DEPARTMENT OF THE ARMY TECHNICAL BULLETIN
MAINTENANCE EXPENDITURE LIMITS
FOR
FSC GROUP 23
FSC CLASSES 2320, 2330, AND 2310

Headquarters Department of the Army, Washington, D.C.
01 January 2006

REPORTING OF ERRORS AND RECOMMENDING IMPROVEMENTS

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*This bulletin supersedes TB 43-0002-81, 15 September 2003.

TB 43-0002-81
C1

Change

NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington D.C., 1 May *2006*

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TB 43-0002-81 01 January 2006, is changed as follows:

1. Remove old pages and insert new pages as indicated below.
2. File this change sheet in front of the publication for reference purposes.

Remove Pages	**Insert Pages**
A/(B-Blank)	A/(B-Blank)
B-1 - B-8	B-1 - B-8

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By Order of the Secretary of the Army:

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Chief of Staff

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DISTIBUTION: To be distributed in accordance with the initial distribution requirements for IDN: 342007, requirements for TB 43-0002-81.

LIST OF EFFECTIVE PAGES

Dates of issue for original and changed pages are:

Original …..….. 01 January 2006
Revision- 1 ….. 01 May 2006

TOTAL NUMBER OF PAGES IS 44, CONSISTING OF THE FOLLOWING:

Page/WP No.	*** Change No.**
A/B	**1**
1-8	**0**
Appendix A	**0**
Appendix B	**1**

***Zero in this column indicates an original page or Work Package.**

SECTION I. GENERAL

1-1 Purpose. This bulletin prescribes the Maintenance Expenditure Limits (MEL) which Direct Support/General Support (DS/GS) maintenance level technical inspectors will use to determine repair eligibility or disposition when inspections are performed on equipment received for repair to a serviceable condition and return-to-user, transfer, or for turn-in. These limits do not apply to DA directed repair programs. The materiel proponent (U.S. Army Tank-automotive and Armaments Command) is responsible for specifying the percentages that will be used in these programs.

1-2 Scope. This bulletin applies to organizations specified in 1-2.a and 1-2.b below. It does not apply to unit level or programmed depot repair. Materiel proponents, prior to programming repair, make a decision concerning the eligibility/suitability of materiel for depot repair or disposal. Unit level maintenance is limited by the repairs authorized in the appropriate Technical Manual ™ and need not consider dollar expenditures.

a. All active Army, Army National Guard, and United States Army Reserve DS/GS support level maintenance units.

b. Army depot activities when performing repair-and-return-to-user service.

SECTION II. DETERMINING EXPENDITURE LIMITS

2-1. Procedures. A determination to ensure that the expenditure limits will not be exceeded is required each time an item is received at the DS/GS maintenance level or at depot level on a return-to-user basis. Repair will not be broken into separate jobs to reduce total cost. Whenever cost to repair exceeds the MEL, the item must be reported for disposition or a waiver to repair must be obtained. To determine limits:

a. The MEL percentage factors identified in Appendix B will be used to determine the maximum dollar amount that can be expended to return an item to a serviceable condition. The dollar amount is the limit of repair authorized. This limit is compared with the estimated cost of repair. Repair is not authorized if the estimated cost exceeds the MEL, unless a waiver is granted to exceed MEL.

b. An inspection is performed to determine the extent of the maintenance effort required restoring the item to prescribed conditions or serviceability and to determine if the item is economically reparable. The estimated repair cost is obtained during this process by computing the cost/elements which are required to repair an item to the standards specified in the appropriate TM. Procedures are in Section III of this TB.

c. The dollar expenditure limit is obtained by multiplying the appropriate percentage factor obtained in the TB by the Planning Price of the item being repaired. The Planning Price (Current FY-Price) for end items is contained in SB 710-1-1, chapter 7 and also in the FEDLOG. Standard prices in the Army Master Data File (AMDF) (minus credit for return of unserviceable) will be used for secondary items. The cost to repair a secondary item must not exceed the cost of a replacement item (secondary item MEL = 100%). The average cost to repair assemblies or components may be used at Direct Support and General Support (DS/GS) where repairs are accomplished by batch or production line process.

SECTION III. TECHNICAL INSPECTION

3-1. Procedures. Support maintenance organizations and activities are responsible for performing the technical inspections incident to repair or evacuation of items listed in this bulletin. Technical inspections are to be made by a qualified individual with Military Occupational Specialty (MOS) or job classification specific to the item being inspected. Inspections will be performed in accordance with equipment maintenance and serviceability standards applicable to the maintenance level performing the repair. The results of the technical inspection will:

a. Determine if the unserviceable condition is the result of other than fair wear and tear; ensure components have not been removed, and inform owning unit of need to assess liability as necessary.
b. Determine the extent of the maintenance effort required restoring the item to prescribed conditions of serviceability.
c. Classify the item as economically, or not economically repairable with the correct condition code.
d. Provide for verification of items with condition code P (unserviceable, materiel classified by inspection); or H (unserviceable, condemned).

3-2. Forms. Results of technical inspections will be recorded on the following forms. The appropriate form will reflect each applicable cost element and the estimated cost of repair. The expenditure limit will be included to compare the estimated cost and to make a determination as to repair or disposition of the vehicle. Instructions on preparation of DA Form 2404 and DA Form 2407 are found in DA PAM 738-750. Instructions on preparation of DA Form 461-5 are found in Appendix A of TB 43-0002-81.

DA Form 461-5 (Vehicle Classification Inspection)
DA Form 2404 (Equipment Inspection and Maintenance Work Sheet)
DA Form 2407 (Maintenance Request)

SECTION IV. COMPUTATION OF REPAIR COST ESTIMATE

4-1. Repair Cost Estimates. Repair costs are based on all costs necessary to return materiel to a serviceable condition at the authorized level of maintenance that undertakes the repairs. If repairs are determined to be within the scope of support maintenance, serviceability standards applicable to the level concerned will be used to determine work required. Operating expenses will not be included in the cost estimate if the item being repaired is not excess to unit needs, was not damaged accidentally, or is repaired on a return-to-user basis. Operating expenses include all scheduled and unscheduled service and repairs that are accomplished by the using organization, including repair parts. The repair cost estimate is derived from the total cost of the following elements:

a. Direct labor (military and civilian), excluding initial inspection costs, includes all labor that can be specifically identified with the repair. Direct labor rates, which apply to the total man-hours estimated, are obtained as indicated by procedures in paragraph 4-2a.

b. Direct materials include all repair parts, components, and assemblies directly applied during the repair program, including PA-funded materiel. Cost of part will be the AMDF price, except where local repair programs are already in effect. Credit is taken for the return of the repairable component in the amount equal to the current standard inventory price, less the estimated cost to repair the component. Use an estimated cost if materiel is required from local source or needs to be fabricated. Estimate cost against the price of a like item.

c. Indirect or overhead costs include the cost of operating the shop and administrative expense chargeable to the activity or operation.

d. Contractual services. All costs for contracted services will be included whether the services will be for complete repairs or for a small portion of total repairs. Estimate will be from contract documents or expected cost.

e. Shipping and transportation costs.

(1) Freight will not be included as an element of cost when the equipment to be repaired is located in CONUS. When the equipment to be repaired is located overseas and no local capability to repair exists, the cost of freight to CONUS will be included as an element of cost. The cost of freight will include all transportation and handling cost from point of use to designated CONUS point of repair.

(2) When equipment cannot be repaired onsite, and costs are incurred to prepare the equipment for shipment, such cost (including materials) will be included in the estimate of cost to repair regardless of origin or destination.

f. Other charges. For all costs expected to be incurred to complete repair which cannot be included in cost elements above, estimate repair from past records or expected cost.

4-2. Procedures. Procedures to determine the total estimated cost of repair are as follows:

a. Direct Labor Costs. Multiply the total estimated man-hours of direct labor by the direct labor hourly rate. The direct labor hours estimated will be based on the Maintenance Allocation Chart (MAC) or actual past experience. The direct labor hourly rate is found as follows:

(1) Military - Labor rates for military personnel are the average military wage rate for the work center performing the work. The servicing Finance and Accounting office provides these rates.

(2) Civilian - Labor rates for civilian personnel are based on the labor rate for the work center that will perform the work. The servicing Finance and Accounting office provides these rates.

b. Determine the total cost of the five remaining elements in paragraphs 4-1b through 4-1f above (if applicable) and add to total labor expense.

c. Obtain the MEL percentage factor from Appendix B in this TB and determine if repair is authorized.

d. If repair cost is equal to or less than MEL value, the item may be repaired. If repair cost is greater than MEL value, the item will be returned to the customer for turn-in action or processing of a waiver to exceed the MEL. Items should only be repaired if requirements for the item exist. If you are unsure whether or not requirements exist for an item, contact the National Inventory Control Point (NICP). The NICP strongly recommends that excess vehicles at or near the end of their useful life not be repaired (brought up to TM 10/20 standards) until the excess vehicle has been reported to the NICP and disposition instructions have been received.

4-3. Computation Table. A table which may be helpful in computing total repair cost estimates and MEL follows. Use of actual repair expense column may be completed to assist in future cost estimates. Use only those elements applicable and available.

COMPUTATION TABLE
ESTIMATING TOTAL REPAIR COST AND MEL*

ELEMENTS	ESTIMATE	ACTUAL
a. Repair Hours Required =_____ Breakdown MIL _____ CIV _____ b. MIL Avg Hr Rate x MIL Rep Hrs_____		
c. Civ Hr Rate_____x 1.29=_____ x Civ Rep Hrs =_____		
d. Materiel Cost =		
e. Indirect Overhead Costs =		
f. Contractual Costs =		
g. Shipping/ transportation Costs =		
h. Other Costs =		
i. Total Repair Cost = b+c+d+e+f+g+h=		
j. MEL Percentage Factor (from chart)_____ x Current Replacement Price **= MEL		*

k. Is MEL greater than the estimated repair cost? YES/NO

l. If YES, repairs are authorized.

m. If NO, notify customer of the results and assist in the disposition; or retain pending results of customer's request to waiver the limit. All forms used in inspecting, classifying, and determining maintenance limits will be provided to the customer for assistance in the disposal or reporting to the Major Subordinate Command (MSC) for disposition instructions.

*Do not include items of operating expense (Unit maintenance which has not been performed) when repairing on a return- to- user basis.

**The Planning Price (Current – FY- Price) is used for major items, (source: SB 710-1-1 and also available in the FEDLOG). The Standard Price is used for secondary items (source: AMDF).

SECTION V. DISPOSITION

5-1. Procedures. Disposition of materiel is the responsibility of the using unit and the Supply Support Activity (SSA) accountability officer. Disposition of materiel by supply activities will be in accordance with procedures in DA Pamphlet 710-2-1, Using Unit Supply System, Manual Procedures, and DA Pamphlet 710-2-2, The Supply Support Activity (SSA) Supply System. The Reporting of unserviceable materiel to MSCs for disposition instructions will be in accordance with provisions in the supply update or other appropriate DA guidance.

a. Maintenance support units will assist SSAs or supported units, as necessary, in the evacuation of unserviceable or uneconomical repairable materiel to expedite turn- in or further evacuation.
b. End of Vehicle Useful Life. At the end of the useful life of a vehicle, the time at which the MEL has reached Zero, repair expenditures will be permitted only when necessary to retain an acceptable level of readiness in a tactical unit.
c. When returning equipment to supported customers, all forms inspecting, classifying, and determining MEL will be provided to assist in requesting waiver, disposal, or reporting to MSC for disposition instructions.

SECTION VI. WAIVERS

6-1. Procedures. A request to waiver the published MEL may be submitted by the using (owning) unit or by the supporting materiel management center through supporting maintenance channels responsible for repair to your MACOM commanders for approval. The MACOM commanders may exceed the published MEL when any of the conditions of the AR 750-1 apply.

6-2. Approval Criteria. MACOM commanders will ensure the following approving waivers:

a. The required repairs will not be broken into separate job estimates for the purpose of circumventing prescribed one- time repair allowances.
b. The unit or organization requesting the waiver has been unable to obtain timely replacement of the uneconomically repairable asset from the appropriate NICP.
c. An urgent operational or training requirement exists which justifies uneconomical repair.
d. Resources are available (or can be made available) to the requisitioning organization or command to accomplish the required repairs within an acceptable period of time.

SECTION VII. REFERENCES

7-1. Department of the Army Publications. Department of the Army Publications applicable to this TB are as follows:

a. Department of the Army Forms
   (1) DA Form 461-5 (Vehicle Classification Inspection)
   (2) DA Form 2404 (Equipment Inspection and Maintenance Work Sheet)
   (3) DA Form 2407 (Maintenance Request)

b. Department of the Army Pamphlets
   (1) DA PAM 710-2-1 (Using Unit Supply System, Manual Procedures)
   (2) DA PAM 710-2-2 (The Supply Support Activity, Supply System)
   (3) DA PAM 738-750 (The Army Maintenance Management System, TAMMS)

c. Department of the Army Regulations
   (1) DFAS, REG 37-1 (Pricing for Materiel and Supplies)
   (2) AR 700-127 (Integrated Logistic Support)
   (3) AR 750-1 (Army Materiel Maintenance Concepts and Policies)
   (4) AR 750-2 (Army Materiel, Maintenance, and Wholesale Operations)
   (5) AR 725-50 (Requisitioning, Receipt, and Issue System)

d. Department of the Army Supply Bulletins
   (1) SB 700-20 (Army Adapted/ Other Items Selected for Authorization/ List of Reportable Items)
   (2) SB 710-1-1 (Standard Study Numbering System and Replacement Factors)

e. Department of the Army Technical Bulletins
   (1) TB 43-0001-62 Series (Equipment Improvement Report and Maintenance Digest)

Appendix A

INSTRUCTIONS FOR PREPARATION DA FORM 461-5 (VEHICLE CLASSIFICATION INSPECTION)

A-1 Preparation. Prepare DA form 461-5 (Figure 1) as follows:

a. *Preinspection Information.* Before the inspection of a vehicle, enter the following information on the upper portion of DA Form 461-5:
   (1) *Nomenclature*. Enter the vehicle's nomenclature.
   (2) *Registration Number*. Enter the Army registration number marked on the vehicle, indicate N/A if not available.
   (3) *Date of Delivery*. Enter the date of the delivery to the government as shown on the vehicle identification data plate of date of issue from depot storage.
   (4) *Manufacturer*. Enter the name of the vehicle manufacturer.
   (5) *Model*. Enter the vehicle model number as indicated on the data plate. (e.g., M54A2C)
   (6) *Serial Number*. Enter the manufacturer's Serial Number. If your vehicle has a Vehicle Identification Number (VIN), enter it in the remarks block on the reverse side of DA form 461-5.
   (7) *Age*. Enter the number of years from the date of vehicle delivery to the Government of date of issue from depot storage, whichever is less. Date of delivery is obtained from the vehicle identification data plate and/or from DA form 2408-9 (Equipment Control Record). The age of the vehicle includes time spent in storage and time spent in service. The time spent in storage is accrued at a rate of 50% for each year of storage, for which no allowance is given. Time in service is counted at the full rate.
   (8) *Mileage*. Enter the odometer reading. If available records indicate the speedometer/odometer was replaced and/or set to zero, add all previously recorded mileage to the present odometer reading. For overhauled vehicles, consider mileage accumulated since the vehicle first entered the DA inventory. If there is no recorded mileage, and odometer reading accuracy is questionable, enter an estimate, preceded by "Est" on the form.
   (9) *Reason*. In concise terms, enter the reason for performing the inspection (e.g. "accident", "excess vehicle", or "major repair").
   (10) *Echelon of Rep*. (Maintenance Level of Repair.) Enter the lowest maintenance level that has the capability to undertake all of the indicated repairs.
   (11) *Inspection Standards*. Enter the maintenance level, such as "direct" or "general", to indicate that the inspection was conducted in accordance with maintenance standards prescribed with direct support and general support standards of maintenance.
   (12) *Upper Margin*. Enter the National Stock Number (NSN) and Line Item Number (LIN) of the vehicle. Also enter the document number of the excess report in this margin when reporting to National Inventory Control Point (NICP) in accordance with AR-725-50.

b. *Inspection Results*. Record the results of the actual vehicle inspection in the appropriate column of DA Form 461-5.
   (1) *Item*. Fill out the item column as follows:
      (a) If two or more components or parts are listed, circle the item affected.
      (b) Use blank lines to record significant items on the vehicle that are not listed on the form. (e.g., the kingpin on towed vehicles.)

(c) Indicate, with an asterisk (*) near the name of the item concerned, damage resulting from accident or from causes other than wear and tear, and explain briefly under remarks. For example, indicate "accident", "no water", "no antifreeze", or "no lubricant" (for components such as engines and gear cases).

(2) *Diagnosis*. Fill out the diagnosis column as follows:

(a) Opposite the item concerned, enter the nature of the unsatisfactory condition in concise terms such as "broken", "worn", "leaks", "noisy", or "corroded".

(b) Enter the total quantity to be repaired or replaced if two or more of a component or part are used in the vehicle. (e.g., "doors repair (1) and replace (1)")

(3) *Satisfactory*. Enter an "X" if the component or part is serviceable according to appropriate established standards.

(4) *Repair*. Enter an "X" if an unserviceable component or part can be restored to serviceability by adjustment or repair at the direct or general support maintenance level.

(5) *Replace*. Enter one of the following symbols if the component or part requires replacement:

(a) U- if the item is uneconomically repairable.

(b) M- if the item is missing.

(6) *Man- Hours Labor*. Opposite the item concerned, enter the total number of man-hours required to effect item repair of replacement (include direct and indirect labor).

NOTE

Repair or replacement man-hours for vehicle components are contained in the applicable MAC. If vehicle repairs are undertaken at the maintenance activity performing the technical inspection, man-hour data locally developed through experience will take precedence over the data in the MACs.

(7) *Cost of Parts*. Opposite the item concerned, enter the total cost of all parts and materiel that will be used in the repair or the replacement operation. This is to include the cost of new, overhauled, or fabricated repair parts, assemblies, modules, and components. Item unit prices are obtained from the AMDF. Replacement components and assemblies used in the repair process will be costed at the standard inventory price. Credit will be taken for the return of the repairable component in an amount equal to the current standard military price, less the estimated cost to repair the component.

(8) *Subtotals*. Enter the totals for labor and cost of parts in their respective boxes.

(9) *Modifications*. List the number of each modification work order (MWO) required to be applied.

(10) *Other Shortages*. Enter all shortages (e.g. tools, equipment, and manuals) other than those already shown elsewhere as missing.

(11) *Remarks*. Enter an explanation of damage resulting from accident or causes other than fair wear and tear, as indicated in paragraph A-1b(1)(c). Use this space for any information pertinent to the inspection.

(12) *Total Repair Costs*.

(a) *Total Man-Hours Labor*. Enter the sum of the subtotals of all Man-Hours Labor columns and indirect labor and overhead.

(b) *Labor and Overhead Rate per Man-Hour.* Enter the appropriate hourly labor rate. MACOM Commanders and directors of agencies may establish and use standard hourly rates for direct and indirect (or overhead) labor so long as such rates are consistent with AR 37-1 (Army Accounting and Fund Control). When standard rates are established, separate rates will be established for each category of supportable materiel or weapons system (e.g., aircraft, automotive equipment, combat vehicles, construction equipment, electronics and communications equipment, missile systems, munitions armaments, rail equipment, general equipment, and commodity groups of equipment) and for each major geographic area where wage levels vary significantly.

(c) *Total cost of labor and Overhead.* Enter the product of line (12)(a) and (12)(b) above.

(d) *Total Cost of Parts.* Enter the sum of the subtotals of all of the costs in parts columns.

(e) *Total Cost of Repairs.* Enter the sum of (12)(c) and (12)(b) above and (14) ("Other Costs") below.

(f) *Individual Repair Expenditure Limit*. For repair of vehicle inspected, enter the maximum expenditure permitted up through general support level of maintenance. Maximum repair expenditures are determined by multiplying the current replacement cost times the appropriate MEL. The current replacement costs are listed in SB 710-1-1 and are also available in the FEDLOG. The Army Master Data File (AMDF) will not be used in determining the replacement costs of end items. MELs are listed as percentages; they are listed in descending sequence based on vehicle age and mileage. MELs are reviewed and updated annually.

(g) *Total Cost of Previous Repairs*. Enter NA (not applicable).

(h) *Accumulated Rep (Repair) Expenditure Limit*. Enter NA.

(13) *Costs Due to Damage.* From the items marked with as asterisk (*) [see A-1b(1)(c)], obtain data for (a), (b), and (c) below for establishing dollar liability during statement of charges action. Exclude these costs from the total cost of repair if the responsible individual is held liable; however, do not exclude these costs if the vehicle is to be reported to the NICP as excess in accordance with AR 725-50.

(a) *Cost of Labor and Overhead.* Enter the total cost of labor (both direct and indirect) required to repair items damaged as a result of accident or causes other than fair wear and tear.

(b) *Cost of Parts*. Enter the total cost of parts used to replace those damaged as a result of accident or causes other than fair wear and tear.

(14) *Other Costs*. Enter the costs pertinent to the vehicle – for example, additional costs incurred for shipping, and related charges when the vehicle is being returned from overseas to the continental United States (CONUS) for depot overhaul. The following costs will not be included in the estimate of cost for repair:

(a) *Basic Issue*. Replacement of basic issue items will not be included.

(b) *MWOs*. The labor cost of applying MWOs will not be included.

(c) *Accessory Items*. The cost to overhaul or replace accessory items used to adapt equipment for special uses (e.g. rank insignia, winterization kits, flashing lights, two-way radios, and toolkits) will not be included. Individual estimates to overhaul such items will be made as appropriate and required.

(d) *Items of Operating Expense*. The operating expense will not be included when the item being repaired is not excess to unit needs, has not been accidentally damaged, or will be repaired by higher level on a return-to-user basis.

(15) *Classification Code*. (see AR 725-50.) Compare the total cost of repairs [(12)(e) above] against the expenditure limit [(12)(f) above]. If the technical inspection reveals no requirements for repair other than to improve appearance, or no need for any replacements, enter the word "serviceable" in the Classification Code on the front top right cover of the form. If the total cost of required repairs and/or replacements does not exceed the permissible expenditure limit, the vehicle is eligible for repairs through the general support level of maintenance. The letter "F" for "Unserviceable (Condemned)" or "P" for "Unserviceable (Reclamation)", as applicable, should be placed in the Classification Code block. The date of technical inspection should be placed in the date of Unecon Rep ["Uneconomical Repairable"] block. When the condition block is coded "H" or "P", the verification inspector's name and stamp number will be recorded in the Remarks block.

NOTE

Excess vehicles in overseas commands will not be evacuated to CONUS when the total cost of repairs plus one-way surface, nonpremium, shipping costs exceed the expenditure limit. Total cost of repairs will not include the costs described in paragraph A-1b (14)(c).

(16) *Date of Inspection*. Enter the date on which the inspection was completed.

(17) *Installation*. Enter the complete identification and address of the installation or activity where the inspection was conducted.

(18) *Signature of Inspector*. Enter the complete typed or printed name and the signature of the inspector who made the inspection.

(19) *Telephone No*. Enter the Defense Switched Network (DSN) number of the inspector. If a DSN is not available, list the commercial number.

A-2. Disposition of Inspection Forms. Forward completed DA Form 461-5 and other appropriate reports required by AR 725-50, to Commander, US Army Tank- Automotive and Armaments Command, (AMSTA-LC-CHMD Mail Stop #420), 6501 E. Eleven Mile Rd, Warren, Michigan 48397-5000, under the following circumstances:

a. *Nonrepairable Vehicle*. If the vehicle is inspected at either direct support or general support maintenance activity and repairs determined to be required are beyond the scope of general support maintenance.
b. *Excess Vehicle*. If the vehicle is excess to the requirements of an installation or a major command.
c. *Depot Inspected*. If the vehicle is inspected at a depot maintenance activity.
d. *Estimated Cost Too High*. If the estimated repair cost exceeds the maximum established expenditure limit applicable up through the general support level of maintenance.

NOTE

When vehicles are reported to the NICP as indicated above, they will not be scheduled for maintenance or be diverted to other use. They will be, however, maintained in reported condition and will be accorded to minimal care and preservation to prevent deterioration, damage, and/or loss from fire or theft (to include cannibalization), pending receipt of final disposition instructions from the NICP. Reports on these vehicles may include a request for individual extensions or deviations.

VEHICLE CLASSIFICATION INSPECTION

For use of this form, see AR 58-1, the proponent agency is ODCSLOG.

CLASSIFICATION CODE: F

NOMENCLATURE	REGISTRATION NUMBER	DATE OF DELIVERY (YYYYMMDD)
Truck, Tank, Fuel (HEMTT)		20020506

MANUFACTURER	MODEL	SERIAL NUMBER	AGE	MILEAGE
OshKosh Truck Group	M978	9M1043515	2yr	6230

REASON	ECHELON OF REP	INSPECTION STANDARDS	CONDITION	DATE OF UNECON REP (YYYYMMDD)
Accident Damage At TFR 92/93	GS	General	Bad	

ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS
FRAME AND BRACKETS		X				
BUMPERS	N/A					
TOWING CONNECTIONS	Shackle- 4 each			U	0.2	97.08
FIFTH WHEEL	N/A					
BRUSH GUARD AND GRILLE	Brush Guard Bent		X		2.0	
HOOD AND FENDERS	Hood Panel's left Fender and Mount			U	3.0	500.52
BODY	Rear Grill Deck Bent		X		10.0	
CANVAS	N/A					
PAINT	Repaint with CARC		X		80.0	811
CAB AND DOORS	Buckled and Bent			U	20.0	90
WINDSHIELD AND WINDOWS	Broken/ Missing			U	5.	05
WIPER MOTOR AND BLADES	Bent Blades Mounts Loose				0.3	8.08
HORN AND MIRROR	Mirrors and Mounts Broken			U	0.5	62.40
HEATER		X				
SPEEDOMETER & TACHOMETER		X				
AMMETER OR VOLTMETER		X				
GAGES AND SENDING UNIT		X				
SEATS AND UPHOLSTERY		X				
FLOOR		X				
INTERIOR TRIM		X				
ENGINE		X				
CYL HEAD AND BLOCK		X				
SUBTOTALS					121	11,774.17

ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS
VALVES AND PISTON RINGS		X				
INT AND EXH MANIFOLDS		X				
OIL PAN		X				
OIL PUMP AND LINES		X				
OIL FILTER AND ELEMENTS		X				
TRANSMISSION	Filter Hou[illegible] Leaking			U	0.5	8.10
RADIATOR		X				
T[illegible]STAT AND HOSES		X				
W[illegible]MP AND FAN		X				
DRIVE BELTS		X				
AIR COMPRESSOR		X				
AIR GOVERNOR		X				
AIR TANKS AND LINES		X				
GENERATOR OR ALTERNATOR		X				
REGULATOR		X				
RECTIFIER		X				
BATTERY		X				
STARTER AND SOLENOID		X				
DISTRIBUTOR AND POINTS		X				
IGNITION COIL		X				
SPARK PLUGS AND CABLES		X				
SVC & BLACKOUT HEADLIGHTS		X				
SUBTOTALS					0.5	8.10

ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS	ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS
SVC & BLACK-OUT TAILLIGHTS		X					AIR HYDRAULIC CYLINDER		X				
CLEARANCE AND MARKER LIGHTS	Headlight's missing Rear Clearance is Broken			U	2.0	72.05	WHEEL CYLINDERS		X				
SWITCHES	Valve Solenoid Ether Missing			U	1.0	21.49	HAND BRAKE SYSTEM		X				
WIRING AND CONNECTORS		X					STEERING GEAR AND CONTROLS		X				
CARBURETOR AND GOVERNOR		X					SPRINGS AND SHACKLES		X				
AIR CLEANER	Bent			U	2.0	561.43	SHOCK ABSORBERS		X				
FUEL PUMP AND FILTER		X					WHEELS	Spare Tire Carrier Missing			U	2.0	458.92
FUEL TANK AND LINES		X					TIRES AND TUBES	Spare Flat R/S inter Axle Wheel		X		6.0	
MUFFLER	Guard Bent	X			1.0								
EXHAUST AND TAILPIPES	Bent/Missing parts			U	0.5	27.68							
CLUTCH	N/A												
TRANSFER		X											
POWER TAKEOFF		X											
DRIVE SHAFTS AND U-JOINTS	N/A												
DIFFERENTIAL	N/A												
FRONT AXLE		X											
INTERMEDIATE AXLE		X											
REAR AXLE		X											
WINCH AND CABLE	N/A												
HOIST OR CRANE	N/A												
SVC BRAKE SYSTEM		X											
MASTER CYLINDER		X											
SUBTOTALS					6.5	682.65	SUBTOTALS					8	458.92

REMARKS

Accident damage while on Task Force Rushmore 01-02 FY

MODIFICATIONS	
	$

OTHER SHORTAGES	
	$

TOTAL REPAIR COSTS		COSTS DUE TO DAMAGE	
TOTAL MAN-HOURS LABOR		TOTAL MAN-HOURS LABOR	$
LABOR & OVERHEAD RATE PER MAN-HOUR	$	COST OF PARTS	$
TOTAL COST OF LABOR & OVERHEAD	$	TOTAL COST	$
TOTAL COST OF PARTS	$	OTHER COSTS *(List)*	
TOTAL COST OF REPAIRS	$		$
INDIVIDUAL REPAIR EXPENDITURE LIMIT	$		
TOTAL COST OF PREVIOUS REPAIRS	$		
ACCUMULATED REPAIR EXPENDITURE LIMIT	$		

INSTALLATION **Fort Hood, Texas**	DATE OF INSPECTION *(YYYYMMDD)* **2002/05/20**
NAME OF INSPECTOR **James W. Brown, SFC**	TELEPHONE NUMBER *(Commercial & DSN)* **(586)123-4567/ DSN 786-4567**
SIGNATURE OF INSPECTOR *JW Brown, SFC*	FAX NUMBER **(586)123-4568/ DSN 786-4568**

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VEHICLE CLASSIFICATION INSPECTION
For use of this form, see AR 58-1, the proponent agency is ODCSLOG.

CLASSIFICATION CODE: F

NOMENCLATURE	REGISTRATION NUMBER	DATE OF DELIVERY *(YYYYMMDD)*
		20020506

MANUFACTURER	MODEL	SERIAL NUMBER	AGE	MILEAGE

REASON	ECHELON OF REP	INSPECTION STANDARDS	CONDITION	DATE OF UNECON REP *(YYYYMMDD)*
Accident Damage At TFR 92/93	GS			

ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS	ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS
FRAME AND BRACKETS							VALVES AND PISTON RINGS						
BUMPERS							INT AND EXH MANIFOLDS						
TOWING CONNECTIONS							OIL PAN						
FIFTH WHEEL							OIL PUMP AND LINES						
BRUSH GUARD AND GRILLE							OIL FILTER AND ELEMENTS						
HOOD AND FENDERS							TRANSMISSION						
BODY							RADIATOR						
CANVAS							THERMOSTAT AND HOSES						
PAINT							WATER PUMP AND FAN						
CAB AND DOORS							DRIVE BELTS						
WINDSHIELD AND WINDOWS							AIR COMPRESSOR						
WIPER MOTOR AND BLADES							AIR GOVERNOR						
HORN AND MIRROR							AIR TANKS AND LINES						
HEATER							GENERATOR OR ALTERNATOR						
SPEEDOMETER & TACHOMETER							REGULATOR						
AMMETER OR VOLTMETER							RECTIFIER						
GAGES AND SENDING UNIT							BATTERY						
SEATS AND UPHOLSTERY							STARTER AND SOLENOID						
FLOOR							DISTRIBUTOR AND POINTS						
INTERIOR TRIM							IGNITION COIL						
ENGINE							SPARK PLUGS AND CABLES						
CYL HEAD AND BLOCK							SVC & BLACKOUT HEADLIGHTS						
SUBTOTALS							SUBTOTALS						

ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS	ITEM	DIAGNOSIS	SATISFACTORY	REPAIR	REPLACE	MAN HOURS LABOR	COST OF PARTS
SVC & BLACK-OUT TAILLIGHTS							AIR HYDRAULIC CYLINDER						
CLEARANCE AND MARKER LIGHTS							WHEEL CYLINDERS						
SWITCHES							HAND BRAKE SYSTEM						
WIRING AND CONNECTORS							STEERING GEAR AND CONTROLS						
CARBURETOR AND GOVERNOR							SPRINGS AND SHACKLES						
AIR CLEANER							SHOCK ABSORBERS						
FUEL PUMP AND FILTER							WHEELS						
FUEL TANK AND LINES							TIRES AND TUBES						
MUFFLER													
EXHAUST AND TAILPIPES													
CLUTCH													
TRANSFER													
POWER TAKEOFF													
DRIVE SHAFTS AND U-JOINTS													
DIFFERENTIAL													
FRONT AXLE													
INTERMEDIATE AXLE													
REAR AXLE													
WINCH AND CABLE													
HOIST OR CRANE													
SVC BRAKE SYSTEM													
MASTER CYLINDER													
SUBTOTALS							**SUBTOTALS**						

REMARKS

DA FORM 461-5, JAN 2000

USAPA V1.00ES

MODIFICATIONS	
	$

OTHER SHORTAGES	
	$

TOTAL REPAIR COSTS		COSTS DUE TO DAMAGE	
TOTAL MAN-HOURS LABOR		TOTAL MAN-HOURS LABOR	$
LABOR & OVERHEAD RATE PER MAN-HOUR	$	COST OF PARTS	$
TOTAL COST OF LABOR & OVERHEAD	$	TOTAL COST	$
TOTAL COST OF PARTS	$	OTHER COSTS *(List)*	
TOTAL COST OF REPAIRS	$		$
INDIVIDUAL REPAIR EXPENDITURE LIMIT	$		
TOTAL COST OF PREVIOUS REPAIRS	$		
ACCUMULATED REPAIR EXPENDITURE LIMIT	$		

INSTALLATION	DATE OF INSPECTION *(YYYYMMDD)*
NAME OF INSPECTOR	TELEPHONE NUMBER *(Commercial & DSN)*
SIGNATURE OF INSPECTOR	FAX NUMBER

Appendix B
MAINTENANCE EXPENDITURE LIMIT (MEL) CHARTS

INDEX

Chart

Chart B-1. MEL factors for Retired Tactical Vehicle Systems.

Model	MEL- Zero
M123/ M125 Series (all models)	Retired
M151/ M718 Series ¼ Ton Truck (all models)	Retired
M520 Series 8 Ton GOER (all Models)	Retired
M746 22 ½ Ton HET	Retired
M880 Series Dodge 1 ¼ Ton (all models)	Retired
M561/M792 Series GAMA GOAT Trucks (all models)	Retired
M274 Series ¼ Ton Trucks (all models)	Retired
M656/ M757/ M791 8 x 8 Multi- Fuel 5 Ton Trucks	Retired

Chart B-2. MEL factors for M1008/M1009 Series, Commercial Utility Cargo Vehicle (CUCV).

Age	MEL (%)
Any Age	25

Chart B-3. MEL factors for the High Mobility Multipurpose Wheeled Vehicle (HMMWV). All models including the M1113, Expanded Capacity Vehicle, the M1114 Up Armored HMMWV and the M1152 and M1152, scheduled to be fielded 3Q06.

Age (in years)	MEL (%)
0-2	95
2-4	90
4-6	85
6-8	80
8-10	75
10-12	70
12-14	65
>14	50

Chart B-4. MEL factors for M939, M939A1, M939A2 Series 5 Ton Trucks.

Model	MEL (%)
M923, M925, M927 & M928 Cargoes (A0 Models)	25
M923, M925, M927 & M928 Cargoes (A1/A2 Models)	35
M931 & M932 Tractors (all Models)	35
M929 & M930 Dumps (all Models)	35
M936 Wreckers (all Models)	35
M934 Expansible Van (A0 Model)	25
M934 Expansible Van (A1/A2 Models)	35
M935 Expansible Van (all Models)	35

NOTE: Prior to disposing any A0 and A1 model M939 5 Ton Series Trucks, turn in the unserviceable assemblies for credit and repair. The engine and transmission (all models) is no longer procurable and support is through repair only at this time.

Chart B-5. MEL factors for the M35/M44 Series 2 ½ Ton Trucks.

Model	MEL (%)
M35A2	30
M35A2C	30
M36A2	30
M49A2C	6
M50A3	6
M109A3	30
M185A3	30
ESP (Extended Service Program) Models	67
M35A3	67
M36A3	67

NOTE: All M35/M44 Series 2 1/2 Ton Trucks not listed above have a MEL of zero.

Chart B-6. MEL factors for the M39/A1/A2 and M809 Series 5 Ton Trucks.

Model	MEL (%)
M819 Tractor/Wrecker	0
M815 Bolster	0
M821 Stake	0
M816 Wrecker	30
M820 Expansible Van	5
M820A2 Expansible Van	25
M817 Dump WO/W	5
M817 Dump W/W	25
M814 Cargo XLWB	20
M813/A1 Cargo	5
M818 Tractor	30

NOTE: The M39/A1/A2, M656 Cargos, M757 Tractors, and M79 Vans are displaced vehicles and have a MEL of zero.

Chart B-7. MEL factors for FMTV (MTV and LMTV).

Age (in years)	MEL (%)
1-2	95
2-4	90
4-6	85
6-8	80
8-10	75
10-12	70
12-14	65
over 14	55

Chart B-8. MEL factors for M1117 Armored Security Vehicle (ASV).

Age	MEL (%)
Any Age	100

Chart B-9. MEL for the M915A2/M915A3/M915A4 Line Haul tractors and M916A1/M916A2/M916A3 Tractor, Light Equipment Transporter.

Age (in years)	MEL (%)
1	92
2	90
3	88
4	86
5	84
6	82
7	80
8	78
9	76
10	74
11	72
12	70
13	68
14	66
15 and older	65

Chart B-10. MEL factors for M915/M915A1 Line Haul Tractors; M916 Light Equipment Transporter; and M920 Medium Equipment Transporter.

Model	MEL (%)
M915 Line Haul Tractor	0
M915A1 Line Haul Tractor	38
M916 Tractor, Light Equipment Transporter	65
M920 Tractor, Med Equipment Transporter	65

Chart B-11. MEL Factors for M876 Telephone Maintenance Truck.

Age	MEL (%)
Any	7

Chart B-12. MEL factors for M878/M878A1/M878A2 Yard Tractors.

Model	MEL (%)
M878 Yard Tractor	0
M878A1 Yard Tractor	0

M878A2 Yard Tractor.

Age (in years)	MEL (%)
1	92
2	90
3	88
4	86
5	84

Chart B-13. MEL factors for M911 Truck Tractor and M747 60 Ton Trailer.

Model	MEL (%)
M911 Truck Tractor	0
M747 60 Ton Trailer	0

Chart B-14. MEL factors for M1070/ M1000 Heavy Equipment Transporter System (HETS).

Age (in years)	MEL (%)
1	92
2	90
3 or older	88

Chart B-15. Mel factors for the Heavy Expanded Mobility Tactical Trucks (HEMTT): M977, M977A2, M977A2R1, M978, M978A2, M978A2R1, M983, M983A2, M983A2R1, M984, M984A1, M984A2, M984A2R1, M985, M985A2, M985A2R1, M985E1, M985E1A2, M985E1A2R1, M1120, M1120A2, M1120A2R1, M1977, M1977A2, M1977A2R1, M1142 and HEMTT LHS CHU.

Age (in years)	MEL (%)
1	92
2	89
3	86
4 and over	83

Chart B-16. MEL factors for the PLS Truck M1074/M1075 and PLS M1076 Trailer. Age is based on date of manufacture or rebuild date on data plate.

Age (in years)	MEL (%)
1	92
2	89
3	86
4	83
5	80
6	77
7	74
8	71
9	68
10	and over 65

Chart B-17. MEL factors for the Palletized Loading System (PLS) Engineering Mission Modules (EMMs): M4 Bituminous Distributor Module, M5 Concrete Mixer Module, and M6 Dump Body Module.

Age (in years)	MEL (%)
1	92
2	90
3	88
4	86
5	84
6	82

MEL factors for the PLS Flatracks M1077, M1, M3, M3A1 and CHU.

Age (in years)	MEL (%)
1	92
2	89
3 and over	86

Chart B-18. MEL factors for Flat Bed and Low Bed Trailers.

Water and Fuel Trailers and Semi- Trailers		MEL (%)
M106 Series Water Tlr,	400 Gal	0
M107 Series Water Tlr,	400 Gal	0
M131 Series Fuel Tkr,	5000 Gal	0
M149& M149A1 Water Tlr,	400 G	0
M149A2 Water Tlr ,	400 Gal	65
M967 Fuel Tkr,	5000 Gal	65
M967A2 Fuel Tkr.	5000 Gal	100
M969 thru A2 Fuel Tkr,	5000 Gal	65
M969A3 Fuel Tkr.	5000 Gal	100
M970 Series Fuel Tkr,	5000 Gal	65
M1098 Water Tkr,	5000 Gal	0
M1112 Water Tlr,	400 Gal	65
60PRS Water Dist,	6000 Gal	65
WD6S Water Dist,	6000 Gal	65
M1062 Fuel Tkr,	7500 Gal	65

Water and Fuel Tanker Trailers and Semi-Trailers		MEL (%)
M118 Series	Semi-Tlr Van	0
M127 Series	Semi- Tlr	0
M162 Series	60 Ton Low Bed	65
M172	15 Ton Low Bed	0
M172A1	25 Ton Low Bed	35
M269 Series	12 Ton Low Bed	0
M270 Series	12 Ton Low Bed	0
M345	10 Ton Flat Bed	0
M524E2	55 Ton Flat Bed	65
XM789	6 Ton Flat Bed	0
M793E1	65 Ton Low Bed	Retired
M870 & A1	40 Ton Low Bed	65
M870A3	40 Ton Low Bed	90
M871	22.5 Ton Low Bed	65
M871A1	22.5 Ton Semitrailer	65
M871A2	22.5 Ton Semitrailer	65
M871A3	22.5 Ton Semitrailer	
Age in years		
1		95
2		90
3-6		85
7-9		75
10-14		65
15-18		55
19-21		45
22		35
23		25
24		10
25		0
M872 thru A3	34 Ton Flat Bed	65
M872A4	34 Ton Flat Bed	90
XM974	Low Bed	0
M979	5 Ton Flat Bed	0
XM1034	6 Ton Flat Bed	50
XM1048	Flat Bed	65
M1061A1	5 Ton Flat Bed	65
M1073	Flat Bed	65
D60-D57	60 Ton Low Bed	65
HP15T-MIL	50 Ton Tilt Bed	0
KS-8FW	8 Ton Low Bed	0

Dolly Sets and Converters		MEL (%)
M197A1	Converter	10
M198A1	Converter	10
M720	Series Dolly	65
M832	Dolly	65
M840	Dolly	65
M1022	Dolly	65
M1022A1	Dolly	65
M689	Dolly	Retired
M707	Dolly	Retired

Semi-Trailer Vans		MEL (%)
M119 Series	6 Ton Van	0
M128A1 & A1C	12 Ton Van	0
M128A2C	12 Ton Van	65
M129 Series	12 Ton Van	65
M146 Series	6 Ton Van	30
M295 Series	6 Ton Van	0
M313	Van, Expandable	30
M348 Series	6 Ton Van	0
M349 Series	7 ½ Ton Van	0
M 373 Series	6 Ton Van	0
M447 Series	6 Ton Van	0
M373A2	6 Ton Van	50
M448	1 ½ Ton Shop Van	0

Semi-Trailer Vans		MEL (%)
M749	6 Ton Van	30
M750	6 Ton Van	50
XM822E1	Van, Petro Lube	65
XM971 Series	10 Ton Van	65
XM991 Series	10 Ton Van	65
XM999	Control Center Van	65
XM1005	6 Ton Elect Van	65
XM1007	6 Ton Elect Van	0
XM1063	Elect Van	0
XM1065	Command Post Van	65
MILVAN **(Chassis Only)**		10

NOTE: The M172 has a MEL of 0% and should be turned in.

Chart B-19. MEL factors for Cargo and other Miscellaneous Tactical Trailers.

Model	MEL (%)	Model	MEL (%)
M101	0	M296	0
M101A1	10	M310	0
M101A2 & M101A3	65	M332	30
M116 Chassis	10	M353	0
M116A1 Chassis	25	M367	Retired
M103 Series	0	M390C	65
M105 & M105A1	0	M416 Series	Retired
M105A2 (less than 10 years old)	50	M448	0
M105A2 (10 to 20 years old)	25	M457	0
M105A2 (over 20 years old)	0	M458	0
M105A3 $1^{1/2}$ Ton Cargo Tlr.	65	M459	0
M116A2 & MM116A3	65	M463	0
M200	0	M569 Series	Retired
M200A1 (less than 10 years old)	65	M716	0
M200A1 (10 to 20 years old)	50	M794	0
M200A1 (over 20 years old)	0	M795	0
M271 Series	0	M796	15
M1082 $2^{1/2}$ Ton LMTVT	65	M796A1	50
M1095 5 Ton MTVT	65	M989 Series	75
M1101 & M1102	65		

Chart B-20. MEL factors for the Small Unit Support Vehicle (SUSV); M973A1 1 ½ Ton Tracked Carrier, Cargo; M1065 1 ½ Ton Tracked Carrier, Command Post; M1066 1 ½ Ton Tracked Carrier, Ambulance; M1067 2 Ton Tracked Carrier, Cargo.

Age (in years)	MEL (%)
Any	65

Note: The M973 1 ½ Ton Carrier, Cargo: Tracked (5cyl) NSN 2350-01-132-9099 has a MEL of (0%) and is considered retired.

Chart B-21. Mel factors for Add on Armor (AoA) Tankers.

Model	Type	MEL (%)
M967P1	M967 tanker with AOA applied	100
M967A1P1	M967A1 tanker with AOA applied	100
M969P1	M969 tanker with AOA applied	100
M969A1P1	M969A1 tanker with AOA applied	100
M969A2P2	M969A2 tanker with AOA applied	100

NOTES:

1. Removal of equipment such as generators, tool sets, steam cleaners, radar sets or search lights, etc. often results in excess chassis remaining for which there are no separate requirements. Contact the NICP for disposition before initiating any repair action. In some instances, a cargo body may be added to a M116A2 and M103A3 chassis to create a M101A2 or M105A2 cargo trailer. There are no authorizations for most chassis, and some may have been modified to a point that they are not suitable for repair and distribution.
2. All M296, M271, and M271A1 trailers are over age and type classified for contingency and training use only. As this equipment becomes excess, it is being removed from inventory.
3. In 1992, approximately 2500 M116A2 ¾ ton chassis were issued to the field to modernize a portion of the M101 Series fleet. Any M101 Series ¾ ton trailer which is modernized with a chassis that has a hydraulic brake actuator assembly and the CUCV wheel and tire configuration should be designated as a M101A2 model and should be reported under NSN 2330-01-102-4697.
4. Very old trailers with model numbers that do not appear in the AMDF or FEDLOG may in fact be retired and should not be repaired. Contact NICP for disposition.
5. **ALL OTHER TRAILERS; LARGER THAN ¼ TON WHICH ARE LESS THAN 10 YEARS OLD AND NOT SPECIFICALLY NOTED ABOVE OR ON CHART B-15, HAVE A MEL OF 65%.**

RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS **For use of this form, see AR 25-30; the proponent agency is ODISC4.**	**Use Part II (*reverse)* for Repair Parts and Special Tools Lists (RPSTL) and Supply Catalogs/Supply Manuals SC/SM).**	Date
TO: (*Forward to proponent of publication or form) (Include ZIP Code)*	**FROM:** *(Activity and location) (include ZIP code)*	

PART I – ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS

PUBLICATION/FORM NUMBER	DATE	TITLE
TB 43-0002-81	JANUARY 2006	MEL for Tactical Wheeled Vehicles FSC Group 23

ITEM	PAGE	PARA	LINE	FIGURE NO.	TABLE	RECOMMENDED CHANGES AND REASON

**Reference to line numbers within the paragraph or subparagraph.*

TYPED, GRADE OR TITLE	TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION	SIGNATURE

TO: *(Forward direct to addressee listed in publication)*	FROM: *(Activity and location) (Include ZIP Code)*	DATE

PART II - REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS

PUBLICATION NUMBER	DATE	TITLE

PAGE NO.	COLM NO.	LINE NO.	NATIONAL STOCK NUMBER	REFERENCE NO.	FIGURE NO.	ITEM NO.	TOTAL NO. OF MAJOR ITEMS SUPPORTED	RECOMMENDED ACTION

PART III - REMARKS *(Any general remarks or recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)*

TYPED NAME, GRADE OR TITLE	TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION	SIGNATURE

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TO: *(Forward to proponent of publication or form) (Include ZIP Code)*	FROM: *(Activity and location) (Include ZIP Code)*	

PART I - ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS

PUBLICATION/FORM NUMBER	DATE	TITLE

ITEM	PAGE	PARA-GRAPH	LINE	FIGURE NO.	TABLE	RECOMMENDED CHANGES AND REASON

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TYPED NAME, GRADE OR TITLE	TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION	SIGNATURE

By Order of the Secretary of the Army:

PETER J. SCHOOMAKER
General, United States Army
Chief of Staff

*O*fficial:

SANDRA R. RILEY
Administrative Assistant to the
Secretary of the Army
0535602

Distribution:

To be distributed in accordance with the initial distribution number (IDN) 342007, requirements for TB 43-0002-81.

PIN: 015166-000