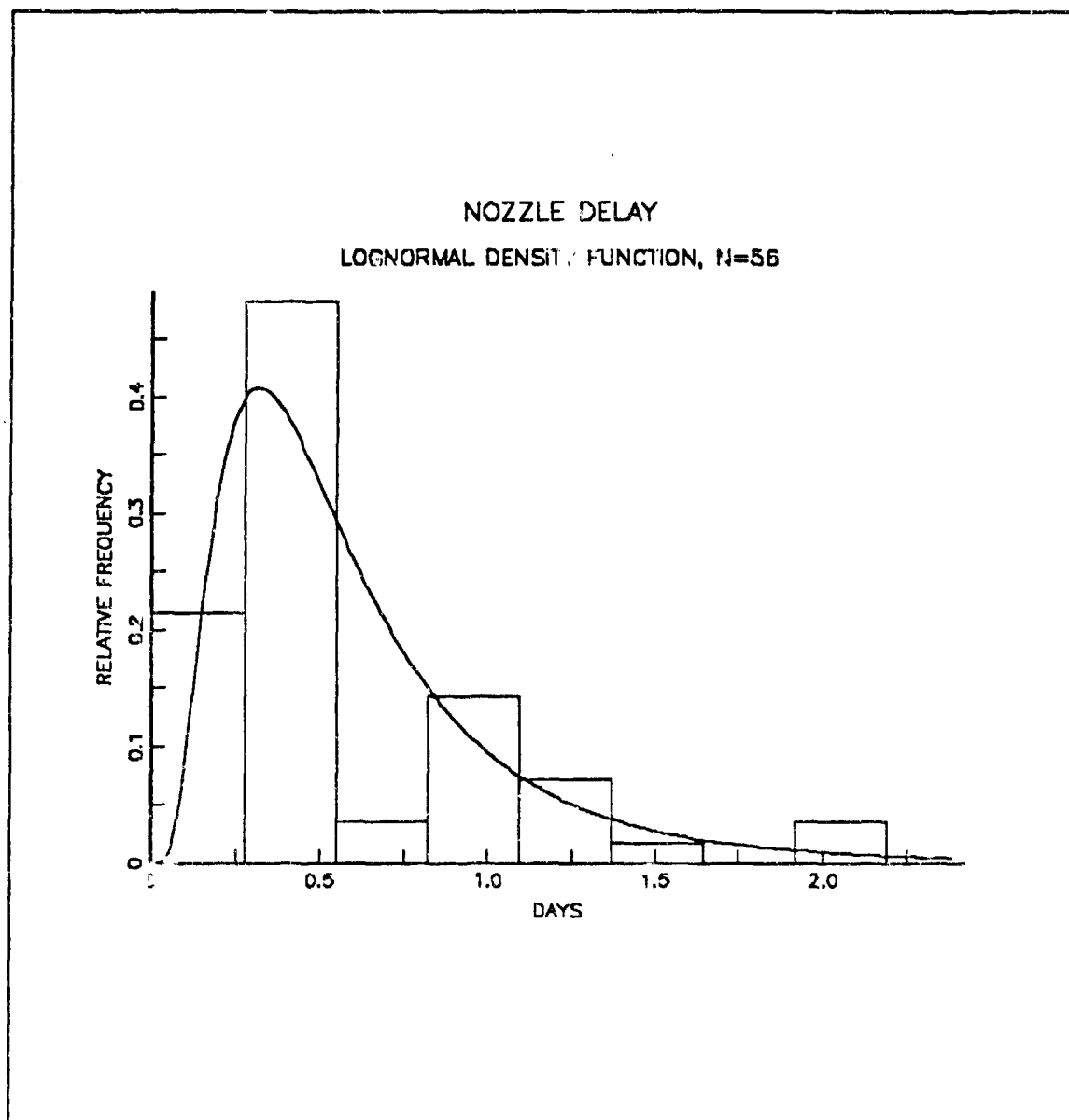


Figure 33. Nozzle Delay Histogram

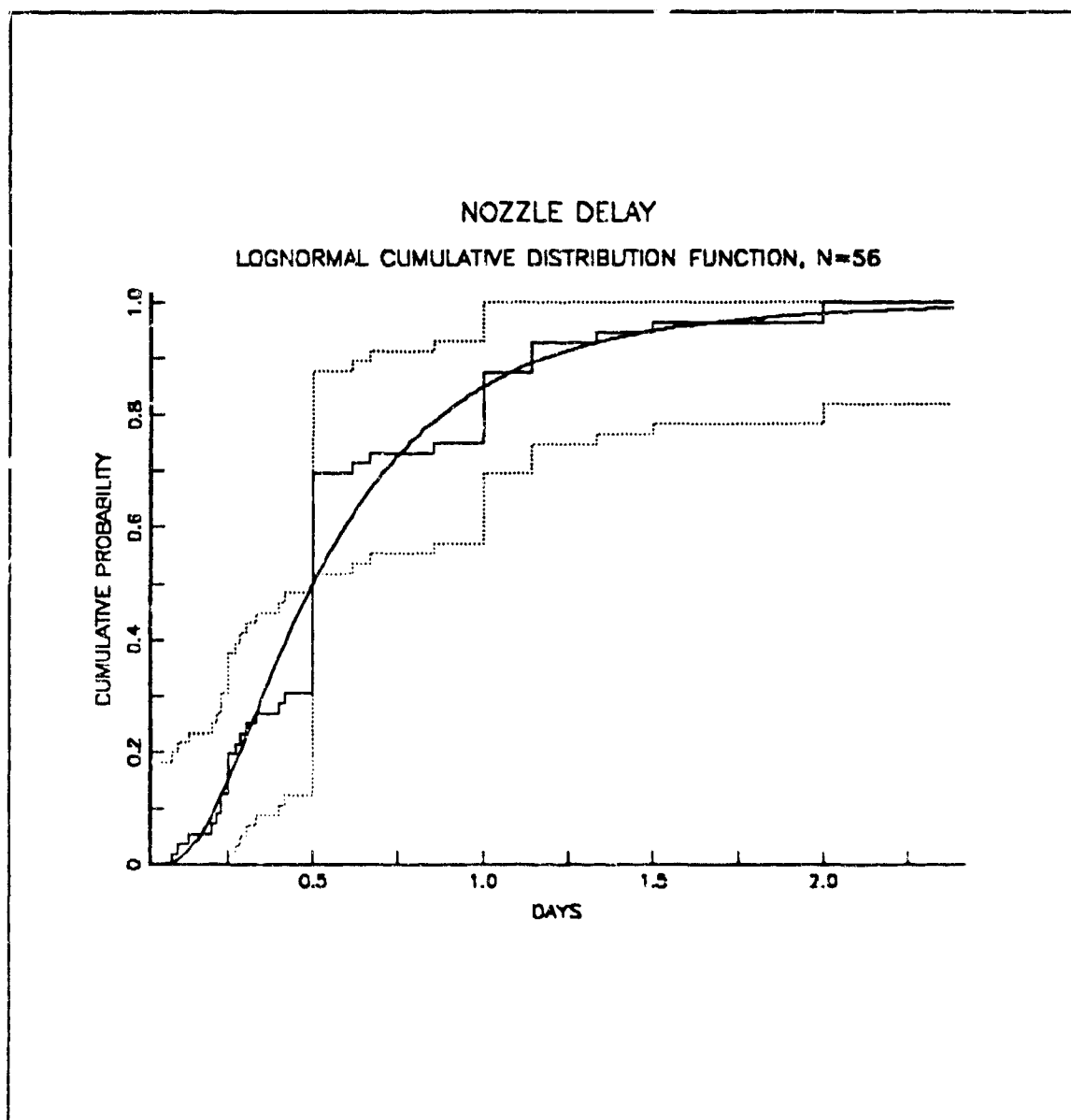


Figure 34. Nozzle Delay Distribution Fit

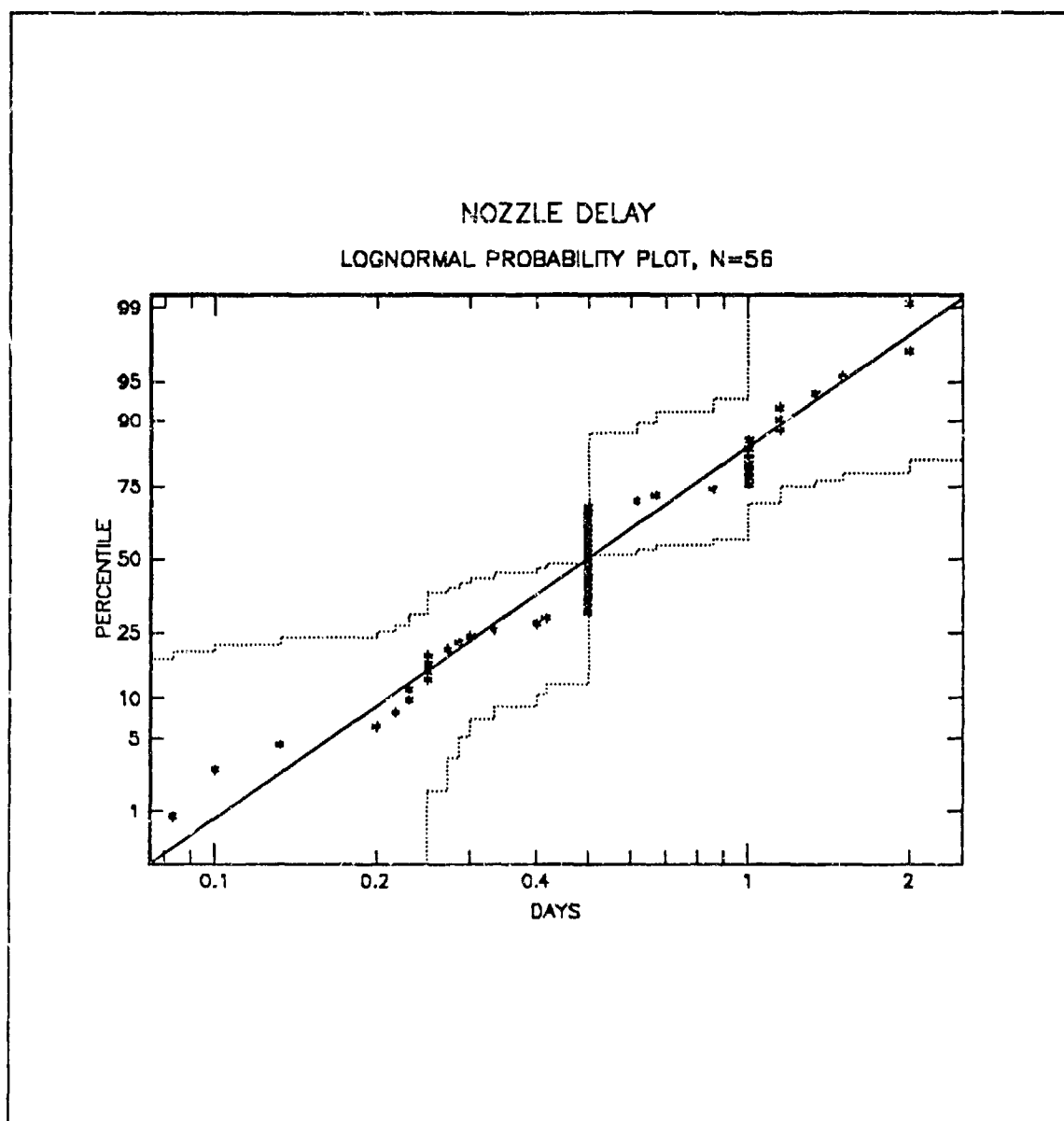


Figure 35. Nozzle Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : NOZZLE
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 56
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.69437	0.876	0.51275	0.0080534	0
SIGMA	0.67156	0.57128	0.83309	0	0.0040267

	SAMPLE	FITTED	GOODNESS OF FIT
MEAN :	0.61794	0.6257	
STD DEV :	0.42191	0.47234	CHI-SQUARE : 11.675
SKEWNESS:	1.4959	2.6949	DEG FREED: 3
KURTOSIS:	5.2464	18.205	SIGNIF : 0.0085837
			KOLM-SMIRN : 0.19716
PERCENTILES	SAMPLE	FITTED	SIGNIF : 0.025722
5:	0.13208	0.16543	CRAMER-V M : 0.34086
10:	0.23077	0.21116	SIGNIF : < .15
25:	0.31667	0.31755	ANDER-DARL : 1.552
50:	0.5	0.49939	SIGNIF : > .15
75:	0.92857	0.78536	
90:	1.1429	1.181	KS, AD, AND CV SIGNIF. LEVELS NOT
95:	1.5	1.5075	EXACT WITH ESTIMATED PARAMETERS.

CHI-SQUARE GOODNESS OF FIT TABLE

LOWER	UPPER	OBS	EXP	O-E	$((O-E)^2)/E$
-INF.	0.27381	12	10.384	1.6158	0.25143
0.27381	0.54762	27	20.673	6.3265	1.9361
0.54762	0.82143	2	12.1	10.1	8.4306
0.82143	1.0952	8	6.06	1.94	0.62102
1.0952	1.3691	4	3.0536	0.94643	0.29334
1.3691	+INF.	3	3.7287	0.72874	0.14242
TOTAL		56	56		11.675

E. DISTBOX

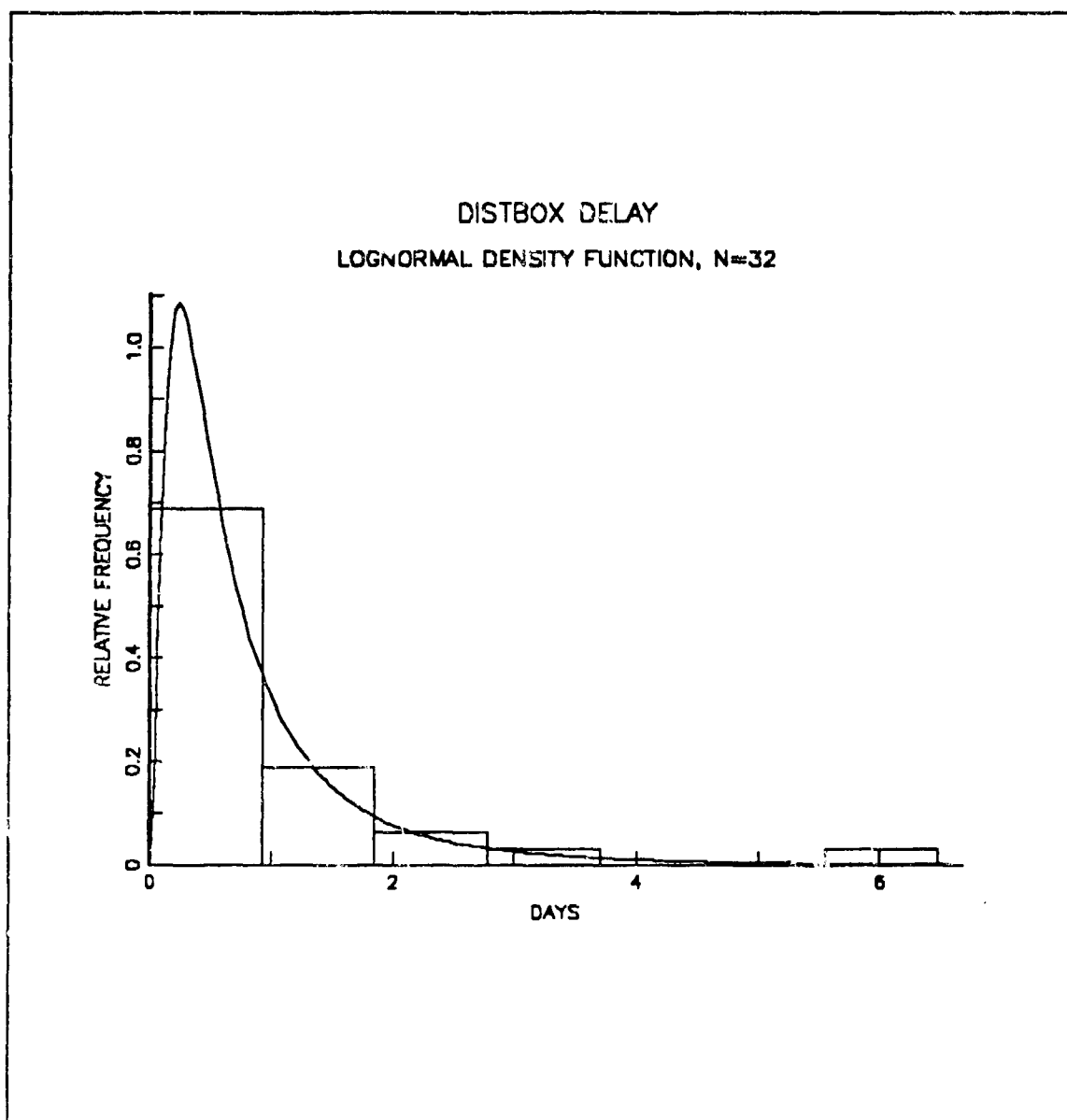


Figure 36. Distbox Delay Histogram

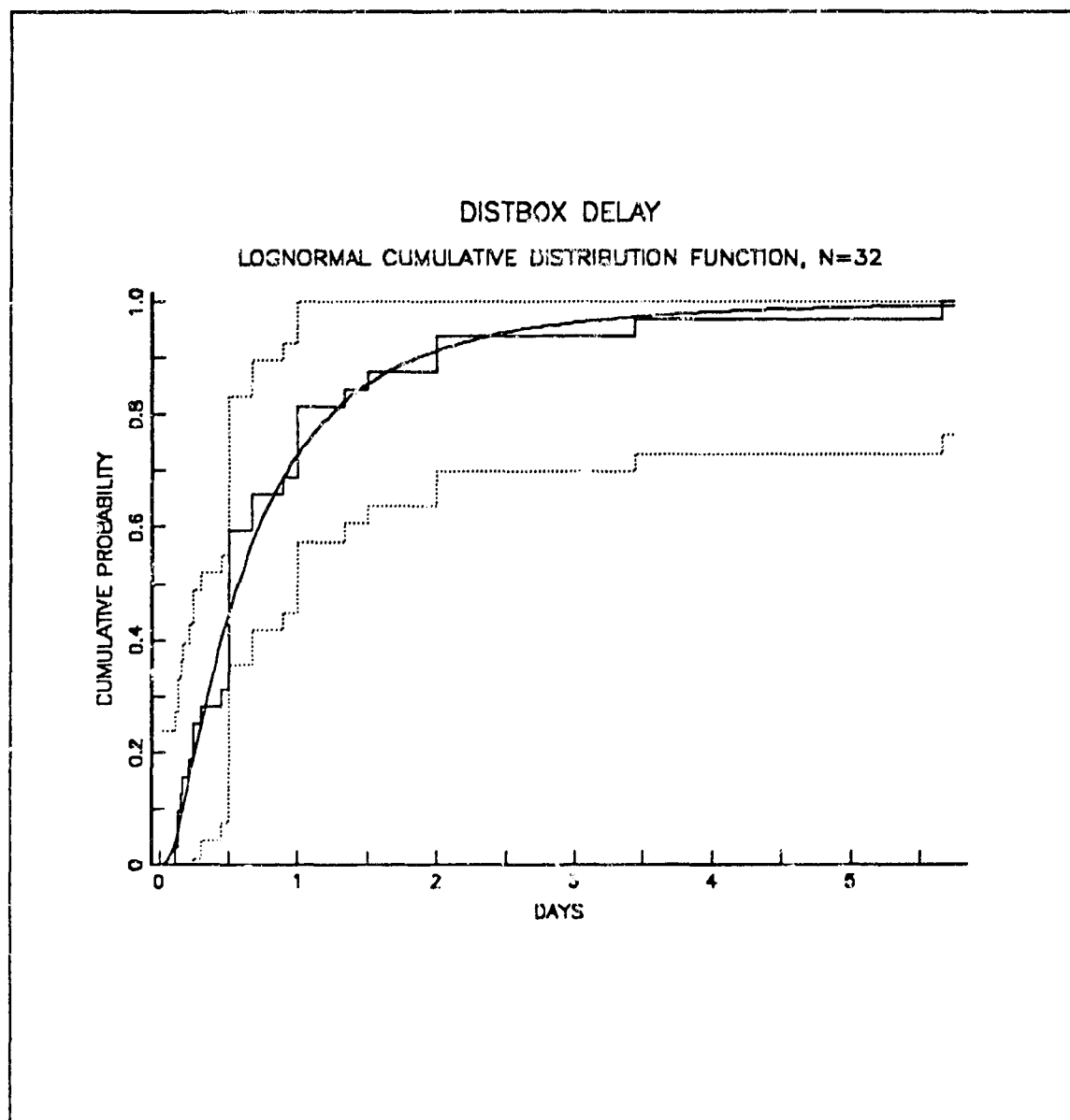


Figure 37. Distbox Delay Distribution Fit

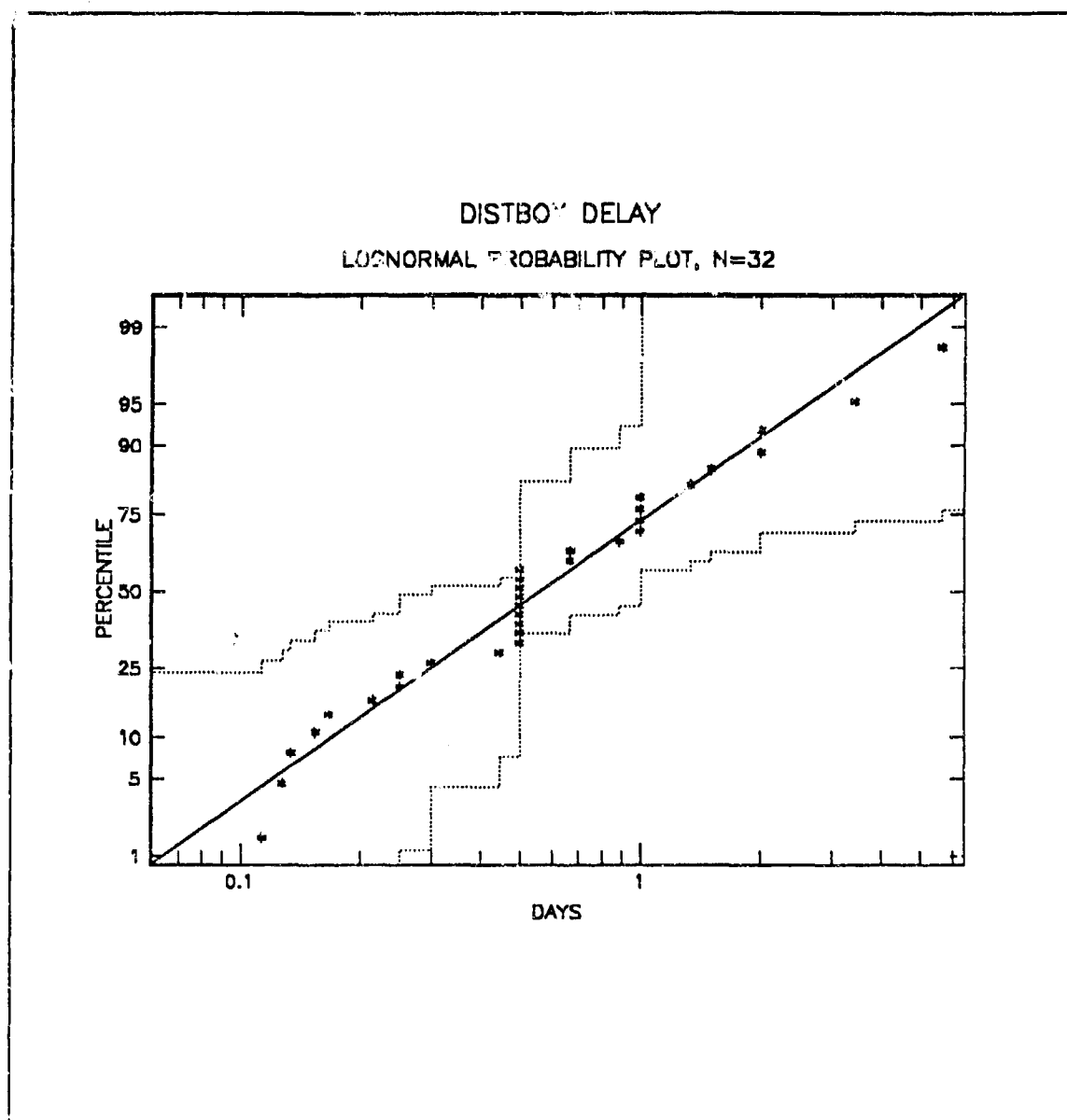


Figure 38. Distbox Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : DISTBOX
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 32
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.57369	0.916	0.23139	0.027274	0
SIGMA	0.93421	0.76092	1.2624	0	0.013637

	SAMPLE	FITTED
MEAN :	0.90017	0.8717
STD DEV :	1.1137	1.029
SKEWNESS:	2.9283	5.1864
KURTOSIS:	12.181	74.429

GOODNESS OF FIT

KOLM-SMIRN : 0.14462
 SIGNIF : 0.51498
 CRAMER-V M : 0.092307
 SIGNIF : > .15
 ANDER-DARL : 0.47943
 SIGNIF : > .15

PERCENTILES	SAMPLE	FITTED
5:	0.12766	0.12116
10:	0.154	0.17015
25:	0.275	0.30013
50:	0.5	0.56344
75:	1	1.0577
90:	2	1.8658
95:	3.4286	2.6203

KS, AD, AND CV SIGNIF. LEVELS NOT
 EXACT WITH ESTIMATED PARAMETERS.

F. LINK

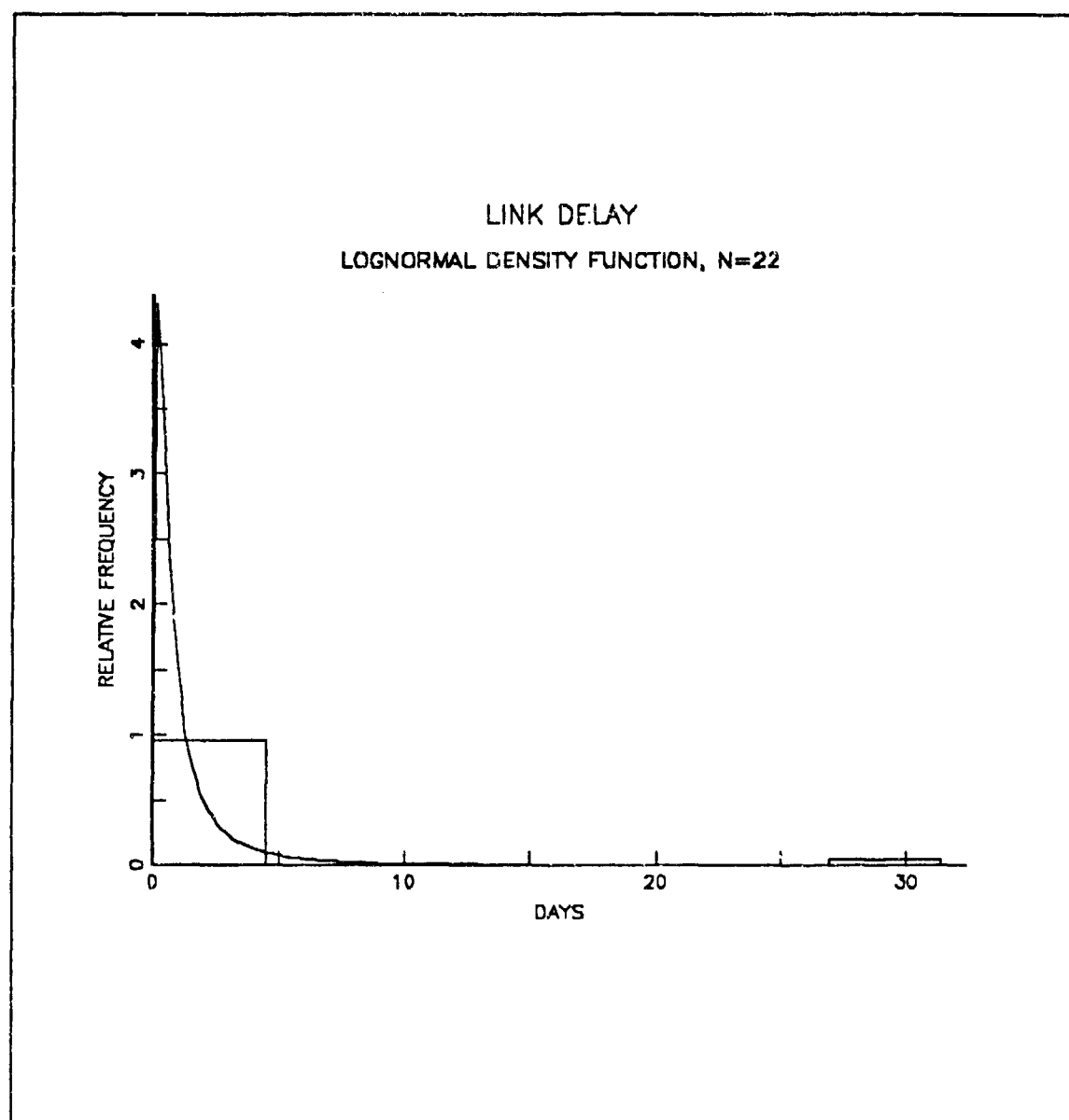


Figure 39. Link Delay Histogram

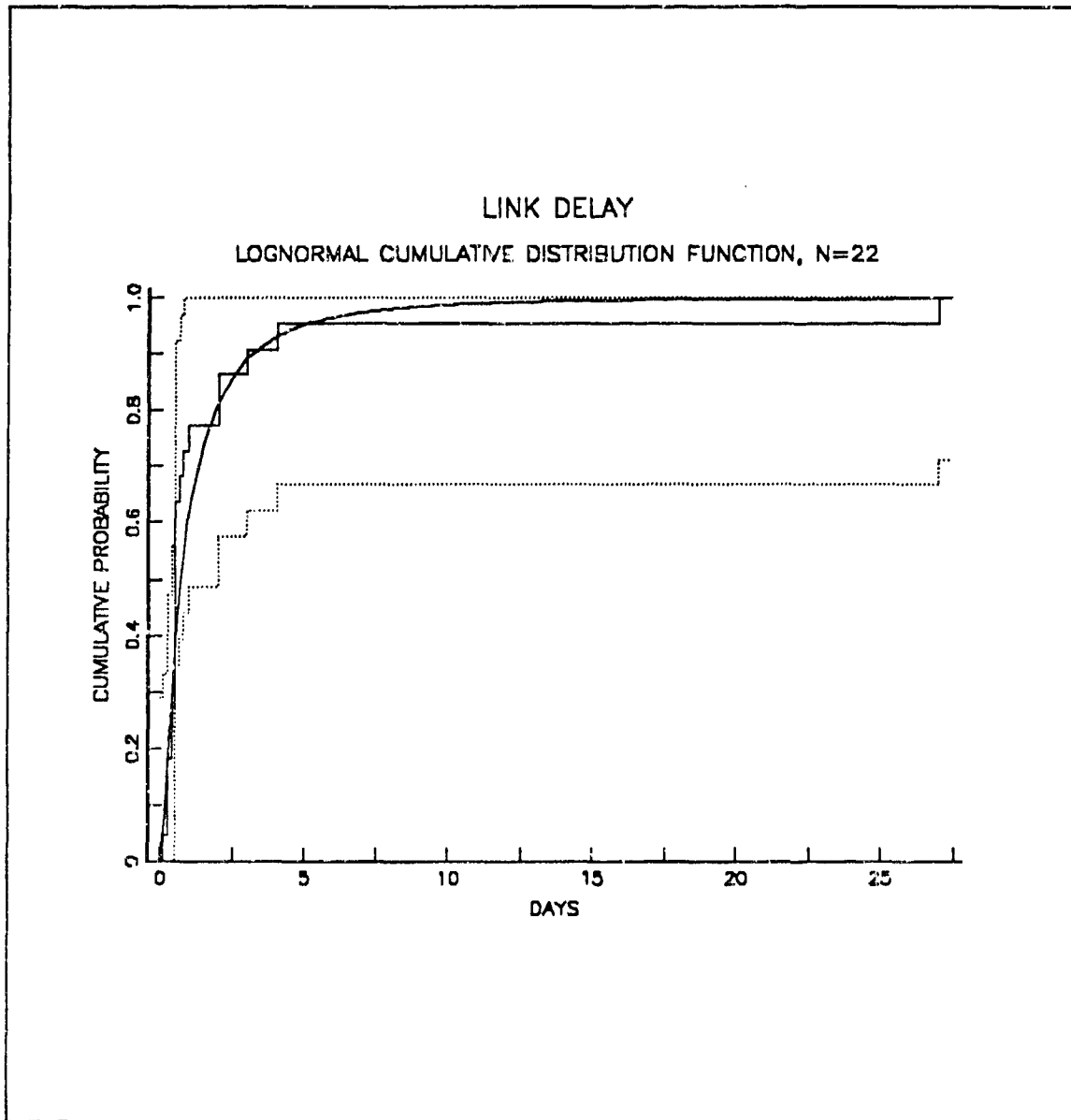


Figure 40. Link Delay Distribution Fit

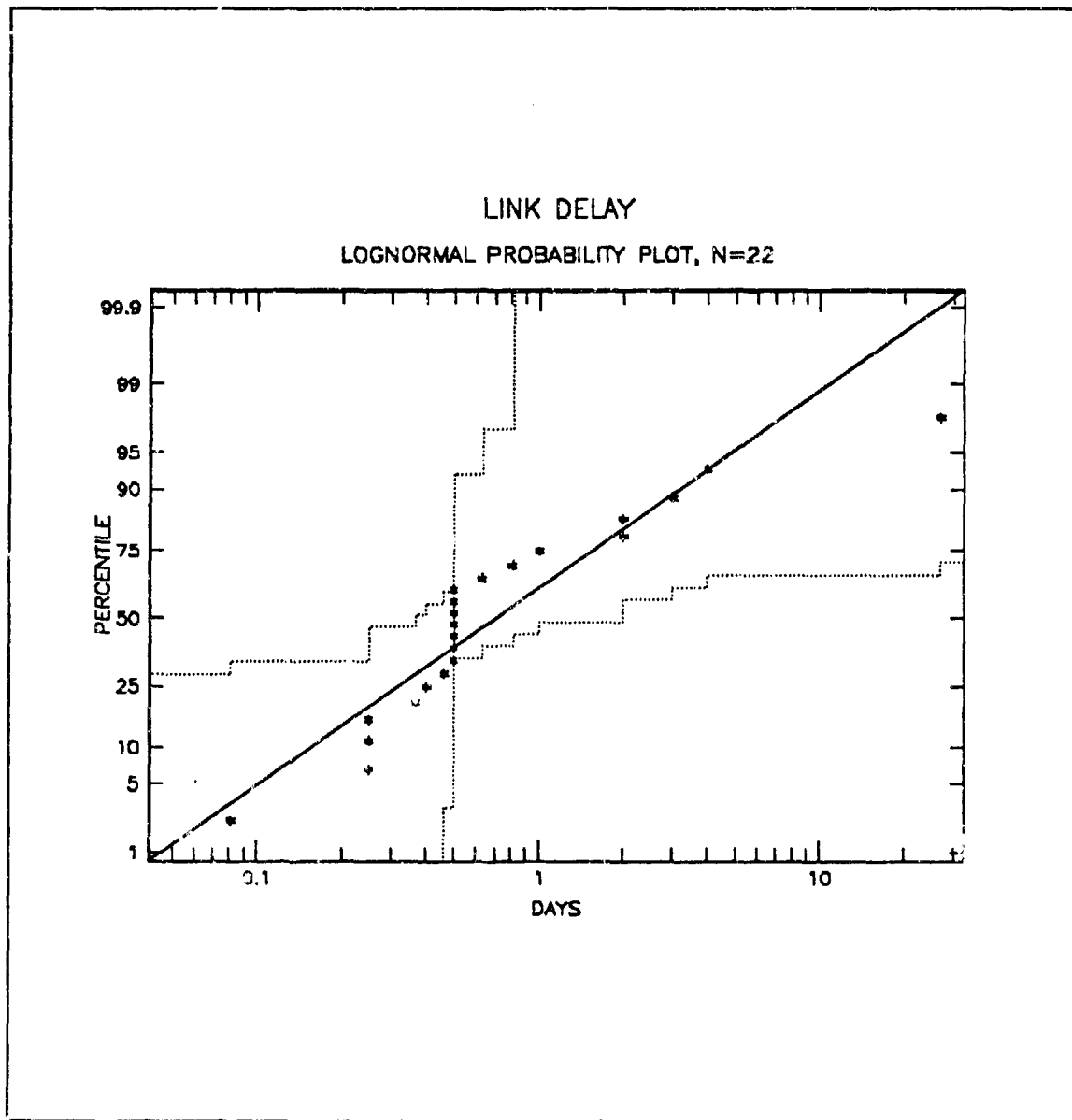


Figure 41. Link Delay Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : LINK
 SELECTION : ALL
 X AXIS LABEL: DAYS
 SAMPLE SIZE : 22
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.351	0.88451	0.1825	0.062811	0
SIGMA	1.1755	0.92567	1.7195	0	0.031405

	SAMPLE	FITTED
MEAN :	2.091	1.4048
STD DEV :	5.6498	2.426
SKEWNESS:	4.1585	10.331
KURTOSIS:	18.856	422.36

PERCENTILES	SAMPLE	FITTED
5.	0.25	0.10178
10:	0.25	0.15000
25:	0.4	0.31669
50:	0.5	0.70398
75:	1	1.5551
90:	3	3.1762
95:	4	4.8604

GOODNESS OF FIT

KOLM-SMIRN : 0.25086
 SIGNIF : 0.12542
 CRAMER-V M : 0.23969
 SIGNIF : > .15
 ANDER-DARL : 1.2127
 SIGNIF : > .15

KS, AD, AND CV SIGNIF. LEVELS NOT
 EXACT WITH ESTIMATED PARAMETERS.

APPENDIX E. REPAIR TIME FITS

A. STARTER

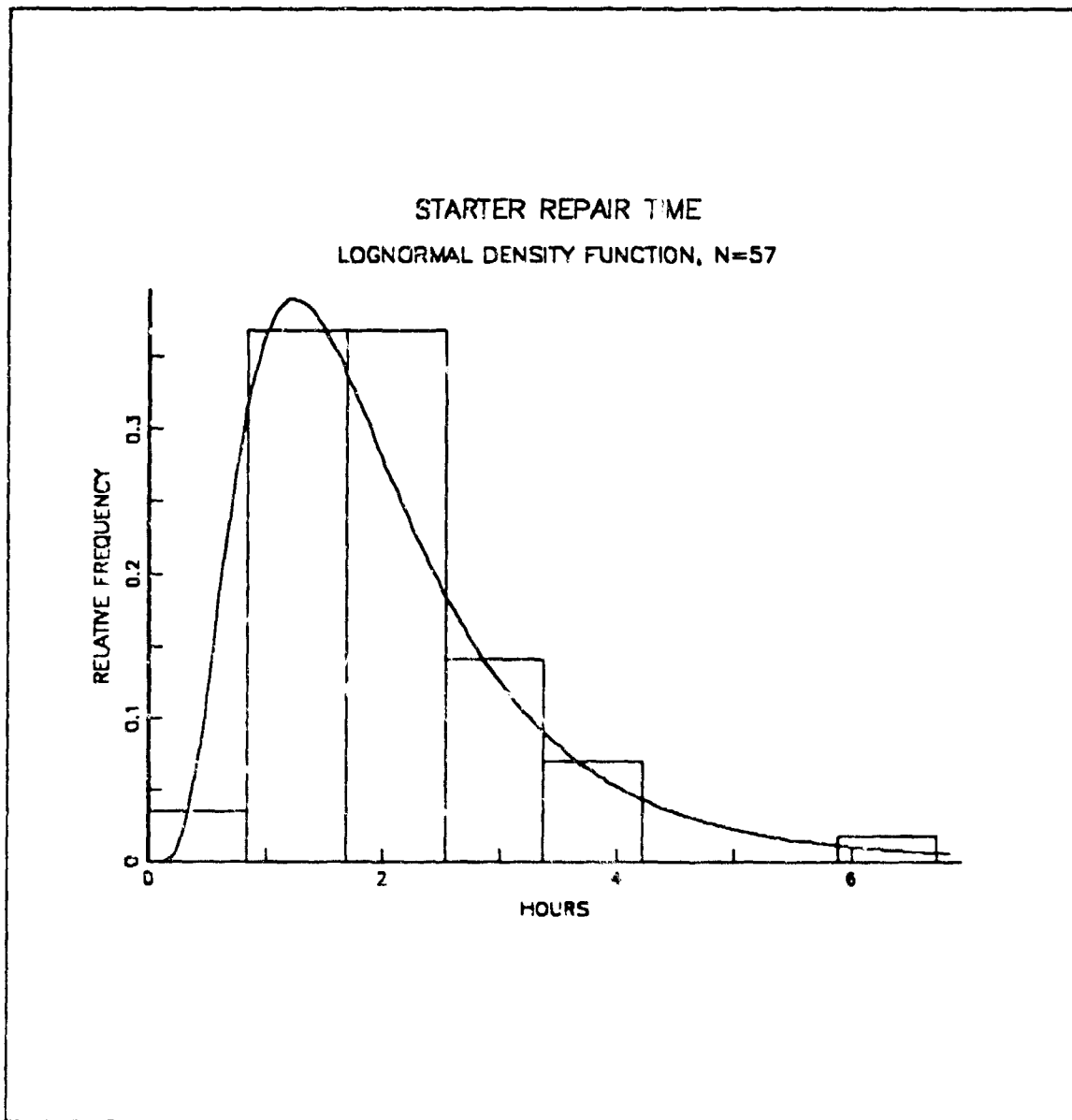


Figure 42. Starter Repair Histogram

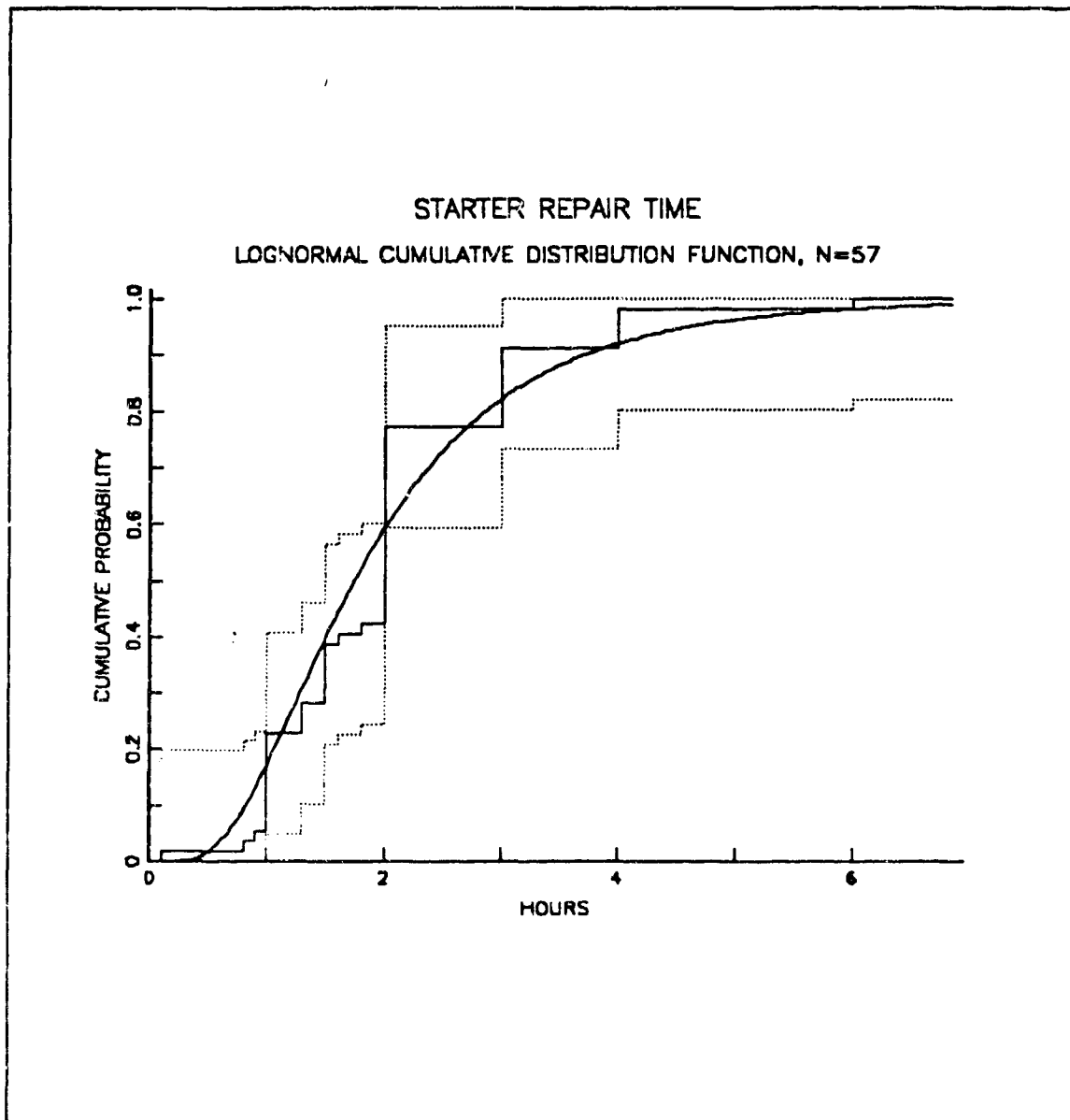


Figure 43. Starter Repair Distribution Fit

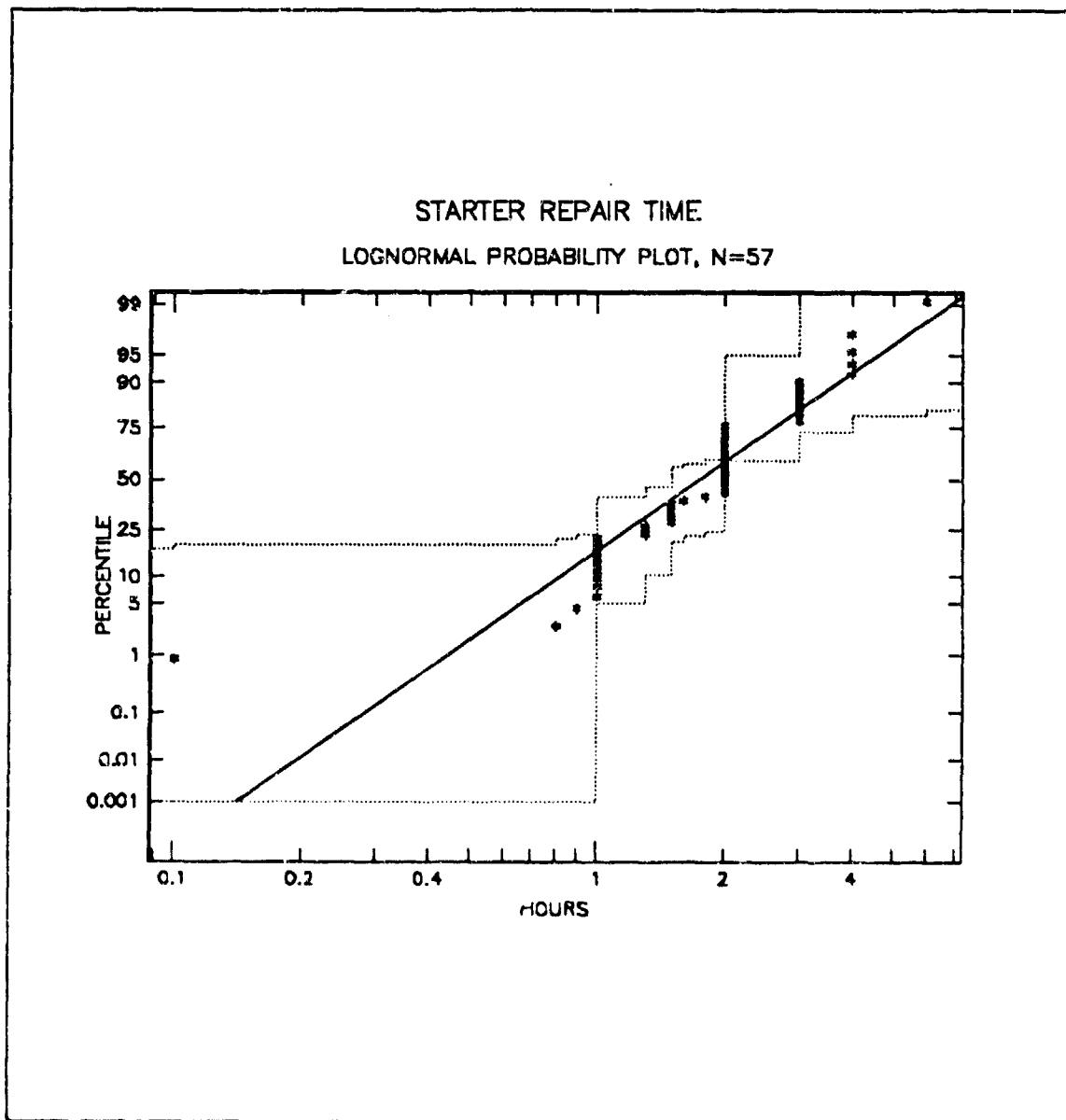


Figure 44. Starter Repair Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : STARTER
 SELECTION : ALL
 X AXIS LABEL: HOURS
 SAMPLE SIZE : 57
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.55501	0.39739	0.71262	0.0060716	0
SIGMA	0.58829	0.50106	0.72818	0	0.0030358

	SAMPLE	FITTED
MEAN :	2.0018	2.071
STD DEV :	1.0302	1.3318
SKEWNESS:	1.3499	2.1951
KURTOSIS:	5.7311	12.635

GOODNESS OF FIT

CHI-SQUARE : 7.5867
 DEG FREED: 3
 SIGNIF : 0.055365
 KOLM-SMIRN : 0.1791
 SIGNIF : 0.051622
 CRAMER-V M : 0.33067
 SIGNIF : < .15
 ANDER-DARL : 1.9312
 SIGNIF : < .15

PERCENTILES	SAMPLE	FITTED
5:	0.9	0.66176
10:	1	0.81954
25:	1.3	1.1716
50:	2	1.742
75:	2	2.5899
90:	3	3.7026
95:	4	4.5853

KS, AD, AND CV SIGNIF. LEVELS NOT
 EXACT WITH ESTIMATED PARAMETERS.

CHI-SQUARE GOODNESS OF FIT TABLE

LOWER	UPPER	OBS	EXP	O-E	$((O-E)^2)/E$
-INF.	0.84286	2	6.1899	4.1899	2.8361
0.84286	1.6857	21	21.042	0.042197	0.000864618
1.6857	2.5286	21	14.764	6.2357	2.6337
2.5286	3.3714	8	7.5461	0.45387	0.017299
3.3714	4.2143	4	3.6625	0.33247	0.031694
4.2143	+INF.	1	3.7949	2.7949	2.0564
TOTAL		57	57		7.5867

B. LINK

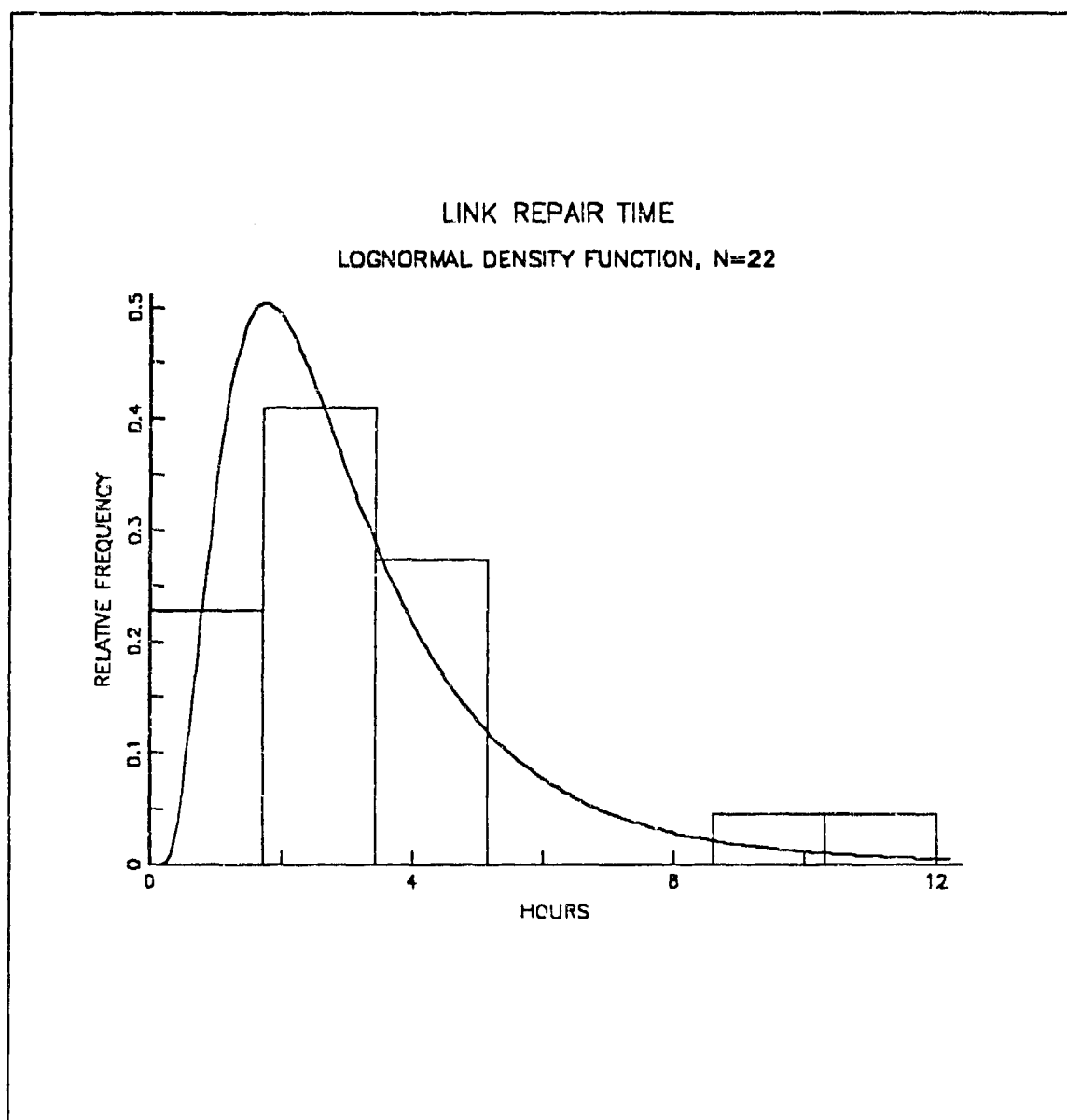


Figure 45. Link Repair Histogram

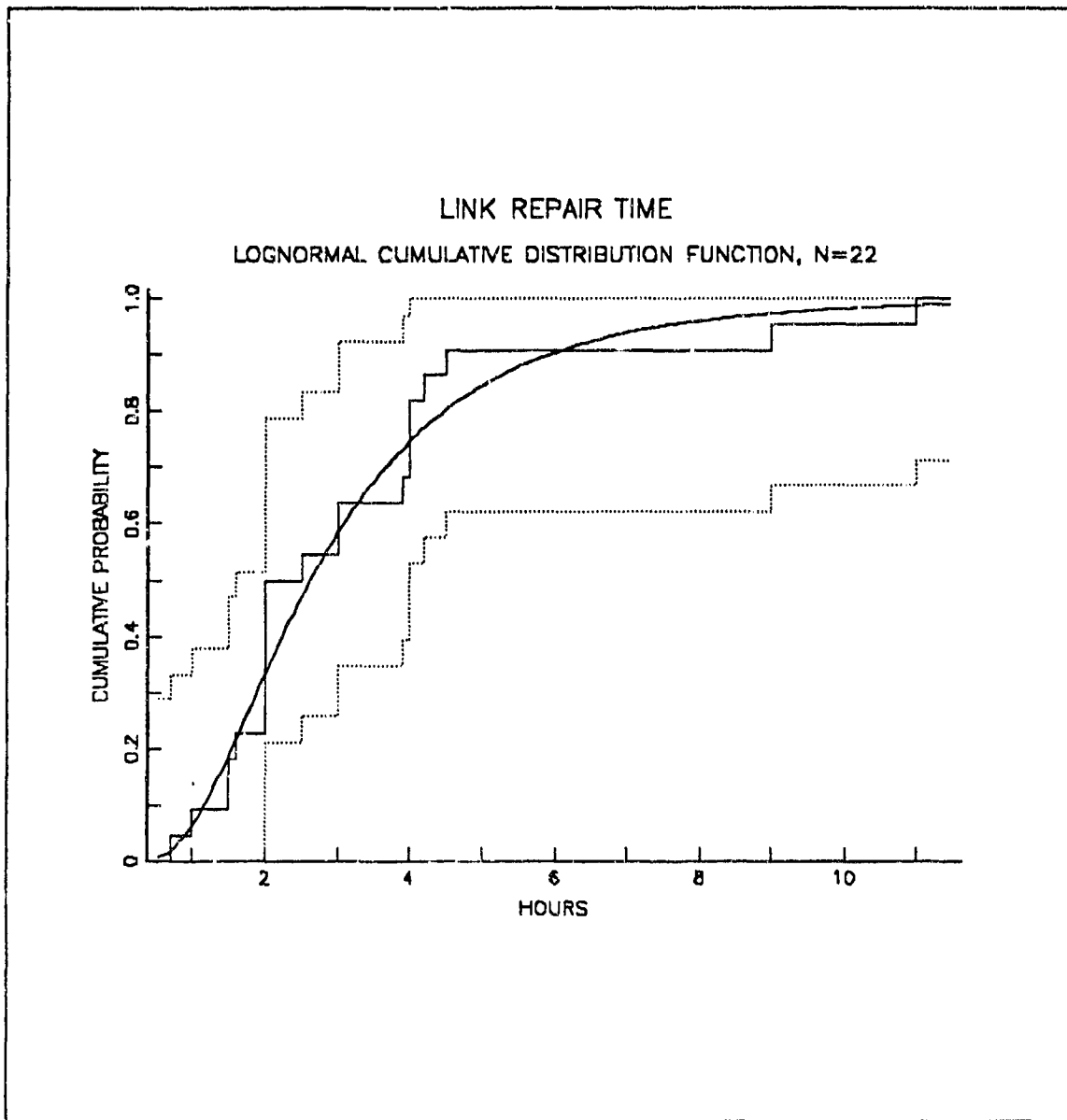


Figure 46. Link Repair Distribution Fit

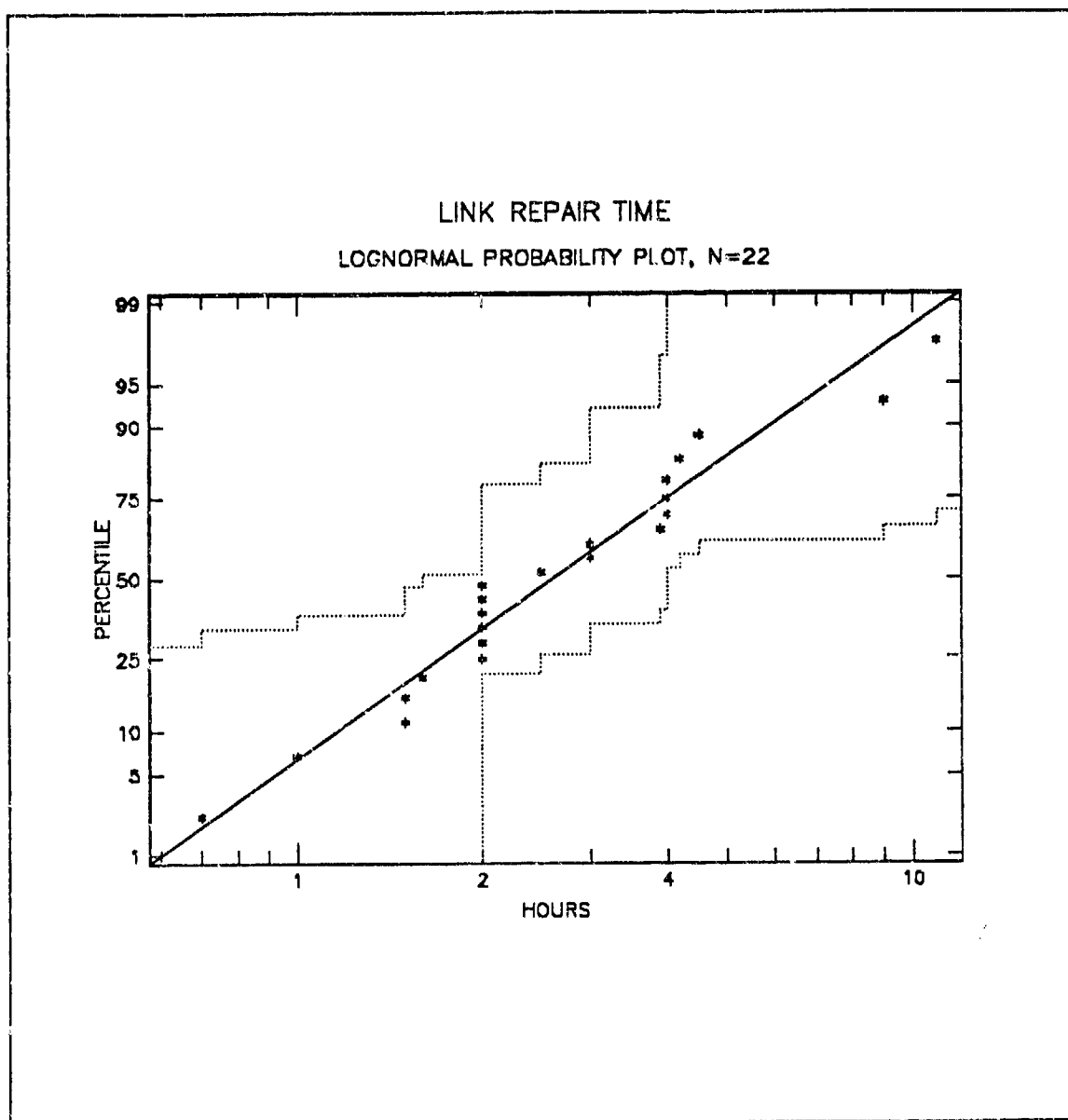


Figure 47. Link Repair Percentile Plot

ANALYSIS OF LOGNORMAL DISTRIBUTION FIT

DATA : LINK
 SELECTION : ALL
 X AXIS LABEL: HOURS
 SAMPLE SIZE : 22
 CENSORING : NONE
 FREQUENCIES : 1
 EST. METHOD : MAXIMUM LIKELIHOOD
 CONF METHOD : EXACT

PARAMETER	ESTIMATE	CONF. INTERVALS (95 PERCENT)		COVARIANCE MATRIX OF PARAMETER ESTIMATES	
		LOWER	UPPER	MU	SIGMA
MU	0.96595	0.67886	1.253	0.018188	0
SIGMA	0.63257	0.49812	0.92531	0	0.0090941

	SAMPLE	FITTED	GOODNESS OF FIT
MEAN :	3.2455	3.2092	
STD DEV :	2.4705	2.2511	CHI-SQUARE : 1.2108
SKEWNESS:	1.9599	2.4495	DEG FREED: 1
KURTOSIS:	6.4614	15.277	SIGNIF : 0.27117
			KOLM-SMIRN : 0.16686
PERCENTILES			SIGNIF : 0.57263
5:	1	0.92796	CRAMER-V M : 0.079711
10:	1.5	1.1679	SIGNIF : > .15
25:	2	1.7151	ANDER-DARL : 0.47637
50:	2.25	2.6273	SIGNIF : > .15
75:	4	4.0246	
90:	4.5	5.9105	KS, AD, AND CV SIGNIF. LEVELS NOT
95:	9	7.4384	EXACT WITH ESTIMATED PARAMETERS.

CHI-SQUARE GOODNESS OF FIT TABLE

LOWER	UPPER	OBS	EXP	O-E	$((O-E)^2)/E$
-INF.	1.7167	5	5.5122	0.51216	0.047586
1.7167	3.4333	9	9.0927	0.092724	0.00094556
3.4333	5.15	6	4.2345	1.7655	0.7361
5.15	+INF.	2	3.1606	1.1606	0.4262
TOTAL		22	22		1.2108

APPENDIX F. PROGRAM USED TO DETERMINE AGE REPLACEMENT AND COST

Code: APL

Programmer: O. Uyar, provided by author of [Ref. 11]

Date: August 1990

```

V SIM;C1;C2;I;J;FX;X;T;XA;YA;C;XMIN;YMIN
-1-  A THIS PROGRAM SIMULATES THE COST FUNCTION (EQUATION 2.4) TO FIND
-2-  A MINIMUM VALUE (YMIN) OF THE COST FUNCTION AND CORRESPONDING AGE.
-3-  A REPLACEMENT TIME (XMIN) FOR THAT POINT. AFTER FINDING MINIMUM
[4]  A VALUES INSIDE THE LOOP1 IT REPEAT THE PROCEDURE 300 TIMES INSIDE
[5]  A THE LOOP2. FINALLY, THE PROGRAM GIVES THE AVERAGE VALUES FOR
[6]  A BOTH MINIMUM POINT AS AXST AND ACST.
[7]  T←(15000)÷100
-8-  A THIS GIVES US A VECTOR OF T(0.01, 0.02, ..., 50) TO CALCULATE
[9]  A FIRST C(0.01) AND THEN C(0.02) UP TO C(50) OF 5000 COST VECTOR.
[10] A INITIALIZATION...
[11] A UNPLANNED AND PLANNED REPLACEMENT COST MUST BE GIVEN BY THE USER.
[12] C1←5
[13] C2←1
```

```

[14]  XA←10
[15]  YA←10
[16]  J←0
[17]  a J IS THE INCREMENT OF THE LOOP2 J=1, 2, ...,300
[18]  a MODEL...
[19]  LOOP2:
[20]  X←5000 WEIRAND 2 2.2567587
[21]  a LINE 14, GENERATES 5000 SYSTEM LIFETIMES FROM
[22]  a WEI( ALPHA=2.0 , BETA=2.2567587 )AS VECTOR X.  HERE BETA VALUE
[23]  a REPRESENTS 1 OVER LAMBDA=( 1+0.44311346 ).
[24]  a FOR GAMMA DISTRIBUTION LINE 14 CAN BE SWITCH WITH
[25]  X←5000 WEIRAND 4 0.5 FOR GAMMA ( P=4 , THETA=0.5 ).
[26]  J←J+1
[27]  C←10
[28]  I←0
[29]  a I IS THE INCREMENT OF THE INNER LOOP I=1, 2, ...,5000
[30]  LOOP1:
[31]  I←I+1
[32]  a C IS THE SIMULATED COST FUNCTION
[33]  C←C,(((C2×(1-FX)))+(C1×(FX←((+/X≤T[I])+5000))))+((+/ (X\T[I]))).
-34- a IN THE FIRST LOOP C VECTORS OBTAIN FOR EACH T
[35]  *(I<5000)/LOOP1
[36]  YMIN←L/C
[37]  XMIN←T[1+ΔC]

```

[38] α YMIN : THE MINIMUM VALUE OF THE COST FUNCTION FOR SPECIFIC T
 [39] α XMIN : THE CORRESPONDING AGE REPLACEMENT TIME (T)
 [40] $XA \leftarrow XA, XMIN$
 [41] $YA \leftarrow YA, YMIN$
 [42] α XA : THE VECTOR OF THE AGE REPLACEMENT TIMES (300)
 [43] α YA : THE VECTOR OF THE YMIN (300)
 [44] $\rightarrow (J < 300) / LOOP2$
 [45] $AXST \leftarrow (+/XA) + \rho XA$
 [46] $ACST \leftarrow (+/YA) + \rho YA$
 -47- α AXST : THE AVERAGE VALUE OF THE AGE REPLACEMENT TIMES AFTER 300 REP.
 -48- α ACST : THE AVERAGE VALUE OF THE YMIN AFTER 300 REPEATITIONS.

∇

APPENDIX G. SCALED TIME ON TEST PLOT PROCEDURE AND APL CODE

Code: APL

Programmer: J. Wilhelm

Date: August 1990

STEPS

1) MAKE A 101 UNIT VECTOR FROM 0 TO MAXIMUM
MILAGE WITH INTERVALS H.

$XX \leftarrow 0, H \times (1100)$

2) USE THE XX VECTOR TO FIND A WEIBULL CDF
VECTOR.

$P \leftarrow \text{SHAPE SCALE WEICDF } XX$

3) CALCULATE THE SURVIVAL VECTOR

$FBAR \leftarrow 1 - P$

STARTER INPUTS

$H \leftarrow 200$

$XX \leftarrow 0, 200 \times (1100)$

$P \leftarrow 1.1999 \ 4689.7 \ \text{WEICDF } XX$

$FBAR \leftarrow 1 - P$

LINK INPUTS

H ← 300

XX ← 0,300 × (1100)

P ← 1.2801 10239. *WEICDF XX*

FBAR ← 1 - *P*

4) *RUN THIS PROGRAM TO INTEGRATE THE SURVIVOR
FUNCTION FROM 0 TO EACH POINT IN THE VECTOR.
THE RESULT IS A VECTOR K.*

VBLDG [] ∇

∇ *BLDG*

[1] *I* ← 2

[2] *K* ← 0

[3] *LOOP* : → *ENDLOOP* IF *I* > 101

[4] *PART* ← *I* × *FBAR*

[5] *J* ← *H* *SIMPSON PART*

[6] *K* ← *K*, *J*

[7] *I* ← *I* + 1

[8] → *LOOP*

[9] *ENDLOOP* :

[10]

∇

5) STANDARDIZE K WITH THE MEAN.

$STD \leftarrow K + 4411.4$

RESULTS

STARTER

$STD \leftarrow K + 4411.4$

LINK

$STD \leftarrow K + 9486.9$

6) PLOT STD VERSUS P TO OBTAIN THE
SCALED TIME ON TEST.

APPENDIX H. COMPONENT SIMULATION

Code: SIMSCRIPT II.5

Programmer: J. Wilhelm

Date: August 1990

' ' PART RAM MODEL

PREAMBLE

NORMALLY, MODE IS UNDEFINED

DEFINE .MILES TO MEAN MINUTES

PROCESSES INCLUDE STOP.SIM AND PART

DEFINE FAIL.SHAPE AS A REAL VARIABLE

DEFINE FAIL.SCALE AS A REAL VARIABLE

DEFINE DELAY.MU AS A REAL VARIABLE

DEFINE DELAY.SIG AS A REAL VARIABLE

DEFINE REP.MU AS A REAL VARIABLE

DEFINE REP.SIG AS A REAL VARIABLE

DEFINE SEED1 AND SEED2 AS INTEGER VARIABLES

DEFINE SEED3 AS A INTEGER VARIABLE

DEFINE NO.OF.PARTS AND NO.FAIL AS INTEGER VARIABLES

DEFINE REPL.NO AS A INTEGER VARIABLE

DEFINE N AS A INTEGER VARIABLE

DEFINE NOW.WORK AS A INTEGER VARIABLE

DEFINE PRCNT.UP AS A REAL VARIABLE

DEFINE T.FAIL AS A INTEGER VARIABLE

DEFINE RUN.LENGTH AS A REAL VARIABLE

DEFINE MILES.T AS A REAL VARIABLE

DEFINE MILES.N AS A REAL VARIABLE

```

DEFINE DOWN.T AS A REAL VARIABLE
DEFINE DOWN.N AS A REAL VARIABLE
DEFINE PART.COST AS A REAL VARIABLE
DEFINE STAND.BY.COST AS A REAL VARIABLE
DEFINE MN.HR.COST AS A REAL VARIABLE
DEFINE PEN.COST AS A REAL VARIABLE
DEFINE REP.COST AS A REAL VARIABLE
DEFINE TOT.COST AS A REAL VARIABLE
DEFINE D.COST AS A REAL VARIABLE
DEFINE R.COST AS A REAL VARIABLE
DEFINE T.COST AS A REAL VARIABLE
TALLY AVG.MILES.T AS THE MEAN,
      SIG.MILES.T AS THE STD.DEV OF MILES.T
TALLY AVG.DOWN.T AS THE MEAN,
      SIG.DOWN.T AS THE STD.DEV OF DOWN.T
TALLY AVG.T.FAIL AS THE MEAN,
      SIG.T.FAIL AS THE STD.DEV OF T.FAIL
TALLY AVG.R.COST AS THE MEAN,
      SIG.R.COST AS THE STD.DEV OF R.COST
TALLY AVG.D.COST AS THE MEAN,
      SIG.D.COST AS THE STD.DEV OF D.COST
TALLY AVG.T.COST AS THE MEAN,
      SIG.T.COST AS THE STD.DEV OF T.COST
ACCUMULATE AVAIL AS THE AVERAGE OF NOW.WORK

```

END

MAIN

```

LET MINUTES.V = 6.5373 / 24. ''MILES
CALL READ.DATA
FOR N = 1 TO 5000,DO
CALL INITIALIZE
ACTIVATE A STOP.SIM IN RUN.LENGTH DAYS
START SIMULATION

```

LOOP
END

ROUTINE INITIALIZE

```
    ' ' STARTER
    ' ' CREATE A PART
    ' ' LET FAIL.SHAPE = 1.1999
    ' ' LET FAIL.SCALE = 4689.7
    ' ' LET DELAY.MU = .59102
    ' ' LET DELAY.SIG = .79943
    ' ' LET REP.MU = .55501
    ' ' LET REP.SIG = .58829
    ' ' LET SEED1 = 8
    ' ' LET SEED2 = 2
    ' ' LET SEED3 = 4
    ' ' PART.COST = 794.
    ' ' *****
    ' ' LINK
    ' ' CREATE A PART
    ' ' LET FAIL.SHAPE = 1.2801
    ' ' LET FAIL.SCALE = 10239.0
    ' ' LET DELAY.MU = .3510
    ' ' LET DELAY.SIG = 1.1755
    ' ' LET REP.MU = .96595
    ' ' LET REP.SIG = .63257
    ' ' LET SEED1 = 9
    ' ' LET SEED2 = 1
    ' ' LET SEED3 = 5
    ' ' PART.COST = 488.
    ' ' *****
    ' ' ACTIVATE THIS PART NOW
```

END

ROUTINE READ. DATA

```

      NO. OF. PARTS = 1
      '' PRINT 1 LINE THUS
      '' HOW LONG SHALL WE RUN (IN DAYS)?
      '' READ RUN. LENGTH
      RUN. LENGTH = 730.0 '' 730 DAYS IN TWO YEAR OR 7300 IN 20
      STAND. BY. COST = 1781. '' PENALTY COST PER DAY
      MN. HR. COST = 50. '' COST PER REPAIR HOUR
END

```

PROCESS PART

```

      DEFINE TTF AS A REAL VARIABLE '' TIME TO FAILURE
      DEFINE RT AS A REAL VARIABLE '' REPAIR TIME
      DEFINE DT AS A REAL VARIABLE '' DELAY TIME
      DEFINE RC AS A REAL VARIABLE '' REPAIR COST PER REPLACEMENT
      DEFINE DC AS A REAL VARIABLE '' DELAY COST PER INCIDENT
      DEFINE TC AS A REAL VARIABLE '' TOTAL COST PER INCIDENT
      UNTIL TIME. V >= RUN. LENGTH
      DO
          ADD 1 TO NOW. WORK
          '' WORK WEIBULL. F(FAIL. SHAPE, FAIL. SCALE, SEED1). MILES TIME TO FAIL
          LET TTF = WEIBULL. F(FAIL. SHAPE, FAIL. SCALE, SEED1) ''
          IF TTF > 15450
              '' PRINT 1 LINE WITH NO. FAIL THUS
              '' ***** SKED REPLACE EARLY
              TTF = 15450
              WORK TTF . MILES '' UNTIL FAILURE TIME
              SUBTRACT 1 FROM NOW. WORK
              '' PRINT 1 LINE WITH NO. FAIL THUS
              '' ***** PART REPLACED EARLY
              ADD 1 TO REPL. NO
              LET RT = LOG. NORMAL. F(REP. MU, REP. SIG, SEED3)
              LET RC = PART. COST + (MN. HR. COST * RT)

```

```

      ADD RC TO REP. COST
      WAIT RT HOURS      ''TIME TANK UNAVAILABLE
      LET DC = (STAND. BY. COST/24) * RT
      ADD DC TO PEN. COST
      LET TC = RC + DC
      ADD TC TO TOT. COST
      CYCLE

  ALWAYS
  WORK TTF .MILES ''UNTIL FAILURE TIME
  SUBTRACT 1 FROM NOW.WORK
  ADD 1 TO NO. FAIL
  LET RT = LOG.NORMAL.F(REP. MU, REP. SIG, SEED3)  ''
  LET RC = PART. COST + (MN. HR. COST * RT)
  ADD RC TO REP. COST
  '' WAIT LOG.NORMAL.F(DELAY. MU, DELAY. SIG, SEED2) DAYS      DELAY TIME
  LET DT = LOG.NORMAL.F(DELAY. MU, DELAY. SIG, SEED2)  ''
  WAIT DT DAYS      ''TIME TANK UNAVAILABLE
  LET DC = STAND. BY. COST * DT
  ADD DC TO PEN. COST
  LET TC = RC + DC
  ADD TC TO TOT. COST

  LOOP
END

PROCESS STOP. SIM

      LET T. FAIL. . = NO. FAIL
      LET PRCNT. UP. . = AVAIL
      LET R. COST. . = REP. COST
      LET D. COST. . = PEN. COST
      LET T. COST. . = TCT. COST
      ''*****
      ''PRINT 1 LINE WITH N AND TIME.V THUS

```

```

''*   **.*
'' PRINT 1 LINE WITH NO.FAIL THUS
''   *****   FAILED
'' PRINT 1 LINE WITH AVAIL*100/N THUS
''   **.*.*.*   PERCENT AVAIL
'' PRINT 1 LINE WITH REP.COST THUS
''   **.*.*.*   COST REP
'' PRINT 1 LINE WITH PEN.COST THUS
''   **.*.*.*   COST PEN
'' PRINT 1 LINE WITH TOT.COST THUS
''   **.*.*.*   COST TOTAL
''*****
'' PRINT 1 LINE WITH N,MILES.N,DOWN.N , NO.FAIL AND AVG.DOWN.T THUS
'' *   **.* **.* **.* **.*
    TIME.V = 0.0
'' DOWN.N = 0.0
'' MILES.N = 0.0
    NO.FAIL = 0
    REP.COST = 0.0
    PEN.COST = 0.0
    TOT.COST = 0.0

    DESTROY THIS PART
'' PRINT 1 LINE WITH TIME.V THUS
''   **.*   DAYS
'' PRINT 1 LINE WITH DOWN.T THUS
''   **.*   DAYS DOWN
'' PRINT 1 LINE WITH MILES.T THUS
''   **.*   MILES
'' PRINT 1 LINE WITH NO.FAIL THUS
''   *****   FAILED
    IF N >= 5000
        CALL LAST.RUN
    ALWAYS

```

END

ROUTINE LAST. RUN

PRINT 1 LINE WITH N THUS

FOR ***** RUNS

PRINT 1 LINE WITH REPL.NO THUS

***** PARTS REPLACED EARLY UNDER POLICY.

PRINT 1 LINE WITH AVG.T.FAIL AND SIG.T.FAIL THUS

AND AVERAGED *****,** FAILURES WITH STD.DEV= *****,** IN YEARS.

PRINT 1 LINE WITH AVG.R.COST AND SIG.R.COST THUS

AND AVERAGED *****,** REPAIR COST WITH STD.DEV= *****,**

PRINT 1 LINE WITH AVG.D.COST AND SIG.D.COST THUS

AND AVERAGED *****,** PENALTY COST WITH STD.DEV= *****,**

PRINT 1 LINE WITH AVG.T.COST AND SIG.T.COST THUS

AND AVERAGED *****,** TOTAL COST WITH STD.DEV= *****,**

PRINT 1 LINE WITH PRCNT.UP*100/N THUS

, PERCENT AVAILABLE

STOP

END

APPENDIX I. SYSTEM SIMULATION

Code: SIMSCRIPT II.5

Programmer: J. Wilhelm

Date: July 1990

' ' TANK RAM MODEL

PREAMBLE

NORMALLY, MODE IS UNDEFINED

DEFINE .MILES TO MEAN HOURS

PROCESSES INCLUDE TANK.DOWN AND STOP.SIM

EVERY PART

 BELONGS TO A PART.SET

 AND HAS A FAIL.SHAPE

 AND HAS A FAIL.SCALE

 AND HAS A DELAY.MU

 AND HAS A DELAY.SIG

 AND HAS A SEED1

 AND HAS A SEED2

DEFINE FAIL.SHAPE AS A REAL VARIABLE

DEFINE FAIL.SCALE AS A REAL VARIABLE

DEFINE DELAY.MU AS A REAL VARIABLE

DEFINE DELAY.SIG AS A REAL VARIABLE

DEFINE SEED1 AND SEED2 AS INTEGER VARIABLES

THE SYSTEM OWNS THE PART.SET

DEFINE NO.OF.PARTS AND NO.FAIL AS INTEGER VARIABLES

DEFINE N AS A INTEGER VARIABLE

```

DEFINE T.FAIL AS A INTEGER VARIABLE
DEFINE RUN.LENGTH AS A REAL VARIABLE
DEFINE MILES.T AS A REAL VARIABLE
DEFINE MILES.N AS A REAL VARIABLE
DEFINE DOWN.T AS A REAL VARIABLE
DEFINE DOWN.N AS A REAL VARIABLE
TALLY AVG.MILES.T AS THE MEAN,
      SIG.MILES.T AS THE STD.DEV OF MILES.T
TALLY AVG.DOWN.T AS THE MEAN,
      SIG.DOWN.T AS THE STD.DEV OF DOWN.T
TALLY AVG.T.FAIL AS THE MEAN,
      SIG.T.FAIL AS THE STD.DEV OF T.FAIL
END

```

```

MAIN
  LET HOURS.V = 6.5373  ''MILES
  CALL READ.DATA
  FOR N = 1 TO 5,DO
    CALL INITIALIZE
    ACTIVATE A STOP.SIM IN RUN.LENGTH DAYS
    START SIMULATION
  LOOP
END

```

```

ROUTINE INITIALIZE
  ''DEFINE I AS A INTEGER VARIABLE
    CREATE A TANK.DOWN

  '' FOR I = 1 TO NO.OF.PARTS
  '' DO
    '' STARTER
    CREATE A PART
    LET FAIL.SHAPE(PART) = 1.1999
    LET FAIL.SCALE(PART) = 4689.7
  ''

```

```

LET DELAY.MU (PART) = .59102
LET DELAY.SIG(PART) = .79943
LET SEED1(PART) = 1
LET SEED2(PART) = 2
FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' FUEL NOZZLE
CREATE A PART
LET FAIL.SHAPE(PART) = 1.3384
LET FAIL.SCALE(PART) = 4438.7
LET DELAY.MU (PART) = .69437
LET DELAY.SIG(PART) = .67156
LET SEED1(PART) = 3
LET SEED2(PART) = 4
FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' DIST BOX
CREATE A PART
LET FAIL.SHAPE(PART) = 1.5315
LET FAIL.SCALE(PART) = 6858.6
LET DELAY.MU (PART) = .57369
LET DELAY.SIG(PART) = .93421
LET SEED1(PART) = 5
LET SEED2(PART) = 6
FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' TRANS
CREATE A PART
LET FAIL.SHAPE(PART) = 1.4455
LET FAIL.SCALE(PART) = 7479.5
LET DELAY.MU (PART) = .15064
LET DELAY.SIG(PART) = .94184
LET SEED1(PART) = 7
LET SEED2(PART) = 8

```

```

FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' LINK
CREATE A PART
LET FAIL.SHAPE(PART) = 1.2801
LET FAIL.SCALE(PART) = 10239.0
LET DELAY.MU (PART) = .3510
LET DELAY.SIG(PART) = 1.1755
LET SEED1(PART) = 9
LET SEED2(PART) = 1
FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' GRIP
CREATE A PART
LET FAIL.SHAPE(PART) = 1.5539
LET FAIL.SCALE(PART) = 4369.9
LET DELAY.MU (PART) = .60291
LET DELAY.SIG(PART) = .87986
LET SEED1(PART) = 2
LET SEED2(PART) = 3
FILE THIS PART IN THE PART.SET
ACTIVATE THIS PART NOW
'' LET FAIL.SHAPE(PART) = 1.0
'' LET FAIL.SCALE(PART) = 5.0
'' LET DELAY.MU (PART) = 2.4
'' LET DELAY.SIG(PART) = 1.0
'' LET SEED1(PART) = 1
'' LET SEED2(PART) = 1
'' LOOP
ACTIVATE A TANK.DOWN NOW
'' ACTIVATE A UP.TANK NOW
'' LET FAIL.SCALE(1) = 5.0

```

END

ROUTINE READ. DATA

```
' ' PRINT 1 LINE THUS
' ' HOW MANY TANKS?
' ' READ NO. OF. TANKS
' '      NO. OF. TANKS = 1
' ' PRINT 1 LINE THUS
' ' HOW MANY PARTS PER TANK?
' ' READ NO. OF. PARTS
      NO. OF. PARTS = 6
' ' PRINT 1 LINE THUS
' ' HOW LONG SHALL WE RUN (IN DAYS)?
' ' READ RUN. LENGTH
      RUN. LENGTH = 7300.0
' '      DOWN. T = 0.0
' '      MILES. N = 0.0
' '      LET FAIL. SCALE. . = 5.0
' '      FAIL. SCALE(2) = 5.0
END
```

PROCESS PART

```
UNTIL TIME. V >= RUN. LENGTH
DO
    WORK WEIBULL. F(FAIL. SHAPE, FAIL. SCALE, SEED1). MILES ' 'TIME TO FAIL
    REACTIVATE THE TANK. DOWN NOW
    WAIT LOG. NORMAL. F(DELAY. MU, DELAY. SIG, SEED2) DAYS ' ' REPAIR TIME
    REACTIVATE THE TANK. DOWN NOW
LOOP
' ' IF TIME. V <= RUN. LENGTH
' '      REMOVE THIS PART FROM THE PART. SET
' ' ALWAYS
' ' SUSPEND
END
```

```

PROCESS TANK.DOWN
  DEFINE FAIL.T AS A REAL VARIABLE
    FAIL.T = 0.0
  DEFINE REPAIR.T AS A REAL VARIABLE
    REPAIR.T = 0.0
  UNTIL TIME.V >= RUN.LENGTH
  DO
    SUSPEND ''AWAITING A SUBASSEMBLY FAILURE
    LET FAIL.T = TIME.V
    '' INTERRUPT UP.TANK
    FOR EACH PART IN THE PART.SET,
      WITH STA.A(PART) = 1 ''I.E.,IT IS OPERATING
    DO
      INTERRUPT THIS PART
    LOOP
    ADD 1 TO NO.FAIL
    SUSPEND ''AWAITING REPLACEMENT OF SUASSEMBLY
    LET REPAIR.T = TIME.V - FAIL.T
    LET DOWN.N = DOWN.N + REPAIR.T
    LET DOWN.T = DOWN.N
    '' LET MILES.T.. = 1 * (TIME.V - DOWN.T)
    '' RESUME UP.TANK
    FOR EACH PART IN THE PART.SET,
      WITH M.EV.S(PART) <> 1 ''I.E.,IT IS NOT SCHEDULED
    DO
      RESUME THIS PART
    LOOP
  LOOP
  SUSPEND ''AWAITING END OF SIMULATION

END

```

PROCESS STOP. SIM

```
      LET MILES.N. = 6.5373 * (TIME.V - DOWN.T)
      LET MILES.T. = 6.5373 * (TIME.V - DOWN.T)
      LET T.FAIL. = NO.FAIL
'' PRINT 1 LINE WITH N AND TIME.V THUS
'' *   **, **
'' PRINT 1 LINE WITH N, MILES.N, DOWN.N , NO.FAIL AND AVG.DOWN.T THUS
'' *   **, **   **, **   **   **, **
      TIME.V = 0.0
      DOWN.N = 0.0
      MILES.N = 0.0
      NO.FAIL = 0

      IF M.EV.S(TANK.DOWN) = 1
        REMOVE TANK.DOWN FROM EV.S(I.TANK.DOWN)
        '' DESTROY TANK.DOWN
      ALWAYS
      FOR EACH PART IN THE PART.SET,
        WITH M.EV.S(PART) = 1
      DO
        REMOVE THIS PART FROM EV.S(I.PART)
      LOOP
      FOR EACH PART IN THE PART.SET
      DO
        REMOVE THIS PART FROM THE PART.SET
        DESTROY THIS PART
      LOOP
      '' REMOVE PART FROM EV.S(I.PART)
      '' PRINT 1 LINE WITH N.EV.S (I.PART) THUS
      '' *   NUM ON EV SET
      DESTROY TANK.DOWN
      '' DESTROY PART
      '' PRINT 1 LINE WITH TIME.V THUS
```

```

''      **. **      DAYS
'' PRINT 1 LINE WITH DOWN.T  THUS
''      **. **      DAYS DOWN
'' PRINT 1 LINE WITH MILES.T  THUS
''      **. **      MILES
'' PRINT 1 LINE WITH NO.FAIL THUS
''      *****    FAILED
      IF N >= 5
        CALL LAST.RUN
'' ELSE
'' RETURN
      ALWAYS
END

```

ROUTINE LAST.RUN

```

      PRINT 1 LINE WITH N,AVG.MILES.T AND SIG.MILES.T THUS
      FOR ***** RUNS TANKS AVERAGED *****.* WITH STD.DEV= **. ** (MILES)
      PRINT 1 LINE WITH AVG.DOWN.T AND SIG.DOWN.T THUS
      THEY WERE DOWN AN AVERAGE OF **. ** WITH STD.DEV= **. ** (DAYS)
      PRINT 1 LINE WITH AVG.T.FAIL AND SIG.T.FAIL THUS
      AND AVERAGED **. ** FAILURES WITH STD.DEV= **. ** IN TWO YEARS.
      STOP
END

```

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