

From UTES Superintendent, CW4 Ronald Magaro, Welcome comments in the UTES lobby and discussed influence of civilian business practices had on the efficiency of design, drive through bays, automated POL reels and dispensing systems, Hazardous waste removal to outside tanks and other environmental protections. Built to gold star energy standard with a focus on OSHA regulations and employee protection.

Mission

Located on Fort Indiantown Gap, the unit training equipment site is the Pennsylvania Army National Guard's top-level maintenance site. Major maintenance and rebuilds are done here that cannot be completed at lower level maintenance facilities. The site supports an IBCT, ABCT, SBCT, AVN BDE, and an RTI Training Regiment. The site offers Soldiers training on Fort Indiantown Gap operator assistance and maintenance support for the vehicles, subsystems and weapons they use. The staff also provides training on many of the vehicle and weapons systems used by the military. They support all new equipment training and fielding's (NET) for the Pennsylvania Army National Guard. Some of these new equipment fielding include Strykers, tanks, and engineering equipment.

Facts

Built: 2007

Cost: \$20.7 million

Full-time employees: 78

Dollar value of equipment on-site: \$820 million

Size of the Facility: Two wings with eight 800-square feet drive thru bays with overhead lift capability

Number of maintenance actions done or vehicles fixed: Almost 30,000 work orders completed last five years.

Awards

The unit training equipment site has been recognized for several awards to include the 2014 National Guard Bureau Maintenance Efficiency Award. This award is given annually to the most efficient maintenance facility in the National Guard. The award encompasses several different areas including environmental, security, and shop operations.

TOUR Highlights

(CSM Shawn Phillips and SGM Danny Mellor)

1. Consistently high OR rates: Combat equipment ranges 90-93% annually. Wheeled vehicles are consistently above 94%

2. Utilization and Efficiency rates: low number of mechanics even while undermanned. We average above 80% utilization rate while maintaining 96-98% efficiency rate for work orders. Even with a high utilization due to being manned at just under 50% of our requirements, we have a Days Away Reassigned Time lost (DART) rate of 2.5%

3. Cost savings are derived from the lessons learned from best business practices. Efficiency of design, using industry leading tools and test sets, and having mechanics available for 90% or more of their assigned man-hours. The Active Duty does not practice these techniques. We also bring in sustainment Maintenance Companies from various states to perform work on this equipment in IDT and AT status

which helps reduce our labor rate. Although we do some training, they give us thousands of productive man-hours in return and get the opportunity to work on equipment they would otherwise never see.

4. Modernized STTE: HMMWV getting a wheel alignment, machine cost \$10k but we have saved thousands of dollars as we average five alignments per month. We try and learn best business practices from civilian businesses, such as this Snap On alignment set. Cut the time required by 75% and saves thousands a year on tires. The team was very impressed, asked price and ROI. The answer was less than 1 year.

5. NET Fielding's: We are training our mechanics and crews on the Crew Remote Operated Weapons (CROW) system, just fielded two weeks ago, train the trainer concept.

6. PM recommendations / New Initiatives: M577/M1068 Command Carrier, our electronics team has learned to transmit video via the JCR Log from the FS3 in the M1200 knight. This is a skill we are learning and in turn will pass to the soldiers training here on the weekends. This will also assist when troubleshooting and repairing Fire control vehicles.

7. C4ISR: We are responsible for knowing how to operate and repair the vehicles, weapon systems and the C4ISR. Our mechanics not only cross train equipment MOS's but pick up the C4ISR, weapons and generator skills. We depend on the crews for their assistance in performing a good PMCS and working with our mechanics sharing their skills and learning from our mechanics during weekend IDT periods and training events. We also work with Sustainment Maintenance Companies from other states. Fostering these relationships while leveraging this equipment package has allowed us to accomplish the mission while being short on personnel. These points impressed the NCAF Team.

8. M284 Gun Tube TACOM swap: All of our M109A6 gun tubes were deemed NMC by TACOM during an inspection of the bore evacuator holes last year. TACOM is modifying the gun tubes by drilling the vent holes out and installing bushings. This will complete our installation.

9. Life cycle / modernization: We replace all major components on all vehicles we support. We are actually upgrading the engine in this HMMWV.

10. Diverse equipment sets: In addition to the 3 different Maneuver Brigades we support, we support both construction and combat engineers, you can see some of that equipment being worked on here. The scraper outside and the HMEE excavator.

11. Crew support: M1A1-----Introduce Sullivan Cup Team and COL Konzman (55ABCT CMDR)-----

12. NBCRV: We worked with the GD FSR, CECOM reps and an Engineer from CBMS II to come up with a ground hop set. As it turns out it allows us to run these up during the winter months inside and also allows us to troubleshoot and repair them allowing us to save over \$240K on each repair.

13. External Support: In addition to the 75 units from the PAARNG that train here, we have had AD units, Marines, Marine reserves, the Chilean and Lithuanian Armies training here. We also support the 166th Training Regiment who has a large diverse TDA. They perform a lot of Combat Arms training. Without the skills, special tools, and equipment available here to supplement their training the mission may look much different.