

REPORT

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(Wheels)

Data Base Documentation Book for OO-ALC/MANPGP Book 1 of 3

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McDonnell Douglas Missile Systems Company

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St. Louis, Missouri 63166

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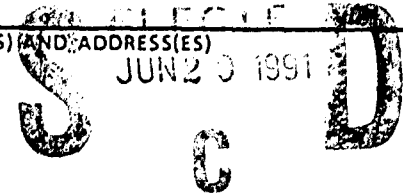
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Technology Insertion (TI)/Industrial Process Improvement (IPI) Data Base Documentation Book Volume for OO-ALC/MANPGP (Wheels) Book 1 of 3

This document contains detailed information about layouts equipment and processes for this RCC.

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**TECHNOLOGY INSERTION-ENGINEERING SERVICES
PROCESS CHARACTERIZATION
TASK ORDER NO. 1**

BOOK 1 OF 3

DATABASE DOCUMENTATION BOOK

OO-ALC

MANPGP

(OVERVIEW LAYOUTS)

**CONTRACT SUMMARY REPORT
15 DECEMBER 1989**

**CONTRACT NO. F33600-88-D-0567
CDRL SEQUENCE NO. B008**

A-1 23	
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MCDONNELL DOUGLAS

McDonnell Douglas Missile Systems Company

St. Louis, Missouri 63166-0516 (314) 232-0232

91-02815

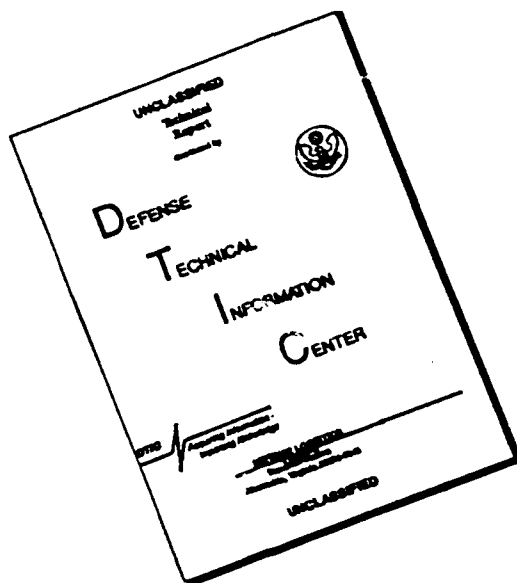


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225

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1.0 IDENTIFICATION OF RCC

RCC *MAN/PEP* has been identified by the SOW of Contract F33600-88-D-0567 for Process Characterization.

7.1 MANPGP ANALYSIS AND FOCUS STUDY RECOMMENDATIONS

7.1.1 Description of Current Operation

MANPGP is a Resource Control Center (RCC) under the MANP branch of the Industrial Products Division (MAN) at OO-ALC. MANPGP is located in Building 507.

MANPGP's function is to paint component parts of end items and assemble the component parts into the end item. MANPGP is broken into five subunits; paint, wheel assembly, brake assembly, C-5 landing gear assembly and all other landing gear assembly.

The paint subunit is responsible for the painting of component parts. The paint subunit has two different automated lines setup for painting. One line is responsible for painting wheels and brake housings. The other line is setup to paint landing gear components. A third paint area is setup to handle oversize parts that cannot be processed on one of the two automated line. One foreman and _____ mechanics support the paint subunit of MANPGP.

The wheel assembly subunit is responsible for the assembly of wheels. Wheels enter MANPGP as two painted wheel halves. The wheel halves are manually balanced on a wheel balancing machine. MANPGP wheel subunit has an electronic wheel balancing machine that is not presently being used. The rationale for not using the electronic wheel balancing machine is that every time the forklift passes by, the machine has to be recalibrated. After the wheel halves are balanced, the material inventory control personnel match the necessary hardware with the wheel halves to fabricate a wheel assembly. The mechanics assemble the two wheel halves and the hardware into an end item. The end item known as a wheel is inspected for completeness and for defects in the paint. The wheel is touched-up, painted, and stamped off complete by MANPGP. Depot supply personnel complete the necessary paperwork and packages the wheel for shipment. The wheel subunit is supported by one foreman and _____ mechanics.

**TASK ORDER NO. 1
PROCESS CHARACTERIZATION**

The brake assembly subunit is responsible for the assembly of brakes. Brakes enter MANPGP as various component parts. The brake housing is painted by the MANPGP paint subunit. The material inventory control personnel match the various brake components and hardware needed for a brake assembly. The mechanics assemble the brake components and hardware into an end item. The end item is known as a brake assembly. The brake assembly is inspected for completeness and for defects in the paint. The brake assembly is touched-up, painted, and stamped off completed by MANPGP. Depot supply personnel complete the necessary paperwork and package the brake assembly for shipment.

The landing gear assembly subunit is responsible for the assembly of landing gears. The material inventory control personnel match by the landing gear components and hardware. The mechanics assemble the components and hardware into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirements using a hydraulic test stand setup. After the landing gear assembly passes testing, then the landing gear assembly is sent to the MANPGP subunit for paint. Painting is accomplished on the automated line that is setup for painting landing gear. The landing gear subunit is supported by one foreman and _____ mechanics.

The C-5A landing gear assembly subunit is responsible for the disassembly and assembly of the main landing gear and nose landing gear. This subunit is unique in that it performs the disassembly of the main landing gear and nose landing gear whereas the disassembly of all other landing gears is performed by MANPGW. This subunit is specially equipped with disassembly/assembly fixtures for the C-5 main landing gear. The landing gear components that are disassembled are sent to MANPGW to be processed like all other landing gear components starting at the clean line. For landing gear components that are to be assembled, material inventory control matches up the components and hardware necessary for assembly. The mechanics assemble the components into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirement using a hydraulic test setup. After the landing gear assembly passes test, the landing gear assembly is checked

**TASK ORDER NO. 1
PROCESS CHARACTERIZATION**

for compliance to the technical data and stamped completed by MANPGP. Depot supply personnel complete the necessary paperwork and crate the landing gear assembly for shipment. The C-5 landing gear subunit is supported by one foreman and _____ mechanics.

MANPGP was designed and layed out to support each of its subunits. Each subunit is layed out to support an orderly flow sequence of assembling the end item. The two paint areas are automated using an overhead carriage system to move the parts through the paint cycle.

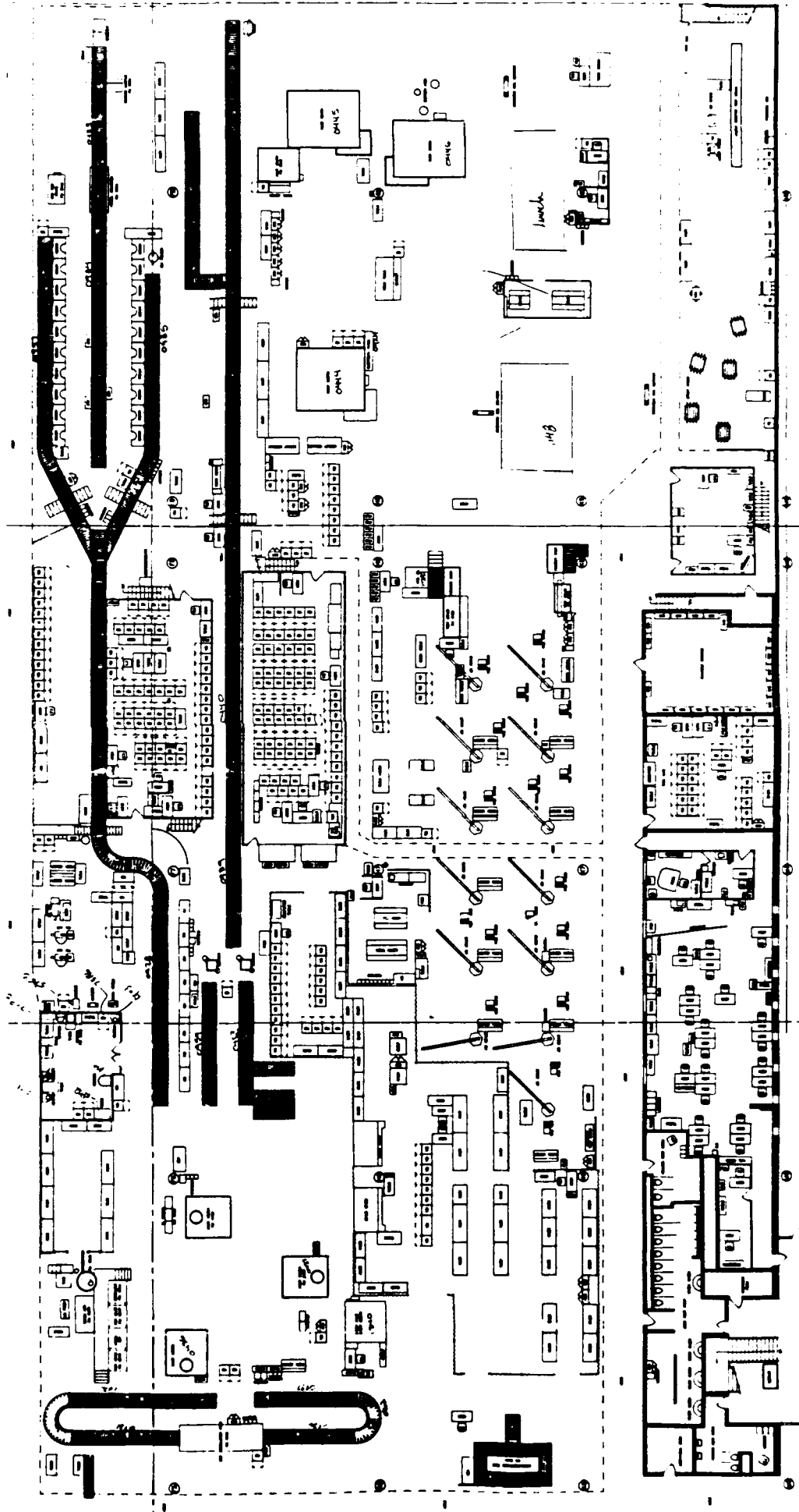
MANSV is the scheduling section that supports MANPGP. Scheduling negotiates the quantity of end items to be inducted each quarter with the different item managers. Scheduling ensures the component parts are made available to material inventory control for match up when needed in order for MANPGP to complete the number of end items required by the item manager. Scheduling accomplishes this task by issuing weekly "hot sheets" of what component parts are needed by a specific date by MANPGP to meet schedule.

MANE is the planning section that supports MANPGP. The planners ensure that the work control documents are current with the latest technical data. The planners plan the sequence of operations necessary to assemble an end item. The planners determine any special tooling that may be needed for the assembly of an end item.

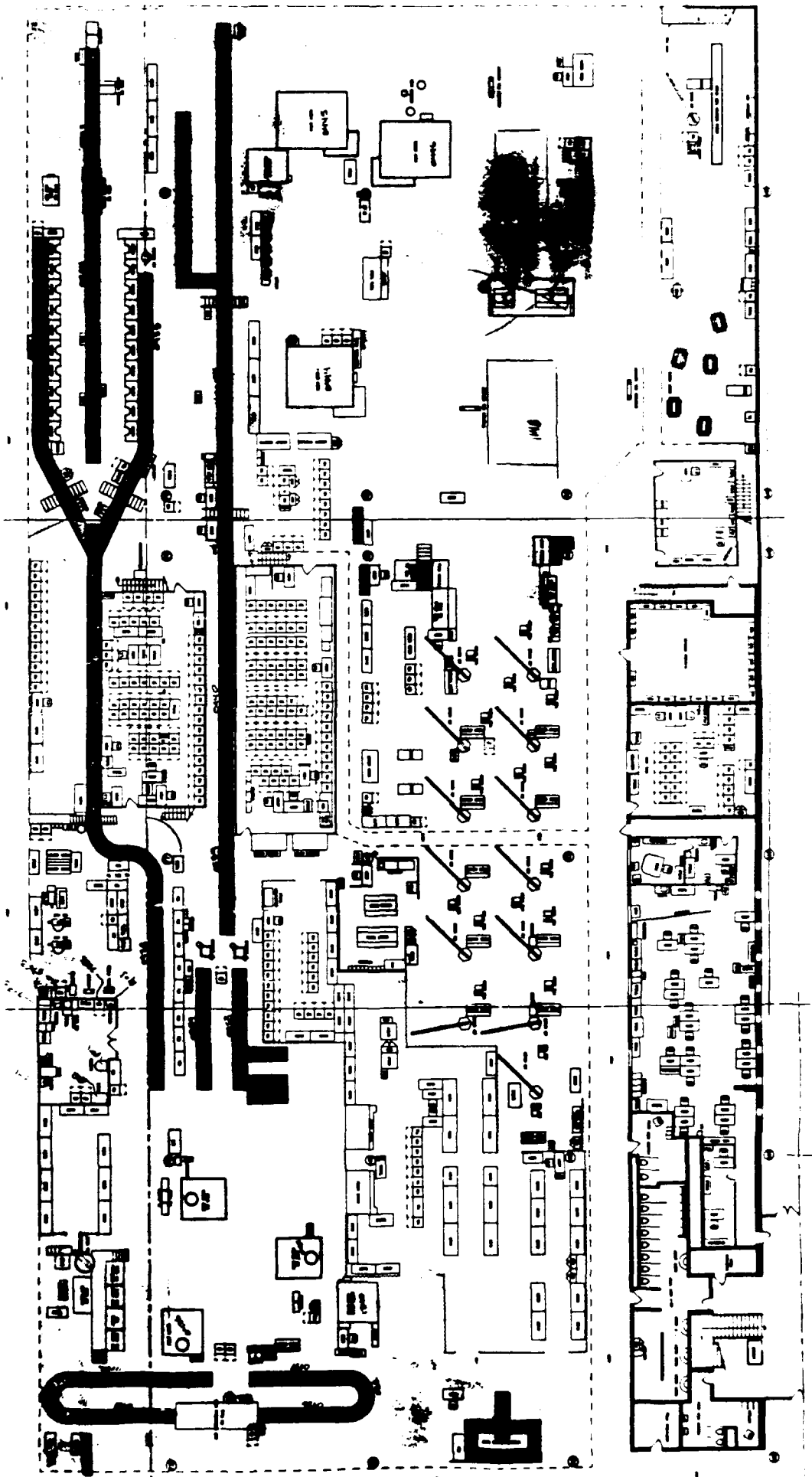
The planners are the liaison between support engineering and production. The planners are in the process of updating the work control documents for the DMMIS project. The work control documents are up to date and accurately reflect the part flow through the repair cycle.

7.1.2 Statistical System Performance Measures

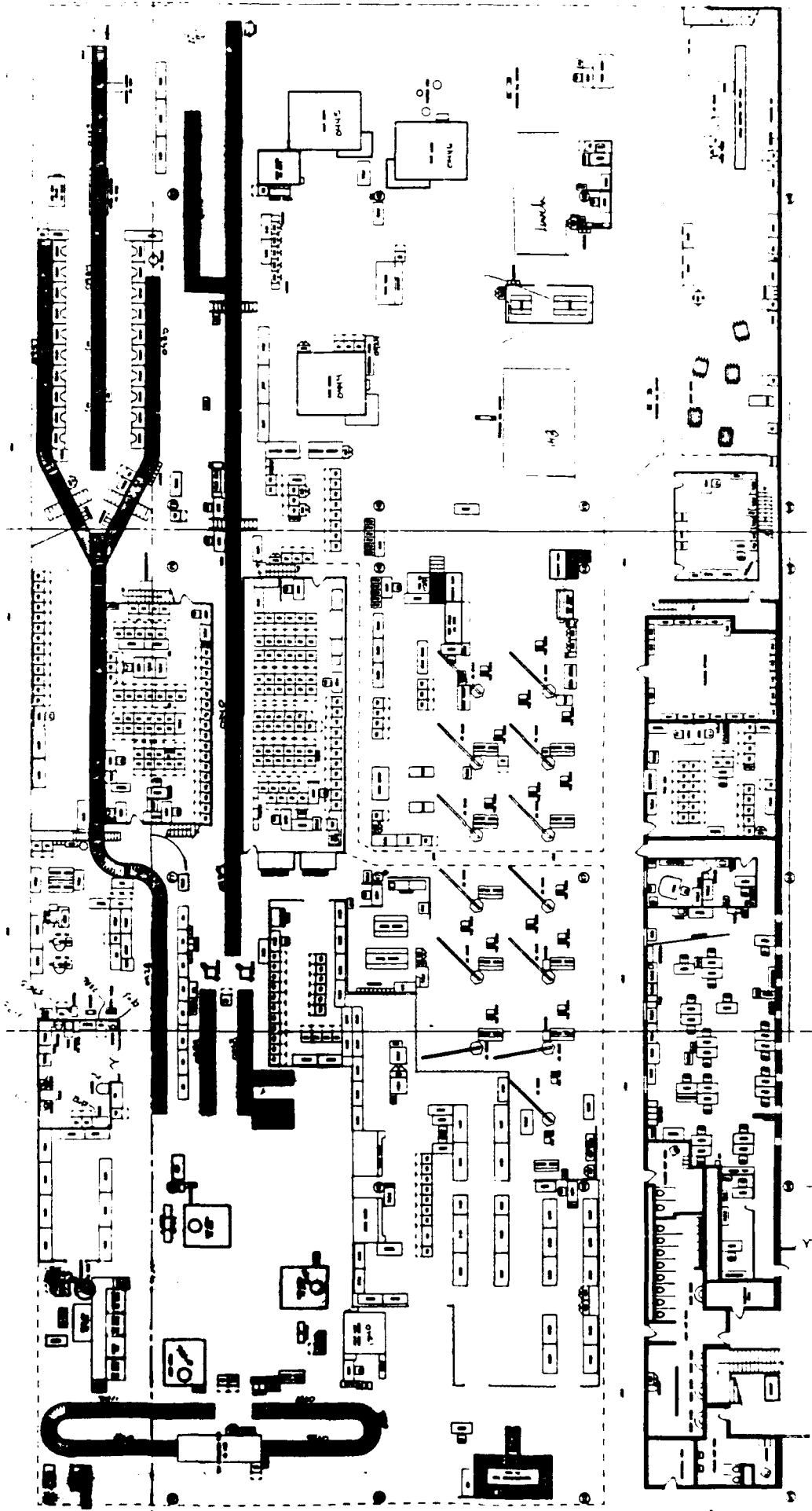
Statistical system performance measurement of a RCC is the output statistics generated from a database that is processed by UDOS 2.0 to establish a simulated baseline that emulates the As-Is environment of the RCC.

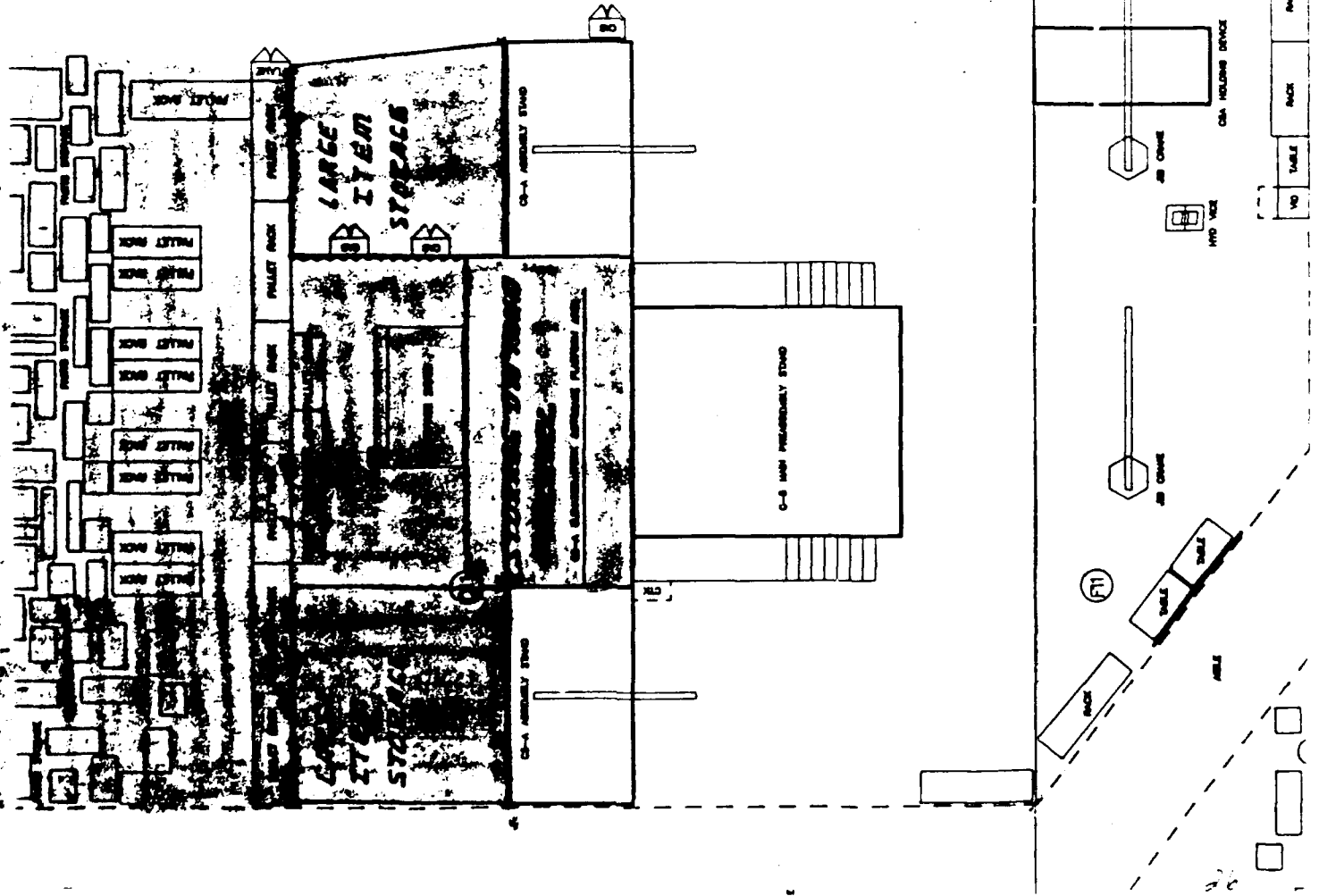
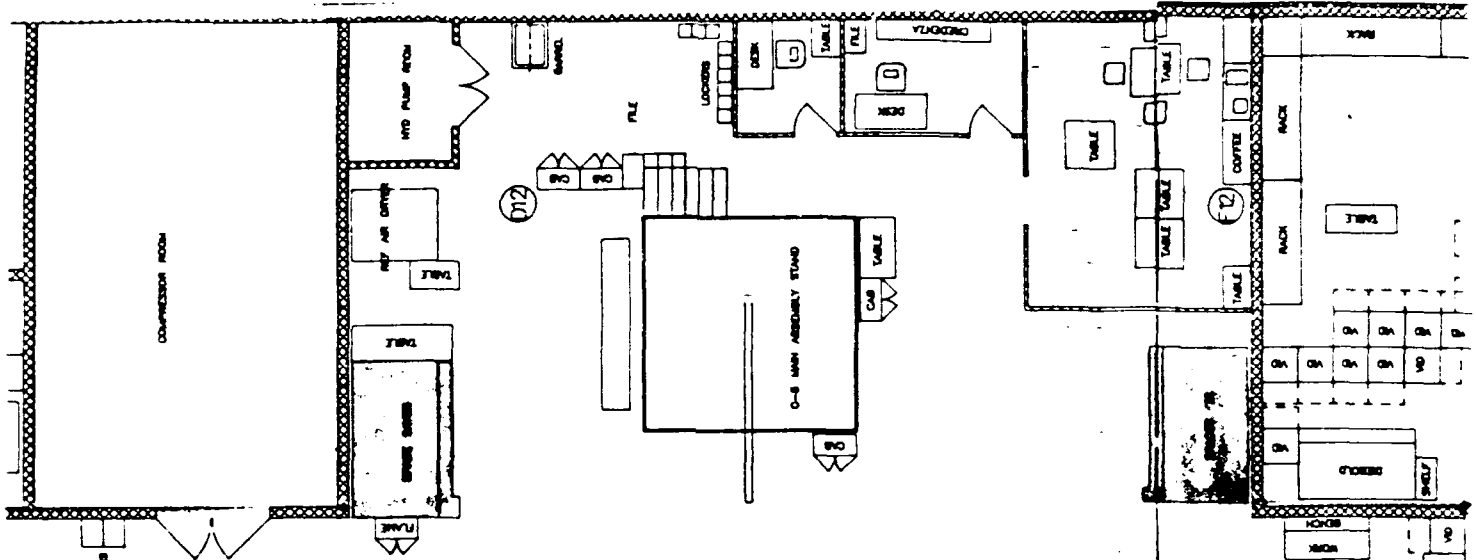


Area Occupied by
MANPGP



Areas used by wheel repair





NORTH

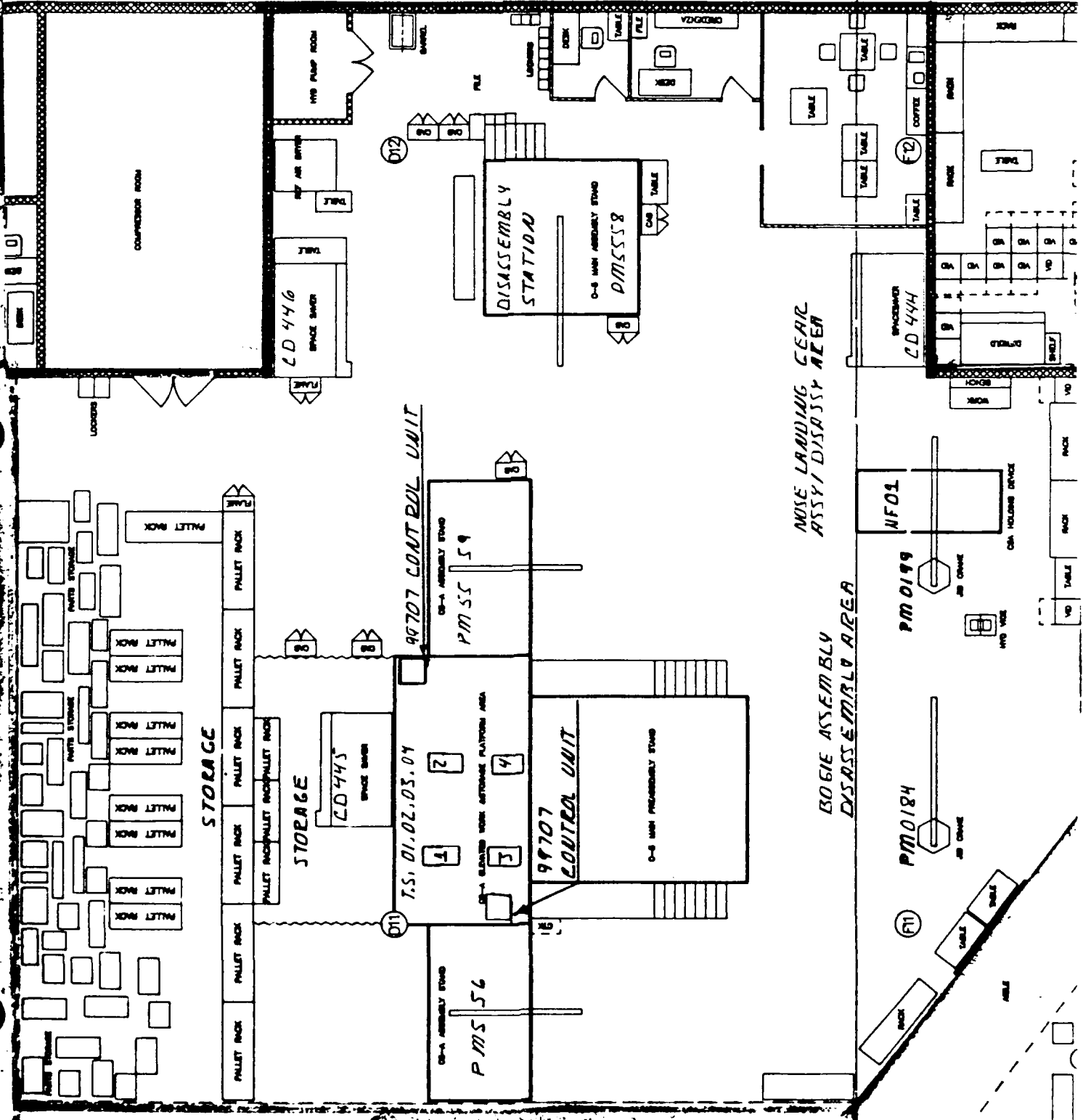
NOTE GESS IS THE OVER HEAD GRADE

99707 CONTROL UNIT

NOISE LANDING GEAR
ASSY/ DISASSY AREA

BOGIE ASSEMBLY
DISASSSEMBLY AREA

SOUTH



COMPRESSOR ROOM

CD 446
SPACE SAVER

STORAGE

STORAGE

CD 445
SPACE SAVER

T.S. 01.02.03.04

O-S ASSEMBLY STAND
PMS 56

O-S ASSEMBLY STAND
PMS 55

O-S WRENCH WORK STORAGE PLATFORM AREA

99707
CONTROL UNIT

99707
CONTROL UNIT

O-S WRENCH ASSEMBLY STAND

DISASSEMBLY
STATION

O-S WRENCH ASSEMBLY STAND
PMS 58

PM0184
AIR CHASE

PM0199
AIR CHASE

NF01
CAN HOLDING DEVICE

CD 444
SPACE SAVER

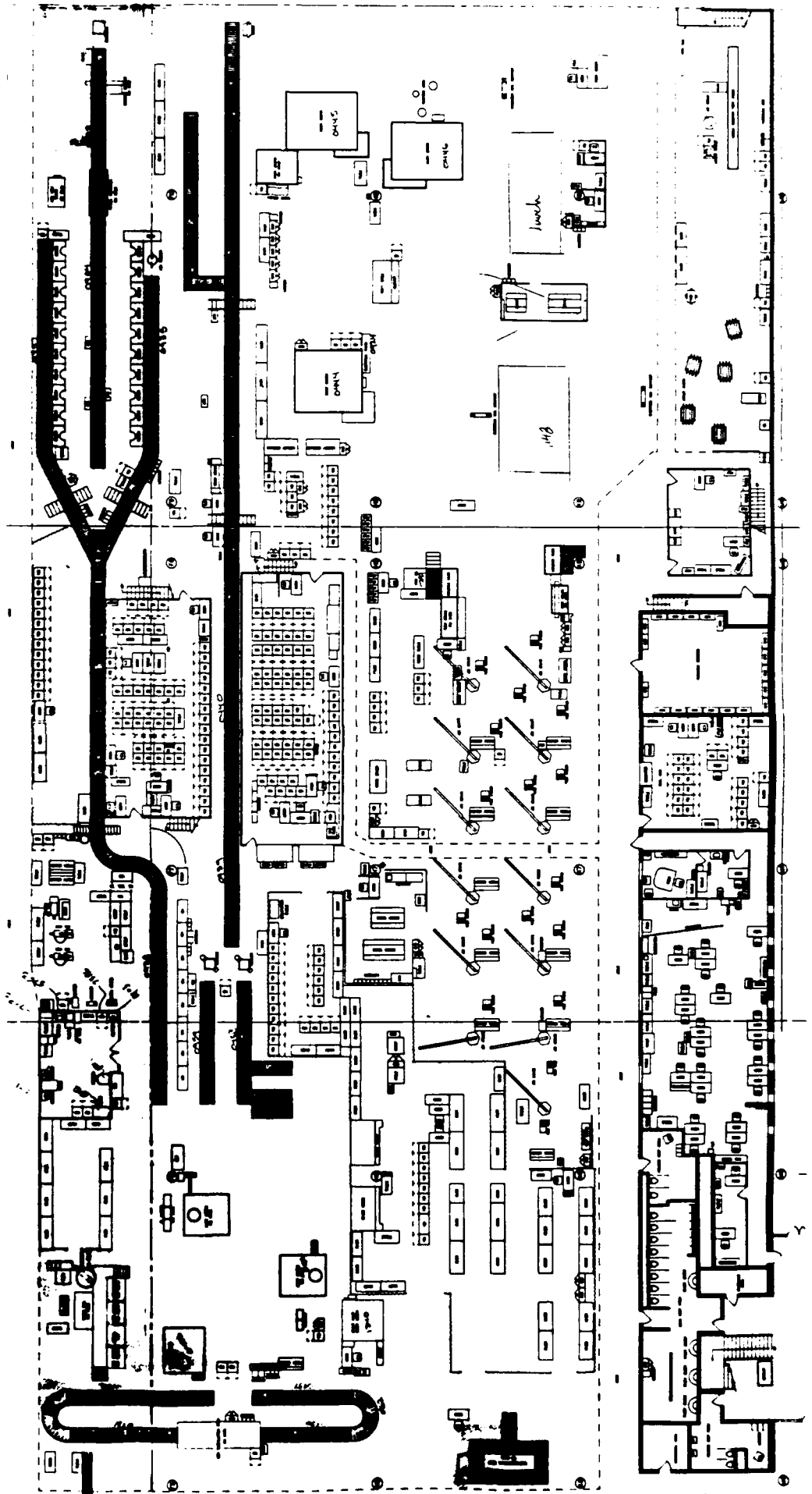
CD 444
SPACE SAVER

FACILITY LAYOUT

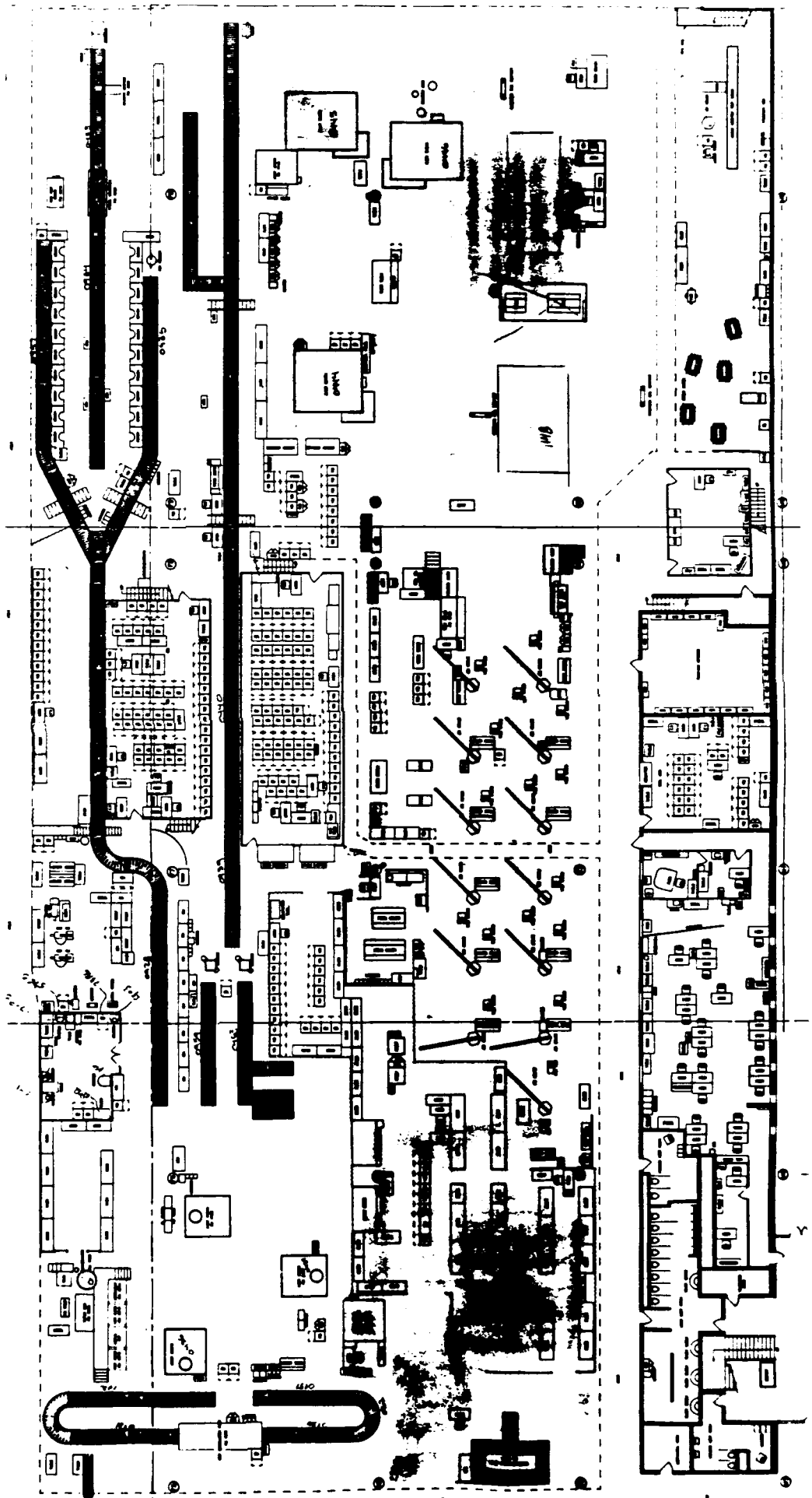
THE DRAWINGS HAVE BEEN MARKED UP TO REFLECT WHERE THE EQUIPMENT IS LOCATED IN THE CS AREA.

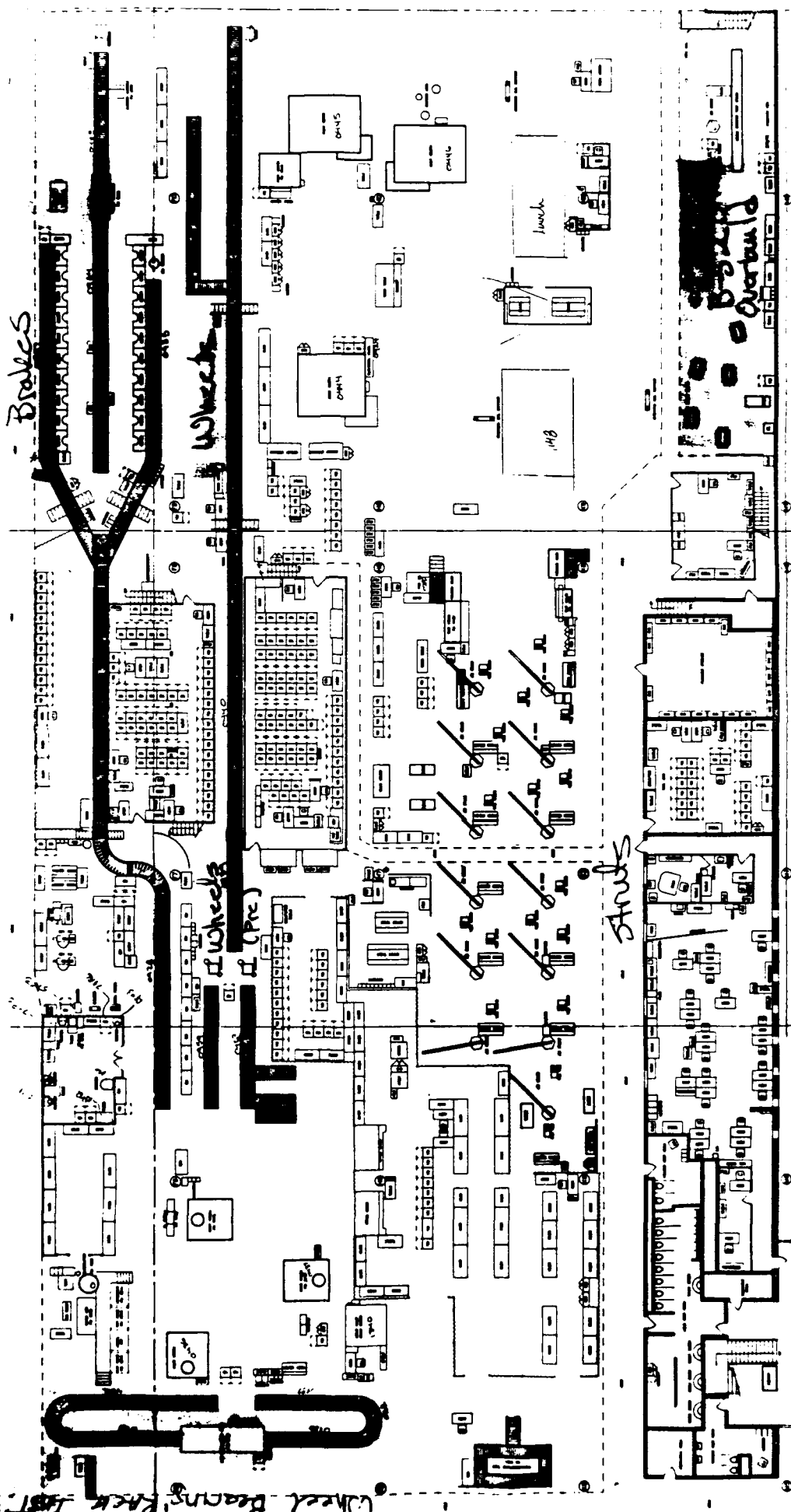
AFTER TALKING TO STEVE BLACK I FOUND OUT THERE ARE GOING TO PUT IN TWO MORE C-S MAIN ASSEMBLY STANDS. EAST OF THE PRESENT STANDS.

Area's used by Brake Repair



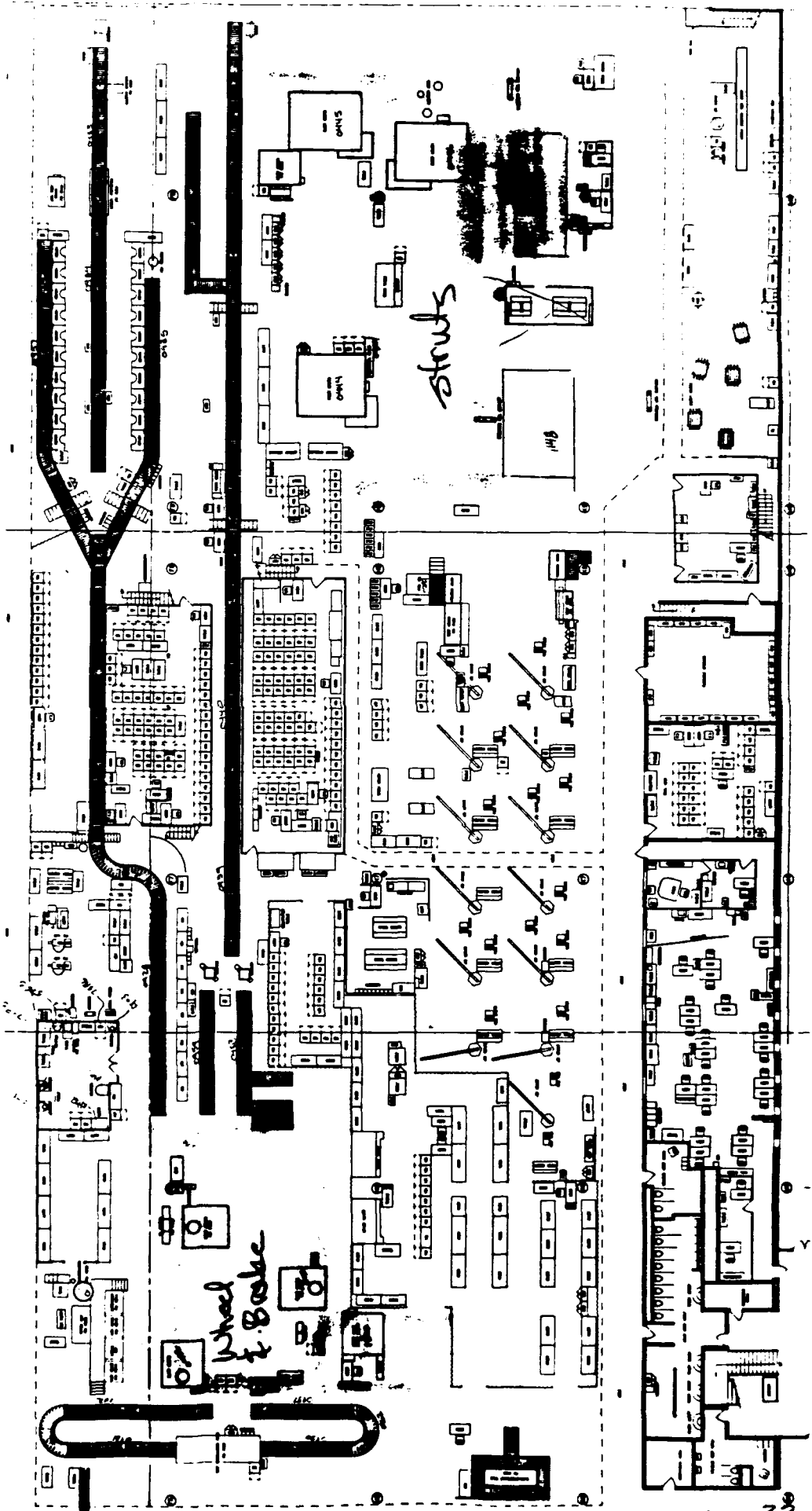
Areas used by strut repair

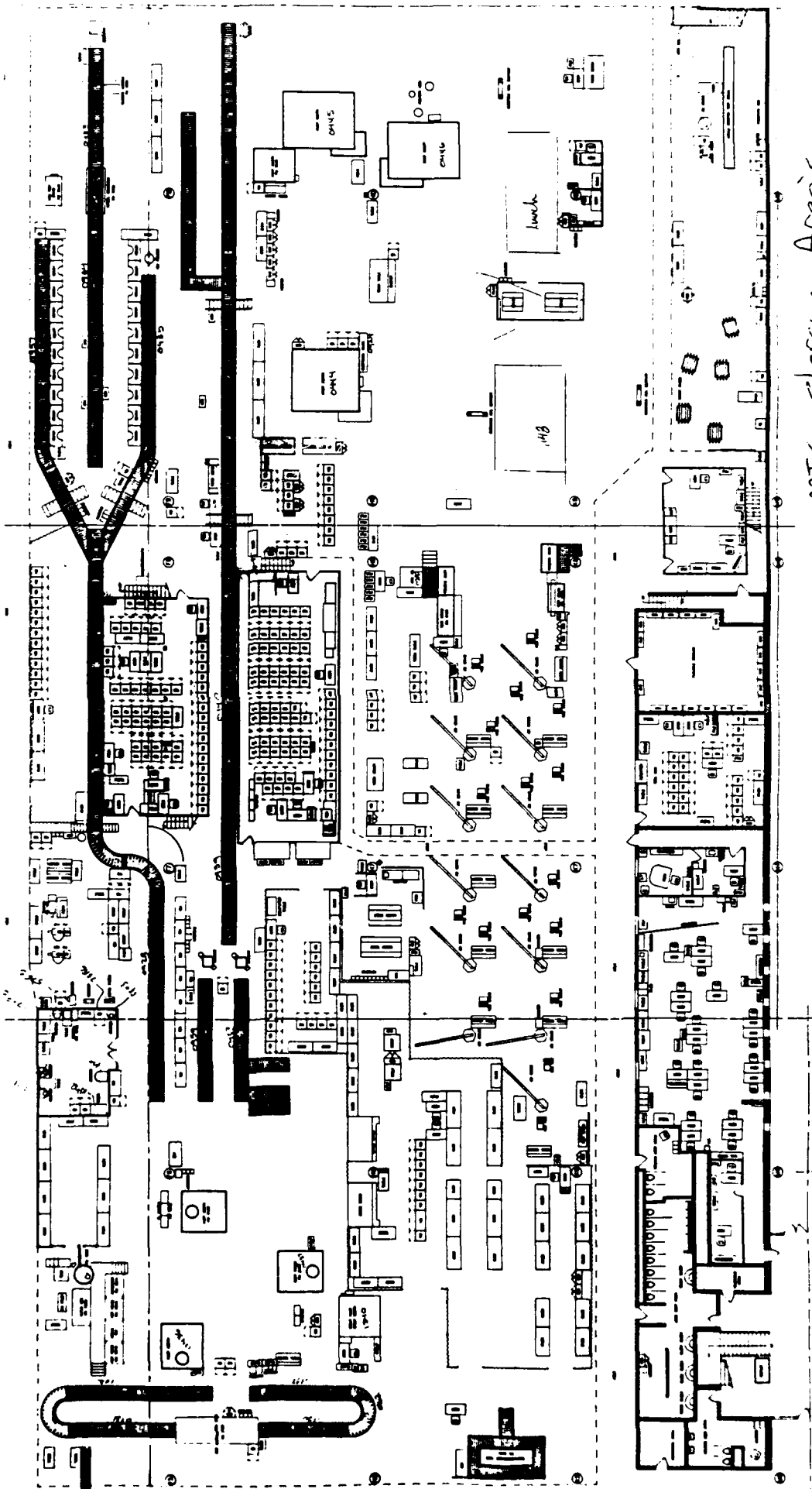




Assembly Areas

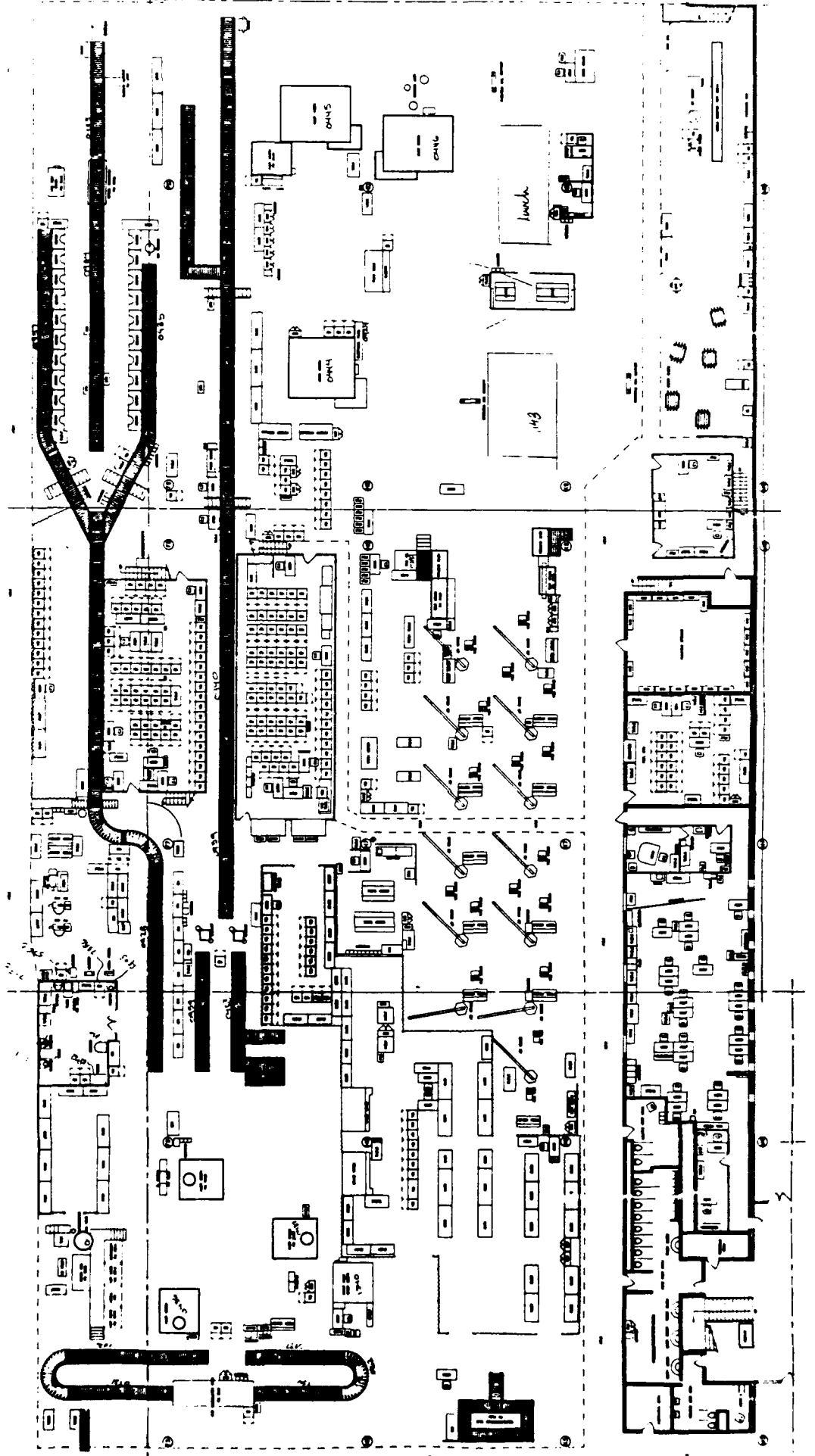
Fault Areas



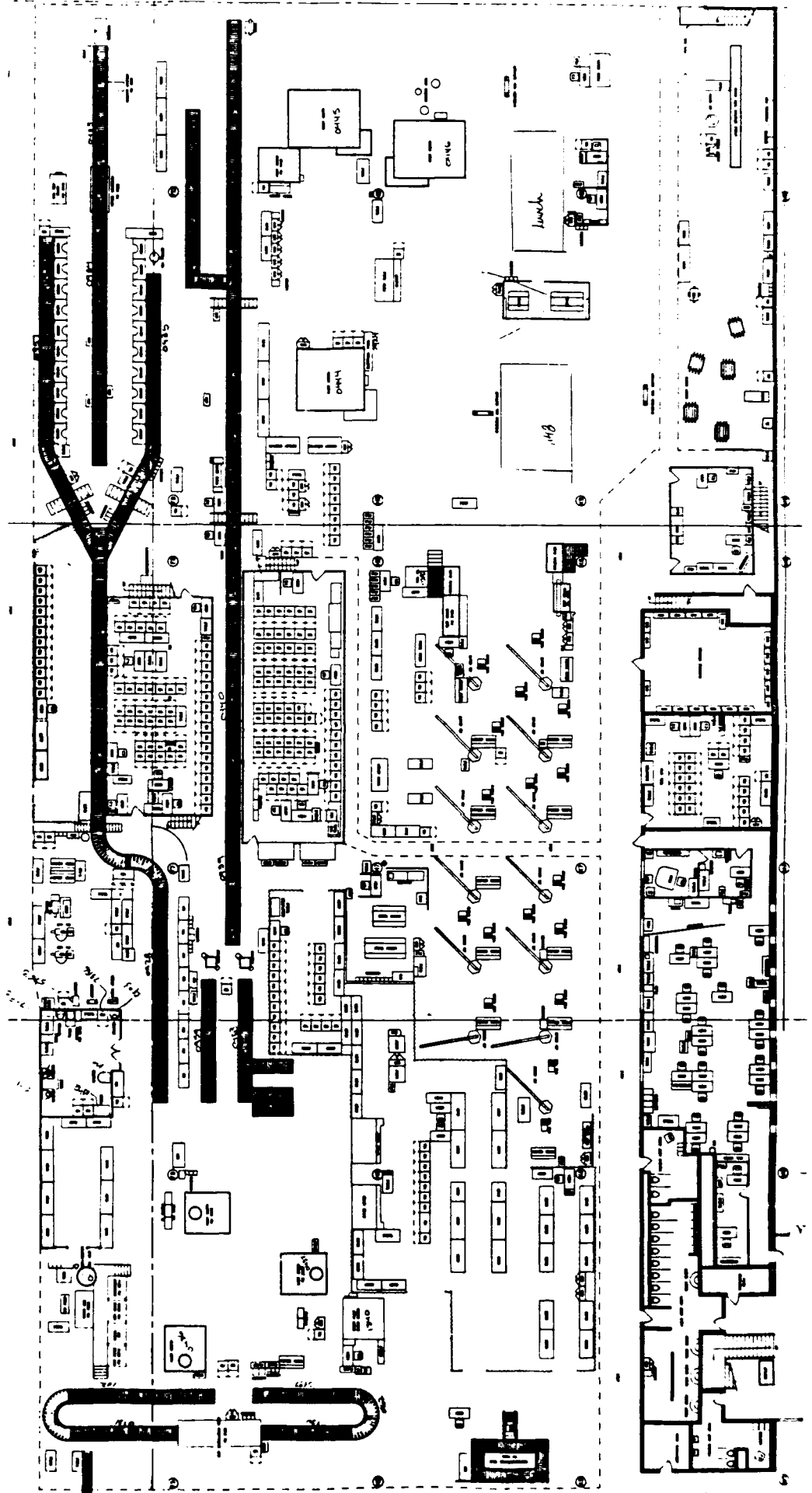


MIC Storage Areas
Small Pallets Issue (Nubs, Pallets Etc)

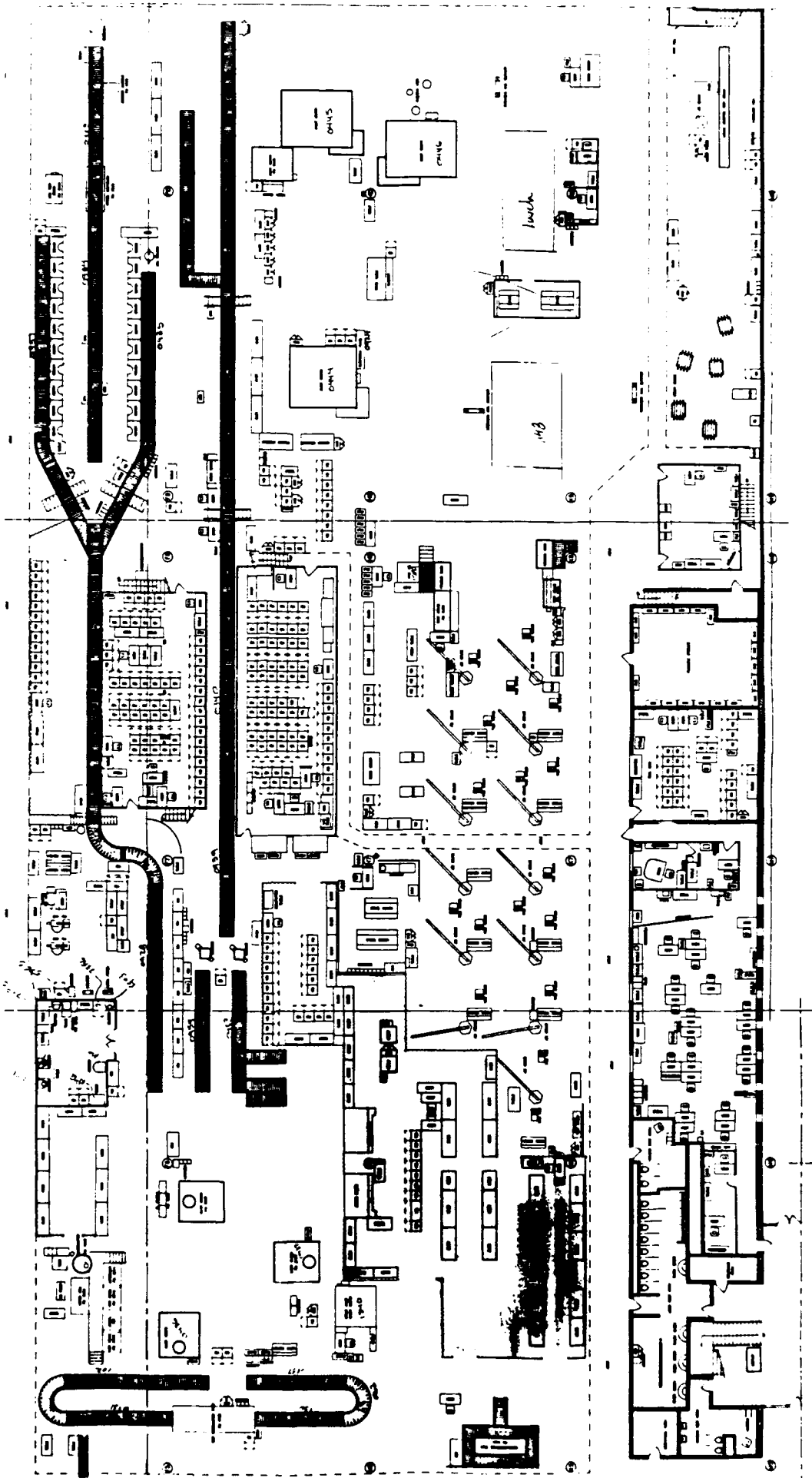
Wheel Match up Area



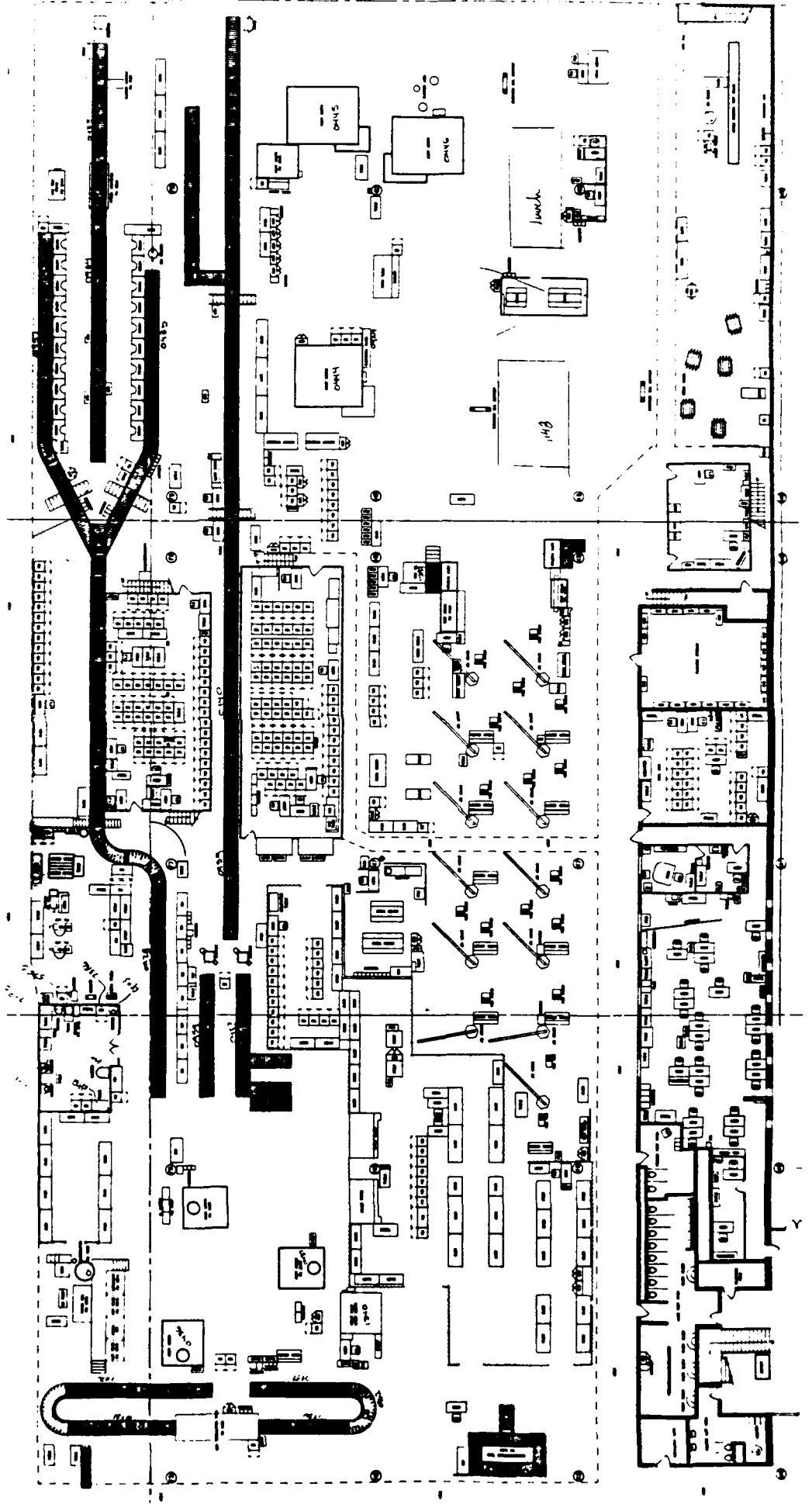
Brake Match up Area



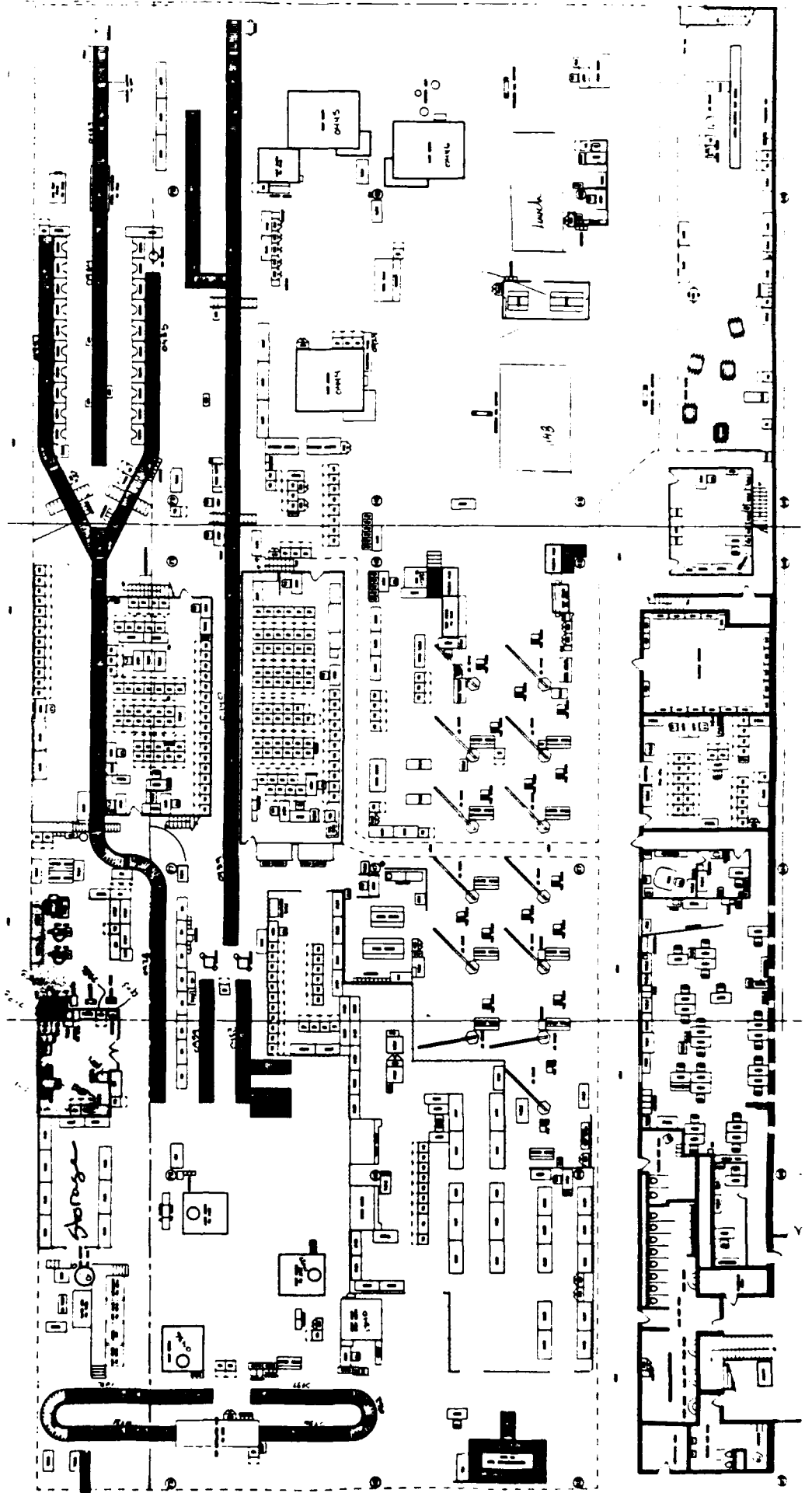
strut match-up Area



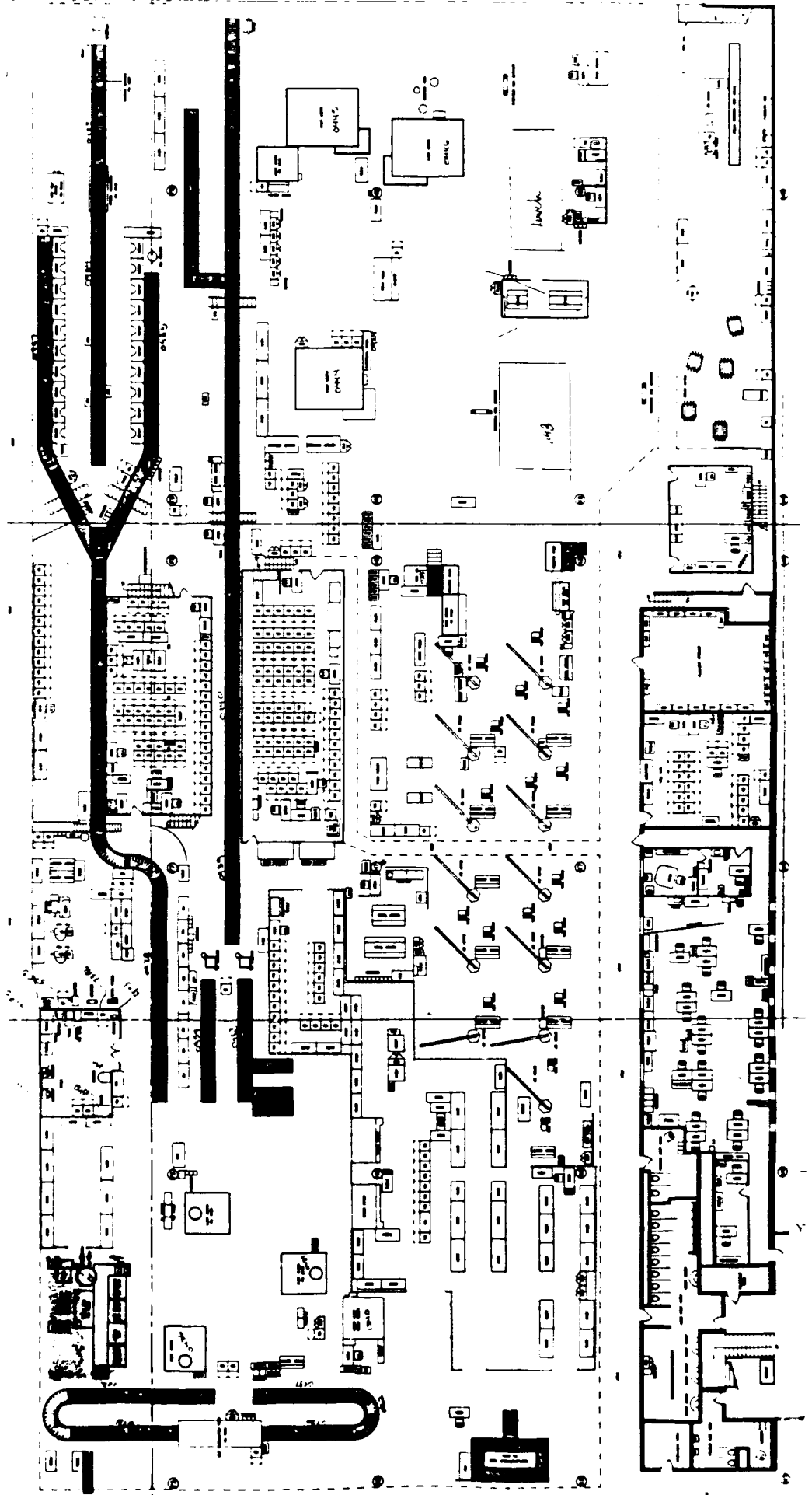
Break cylinder and adjacent
Rebuild Area



Brake plate riveting area



Resin Impregnation Area
(Magnesium) (w/wood & Brake housing)



EQUIPMENT PROFILE

NAME CHUCK CRAWFORD ALC 00 DATE 4-17-79 RCC MANPCP SHEET 2 OF 2

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR OTHER RCC'S (A-B TIME NOT AVAILABLE)	ENVELOP UNITS MIN / MAX	ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	UNPLANNED BREAKDOWN REPAIR TIME	MTTR				
99707	TEST STAND TO TEST GEARS ON NORTH SIDE OF ASSY	1			1/83	1	8 HR.	0	0	0		99709	PAUL WILSON ROGER TADOBSON	
T.S.01	PREASSEMBLY FIXTURE S.W. CORNER	1			0	0	0	0	0	0		T.S.02 T.S.03 T.S.04	STEVE BLACK PART # 00 COVER	
T.S.02	PREASSEMBLY FIXTURE N.E. CORNER	1			0	0	0	0	0	0		T.S.01 T.S.03 T.S.04	STEVE BLACK PART # 00 COVER	
T.S.03	PREASSEMBLY FIXTURE S.W. CORNER	1			0	0	0	0	0	0		T.S.01 T.S.02 T.S.04	STEVE BLACK PART # 00 COVER	
T.S.04	PREASSEMBLY FIXTURE N.W. CORNER	1			0	0	0	0	0	0		T.S.01 T.S.02 T.S.03	STEVE BLACK PART # 00 COVER	
P.T.01	PORT STAND A PORTABLE STAND USED FOR MOVING GEARS	1			0	0	0	0	0	0		P.T.02	STEVE BLACK NO PART #	
P.T.02	PORT STAND A PORTABLE STAND USED FOR MOVING GEARS	1			0	0	0	0	0	0		P.T.01	STEVE BLACK NO PART #	
*	PISTON FIXTURE	1			0	0	0	0	0	0			STEVE BLACK NO PART #	

EQUIPMENT PROFILE

NAME CHUCK CRAWFORD ALC CO DATE 4-11-89 RCC MAJ PGP SHEET 1 OF 2

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT		PREVENTIVE MAINT.			DOWNTIME		PERCENT USED FOR OTHER RCCS (A-S TIME NOT AVAILABLE)	ENVELOPE UNIT	ALTERNATE EQUIPMENT CODE	SOURCE
		HR	3RD	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR				
PA555	TEST STAND FIRE ASSEMBLY STAND BY SOUTH WALL	1		183 DAYS	1	2.8 HRS EACH	282	3.8 HRS				DENNIS WILSON
CD 440	SPACE SAVER DRY STORAGE UNIT BY EAST WALL	1		0	0	0	0	0				CHETT FOREE MADPS
PM0184	JIB CRANE NORTH SIDE 0184	1		122 DAYS	1	4 HR EACH TIME	262	4.1 HR				DENNIS WILSON
PM0199	JIB CRANE SOUTH SIDE ON 0199	1		122	1	4 HR	313	3.4 HRS				DENNIS WILSON
NFO4 *	NOSE FIXTURE LANDING GEAR NOSE FIXTURE C-5	1		0	1	0	0	0				STEVEN BLACK PART # MADE UP ABOVE ON EQUIP
CE25	OVERHEAD CRANE OVER HEAD CRANE	1		1	2 3	3 DAYS	0	0				MSCT EDWARDS DEM BM
PM555	TEST STAND WIRE ASSEMBLY STATION (CENTERS)	1		183 DAYS	1	14 HR EACH TIME	0	0		PM 5561		DENNIS WILSON
CD 444	SPACE SAVER WALL STORAGE UNIT ON WEST WALL	1		0	0	0	0	0				CHETT FOREE MADPS
S.T.01 *	CLEANUP SOLVENT TRAY WASHING SMALL PARTS	1		0	0	0	0	0				STEDU BLACK FORMAN
CD 445	SPACE SAVER NORTH UPSTAIRS SPALE SAVER	1		0	0	0	0	0				CHETT FOREE MADPS
99709	TEST STAND TO TEST GEARS ON SOUTH SIDE	1		183	1	8 HR	0	0		99707		PAUL WILSON ROGER JACOBSON
PM5561	TEST STAND VORGE ASSEMBLY STATION NORTH	1		193 DAYS	1					PM 5557		DENNIS WILSON

* THESE ITEMS WERE NOT NUMBERED
THEREFORE WE ASSIGNED A * FOR THE MODEL TO USE

* SEE NOTES ON FREQ. AND DOWNTIME ON PRED. MAINT. STATEMENT 52

THE AVERAGE TIME GIVEN TO US BY
LARRY WATSON FOR MAINTANCE ON CRANES & LIFTS ECT

180 DAY MAIN.

ELECT 15 MIN
MECH 30 MIN
LUB 15 MIN.

365 DAY MAINTANCE.

LUB - 30 MIN
CERT 30 MIN

EQUIPMENT CAL

	90	180	365
Mech	30	30	30
Elect			15
Lub		15	30
Cert			30

JIB CRANES

180 mins

PM 0184

Jib CRANES

365 ÷ 3 = 122 Days

PM 0199

	90	180	365
Mech	30	30	30
Elect			15
LUB		15	30
CERT			30

Jib CRANES

180 TOTAL MIN - 3 HR

X = 3 Times a Year

365 ÷ 3 = 122 Days

25 DOWN TIME ONCE A YEAR FOR 3 DAYS. TOTAL REFURBISH OVER HEAD CRANES

YORK ASSY UNIT

	180	365
MECH	30	30
ELECTRICAL	15	15
LUB	15	30
CERT		30

TOTAL TIME 165 MIN

165 ÷ 2 = 82.5 MIN = 60 1.4 HRS

365 ÷ 2 TIMES = 182.5 = 183 DAYS

M 5559	180	365
MECH	30	30
ELECT	15	15
LUB	15	30
CERT		30

YORK ASSY STATION

TOTAL TIME 165

165 ÷ 2 = 82.5 MIN = 60 = 1.4 HRS

FREQ 2 TIMES 1 YEAR AT 1.4 HRS

PM 5561

344	345	12-11-89
55	26	2-4-88
6	41	2-10-88
343	324	1-17-89
25	19	1-17-89
	44	2-18-89

7 | 1834
 262 Day MTBF

7 | 29
 4.14 = 4.1 HRS. EACH
 PM 0184

567	32	- 2/1/84
	-333	
715	113	234 8-22-85
	365	- 8
	212	219 - 8-7-87
4		223 8-11-89
124		343 12-15-87
157		139 5-19-88

1567 ÷ 313.4 days
 20.5 ÷ 6 = 3.4 hrs

PM-0199

722	32	2-1-84
	833	
	365	- 85
	24	1-24-86
340		364 12-30-86
85		84 3-25-87

3 | 1147
 282 days

3 | 11.5
 3.8 HRS. EACH

PM. 5558
 TEST STAND

REPORT DATE 04/18/89

CRANES REPORT
SORTED BY BUILDING NUMBER

MBULO
MURKPT
PGM001

PAGE 4

LIST OF OVERHEAD CRANES

BLDG NO	DES	RECERT DATE	R	CAPACITY	DRIVE	MAKE	TYPE	STYLE	REMARKS
00505	CE20	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 7
00505	CE21	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	BLAST RM
00505	CE22	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	BLAST RM
00505	CE23	900228	Y	1000	AIR	BUDGET	MONO	L CHAI	BLAST RM
00505	CE24	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 5
00505	CE25	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE26	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE27	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 4
00505	CE28	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 4
00505	CE29	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE30	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 9
00505	CE31	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 5
00505	CE32	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 4
00505	CE33	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 6
00505	CE34	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 7
00505	CE35	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 8
00505	CE36	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 7
00505	CE37	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 8
00505	CE38	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 4
00505	CE39	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 8
00505	CE40	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 8
00505	CE41	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 5
00505	CE42	900228	Y	1000	ELECT	BUDGET	MONORAIL	LINKCH	LINE 9
00505	CE43	900228	Y	1000	ELECT	BUDGET	MONO	L CHAI	
00505	CE44	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE45	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE46	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE47	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE48	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE49	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00507	CE1	900331	Y	2000	ELECT	BUDGET	MONO	L CHAI	
00507	CE10	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE11	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE12	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE13	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE14	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE15	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE16	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP AREA
00507	CE17	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	NDI RM N.E. CORNER
00507	CE18	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	ACROSS FROM MENS LATRINE
00507	CE19	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	ACROSS FROM MENS LATRINE
00507	CE2	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LCHAIN	NEAR PAINT ROOM
00507	CE20	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	NEAR C-5 STANDS
00507	CE21	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	NEAR C-5 STANDS
00507	CE22	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	NEAR C-5 STANDS
00507	CE23	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	
00507	CE24	900331	Y	10 TON	ELECT.	WRIGHT WAY	BRIDGE	WIRERO	WELDING SHOP
00507	CE25	900331	Y	4 TON	ELECT.	P+H	BRIDGE	WIRERO	C-5 LANDING GEAR STAND
00507	CE26	900331	Y	5 TON	ELECT.	P+H	BRIDGE	WIRERO	FOUNDRY ROOM

B
D

CE # 25 has had 40 maintenance problems in the past year.

5

11

BLDG NO	DES	RECERT DATE	R	CAPACITY	DRIVE	MAKE	TYPE	STYLE	REMARKS
00507	CE27	900331	Y	3 TON	ELECT.	P&H	BRIDGE	WIRERO	HEAT TREATED AREA
00507	CE28	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	CRATING AREA
00507	CE3	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE4	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	CHAIN	
00507	CE5	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE6	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE7	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE8	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE9	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00509	CE#1	891231	Y	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	
00509	CE#2	891231	Y	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	
00509	CE#3	891231	N	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	HOIST IN STORAGE
00509	CE#4	891231	Y	10000	ELECT	DETRIORI	BRIDGE	WIRERO	
00509	CE#5	891231	Y	2000	ELECT	YALE	JIB	LINKCH	UPPER LIMITS NEEDS ADJUST
00509	CE#6	891231	Y	2000	ELECT	YALE	JIB	LINKCH	ADJUST UPPER LIMITS
00510	CE01	890331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE02	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE03	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE04	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE05	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE06	900331	Y	3 TON	ELECT.	COFFING	BRIDGE	LINKCH	MACHINE SHOP
00510	CE1	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00511	CE#2	890531	Y	1000	ELECTR	P&H	ELECTRIC	WIRERO	
00511	CE#3	890531	Y	1 TON	ELECTR	BUDGET	MONORAIL	LINKCH	HAS 500# ON END PLATE
00511	CE#4	890531	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#5	890531	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#6	890531	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#7	890531	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00515	CE#1	891231	Y	1000	MANUAL	YALE	MONORAIL	LINKCH	
00515	CE#3	891231	Y	1000	MANUAL	YALE	MONORAIL	LINKCH	
00515	CE#4	891231	Y	1000	ELECT	JUDGIT	MONORAIL	ROLLER	
00534	CE#1	891231	Y	2000	ELECT	YALE	MONORAIL	WIRERO	NEEDS UP LIMITS
00575	CE#1	891231	Y	6000	ELECT	P&H	MONORAIL	WIRERO	NEEDS STOPS EACH END
00576	1	900131	Y	5 TON	ELECT.	DETRIOR	MONORAIL	CABLE	PANDENT WIRE BAD
00577	CE#1	900131	Y	2000	ELECT	YALE	MONORAIL	LINKCH	
00589	1	900131	Y	1 1/2 TON	MANUAL	DETRIOR	MONORAIL	CHAIN	CE#1
00589	2	900131	Y	1 TON	ELECT.	DUFF	MONORAIL	CHAIN	CE#2
00589	3	900131	Y	1 1/2 TON	MANUAL	COFFING	MONORAIL	CHAIN	CE#3
00589	4	900131	Y	3 TON	ELECT.	COFFING	BRIDGE	CABLE	CE#4
00589	5	900131	Y	3 TON	ELECT.	COFFING	BRIDGE	CABLE	CE#5
00589	6	900131	Y	2 TON	MANUAL	COFFING	MONORAIL	CHAIN	CE#6
00590	CE#1	891130	N	7000	ELECT	PSH	BRIDGE	WIRERO	WIREROPE BAD
00590	CE#2	891130	Y	2000	ELECT	PSH	BRIDGE	WIRERO	PENDANT WIRE BROKEN AT 30X
00590	CE#3	891130	Y	7000	ELECT	PSH	BRIDGE	WIRERO	TROL SHAFT BENT, BAD WIRES
00590	CE#4	891130	Y	2000	ELECT	PSH	BRIDGE	WIRERO	BAD POWER LINES (HAND CONTROL)
00590	CE#5	891130	N	2000	ELECT	WRIGHTWAY	MONO GRANTRY	LINKCH	ELECT MECH PROBLEMS
00590	CE#6	891130	Y	6000	MANUAL	D-ROUND	MONO GRANTRY	LINKCH	
00592	CE1	900228	Y	1000	MANUAL	CYCLONE	MONO	L CHAI	
00592	CE2	900228	Y	1000	MANUAL	COFFING	MONO	L CHAI	

**MAINTANCE FOR DIER
HEAD CRANES.**

DEMBM
73209-1346
2849TH CES

LOADING# _____ CES# _____ DATE _____

MAKE _____ MODEL _____ S/N _____ LOCATION _____

CAPACITY _____ TYPE _____ DRIVE _____ STYLE _____

EQUIPMENT	N/A	OK	FAULTY
RAIL INTERLOCKS		✓	
RAIL SPLICES			
RAIL SUPPORTS			
RAIL STOPS			
RAIL LIMIT SWITCHES			
TROLLEY TRAIN WHEELS			
TROLLEY TRACK BEARINGS			
TROLLEY WIRES & COLLECTOR			
MAIN HOIST WIRE ROPE			
AUXILIARY HOIST WIRE ROPE			
CONTROL BUTTONS			
IDENTIFICATION CONTROL BUTTONS			
WARNING DEVICE			
HOIST HOOK SAFETY DEVICE			
AUXILIARY HOIST HOOK SAFETY DEVICE			
HOIST LIMIT SWITCH-MAIN			
HOIST LIMIT SWITCH-AUXILIARY			
HOIST SHEAVE WHEEL			
AUXILIARY HOIST SHEAVE WHEEL			
HOIST HOOK			
AUXILIARY HOIST HOOK			
CLEANLINESS			
LUBRICATION			
GUARD RAILS			
CAPACITY SIGNS			
HAND SIGNAL SIGNS			
WARNING SIGNS			
FULL OPERATIONAL FUNCTIONS			

COMMENTS: NOTE ANY POTENTIAL HAZARDS OR MALFUNCTIONS TO SUPERVISOR IMMEDIATELY IN WRITING.

SIGNATURE

QTY	NSN	Name	Date Received	Expected Life.
1	3950 P 879196 F	4 Ton Bridge Crane	1977	Indefinite
3	1730-00-079-3092	Adapt Hoist	1975	"
1	507 4920-00-917-6481	Support Fixture	1975	"
2	1730-00-760-9617	Kit Adapter	1975	"
1	3920-00-855-8620	Trailer Whse	1980	"
2	4920-00-039-7093	Fixture	1975	"
2	4920-00-102-4832	Fixture 455005610	1980	"
1	4920-00-138-8257	Plug Test	1975	"
1	4920-00-153-5293	Holding Fixture	1979	"
2	4920-00-153-5290	Holding Fixture	1980	"
1	4940-00-490-4613	Tank Pressure Feed.	1980	"
1	6130-00-447-7744	Power Supply	1975	"
1	4920-00-442-7113	Adapter	1980	"

MADP SKILL CODE INDEX

SKILL CODE	TRANSLATION
1	AIR CONDITIONING
2	ELECTRICAL
3	MECHANIC
4	LUBE
5	PLUMBING
6	CERTIFICATION
7	VIBRATION ANALYSIS
8	LASER LEVEL

Paus

Palmer

Equipment

1. WHILE TALKING WITH CHETT FOREE OF MAOPS. HE STATED THAT, EACH ORGANIZATION HAS TO REQUEST THAT A PREVENTIVE MAINTENANCE SCHEDULE BE SET UP ON THEIR EQUIPMENT,
2. THE EQUIPMENT IN THE CS AREA. IS RELATIVE NEW
3. THE EQUIPMENT IS IN EXCELLENT CONDITION. IT SEEMS TO BE WELL MAINTAINED.
4. THE EQUIPMENT SEEMS ~~USE~~ TO WORK VERY WELL FOR THE EMPLOYEES. IN THE CS AREA ~~IS~~ THE EQUIPMENT IS VERY LARGE, DUE TO THE SIZE OF THE PRODUCT. IT HAS BEEN SPECIALLY DESIGNED FOR THAT APPLICATION.
5. THE ONLY PROBLEM THAT I COULD SEE WAS THE SOLVENT TANK WHICH THE USE FOR WASHING PARTS. THAT PROCESS SHOULD PROBABLY BE LOOK IN TO. I WOULD SUGGEST EITHER A DIFFERENT PARTS. WASHER. OR DIFFERENT PROCESS.
6. ~~WE~~ GOT THE INFORMATION FOR THE OVER HEAD CRANE FORM. MSGT. EDWARDS. DEM BM. IN BUILDING 30. PHONE 73209.
7. INFO FOR THE P.M. DATA WE GOT FROM DENNIS WILSON AND LARRY WATSON

ANALYSIS REPORT OF
TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM. NO	NOMENCLATURE	REQ. DATE	COMP. DATE	PROD. NO	MP. NO	SHOP MANHRS	COST PROBLEM
000099	TEST STAND*	1/24/86	1/27/86	86010629	0	43E 2.0	40.00 OVERHEAD HOIST SHORTING OUT
	HOIST ELECTRIC	12/30/86	12/31/86	86120799	0	43E 4.0	80.00 IN SWITCH
	HOIST ELECTRIC	3/25/87	3/26/87	87030859	0	43 5.5	110.00 BRAKE RESURFACE

003558

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11.5 230.00
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11.5 230.00
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ANALYSIS REPORT OF TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM. NO	NOMENCLATURE	REQ. DATE	COMP. DATE	PROD. NO	MP. NO	SHOP MANHRS	COST	PROBLEM
000184	JIB CRANE	9/24/85	9/24/85	85090745	0 43M	4.0	80.00	JUMPED TRACK AND JUMPED STOP INTO ELECTRICAL LIN
	CRANE JIB	11/12/86	11/12/86	86110246	0 23	3.0	60.00	MFG NEW CHAIN CAM
	CRANE JIB	12/11/87	12/10/87	87120369	0 43	8.0	160.00	DISASSEMBLE AND INSPECT
	CRANE JIB	2/ 4/88	2/ 4/88	88020157	0 43M	4.0	80.00	JUMPED A STOP / OFF TRACK
	CRANE JIB	2/10/88	2/11/88	88020405	0 43	2.0	40.00	JUMPED STOP
	JIB CRANE 2 TON	1/19/89	1/19/89	89010547	0 43M	4.0	80.00	CABLE THAT SUPPORTS ELECTRICAL CABLE BROKEN
	JIB CRANE 2 TON	2/13/89	2/15/89	89020403	0 43M	4.0	80.00	SAFETY CABLE IS BROKEN

000184

 29.0 580.00
 =====
 29.0 580.00

X MTR = 1734g 20 failures
 X MTR = 4.0

ANALYSIS REPORT OF TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM NO	NOMENCLATURE	REQ. DATE	COMP. DATE	PROD. NO	MP. NO	SHOP MANHRS	COST PROBLEM
000100	JIB CRANE	234	8/22/85	85080654	0 43	3.0	60.00 CONTROLS PULLED OUT OF HOIST
	CRANE JIB	121	5/ 1/87	87050029	0 43E	2.0	40.00 WIRE TO MOTOR HAS COME LOOSE
	CRANE JIB	219	8/ 7/87	87080219	0 43M	6.0	120.00 MAKILNG NOISE / BARELY MOVING UP AND DOWN
	CRANE JIB	223	8/11/87	87080299	0 23	0.5	10.00 MFG PLATE FOR CHAIN BUCKET
	CRANE JIB	317	12/15/87	87120486	0 43	8.0	160.00 DISASSEMBLE AND INSPECT
	CRANE JIB	139	5/19/88	88050608	0 43M	1.0	20.00 COVER FALLED OFF

32 2/1/84

 20.5 410.00

 20.5 410.00

000100

Equipment

- Strut Assembly -

Equipment used in this area consist mainly of Job cranes, universal luses and workbenches. The equipment is adequate for the required job.

- Strut test -

The hydraulic test equipment is old and slow. This equipment is far from "state of the art" and should be replaced by more current equipment desired. Implimentation of Automatic test Equipment (ATE) might be expensive, but may also speed the testing process and increase the number of units tested per time period.

- Brakes -

- Riveting -

For the most part riveting equipment is general, older. There are riveting machines (spin or impact) and riveting presses. The riveting machines are old and outdated, but, they perform the intended function. The riveting area is very labor intensive and can be automated. A numeric control riveting machine has been installed in this area. The machine does not function very well and needs additional development in terms of process and tooling.

I feel that with the proper development of Automated riveting equipment, 2 or 3 automated riveting machines can replace 9 or 10 existing machines.

Other areas in the brake line are mostly manual labor and do not lend themselves to Mechanization or Automation.

The brake test area could probably be automated. As of this time I have not investigated the testing procedure enough to determine how much time could be saved by Automating the test equipment.

- Wheels -

Wheel equipment consists an oven used to heat wheel halves in order to install wheel bearing races and 2 wheel balancers. The oven is very adequate and is acceptable. The wheel balancers are of 2 varieties. Static & Dynamic.

The static balancer is used ~~the~~ ~~most~~ ~~commonly~~ ~~used~~ ~~due~~ ~~to~~ ~~sensitivity~~ ~~to~~ ~~breezes~~ ~~and~~ ~~vibrations~~.

The remainder of the are used hand tools for assembly.

- Paint -

Several of the paint booths are in a state of disrepair. Some are even on the verge of leaking. This is a problem common to both the wheel and brake line and also the strut paint line.

Equipment Profile

Equipment profile information was obtained by going to the floor and recording equipment numbers and then requesting maintenance records for these machines. The maintenance records came in 2 forms

1. a handwritten list of scheduled maintenance listing frequency, skill required per frequency, and time per skill.
2. a computer printout of unscheduled maintenance labeled "Analysis Report of Trouble calls for specific PM numbers." This report list equipment # (PM#), Name, Requested date, completed date, Production number, ~~MP~~ 10., shop, man hrs, cost, and Problem.

- Scheduled maintenance -

The numbers for ~~frequency MTBF and MTR~~ were frequency and downtime for preventative maintenance were determined as follows

frequency: MAXimum # of occurrences per year.

Example: If maintenance is scheduled at ~~30, 90, 180, 365~~ days the frequency would be 30 days because it ~~is~~ has the most occurrences per year.

Downtime: total time per year divided by MAXimum # occurrence.

Example: if maintenance is scheduled at ~~30, 90, 180, 365~~ days and at 30 days it take for the following rate

frequency	Hrs	occ	total/YR
30	1	12	12
90	2.5	4	10
180	2	2	4
365	4	1	4
			total 30

$$\text{Downtime} = \frac{30}{12} = 2.5 \text{ hrs per occurrences}$$

- Unscheduled Maintenance -

The numbers for MTBF and MTR for unscheduled maintenance were calculated as follows:

MTBF - the days between occurrences were calculated using a Julian date calendar and these numbers were averaged. If there was only ~~1~~ occurrence downtime occurred for that piece of equipment MTBF was calculated by taking the difference between when record keeping was started (Feb. 1984) and the occurrence, and between the occurrence and Now (4/22/84) and averaging the numbers.

MTR - Calculated by taking the total down time and dividing by the number of occurrences.

In some cases, ~~information~~ items not related to downtime are included in the times and occurrences. In these cases these items have ~~been~~ omitted from the calculations. Example: "Manufacture ~~and~~ ~~Paint~~... Area Panels for paint booth". This time did not relate to downtime so was left out of the calculations.

The maintenance records for these items are in the Equipment Appendix.

4/28

Overhead Conveyor System

The overhead system in Bldg 507 consist of ~~6~~⁶ separate systems. 3 lines service the cleaning and NDI areas, 1 line services the plate shop, machine shop and strut assembly lines and 2 lines service the paint areas (wheel and brake, strut)

Line 1 services line A and line B of the cleaning area. This line ~~generally cleans~~ ~~of~~ services the steel cleaning and NDI areas. There are approximately 50 carriers on this line. The number of carriers will vary due to the number that are being worked on by maintenance.

Line 2 & 3 service lines C, E, F and H of the cleaning area. Lines C and D are paint stripping, line E and F are anodize strip, line H is a special handling line. There is also a Zygo line. These 2 lines (2 & 3) contain between 120 and 125 carriers. Line 2 and 3 are interconnected.

Line 4 ~~services~~ runs from E and I to the plate shop to the front of the machine shop to the strut assembly area. There is 50 to 54 carriers on this line.

Line 5 services the wheel and brake paint area. There are 43 carriers currently on this line.

Line 6 services the strut paint area there are approximately 45 carriers on this line. Small parts are hung from racks so that several parts may be attached to one carrier.

5/2

Wheels - equipment envelope units/Area

Equipment area Calc's

0931 - over loading conveyor

$$25(3) = 75 \text{ ft}^2 =$$

0435 - Bearing Cup Installation over

$$19(3) = 57 \text{ ft}^2$$

0936 over unloading conveyor

$$21(3) = 63 \text{ ft}^2$$

0962 CORNER CONVEYOR

$$\text{circum} = 2\pi R$$

$$= \frac{2\pi(4.5)}{2} = 14(3) = 42 \text{ ft}^2$$

0937 Exit conveyor (to wheel & brake point)

$$25 \text{ ft}(3) \text{ ft} = 75 \text{ ft}^2$$

0936, 0962, 0937 Form one conveyor from end of over to wheel and brake point loading

$$\text{total area} = 63 + 42 + 75 = \boxed{180 \text{ ft}^2}$$

* NOTE:

conveyors 0936, 0962 and 0937 are listed as PM 0936 on equipment profile sheet because they function as a single unit.

Wheels - equip envelope units/Area (cont)

0932 - Brake/Paint conveyor

$$34(3) = 102 \text{ ft}^2$$

922 - Overhead conveyor

43 carriers

MAX load 2 F-4's per carrier
otherwise 1 per carrier

0959 - Wheel balance conveyor

$$30(3) = 90 \text{ ft}^2$$

0963 - Wheel Balance conveyor

$$30(3) + 3(3)(10) = 180 \text{ ft}^2$$

treat as
one unit
PM 0959

$$\text{Total Area} = 180 + 90 = \boxed{270 \text{ ft}^2} \leftarrow$$

WA0004 - Pre-Asmy conveyor/Work Bench
PM 0939

$$23(3) = 69 \text{ ft}^2$$

0940 - Asmy conveyor

$$96(3) = 288 \text{ ft}^2$$

WA0002 - Asmy Workarea

$$30(3) = 90 \text{ ft}^2$$

Wheels (cont)

3

WA0003 - Shipping & touchup area

$$115(3) = 345 \text{ ft}^2$$

Part Area Calculations

Treat Part area as a square even though parts are round.

Magnesium wheel - KC-135 Nose

$$\phi = 20'' \quad \frac{20(20)}{144} = 2.78 \quad \frac{\text{in}^2 \text{ ft}^2}{144} = \underline{\underline{2.8 \text{ ft}^2}}$$

Aluminum large - B-52 main

$$\phi = 32'' \quad \frac{(32)^2}{144} = 7.1 = \underline{\underline{7.1 \text{ ft}^2}}$$

Aluminum medium C-5 main

$$\phi = 24'' \quad \frac{(24)^2}{144} = 4.0 = \underline{\underline{4.0 \text{ ft}^2}}$$

Aluminum small - F-4 Nose

$$\phi = 10'' \quad \frac{(10)^2}{144} = .7 = \underline{\underline{.7 \text{ ft}^2}}$$

* Aluminum small - F-4 to be used as 1 unit

5/3

Wheels

4

Number of Envelope units / part

Magnesium - KC-135

$$\frac{2.8}{.7} = 4$$

$$\underline{\underline{KC-135 = 4}}$$

Aluminum Large B-52

$$\frac{7.1}{.7} =$$

$$\underline{\underline{B-52 = 10}}$$

Aluminum Medium - C-5

$$\frac{4}{.7} =$$

$$\underline{\underline{C-5 = 5}}$$

Aluminum Small - F-4

$$\underline{\underline{F-4 = 1}}$$

Number of Envelope Units / equipment

(Unit Area = .7 ft²)

PM 0931 - Oven loading conveyor

$$\text{Area} = 75 \text{ ft}^2$$

$$\frac{75}{.7} = \underline{\underline{107}}$$

PM 0435 - Bearing Cup Installation Oven

$$\text{Area} = 57 \text{ ft}^2$$

$$\frac{57}{.7} = \underline{\underline{81}}$$

PM 0936 - Oven Unloading Conveyor
composed of PM 0936, 0937 and 0962

$$\text{Area} = 180 \text{ ft}^2$$

$$\frac{180}{.7} = \underline{\underline{257}}$$

Wheels (cont)

5

PM0922 - Paint overhead conveyor system

This area presents a problem. There are 43 carriers on this line. Each carrier holds 1 part except in the case of F-4 wheels which holds 2 per carrier.

If the MAX envelope were 10 units (largest wheel) it would work except for the carrier does not hold 2 KC-135 wheels (4 units each), or 10 F-4 wheels (1 unit ea.).

PM0595 - Wheel Balance Conveyor

Combine 2 conveyors that feed this area
PM0595 and PM0963

$$\text{Area} = 270 \text{ ft}^2 \quad \frac{270}{.7} = \underline{\underline{385}}$$

WB0001 - static wheel balancer

the machine holds 1 part - regardless of size.

WB0002 - Dynamic wheel Balancer

this machine is rarely used but is ~~not~~ functioning and available should demand require it.

WA0004 - wheel Seal Installation & Matchup
work Area. (PM0939)

$$\text{Area} = 69 \text{ ft}^2 \quad \frac{69}{.7} = \underline{\underline{98}}$$

PM 0940 - Assembly Area Conveyor

Area = 288 ft²

$$\frac{288}{.7} = \underline{\underline{411}}$$

WA0002 - Wheel Assembly Work Area.

Area = 90 ft²

$$\frac{90}{.7} = \underline{\underline{128}}$$

WA0003 - Wheel Shipping and Touch up paint work Area

Area = 345 ft²

$$\frac{345}{.7} = \underline{\underline{492}}$$

EQUIPMENT PROFILE

1/11

NAME REPAIR ALC _____ DATE _____ RCC _____ SHEET 1 OF _____

EQUIPMENT CODE	EQUIPMENT DESCRIPTION	QUANTITY PER SHIFT		PREVENTIVE MAINT.		DOWNTIME		UNUSABLE BREAKDOWN REPAIR TIME		PERCENT USED FOR OTHER ACCS (4-8 TIME NOT AVAILABLE)	ENVELOPE UNIT	ATTIMATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTBR					MIN	MAX
W0001	WREKREAI	13	13		90	1	1.2	814	7	0	1	-	
W0002	TESTIAND Hydraulic test stand	2	2		90	1	1.9	58	6.8	0	1	-	Tests up to 8 individual studs
W0003	SEANE---	1			90	1	1.5	365	2	0	1	-	
W0004	strut test crane				90	1	1.1	44	7.1	0	1	-	
W0005	WREKREAI B-52 overbuild re	5			90	1	1.1	108	10.2	0	1	-	
W0006	RAINIIBI Re Bank Paint Booth	1			30	1	1.1	60	7	0	1	-	
W0007	RESEKRE not degreaser	1			90	1	1.1	44	7.1	0	1	-	
W0008	QVHRCONV Overhead conveyor	50			90	1	1.1	44	7.1	0	1	-	
W0009	QVHRCONV Strut Post Overhaul	15			90	1	1.1	111	5.3	0	1	-	
W0010	RAINIIBI	1			30	1	1.9	50	7.3	0	1	-	
W0011	RAINIIBI	1			30	1	1.9	16	10	0	1	-	
W0012	RAINIIBI Bank table (studs)	2	2										

SEE LARGE FACILITY LAYOUT
for equipment locations.

EQUIPME. PROFILE

NAME Kepner, Kyle ALC 00 DATE 5-22 RCC Brakes SHEET 1 OF 1

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR U/I/H HCCS (e.g. TIME NOT AVAILABLE)	ENVELOP UNIT	ATTIMATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	UNPLANNED REPAIR TIME	MTTR				
010001	OVERHEAD CRANE Overhead Dip tank crane	1	1	1	12		1.7	814	7	0	1		Holds 25 Rotors	
PT0001	DIP TANK oil dip tank	1	1	1							1		Holds 25 Rotors	
PT0004	ELWIRES Rivet bench	1	1	1							1			
PT0001	RIVSTIPLES	1	1	1	90		1.3	680	3.7	0	1			
W00005	RIVET PRESS WORK BENCHES (rotors)	18	18	18										
PM0957	CONVEYOR	1	1	1	90		1.1	900	4	0	1	PM0955		
PM0955	CONVEYOR	1	1	1	90		1.1	900	4	0	1	PM0957		
CE98	OVERCRANE Jerkhead crane	1	1	1	90		1.7	814	7	0				
PT0001	BRK STAND Brake plate stacking stand	1	1	1							1			
PT0044	TEST STAND Hydraulic test stand	8	8	8	90		2.1	110	7	0	1		Stations Not Independent	
PT0064	CONVEYOR Rotor Conveyor	1	1	1	90		1.1	950	4	0	1			
PT0955	CONVEYOR Rotor Conveyor	1	1	1	90		1.1	950	4	0	1			

EQUIPME. PROFILE

NAME Kyle Kerstan ALC 00 DATE 5-25-87 RCC Brakes SHEET 2 OF

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME		PERCENT USED FOR OTHER RCCS (i.e. TIME NOT AVAILABLE)	ENVELOP UNIT MIN / MAX	ATTIMATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR				
71001	CHAIN TABLE		2	2						0	1 / 8		
71006	WORKER AB		4							0			
IT1001	INSPECTOR Inspection table 41		1										
71003	RIVET MACH Rivet machine		1		90	1	1.3	953	1	0			
71003	RIVET MACH Rivet machine		1		90	1	1.3	1112	6.3	0			
71003	RIVET MACH Rivet machine		1		90	1	1.3	953	1	0			
71001	ROBBER		1										
71008	ROBBER		1										
71001	RIVET MACH KC-135 Riveting Machine		1		90	1	1.3	680	3.7	0			
71001	RIVET MACH Rivet Removal Drill press		1										

EQUIPMENT FILE

Wheels

NAME Kyle Heston ALC 80 DATE 5/3/89 RCC MANPST SHEET 1 OF

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR OTHER ACCS (0-9 TIME NOT AVAILABLE)	ENVELOP UNIT	ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ	SHIFT	DOWN TIME	MTBF	UNPLANNED BREAKDOWN REPAIR TIME	MTTR				
PM0031	QUELCONV Over Loading Conveyor	1	1	1	90	1	1.1	953	H	0	1	107		Maintenance Record - 7/1/89
PM0435	BEAREQUEN East vs. Int. Run	1	1	1	0	1	0	88	10.9	0	1	81		"
PM0836	QUELCONV Zion Unloading Convey	1	1	1	90	1	1.1	953	H	0	1	257		"
PM0822	PALNICONV Pain Convoy	43	43	43	90	1	1.1	HH	7.1	0	1			43 GARDERS REPAIRS
PM0859	WHEELCONV Wheel Bal. Conv	1	1	1	90	1	1.1	953	H	0	1	385		"
PM0859	WHEELBEAR Static Balance	1	1	1	-	-	-	-	-	0	1	?		"
PM0859	WHEELBEAR Seed work area	1	1	1	90	1	1.1	953	H	0	1	98		"
PM0859	AZZYCONV	1	1	1	90	1	1.1	953	H	0	1	411		"
PM0859	WHEELBEAR Wheel Assembly Work	1	1	1	90	1	1.1	953	H	0	1	128		"
PM0859	WHEELBEAR Trough & Ship Area	1	1	1	90	1	1.1	953	H	0	1	492		"
PM0859	WHEELBEAR Dynamic Balancer	1	1	1	-	-	-	-	-	0	1			"
PM0859	PALNIBZ Wheel & Bunk Repair	1	1	1	30	1	1.9	18	5.4	0	1		PM0437 PM0438	PM0437 PM0438 over 1 year over 1 year

EQUIPMENT PROFILE

Woods

SHEET 2 OF 2

RCC MANPGP

DATE 5/4/87

ALC 00

NAME AERSHAW

EQUIPMENT CODE	EQUIPMENT DESCRIPTION	QUANTITY PER SHIFT		PREVENTIVE MAINT.		DOWNTIME		UNUSABLE BREAKDOWN REPAIR TIME	PERCENT USED FOR OTHER INCS (4-9 TIME NOT AVAILABLE)	ENVELOP UNITS		ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	DOWN TIME	MTBF			MTTR	MIN			MAX
LEH 001	PAI 1 B 2	1	1	1	30	1.9	26.4	7.3	0	/		PM0436 PM0438	no. of records floor interviews
PM0438	PAI 1 B 3	1	1	1	30	1.9	23.4	8.2	0	/		PM0437 PM0436	"
PM0437	PAI 1 B 4	1	1	1	30	1.9	14.7	39.2	0	/		-	"
PM0436	Touch up Paint Booth	2	2	-	-	-	-	-	0	/		-	"
PM0435	FOR KLEI 1	1	1	1	30	1.1	32	7.2	0	1	1	PM0434 END PM0435	Booth files 9 files of hours 5.1 record values
PM0434	DES REEFER	1	1	1	30	1.3	65	9.2	0	1	1	-	"
PM0433	IMPLCY NAT	1	1	1	30	1	96	6.4	0	1	1	-	"
PM0432	Impr. no. 2	1	1	1	180	1	121	4.4	0	1	1	-	"
PM0431	FOR KLEI 2	2	2	1	180	1	-	-	0	1	1	-	"
PM0430	WASH	1	1	1	180	1	-	-	0	1	1	-	"
PM0429	retard wash	1	1	1	180	1	-	-	0	1	1	-	"
PM0428	CUT STAIN	2	2	1	-	-	-	-	0	1	1	-	"
PM0427	Hot oil cure tank	1	1	1	-	-	-	-	0	1	1	-	"
PM0426	FOR KLEI 2	1	1	1	180	1.0	124	6.8	0	1	1	-	"
PM0425	RINSE	1	1	1	180	1.0	124	6.8	0	1	1	-	"
PM0424	---												
PM0423	---												

FROM: MANPS/MARTHA CAYZEN

DATE PREPARED: 21 APRIL 1989

TO: TECHNOLOGY INSERTION PROGRAM (KYLE KIRSHAW, THURMAN, CHUCK)

SUBJECT: AVERAGE MANPOWER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN MANPGP AND MANPGW

SKILL CODE	DI/HB	DI/HB	DI/HB	DI/HB	DI/HB	DI/HB	DI/HB	DI/HB	DI/HB	DI	DI	DI	DI	DI	DI	DI	DI	DI	DI	DI	DI
AREA	STRUTS	STRUTS	STRUTS	BRAKES	PAINT	C-3A	WHEELS	WHEELS	WHEELS	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING
SHIFT	DAYS	SWING	DAYS	DAYS	DAYS	DAYS	WHEELS	DAYS	WHEELS	DAYS	WHEELS	DAYS	SWING	DAYS	SWING	DAYS	SWING	DAYS	SWING	DAYS	SWING
APR-JUN 88	16	4	15	13	16	16	11	9	16	16	16	14	10	20	10	20	14	10	20	14	10
JUL-SEP 88 *	17	4	16	12	16	16	10	8	17	17	15	13	14	18	14	18	13	14	18	13	14
OCT-DEC 88	15	0	16	12	17	17	9	0	23	23	17	15	19	22	19	22	15	19	22	15	19
JAN-MAR 89	16	0	17	12	18	18	10	0	17	17	15	13	15	19	15	19	13	15	19	13	15

*THERE WAS AN AVERAGE OF 12 EMPLOYEES LOANED INTO MANPGP AND MANPGW DURING THIS QUARTER--NOT SURE WHICH CREWS THEY WORKED ON.

WE ALSO HAVE 1 WS-8255-16 PNEUMRAULIC SYSTEMS MECHANIC GENERAL FOREMAN
1 WS-8255-14 PNEUMRAULIC SYSTEMS MECHANIC GENERAL FOREMAN
1 WS-3514-15 SWING SHIFT GENERAL FOREMAN FOR ALL OF MAN
3 GS-0802-09 ELECTRICAL ENGINEERING TECHNICIANS
1 GS-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)
2 GS-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Desk Copy only

HQ, OGDEN AIR LOGISTICS CENTER
Directorate of Maintenance
Hill Air Force Base Utah 84056-5149

MA OPERATING INSTRUCTION 66-164

1 June 1987

Equipment Maintenance

SKILL CODES

This instruction establishes policies, procedures, and responsibilities for the control and assignment of skill codes within the Directorate of Maintenance (MA).

1. BACKGROUND. Skill codes established in this instruction identify various personnel skills available to accomplish current work loads.

2. GENERAL REQUIREMENTS:

a. The first position of the skill code, as prescribed by AFLCR 66-55, will be used as the standard basic code for all ALCs.

b. Exceptions to basic codes will be controlled at ALC level. For this reason, the attached skill code list may differ slightly from the one contained in AFLCR 66-55.

3. RESPONSIBILITIES:

a. Industrial Systems Engineering Branch (MAWS) will act as Office of Primary Responsibility (OPR) for the control and assignment of codes that are not contained in Attachment 1.

b. Engineering and Planning Branch (MA_E) personnel will:

(1) Use the attached skill code list to identify skill codes for applicable personnel.

(2) Refer additional skill code requirements to MAWS for approval and control.

OFFICIAL



G. VAL LOEGREEN
Chief, Resources Mgt Div
Directorate of Maintenance

RICHARD A. BROWNING, Colonel, USAF
Director of Maintenance

1 Attachment
Skill Code Roster

SUMMARY OF CHANGES

This revision adds skills A4, JN, MR, SC, SN, and YH (Attachment 1); changes definition of skill YG (Attachment 1).

Supersedes MAOI 66-164, 21 January 1986
OPR: MAWS (Dorothy Poulk)
DISTRIBUTION: F; X: 2849 ABG/DAP...1

SKILL CODE ROSTER

A. AIRCRAFT SYSTEMS MECHANIC.

AA. Aircraft Preparation, Painter, Cleaner E&I (Examination and Inventory)

AB. ECO (Electrical Check Out)

AC. Q-9 (Systems Checker)

AD. Radar

AE. Reclamation

AF. Flight Test

AG. Aircraft General

AK. Fast Fighter Support

AN. Preassembly

AR. Associated - Production Line

AS. Sheet Metal

AT. Fuel

AW. Area Support

A1. Fast Fighter Sub Kits

A2. Preassembly Sta #99

A3. Fast Fighter Sheet Metal

A4. Aircraft Expeditor

B. ENGINE MECHANIC.

BJ. Engine Minor Repair Component Inspector

C. AIRCRAFT ELECTRICIAN.

CA. Electric Harness Fabricator

D. PRODUCTION INSPECTION.

DA. X-ray Technician

DB. NDI Miscellaneous Components

- DC. Ultra Sonic/Eddy Current Inspector
- DD. Chemist
- DE. Quality Assurance Specialist (Physical Science)
- DF. Physical Science Technician
- DH. Draftsman
- DI. E & E Inspector
- DK. Metallurgist
- DL. Engineering Technician (Other Than Industrial)
- DM. Physicist
- DN. NDI Specialist-Aircraft
- DP. Mathematician
- DQ. Explosive Safety Specialist
- DR. Computer Programmer
- DS. Technical Reporter-Writer
- DT. NDI Specialist-Missiles
- DU. Statistical Clerk
- DV. Computer System Analyst
- DW. Parts Programmer

E. ELECTRONICS TECHNICIAN.

- EA. Radar Repairer
- EB. Radio Repairer
- ED. Fire Control Systems Analyst
- EE. PME Fabricator
- EF. PME Repairer-Calibrator
- EG. Electrical Mechanical Equipment Repairer
- EH. Navigation Systems Repairer
- EJ. Missile Components Repairer

- EN. Optical Instrumentation Technician
- EQ. Photographer, Scientific and Technical
- ER. Missile System
- ET. Training Aids
- EX. Photographic, Laboratory
- F. FABRIC MECHANIC.
 - FA. Parachute Repairer and Packer
 - FB. Textile and Leather Worker
- G. GYRO TECHNICIAN.
- H. HYDRAULIC.
 - (IA FIC ERO, MILITARY POWER)*
 - HB. Fluid Systems Component Repairer
 - HC. Aircraft Hydraulic Component
- J. SHOP MACHINIST.
 - J1 Listing Distribution (Pseudo Code)
 - JA. General Machinist
 - JB. Tool and Die Maker
 - JF. Tool and Die Fuel Cutting
 - JN. Machinist Support
- K. MACHINE OPERATOR.
 - KI. Blasting Machine Operator
- L. MISSILE SYSTEM ELECTRICIAN.
- M. MISSILE SYSTEMS MECHANIC.
 - MB. Cable-Testing and Repair
 - MC. Vibration-E
 - MQ. Missile System Mechanic
 - MR. Air Launch Cruise Missile (ALCM)
 - MT. Missile Transportation
- N. PNEUMATIC MECHANIC.

P. AIRCRAFT PROPELLER MECHANIC.

S. SHEET METAL MECHANIC.

SA. Aircraft Sheet Metal Parts Repairer

SB. Sheet Metal Worker

SC. Aileron and Rudder Repair

SF. Wing Surface Repairer

SL. Sheet Metal Shop Production Line

SM. Sheet Metal Manufacture

SN. Aircraft Door Repair

SO. Optical Alignment

SS. Aircraft Structural Repair

T. INSTRUMENT MECHANIC.

TA. Mechanical Test Equipment Repairer

TE. Electromechanical Components Repairer

TO. Instrument Mechanic

TP. Photographic and Equipment Repair

TS. Optics

U. PLATING WORKER.

UP. Plating (Overall)

V. PLASTIC & RUBBER MECHANIC.

VB. Fiberglass Mfg and Repairer

VE. Rubber Equipment Repairer

VG. Gasket Maker

W. WELDING and HEAT TREAT MECHANIC.

WF - FLAME SPRAY

WL. Welding and Heat Treating

WM. Welding-Consolidated

WP - CUTTING - PLASMA ARC

X. ARMAMENT MECHANIC.

XA. Ordnance Device Repairer

XB. Weapons Repairer

XC. Munition Mechanics

XE. Gun Mechanic

Y. AIRCRAFT ACCESSORIES MECHANIC.

YA. Aircraft Electrical Accessory Repairer

YB. Battery Repairer

YE. Electrical Equipment Servicer

YF. Electrical Accessory Repairer

YG. Brake Repairer

YH. Wheel Repairer

YJ. Hydrostatic Repairer

YK. Mechanical Components Repairer

Z. MISCELLANEOUS.

1. FLIGHT TEST.

1A. Systems Check

2. WOODWORKING MECHANIC.

2B. Cabinet Maker

2C. Tool and Pattern Maker

3. PAINTING MECHANIC.

3S. Spray Painter

4. INDUSTRIAL SHOP WORKER.

4E. Tube Repairer or Tube Maker

4I. Industrial Shop Worker General (Helper)

4M. Molder

4N. Bearing Mechanic

- 4P. Instrument Bearing Mechanic
- 5. AGE EQUIPMENT MECHANIC.
 - 5A. Engineering Equipment Mechanic
 - 5B. Power Generator Equipment Mechanic
 - 5C. Power Ground Equipment
 - 5D. AGE Electrician
 - 5G. Power Support Systems
- 6. ENGINE ACCESSORY MECHANIC.

OPER TECH S S W F PF A/R REV

SUB	T K	OR A	FA	SUPPORT	OCC	DESCRIPTION	BASE	PFD	STD	A	
STEP	D L	K C	DC	ELEMENT	FACT	STORIED	HOURS	TIME	HOURS	DLY PCT C	
						SUPPLEMENTAL					
0010	E	N	YK	EA 5	J 09038	1.00 PERCENT ENGR .0			110.59	110.59	
0001			YK	00	00	.00		.000	.000	.000	0
0010						4611020-107A	1620010054191				
0020						4611020-103A	1620010054192				
0030						4611020-101A	1620010054193				
0040						4611020-103A	1620010054194				
0015			YK	02	00	1.00	PREP YOKE FOR ASSY	5.510	.000	5.510	5
0010	N					1.00	INST YOKE IN FIXTURE	5.51000		5.510	
0020			YK	01	00	1.00	INSTALL BALLSCREWS	5.510	.000	5.510	5
0010	N					1.00	ASSY BALLSCREW BORE	5.51000		5.510	
0025			YK	01	00	1.00	YOKE TO PREASSY STAND	5.510	.000	5.510	5
0010	N					1.00	INST OUTER & ELEC INSERT	5.51000		5.510	
0030			YK	01	00	1.00	INSTALL ALL UP TO HYD TUBING	5.510	.000	5.510	5
0010	N					1.00	INSTALL NECESSARY PARTS	5.51000		5.510	
0035			YK	01	00	1.00	INST FLEX LINES/CHAIN COVER	5.510	.000	5.510	5
0010	N					1.00	INST NEC PARTS	5.51000		5.510	
0040			YK	01	00	1.00	INST ROT CYLS & ELECT	5.510	.000	5.510	5
0010	N					1.00	INSTALL NECESSARY PARTS	5.51000		5.510	
0045			YK	01	00	1.00	TORQUE ALL ASSEMBLED PARTS	5.510	.000	5.510	5
0010	N					1.00	TORQUE ALL PARTS ASSEMBLED	5.51000		5.510	
0050			YK	01	00	1.00	MOVE TO TEST STAND	5.510	.000	5.510	5
0010	N					1.00	OK/CLOSE/ASSEMBLE	5.51000		5.510	
0055			YK	01	00	1.00	ASSY O.D PISTON/SPLINED TUBE	5.510	.000	5.510	5
0010	N					1.00	ASSY PISTON ASSY/SPLINED TUB	5.51000		5.510	
0060			YK	01	00	1.00	CHECK ALIGNMENT	5.510	.000	5.510	5
0010	N					1.00	CHECK ALIGN MARKS & TABS	5.51000		5.510	
0065			YK	01	00	1.00	GREASE & INSTL PISTON SUBASY	5.510	.000	5.510	5
0010	N					1.00	INSTALL PISTON SUBASSY	5.51000		5.510	
0070			YK	01	00	1.00	BUILD TOP END	5.510	.000	5.510	5
0010	N					1.00	ASSY TOP END	5.51000		5.510	
0075			YK	01	00	1.00	PRESSURIZE STRUT	5.510	.000	5.510	5
0010	N					1.00	PRESSURE TEST	5.51000		5.510	
0080			YK	01	00	1.00	CHECK FOR LEAKAGE	5.510	.000	5.510	5
0010	N					1.00	LEAKAGE TEST	5.51000		5.510	
0085			YK	01	00	1.00	CHECK ROTATION	5.510	.000	5.510	5
0010	N					1.00	CYCLE STRUT	5.51000		5.510	
0090			YK	01	00	1.00	CYCLE CROSSWIND SYSTEM	5.510	.000	5.510	5
0010	N					1.00	CHECK CROSSWIND SYS LEAKAGE	5.51000		5.510	
0095			YK	01	00	1.00	CHK INT LCK SYS/BSCREW RIG	5.510	.000	5.510	5
0010	N					1.00	CHK LOCK/BALLSCREW/DOG STOPS	5.51000		5.510	
0100			YK	01	00	1.00	INST F.T.H/I.F.B.S/R.P.A.1	5.510	.000	5.510	5
0010	N					1.00	INST RET ARM/TRUNNION PIN	5.51000		5.510	
0105			YK	01	00	1.00	CLEAN/TOUCHUP PAINT	5.510	.000	5.510	5
0010	N					1.00	CLEAN/PAINT/DECAL	5.51000		5.510	
0110			YK	01	00	1.00	INSPECT	5.510	.000	5.510	5
0010	N					1.00	CHK LINE WRAP PLUGS	5.51000		5.510	
0115			YK	01	25	1.00	FINAL ACCEPTANCE OF W.C.D.	.100	.045	.226	0
0010	N					1.00	FINAL	.12800		.160	
0020	E				GJP-FP-B5	1.00	FILL OUT FORM 424 & ATTACH	.05235		.065	
0030			YK	01	25	1.00	FINAL VISUAL INSPECTION	.137	.034	.171	0
0010	N					1.00	FINAL VISUAL INSPECTION	.12700		.158	
0020	E				RJP-PW-R1	1.00	REM RPL PAPRMRK SIGN OFF DOC	.01001		.012	
9000			YK	01	00	.00	LABOR STANDARD HISTORY	.000	.000	.000	0

0010

9 JUNE 88 INITIAL INPUT MRPII

0900

NED MONROE

HANEL

73235

MR B16

● INTERROGATE LABOR STANDARDS, INPUT

... PRD NROP NR

<---X---X--->

1234567890123456 ELSE PUT IN END

1757SA CSA M STR4611020-107A

OPER	TECH	S	W	F	PF	A/R	REV				BASE	PF	STD	A	
SUB	T	K	#R	A	FA	SUPPORT	OCC	DESCRIPTION			HOURS	TIME	HOURS	DLY	
STEP	D	L	K	C	GC	ELEMENT	FACT	STORED	SUPPLEMENTAL				PCT	C	
P0058	E	N	YK	EA	S	J	09031	1.00	PERCENT ENGR	.0	DISASSEMBLE STRUT C-5 ML6	126.02		126.02	
0001	YK	00	00					.00			PART NUMBER/NSN	.000	.000	.000	0
0010									4611020-107A		1620010054191				
0020									4611020-105A		1620010054192				
0030									4611020-101A		1620010054193				
0040									4611020-103A		1620010054194				
0005	YK	02	00					1.00			UNCRATTE ALL PROCESSES	7.870	.000	7.870	6
0010	N							1.00			UNCRATE STRUT	7.87000		7.870	
0010	YK	02	00					1.00			MOVE TO UPSIDE DOWN POSITION	7.970	.000	7.970	6
0010	N							1.00			DRAIN OIL PREP FOR DISSY	7.97000		7.970	
0015	YK	02	00					1.00			DRAIN/REMOVE TRUN PIN & R.A.	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0020	YK	02	00					1.00			MOVE TO DISSY STAND	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0025	YK	02	00					1.00			REM ROLL PIN-FLUID TRANS. H.	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0030	YK	02	00					1.00			REMOVE KNEELING SYSTEM	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0035	YK	02	00					1.00			REMOVE GEAR DRIVE HOUSING	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0040	YK	02	00					1.00			REM ROT. CYL & CROSS W. C. T	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0045	YK	02	00					1.00			REMOVE LINEAR SHUTOFFS	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0050	YK	02	00					1.00			REMOVE WINDS & EME LOCK CYL.	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0055	YK	02	00					1.00			REMOVE ALL HYDROLIC TUBING	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0060	YK	02	00					1.00			REM R.S.B&C,BCP,EI,CMH,RM	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0065	YK	02	00					1.00			REM SP,RC,I,LRA,LAC,PC	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0070	YK	02	00					1.00			REMOVE INNER CYLINDER	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0075	YK	02	00					1.00			REMOVE OUTER,BALLSCREWS, YOKE	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
0080	YK	02	00					1.00			DISSY INNER,REM YOKE-STAND	7.870	.000	7.870	6
0010	N							1.00			REMOVE NECESSARY PART ACC958	7.87000		7.870	
9000	YK	01	00					.00			LABOR STANDARD HISTORY	.000	.000	.000	0
0010									9 JUNE 88	INITIAL	INPUT	MRPII			
0900									NED	MONROE	HANEL	73255			MR BIG

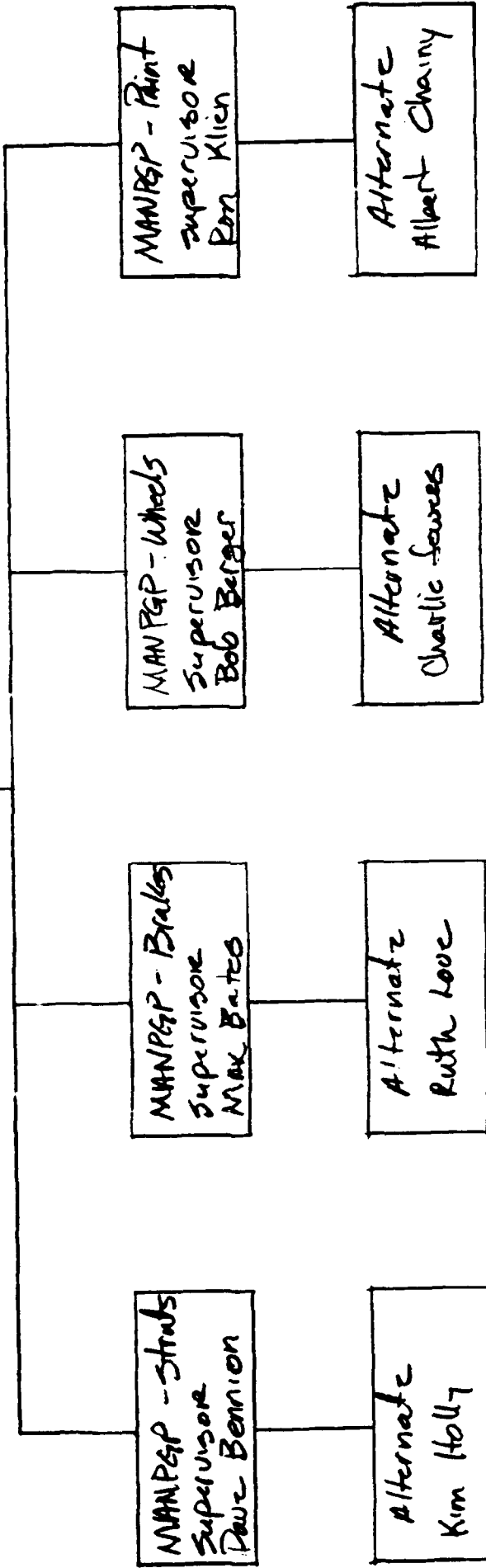
TO INTERROGATE LABOR STANDARDS, INPUT

RCC PRD NROP NR
<---X---X--->

1234567890123456 ELSE PUT IN END

Richard Mahler

MANPSP - Unit
Paul Murray



Lined writing area for notes.

TO: TECHNICAL INSERTION PROGRAM (KYLE KERSHAW, THURMAN, CHUCK)

SUBJECT: AVERAGE MANPOWER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN MANPSP AND MANPGR

SKILL CODE AREA SHIFT	MANPSP Y6 BRAKES DAYS SWING		MANPSP YK C-5A DAYS SWING		MANPSP YH WHEELS DAYS SWING		MANPGR YH WHEELS DAYS SWING		MANPSP YK DISASSEMBLY CLEANING DAYS SWING		MANPGR DI EELI, NICK/BURR DAYS SWING		MANPGR HB/DI EELI, NICK/BURR DAYS SWING	
	MANPSP Y6 DAYS	MANPSP Y6 SWING	MANPSP YK DAYS	MANPSP YK SWING	MANPSP YH DAYS	MANPSP YH SWING	MANPGR YH DAYS	MANPGR YH SWING	MANPSP YK DAYS	MANPSP YK SWING	MANPGR DI DAYS	MANPGR DI SWING	MANPGR HB/DI DAYS	MANPGR HB/DI SWING
APR-JUN 88	16	4	15	16	17	6	16	10	14	4	11	10	10	
JUL-SEP 88	17	4	16	16	18	8	15	13	3	18	14	14	14	
OCT-DEC 88	15	0	16	17	17	8	17	11	5	22	19	19	19	
JAN-MAR 89	16	0	17	18	18	8	15	3	3	19	16	16	16	

*THERE WAS AN AVERAGE OF 12 EMPLOYEES LOANED INTO MANPSP AND MANPGR DURING THIS QUARTER—NOT SURE WHICH CREWS THEY WORKED ON.

- WE ALSO HAVE 1 86-8235-16 PNEUMATIC SYSTEMS MECHANIC GENERAL FOREMAN
 1 86-8235-14 PNEUMATIC SYSTEMS MECHANIC GENERAL FOREMAN
 1 86-3514-15 SWING SHIFT GENERAL MACHINIST FOREMAN FOR ALL OF MAN
 3 69-0802-09 ELECTRICAL ENGINEERING TECHNICIANS
 1 66-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)
 2 66-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

- 1 86-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)
- 2 66-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Manpower Profile

Information on manpower profile was obtained from Martua Latzen who is Dick Naylor's personnel secretary. Dick Naylor is the personnel manager. The report she supplied to me is in the Engineering notebook. Manpower Appendix

The report ~~lists~~ lists manpower for each Quarter (previous⁴) grouped by skill code, Area and shift. This report ~~is~~ covers RCC's ManP&P and ManP&W.

The skill code under strut area, Days and swing, is listed as DI/#B. The strut area no longer has DI skill code personnel in that area.

The manpower numbers for Manp&P-35-Paint-Days are also in error. ~~I~~ From talking to the people in painting area, I ~~learned~~ learned that they have run a second shift in the wheel and brake area for the past 3 years. 3 men work the swing shift, thus the number change.

In direct personnel (supervisors, technician, etc) were not included in the manpower numbers.

The manpower available hours were calculated from information received from Sharon in MANE (accounting section). The hours were taken from month end reports and then averaged by Quarter. After conversation with Gene Evans, it was decided to average the Quarters into 1 number for all Quarters of interest. A listing of these numbers are included in the Engineering notebook manpower appendix.

The listing show hours in a manday by month end for 2 cases. The cases are without leave and including leave. The numbers used for the manpower available included leave.

== Additional Manpower Information

In talking to bob Berger I discovered that the manpower list from Martha (Personnel) is in error. The numbers on the manpower profile ~~are~~ have been revised to reflect this. Revised figures are also shown in ~~on~~ the report received from Martha contained in the appendix.

HRS IN MAN-DAY

for PCC MANPG
(from MANE)

	without leave	with leave	
3/88	6.83	6.06	
4/88	7.05	6.15	QTR #1
5/88	6.57	5.30	
6/88	6.51	5.47	
7/88	5.43	4.20	
8/88	6.86	5.84	QTR #2
9/88	6.54	5.53	
10/88	5.54	4.56	
11/88	7.39	6.00	QTR #3
12/88	6.09	4.80	
1/89	5.66	4.49	
2/89	6.75	5.46	QTR #4
3/89	6.69	5.95	

By Quarter (Average)

1 (4-6/88) ^{without}	6.71	5.64	} 5.31
2 (7-9/88)	6.28	5.19	
3 (10-12/88)	6.34	5.12	
4 (1-3/89)	6.37	5.30	
Ave.	<u>6.43</u>	<u>5.31</u>	

MANPOWER PROFILE

(Struck/Unstruck (Book))

NAME Suk KERRARA ALC 00-ALC DATE 4/24/89 RCC MIL/ESP SHEET 1 OF

SKILL CODE/LEVEL	JOB DESCRIPTION	QUARTER	QUANTITY AVAILABLE						MANPOWER AVAILABLE (HOURS)						ALTERNATE SKILL CODE/LEVEL	
			WORK WEEK	WEEKEND	HOLIDAYS	WORK WEEK	WEEKEND	HOLIDAYS	WORK WEEK	WEEKEND	HOLIDAYS					
HBO9S	PNEUM M E C H Hydraulic System Mechanic (struts)	1-15/88	1	2	3	1	2	3	1	2	3	1	2	3		
		2-1/88	4													
		10-1/88	15													
		1-3/89	16													
YH09	E L E C T R I C Wiring System Mechanic (wheels)	1	7	6												
		2	7	5												
		3	7	5												
		4	7	5												
Y609	P N E U M E C H Hydraulic System Mechanic (Brakes)	1	15													
		2	16													
		3	16													
		4	17													
3509	P A I N T E R Wheels, Brakes and struts (Painter)	1	10	3												
		2	9	3												
		3	9	3												
		4	9	3												

REPAIR PROCESS TECHNOLOGIES

IN THE CS AREA ALL THE PROCESSES THAT UTILIZE THE LARGE EQUIPMENT ARE A QUOTE.

I HAVE NOTICED HOWEVER THAT THERE IS ROOM FOR IMPROVEMENT. I HAVE WRITTEN UP MY SUGGESTIONS IN THE QUICK FIX AND FOCUS STUDIES SECTIONS OF MY NOTEBOOK

Repair Work Technology

Struts, Brakes, wheels

- Strut Assy -

This area consists of manual assembly of strut components. Due to the variety and complexity of the assembly process, I do not believe that this area would lead itself to automation.

- Brake Assy -

Most of this area consist of manual assembly. One area that is in need of improvement is the riveting area. This area is using old, but still functional, riveting equipment. The riveting equipment consist of 2 basic types, presses or machine. Riveting machines can be further broken down into 2 more types, impact and spin. All of these processes are interchangeable and serve the same purpose (ie to rivet or fasten two parts together). The current technology is old but adequate. In terms of "state of the art", this area is in the "stone Age". However, in terms of functionality, this area is able to satisfy production requirements.

Recently, A numerical controlled riveting machine was installed in this area. The riveting machine is a step in the right direction. However, it needs a significant amount of development to make it a production enhancing tool.

The fixturing for this tool, as designed, is difficult and awkward to use. In order for this machine to be a useful tool the fixturing needs to be looked at. The machine itself is an improvement over the old method, however it too can stand improvement.

The machine is equipped with one riveting head, a single axis slide, controller and rotary table. Future machines should be equipped with 2 riveting heads and a 2 axis ~~cross~~ slide.

The reasoning behind 2 heads and a 2 axis slide is as follows:

A large number of robes and/or stators have 2 rows of rivets. An inner circle and an outer circle. Dual heads could rivet the inner and outer circle simultaneously. Also, for friction elements that have only one row of rivets, 2 heads could work on them together. Essentially, 2 heads increase the speed of the operation. The 2 axis slide is needed to position the plate/friction element such that both heads can work on riveting. rivet circles of different diameters may be positioned such that both heads can work on them.

Depending on the End design of the Numeric Control riveting machine, I feel that 2 or 3 machines could replace most of the 9 Existing riveting presses and machines. The flexibility of the NC machines would lend itself to smaller batch sizes so that the machine could work on parts that are needed to support the negotiated workload and the weekly build schedule. (ie not wasting time on parts that won't be used until some unknown future date)

the remainder of the brake assy area consists of manual assembly and does not lend itself well to Automation.

-Wheels-

This area is basically Manual Assy. One area of interest is the wheel balancing operation. Currently, they have 2 balancing machines. One is a static balancer, one is a dynamic (spin) balancer. The static balancer is used exclusively. The dynamic balancer was tried and was determined to be overly sensitive to environmental conditions. (i.e. drafts caused from fans and vibration caused from Forklifts driving down the aisles.)

Balancing using the static balancer is a quick operation and has produced acceptable parts.

- Paint -

This area uses 2 part epoxy primer and 2 part polyurethane paint. They paint using air guns. Each paint area has a waterfall type paint booth to capture the overspray and exhaust it to the outside. This appears to be adequate technology.

I am not very familiar with painting technology
 Question: Could electrostatic painting be used to reduce overspray and decrease paint usage?
 Question: Is 2 part epoxy and polyurethane applicable to electrostatic painting,

Facility layout.

A color coded facility layout is shown in the following pages.

- Struts -

The layout of the strut area is good. A typical work area consist of a jib crane, workbench and universal parts vice. there are 13 of these stations in the strut area.

3 problems exist in this area.

1. Parts crowding
 2. Work Areas with pedestrian aisles thru them.
 3. Lighting
1. The mic loads parts onto carts to be worked by mechanics. The carts stack up in the work areas making it a maze to walk around.
 2. A pedestrian aisle leads past 2 work areas. This traffic is distracting and potentially hazardous.
 3. Lighting could be brighter in the assembly area. Increased lighting would help mechanics see details that are sometimes difficult to see.

- Brakes -

The layout is adequate. Parts flow is generally from north to south. This area is well thought out. Lighting could also be improved in the final assembly area.

- Wheels -

wheel flow is good. Parts start at the north end and flow to the south - similar to brakes. When the MIC does not have parts to assemble halves the parts back up at wheel balance. Due to this stoppage parts are often stacked on pallets or wherever possible. Ideally parts should be readily available and this would not happen, But it does!

- Paint -

1. The wheel and brake paint line is a limiting item in terms of wheels and brakes. At best, the line as it currently stands, can produce 2 full lines per shift. Each line contains 43 carriers, therefore, a maximum of 43 wheels per shift can be produced. That also ~~mean~~ means that no brakes would be painted.

In terms of layout, I think the existing layout makes efficient use of the space it occupies.

2 Strut Paint -

I believe this area occupies more space than it needs. Given the current layout of the facility I would not change the strut paint line unless the strut assembly needed more space.

Summary

I believe the facility is very well planned. Some areas are somewhat crowded while others have a surplus of room.

Recommendations:

- 1. Consolidate all M/C's into one storage area. Use/Improve vertical storage racks to utilize the vertical space available. Automate parts retrieval process.
- 2. Improve Lighting in assembly areas - grout wheel & brose. Improved lighting to make it easier for mechanics to see small/fine details.

PERCENT OF OTHER WORKLOAD FOR RCC
 (80/20 LISTING)
 RCCs

JOB TYPES	MANPGP	MANPGW	MANPNA	MANPRA	MANPRB	MANPRC	MANPWW
TEMPORARY	13.72	2.35	15.11	1.40	1.05	1.35	1.05
MANUFACTURE	0.00	0.00	0.92	0.00	4.51	2.74	12.50
PDM	1.00	0.00	22.79	0.04	0.07	4.39	22.44
ARMAMENT	0.00	0.23	1.26	0.04	0.03	4.18	2.38
HYDRAULICS	0.00	0.05	7.00	1.11	2.67	3.88	13.99

WORKLOAD

- 1 QUESTION WHAT IS THE WORK LOAD MIX?
ANSWER MISTER LOAD IS THE PRIMARY CONCERN OF THE CS AREA.
- A. NOTE THE PDM AND MISTER ARE CONSIDERED THE SAME FOR CS
- B QUESTION WHAT PERCENT IS THE TEMPORARY WORK LOAD?
ANSWER ABOUT 1%.
- 2 THE TYPES OF COMPONENTS REPAIRED ARE:
- A. CS MAIN LANDING GEARS
 - B CS BOGIES.
 - C CS NOSE LANDING GEAR
 - D KC 135 OLEO TRANSMISSION ASSEMBLY
 - E KC 135 DRAG STRUT ASSEMBLY
 - F KC 135 UPPER SIDE STRUT ASSEMBLY
- 3 QUESTION IS THE WORK LOAD STABLE?
ANSWER. NO. THEY USE TO PUSH REAL HARD AT THE END OF THE QUARTER. THEN THERE WOULD BE SLOW PERIOD AT THE FIRST OF THE NEXT QUARTER.
- A. THE MANAGE : BY CRISES.
NOTE THE WORK LOAD NEEDS TO BE SCHEDULED EVENLY THROUGH OUT THE QUARTER.
- 4 QUESTION DOES YOUR WORK LOAD FLUCTUATE ?
ANSWER YES. THE REASON IS THAT WE HAVE A PROBLEM GETTING THE PARTS BACK.
- 5 QUESTION WHAT IS THE AVAILABILITY OF ASSETS. ?
ANSWER IT IS LOW. THE PROBLEM IS THAT THE PARTS ARE NOT GOING THROUGH THE SYSTEM IN A TIMELY MANNER (THE SCHEDULERS ARE NOT DOING THERE JOB CORRECTLY.)
- NOTE. I FEEL THAT YOU HAVE A PROBLEM OF GETTING A CORRECT WORK LOAD / WORK FORCE COMBINATION.

YOU NEED TO BE ABLE TO HAVE YOUR EMPLOYEES WORK A STEADY
40 HR. WORK WEEK.

I WOULD SUGGEST WEEKLY GOALS FOR ALL DEPARTMENTS.
THIS WOULD ELIMINATE THE END OF THE QUARTER RUSH.

5/2

Wheel groupings

Family #1 Magnesium Kc-135 Nose WCD 15153N
PCN 15592A

In researching WCD's, I discovered 2 wheel types, (ie WCD's) they are WCD 15153N (PCN# 15592A, 15143A) and 15158N (PCN# 26829). In talking to Bob Berger, wheels supervisor, he said there was no difference in labor required for each wheel. He also said that he worked ~~more~~ PCN 15592A more than the others. Therefore I decided to select WCD 15153N (PCN 15592A) for profiling (ie operation profile).

The differences between the wheels are related to usage. One wheel is a heavier unit with ~~additional webs~~ from the bearing bore to the outer surface.

Family #2 Aluminum large B-52 main
WCD 16106N
PCN 69595A

This wheel has 4 PCN's and 2 WCD's. All the wheels are in the same family of parts meaning that they are all interchangeable. The differences are small and relate to a change in material alloy, small dimensional change, etc. The most common usage is PCN 69595N ~~(PCN)~~ (WCD 16106N)

Based on the highest usage WCD 16106N was chosen.

I also discussed this with Bob Berger. He said labor intensity ~~is the same~~ and time is the same for all B-52 main wheels.

5/2

Wheel grouping

Family #4 Aluminum ~~Large~~ ^{small} F-4 Nose
WCD 01156N
PCN 16267A

Originally the C-5 Nose wheel was selected for profiling. In researching small wheels I learned the the C-5 Nose wheel is larger than the KC-135 Nose and other wheels. In order to use envelope size information, I needed the smallest unit size. Currently, the floor is working a lot of F-4's. I chose the F-4 Nose in place of the C-5 Nose. The C-5 Nose is 24" ~~in diameter~~ versus 9.5" for the F-4.

In researching the F-4, I learned of 2 WCD's for the F-4. WCD 01156N (PCN 16267A) and WCD 01154N (PCN 16266A). In talking with Bob Berger, he mentioned the difference between the 2 wheels is in the number of tire bolts used (10 versus 8). He also mentioned that the 01156N (10 bolt) wheel was used on the F-16 and the F-4 and that it was the most recent.

I thought that since it would have higher usage it should be the wheel studied.

Wheels - workload profile

obtained report titled "*** Negotiators work-sheet *' mmpg9k' thru mppg9k' workload in support of cost ~~all~~ code '5' ***" from Jim Colvin. This report is contained in the workload appendix. This report lists (Among other things) the completed number of units for past quarters.

In order to obtain the production by quarter, I added the quarters production for each pen for each family. The calculations are shown on the following pages.

I also obtained some worksheets titled "workload scheduling". These worksheets list all pens that the wheel line works on. I used this worksheet to determine what pen related to what aircraft type.

Aircraft types used in these calculations were those types listed on the following page titled "wheel groupings to be process characterized".

MATERIAL FLOW

1 QUESTION HOW DOES THE MATERIAL FLOW WITHIN / OUTSIDE YOUR RCC.

ANSWER. IN THE TEAR-DOWN MODE THE WILL MAKE SURE THAT THERE IS NOT ANY METAL PIECE TOUCHING ANY OTHER PIECE, IF THERE IS AND THE ROUTING QUALITY CONTROL PERSON FINDS A UNIT WHERE METAL IS TOUCHING METAL THIS PERSON WILL WRITE UP THE RCC FOR POOR MATERIAL HANDLING

2 AFTER THE PART HAS BEEN RECONDITIONED. IF THERE ARE TWO PARTS ON THE SAME CART THEY MUST BE PROTECTED FROM EACH OTHER. THEY ARE SEPARATED FROM EACH OTHER WITH CARDBOARD, NETTING OR SOME OTHER MATERIAL.

3 QUESTION WHAT KIND OF EQUIPMENT DO YOU HAVE?

ANSWER 2 PALLET JACKS THAT ARE USED TO MOVE THE PALLETS TO DISASSEMBLY.

A. IN TALKING TO PAUL KERSHAW HE STATED THAT THE EQUIPMENT OPERATORS ARE NOT ADEQUATELY TRAINED ON THE EQUIPMENT. WHEN THEY PURCHASE A NEW PIECE OF EQUIPMENT IT WILL USUALLY NEED REPAIR WITHIN 8 MONTHS.

B- THEY USE TO HAVE THE FORK LIFTS ASSIGNED TO THE DIFFERENT AREAS. APPROXIMATELY 3 YEARS AGO THEY TOOK ~~THE~~ CONTROL OF FORK LIFTS AWAY FROM THE RCC'S AND ~~THEY~~ GAVE ALL THE CONTROL TO ONE GROUP.

C FORK LIFTS.

WE HAVE TWO FORK LIFTS ASSIGNED TO THE SOUTH END OF THE BUILDING AND TWO ASSIGNED TO THE NORTH END OF THE BUILDING. IN THE CS AREA A STRAP WEIGHS ABOUT 6000 LBS IN THE CRATE. WHEN WE NEED ONE MOVED IT CAN TAKE A LONG TIME TO GET A LIFT OVER TO THE AREA TO MOVE THE PART.

4 THE FORK LIFTS ARE UNDER PSO, PRODUCTION SUPPORT UNIT.

- Material Handling -

- Strut Assy -

Material is moved from the MIC to the mechanics workbench by cart. The carts are approximately 4' wide by 6' long. Parts for the strut are placed on the cart and then wheeled to the mechanics bench for assembly. Heavy parts are lifted onto the universal vices using the jib crane at each workstation.

- Brakes -

Brake parts are brought into the area on pallets. From there, parts are loaded onto the overhead conveyor for painting, roller conveyor for movement down the line or loaded onto carts for transport into the riveting area. Parts are kitted in the MIC area and travel to the assembly area on the roller conveyor.

- wheels -

Wheels are transported from the storage area to the bearing open on pallets moved by forklift. From the pallets the wheels travel into and out of the assembly powered roller conveyor.

Parts are moved thru the paint line by the overhead conveyor system.

Parts are moved from the paint line to wheel balancer by roller conveyor and from the balancer to the dry roller conveyor by chain hoist or by hand depending on the weight of the wheel.

The parts then go to shipping ~~at~~ on the same roller conveyor.

- Paint -

Parts are moved by Overhead conveyor on both paint lines. The overhead conveyor has a track that lowers and raises to aid loading and unloading.

- strut test -

Struts are wheeled to the test area on carts. The struts are loaded into the test stands by hand (if the parts are light) or by overhead crane.

STORAGE

1. THE STORAGE AREA IS LOCATED WITH IN THE CONFINES OF THE CS AREA. THEY ALSO HAVE 3 SPACE SAVER UNITS IN THE CS AREA.
2. THE LAY OUT OF THE STORAGE AREAS IS SHOWN ON A DRAWING ON THE FOLLOWING PAGE. THERE IS A WORK AREA OVER PART OF THE MIC.
- 3 THERE IS STORAGE TO THE EAST OF THE ASSEMBLY STANDS THIS IS WHERE THEY STORE LARGE ITEMS LIKE ROGIE BEAMS, INNER CYLINDER AND OUTER CYLINDERS ECT.
- 4 THEY ARE GOING TO EXTEND THE STORAGE AREA 10 FEET TO THE EAST. HOW EVER THEY REALLY NEED TO GO 20 FEET. THEY ALSO HAVE 2 STANDS THEY ARE GOING TO PUT IN THIS AREA.

Storage

- Strut Assy -

There is no formal storage area for WIP. The MIC area holds parts for assembly and is a staging area. This area consists of a space over parts bin and several vertical storage racks. The racks are large enough and strong enough to hold some of the inner and outer cylinders. With the proper planning and scheduling, this area would not need to stock the number of parts that it now does.

When struts^{kits} are issued, they are put on carts. These carts occupy a large amount of space in and around the strut assembly area. Some kits are complete and others are waiting for missing items. I feel that kits should not leave the MIC Area unless they are 100% complete.

When mechanics begin work on a strut, they wheel the cart (with all parts) to their work area. If a part is found to be missing or defective, the cart is pushed off to the side until the replacement part can be found. At times, the area is very crowded with carts.

- Strut Test -

Struts are stored on carts in this area. The struts are either waiting to be tested or are waiting for painting.

Storage

2

- wheels -

An area (approx 30'x30') is used as wheels staging. wheels are stored here until needed for assembly. The average number of wheels stored in this area is approx 200 wheel halves. The wheels are stacked on pallets. This is the only designated storage area. wheels are also stored at the end of the paint line. They are stored here because they were painted. And then it was discovered that they were missing parts in the MIC. These wheels should not have been started without ~~the~~ complete sets of parts.

- Brakes -

Brake parts are stored in a 15'x30' Holding area. The parts held here are parts that have been thru steaming and painting, but are not being built at that time (inventory). Rotors and stators are also stacked near the end of the paint line. In my opinion, these parts should not have been brought into the building until they are to be worked. There are also 10-15 Racks Holding Brake Bushings and other misc. parts.

I went over to the brake line and asked about the above mentioned parts. They said a lot of the parts were from brake assemblies that had one or two of the components condemned. Since the parts are stocked as an assembly, the remaining parts cannot be returned to supply because there is no stock numbers for the individual parts. So, they hold them until they can find/order parts to complete

the assembly.

- Summary -

- Strut Assy -

Very limited storage space. However, this is an assembly area and not a storage area. Parts should not be stored here.

- Wheels -

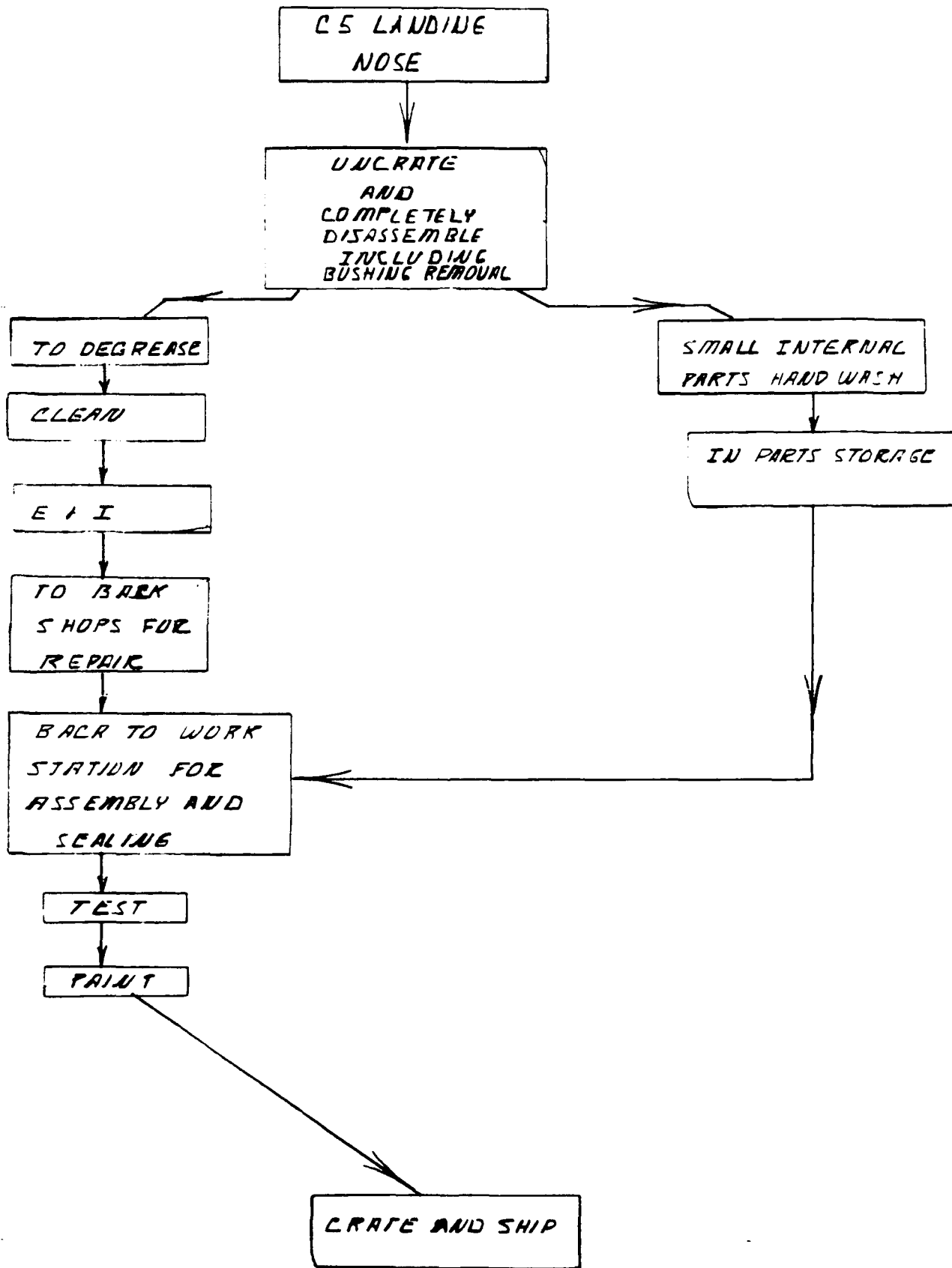
Storage "In front" of the Line is good. Once wheels start down the line, they should not be stopped.

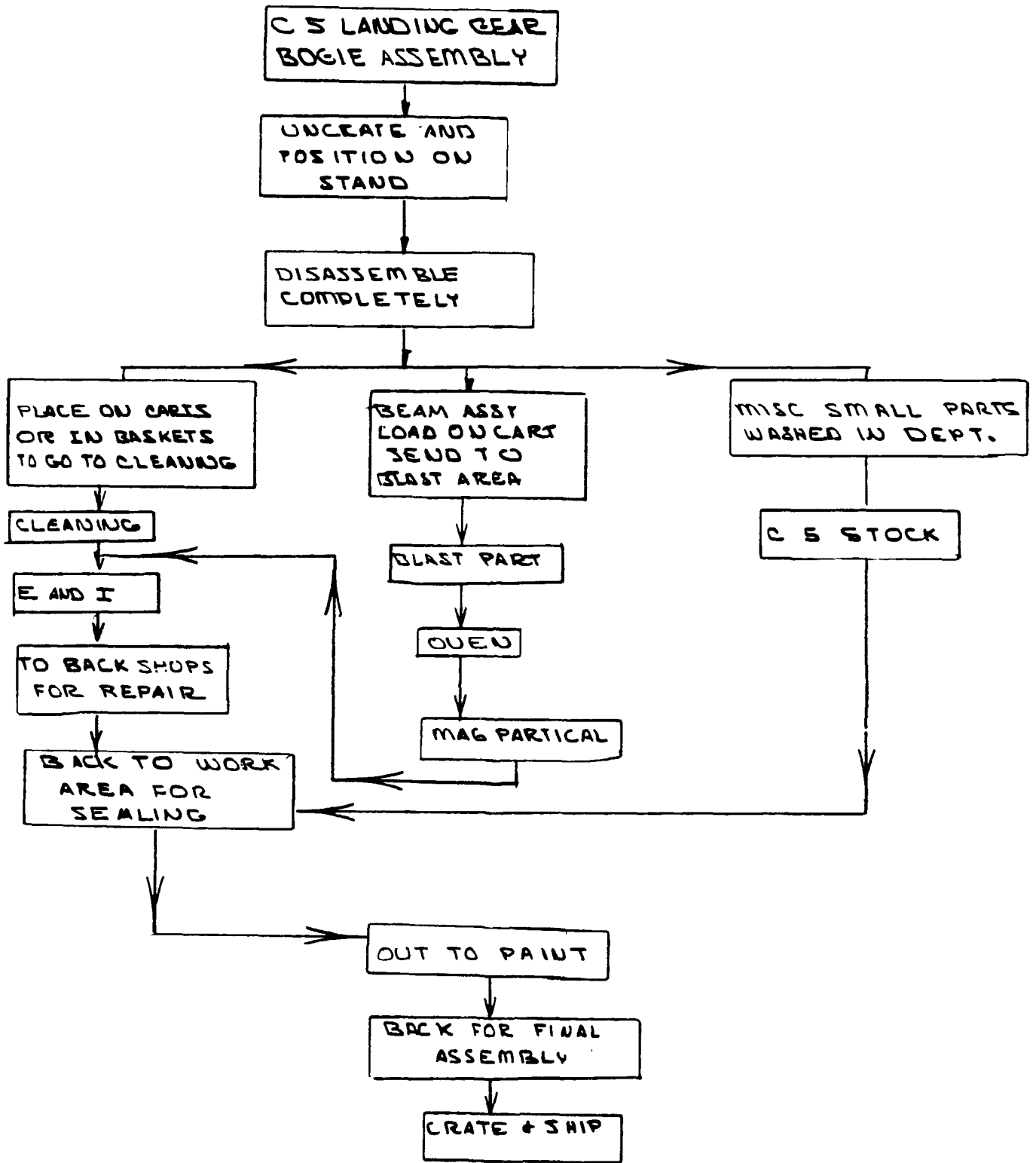
- Boxes -

lots of usable parts on shelves. Useable parts but not complete assemblies.

- Paint -

Strut paint has excess room. The paint areas do not need storage space because the parts are painted and dried on the overhead conveyor.





KC 135
DLEO TRUNNION
ASSEMBLY

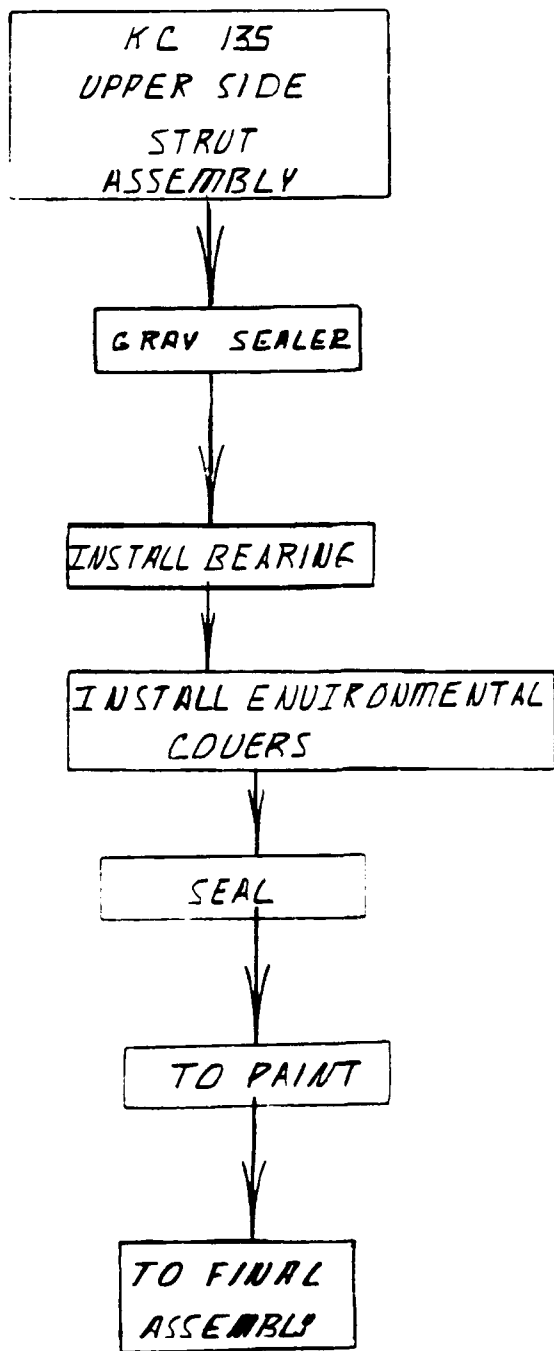
PRE PAINT
PRIMER / PAINT

ASSEMBLE SLEEVE

INSTALL CRANK

INSTALL BEARING
INTO CRANK

SHIP TO FINAL
ASSEMBLY AREA



KC 135
DRAG STRUT

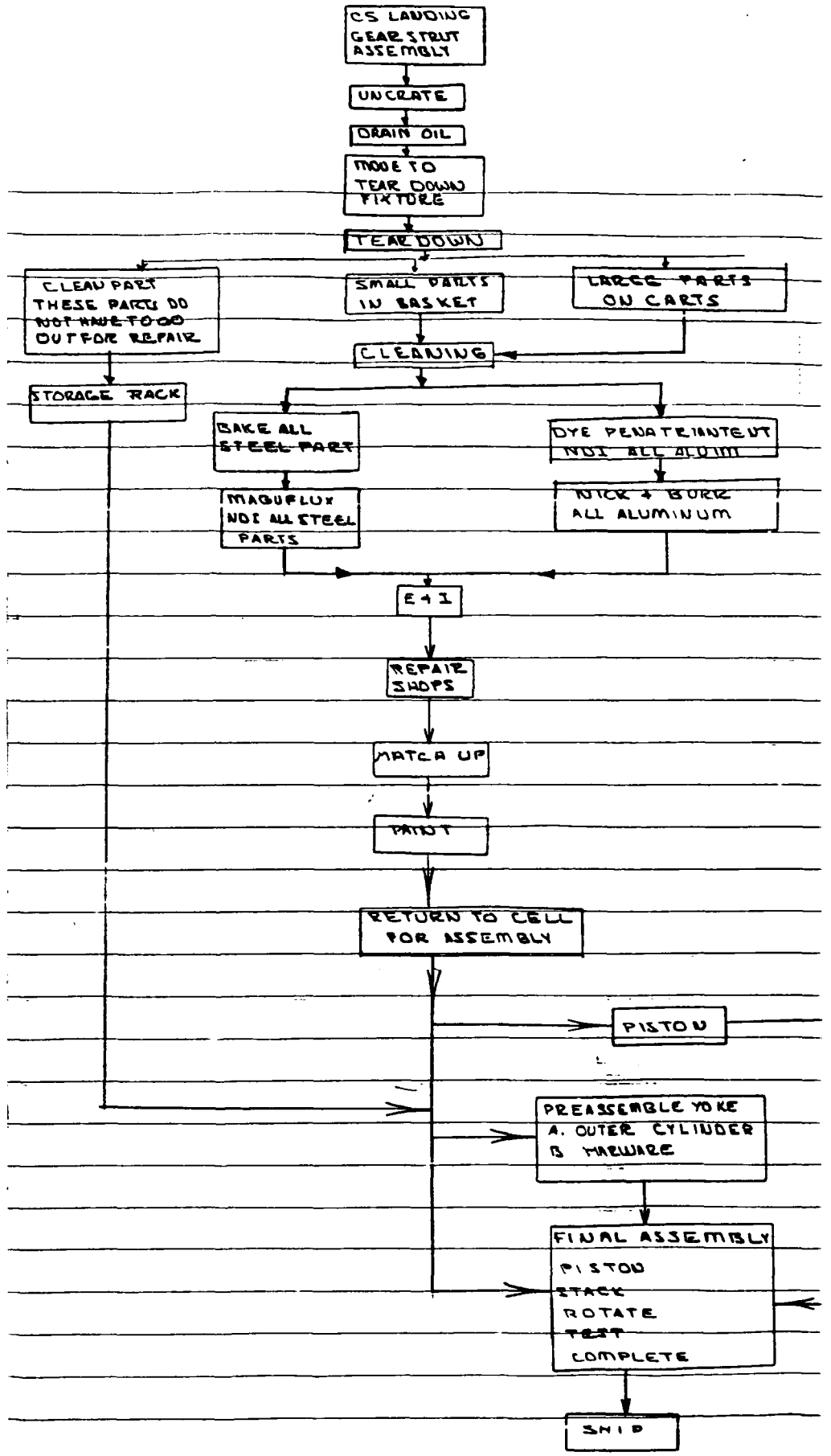
SEALER

INSTALL
ENVIRONMENTAL
COVER

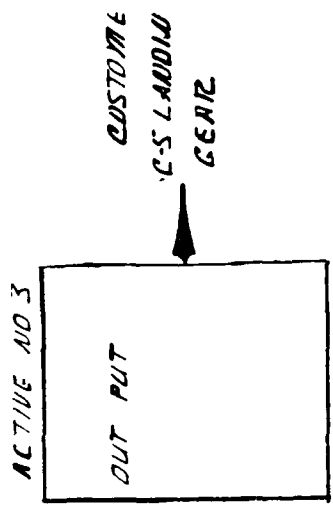
SEAL

TO PAINT

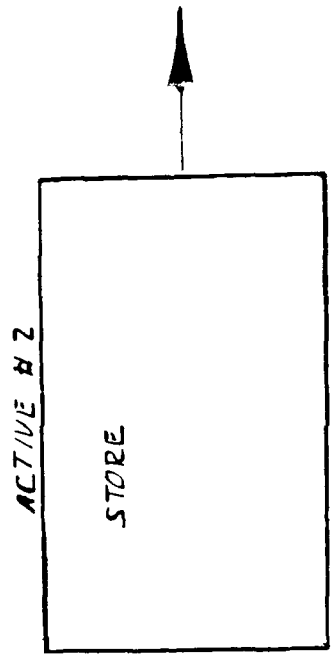
TO FINAL
ASSEMBLY



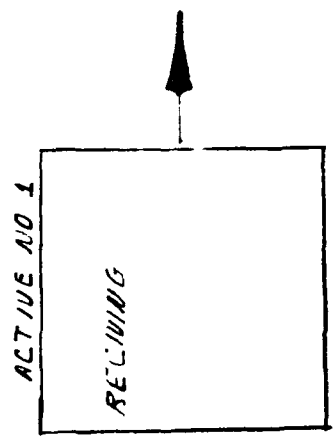
ACTIVE FLOW CHART
 PROCESS NAME
CONTROL OF SERVICABLE ITEMS



SUB ACTIVITIES
 CONTROLLED EXIT DOOR
 KIT ISSUED BY CONTROLLER



SUB ACTIVITIES
 SECURED STORAGE
 PICK LIST PULLED BY CONTROL
 KIT STORAGE BIN IDENTIFIED BY CONTROLLER
 DATA STORED IN COMPUTER



SUB ACTIVITIES
 CONTROLLED ENTRANCE DOOR
 CHECK PROPER WORK
 VISUAL INSPECT
 REMOVE FROM WIP
 INPUT INTO SUS STORE

- SUPPLIERS
- PLATING
 - PRINTERS
 - TUBING SHOP
 - MACHING SHOP
 - ELECTRICAL SHOP
 - GRINDING SHOP

THE FOLLOWING JOBS I REWROTE TO REFLECT WHAT THE
OPERATORS WAS REALLY DOING.

THE PRESENT ~~WAS~~ WORDS DO NOT REALLY REFLECT WHAT IS
HAPPENING.

NLG STRUT DISASSY

- 5 REMOVE STRUT FROM SHIPPING CRATE AND PLACE IN
NLG STAND AND DRAIN HYD. FLUID FROM UPPER CHAMBER
- 10 REMOVE AND DISASSEMBLE AXLE NUTS, AXLE SPACER, AXLE
SPACER, AXLE ADAPTERS AND AXLE SLEEVES. REMOVE AND
DISASSEMBLE UPPER AND LOWER TORQUE ARMS.
- 15 REMOVE RETRACT ARM ATTACH BOLTS, REMOVE AND DISASSEMBLE
RETRACT ARMS, REMOVE DUST COVER FROM TRUNNIONS
- 20 REMOVE NUT FROM TOP OF OUTER CYLINDER AND PUSH DRIFICE
TUBE INSIDE OUTER CYLINDER, UNSCREW PACKING NUT FROM
OUTER CYLINDER AND SEPARATE
- 25 REMOVE AND DISASSEMBLE SPACER ASSY. REMOVE STEERING
COLLAR ASSY REMOVE THE FIBER LINED BUSHING FROM
THE COLLAR I.D.
- 30 REMOVE TRUNNION PINS FROM OUTER CYLINDER REMOVE
OUTER CYL. FROM STRADDLES AND PLACE IN A "V" CART
REMOVE TRUNNION BUSHINGS.
- 35 REMOVE DRIFICE SUPPORT TUBE FROM PISTON AXLE ASSY
DISASSEMBLE O.D. AND I.D. OF PISTON AXLE. REMOVE
AND DISASSEMBLE HIGH PRESSURE PISTON
- 40 DISASSEMBLE UP LOCK ROLLER ASSY. REMOVE FIBER LINED
BUSHINGS AND WIRE TO PISTON AXLE IF NOT DAMAGED. PLACE
ALL SMALL PARTS IN CLEANING BASKETS SEP. STEEL FROM ALUM.
- 41 CLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL
COMPONENTS BEING STORED FOR REUSE AND
SERVICEABILITY BEFORE STORING
- 45 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT. FOR COMPLETENESS
AND ACCURACY
- 50 FINAL VISUAL PRODUCT INSPECTION

BOGIE BEAM ASSY

- 15 PRE-ASSEMBLY CLEAN. INSURE THAT ALL GREASE PASSAGES ON CENTER BEAM ARE ABLE TO TAKE GREASE
- 20 CLEAN EXCESS PAINT FROM FWD AXLE SO AXLE SLIDES FREELY INTO POSITION ON CENTER BEAM. BUILD UP FRONT AXLES
- 21 INSTALL BRAKE COLLAR, PITCH COLLAR SAFETY STOP FITTING SAFETY STOP AND PITCH STOP
- 22 REAM BOLT HOLES AND CLEAN FLANGES
- 25 BUILD UP BOLTS, RECESSED AND FLAT WASHERS AND INSTALL. APPLY GRAPHITE TO BOLTS & APPLY SEALER
- 30 ATTACH AFT AXLES BOTH SIDES
- 35 CHECK GUIDEDON PIN TO ASSURE GREASE FITTING MODIFICATION HAS BEEN ACCOMPLISHED. CHECK GUIDEDON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS
- 40 ATTACH GUIDEDON PIN TO CENTER BEAM. CONNECT COMPENSATOR LINK TO FWD AXLE AND GUIDEDON PIN.
- 45 BUILD UP TRACK ROLLER BRACKET AND LOCK ROLLER FITTING. INSURE THAT SPACER RINGS ARE ATTACHED BEFORE CRATING
- 50 TORQUE ALL BOLTS PER SPEC
- 55 TOUCH UP PAINT AND MAKE DECAL
- 60 FINAL ACCEPTANCE FOR ALL PAPER WORK
- 65 SET BOGIE IN CRATE

BOGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRATE AND PLACE IN DISASSEMBLY STAND
- 10 REMOVE AXLE SPACERS BRAKE COLLAR, BOGIE PITCH COLLAR, SAFETY STOP FITTING, AND SAFETY STOP FROM FWD AXLE. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 15 REMOVE COMPENSATOR LINK, ATTACH BOLTS AND LINK. REMOVE GUIDECOR PIN ASSY FROM CENTER BEAM, ATTACH WORK CONTROL DOCUMENT AND ROUTE.
- 20 REMOVE ALL ATTACHING HARDWARE AND FITTINGS. REMOVE BRACKETS AND CLIPS FROM FWD AXLE. REMOVE FWD AXLE ATTACH WORK CONTROL DOCUMENTS AND ROUTE.
- 25 REMOVE AFT AXLE ATTACH BOLT, WASHERS AND NUTS. REMOVE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 30 LIFT BOGIE CENTER BEAM FROM BOGIE STAND RAISE TO THE VERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 35 DISASSEMBLE TRACT ROLLER BRACKET AND LOCK ROLLER FITTING, REMOVE ALL PINS AND BUSHINGS. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 40 HAND WASH THE PARTS WHICH STAY IN THE AREA. SORT THEM OUT FOR MIC AND DISCARD THE BAD PARTS

STRUT ASSY
YOKE PREASSY

15 PLACE YOKE UPSIDE DOWN IN YOKE FIXTURE AND INSTALL
"O" RING AND THRUST WASHER ENVIRONMENTAL

20 INSTALL BALL SCREWS IN SPROCKETS. PLACE THRUST BEARINGS
RADIAL BEARING AND RETAINERS INTO THE BALLSCREW BORE
ALONG WITH COMPLETE BALL SCREW/SPROCKET ASSY

NOTE MUST SET FOR 24 HRS

LS MAIN LANDING GEAR
PREASSEMBLY

- 25 PLACE YOKE ASSY IN PRESSY STAND AND INSTALL OUTER CYL. AND ELECT INSERT ACCORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BRACKETS LOCK CYLINDERS, FITTING & HYDRAULIC LINES.
- 30B INSTALL CENTER SENSOR, TARGET & BRACKETS. SEAL THRUST WASHER. INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET
- 30C INSTALL ANCHOR SHAFTS AND FITTINGS. INSTALL BULKHEAD BRACKETS & FITTINGS
- 30D INSTALL BRAKE LINES AND CROSSWIND TUBING FRONT BRACKETS
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- 35 INSTALL CROSSWIND CYLINDERS. ANTI ROTATION BOLTS AND APEX SHAFT. INSTALL LINEAR SHUT OFF VALVES, FITTINGS AND HYDRAULIC TUBING, FLEX LINE
- 36 INSTALL CHAIN DRIVE, CHAINS AND SET CHAIN TENSION GREASE GEARS, OIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS. BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIC MOTOR BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS. BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRAULIC DRIVE LINES AND INSTALL ON GEAR
- 40 INSTALL NORMAL AND EMERGENCY ROTATION CYLINDERS, HARDWARE, FITTINGS AND FLEX HYDRAULIC LINES
- 41 COMPLETELY INSTALL ELECTRICAL HARNESS ASSY, INCLUDES CRIMPING TERMINALS, CONNECTING TERMINALS, INSTALLING SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- 45 TORQUE ALL HYDRAULIC LINES FITTINGS AND TUBING IAW TORQUE VALUE TABLE ON PAGE 9-4 IN T.O. 451-93-3

MAIN LANDING GEAR

FINAL ASSEMBLY

50 MOVE STRUT INTO TEST STAND AND SECURE IT. CLEAN I.D. OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN MATERIAL OK TO ASSEMBLE OR CLOSE

55 + 60 ASSEMBLE ALL ITEMS REQUIRED TO BUILD UP THE O. D. OF THE PISTON SUB ASSY (INNER CYL.) INSTALL SPLIED TUBE ASSY. INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY

65 GREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER CYLINDER AND LOCK IN PLACE

70 INSTALL ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13 +/- GALS OF HYD FLUID. STROKE STRUT TO REMOVE TRAPPED AIR.

75 CHARGE STRUT WITH 2500 +/- P.S.I IN. LOWER CHAMBER AND 475 +/- IN. UPPER CHAMBER ALL PRESSURE TO STABILIZE APP ROX 30. MIN.

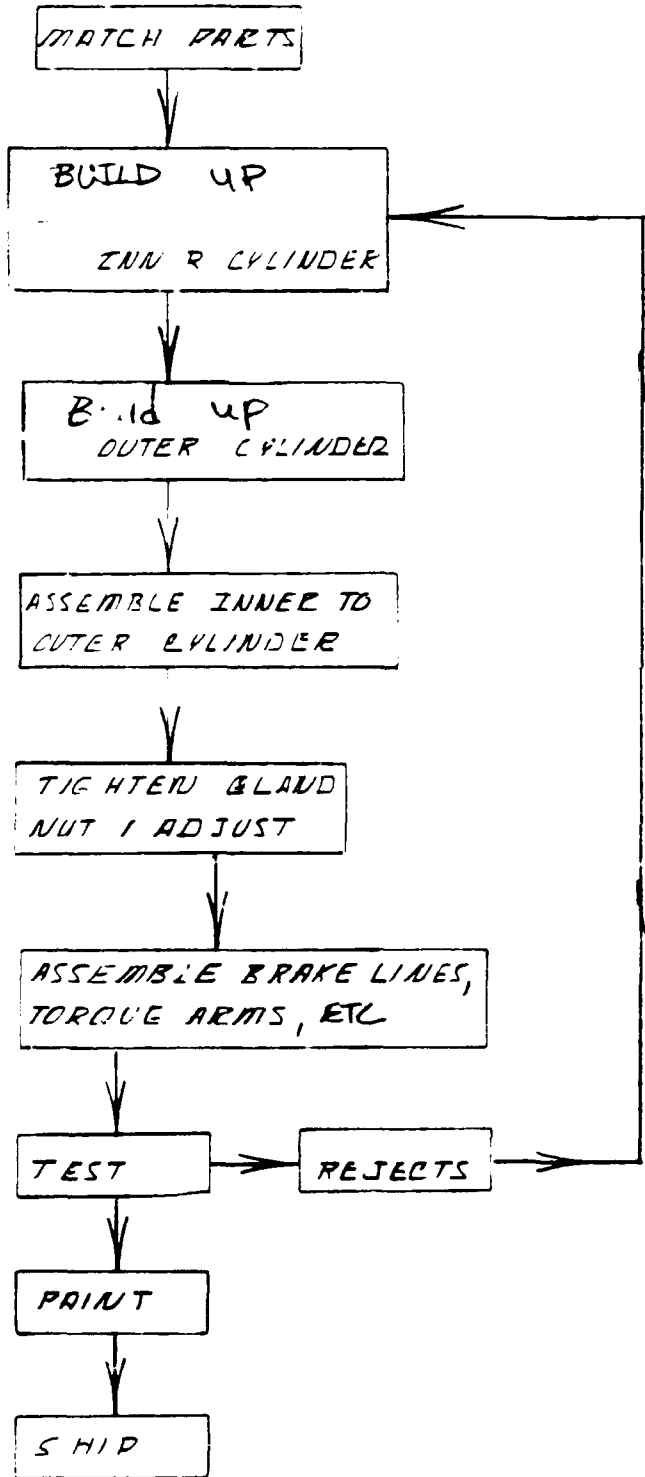
80 USING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH A PRESSURE GAUGE. THERE SHALL BE NO LOSS / GAIN FROM UPPER CHAMBER FOR 1. HOUR.

85 CYCLE CROSSWIND CYLINDERS 25 TIMES AT 3000 P.S.I AND CHECK ALL HYDRAULIC LINES AND TUBES THERE SHALL BE NO LEAKAGE AT ANY CONNECTION

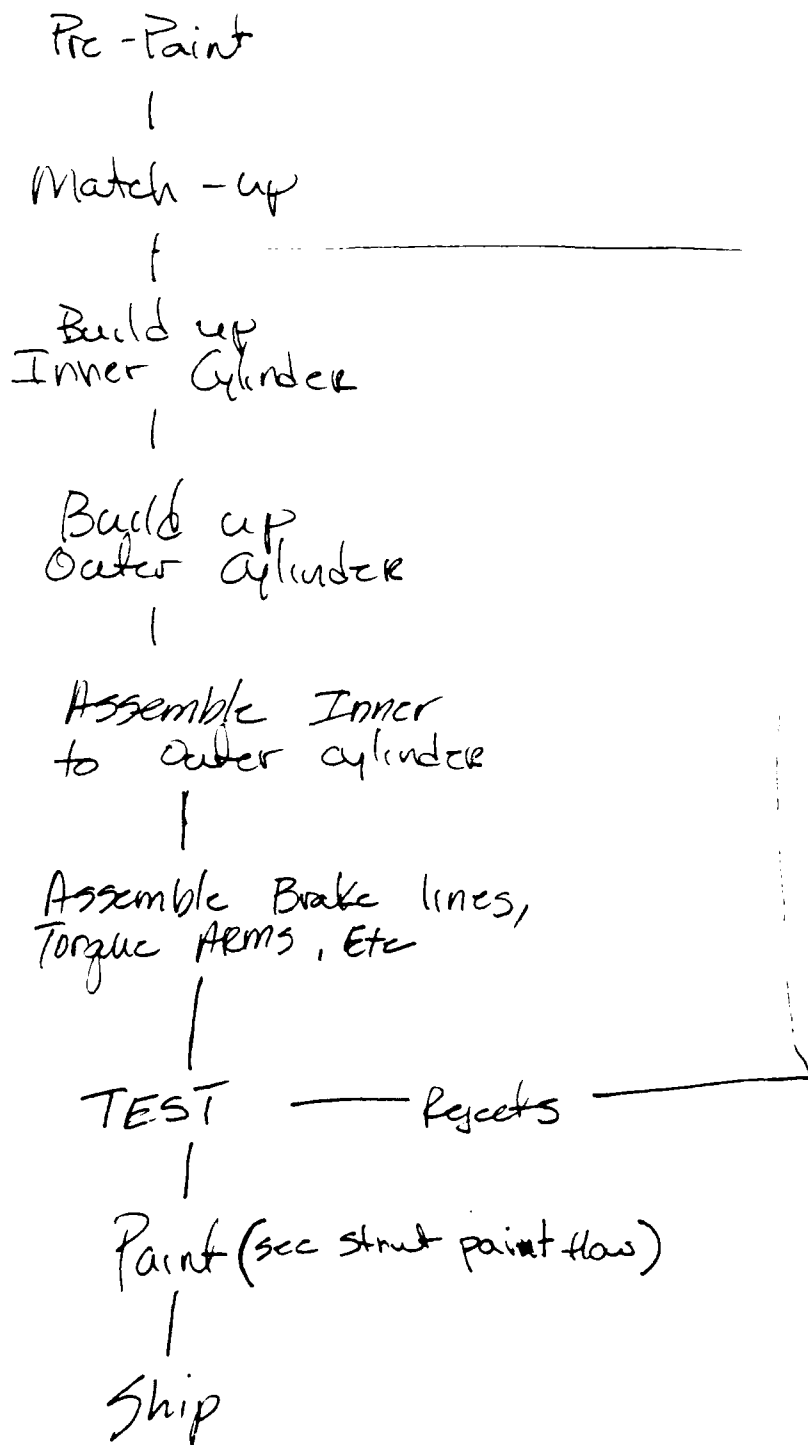
90 CYCLE STRUT 25 TIMES AT 300 P.S.I. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE ROTATIONAL TEST AND RECORD PRESSURES

- 95 CHECK AND SET THE INNER LOCK SYSTEM SET AND CHECK BALL SCREW RIGGING AND SAFETY WIRE DOG STOPS AND HEX NUTS
- 100 INSTALL FLUID TRANSFER HOUSING IN FLIGHT BRAKE SYSTEM ROLL PIN ASSY, SIDE BRAKES, RETRACT ARM & TRUSSION PIN
- 101 INSTALL AND WIRE CANARD PLUGS. REMOVE SUIT FROM STATION
- 105 CLEAN OFF ALL EXCESS, GREASE, OIL AND DIRT FROM ENTIRE STRUT, DECAL AND TOUCH UP PAINT AS REQUIRED
- 110 INSPECT STRUT ALL OVER FOR RUBBING AND CHAFFING HYD. LINES, WRAP AND PROTECT ELECTRICAL CANARD PLUGS
- 115 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS AND ACCURACY OF ALL PRECEDING OPERATIONS THIS 953
- 120 FINAL PRODUCT VISUAL INSPECTION AND PLACE IN BOX

Strut
Assembly

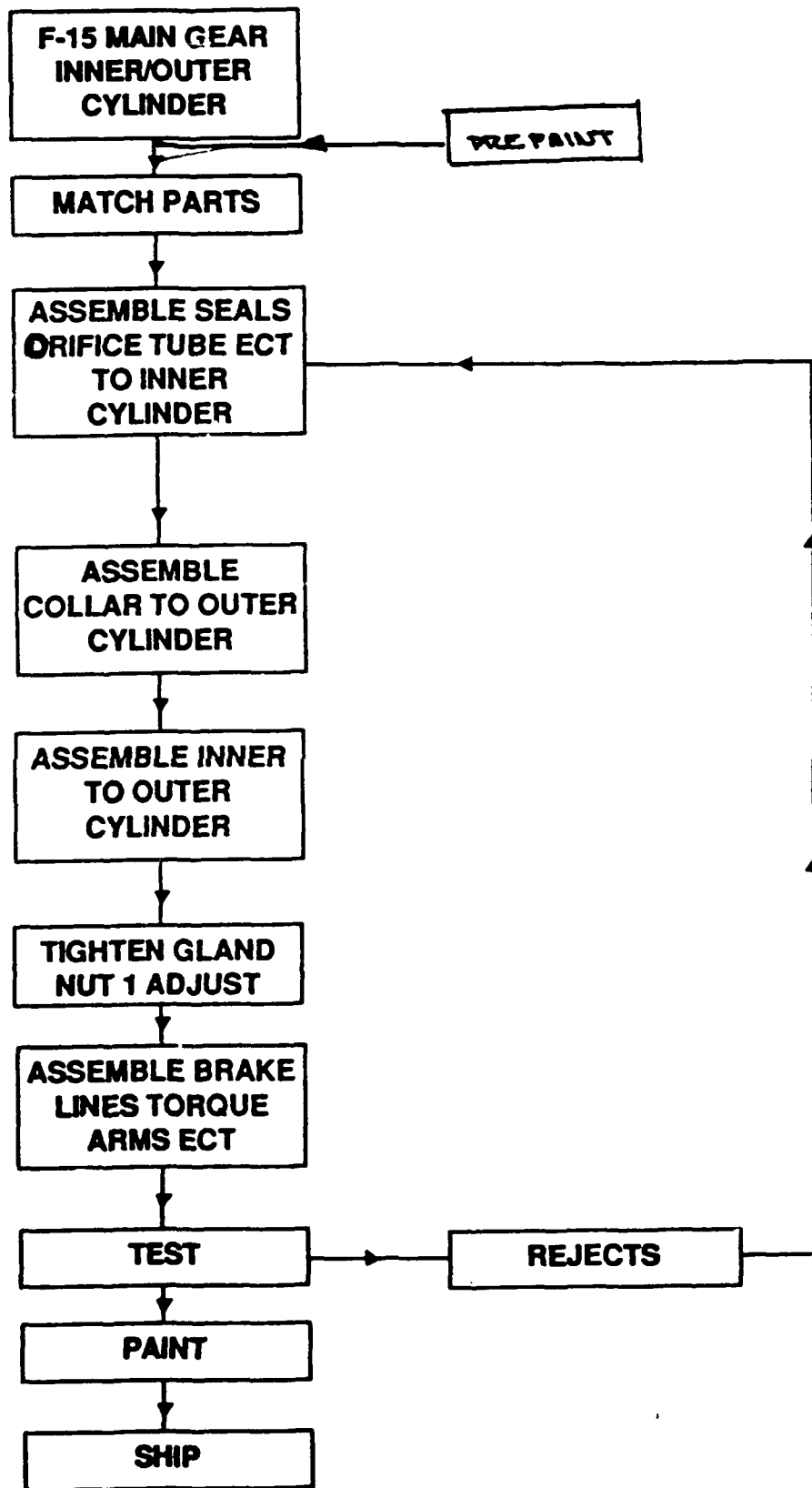


Strut Assembly Process flow chart

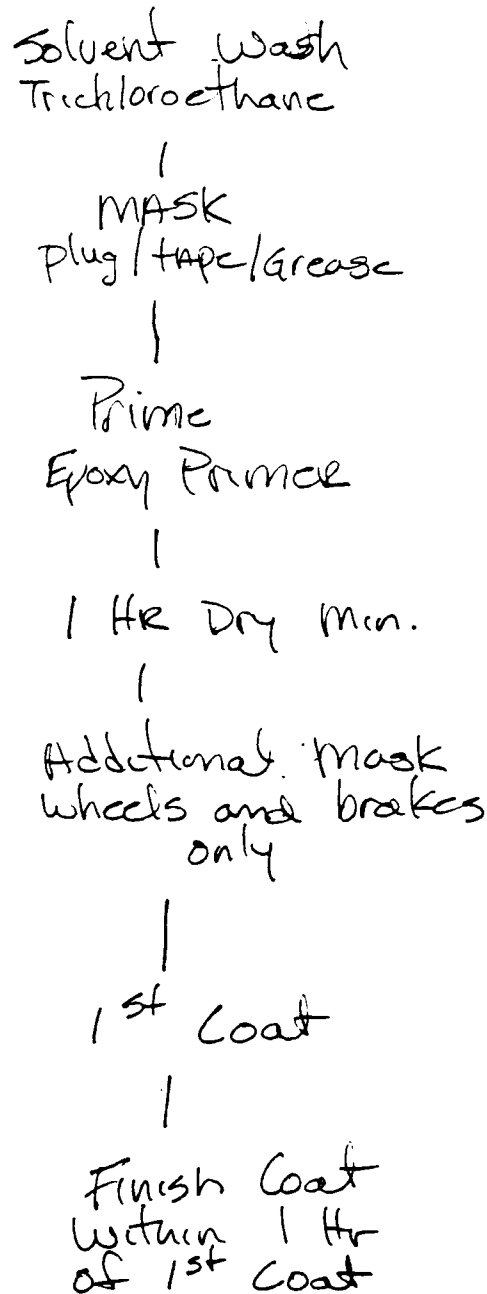


* Revised strut flow chart.
(was F-15 main gear Inner/outer cylinder)

5/1

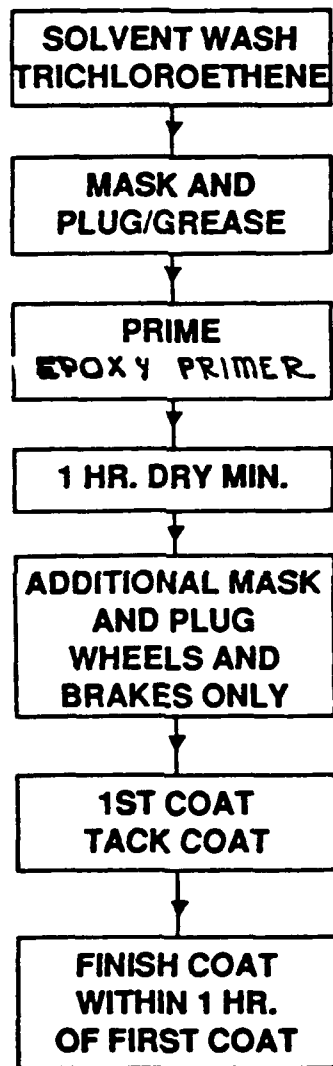


Paint Process flow chart



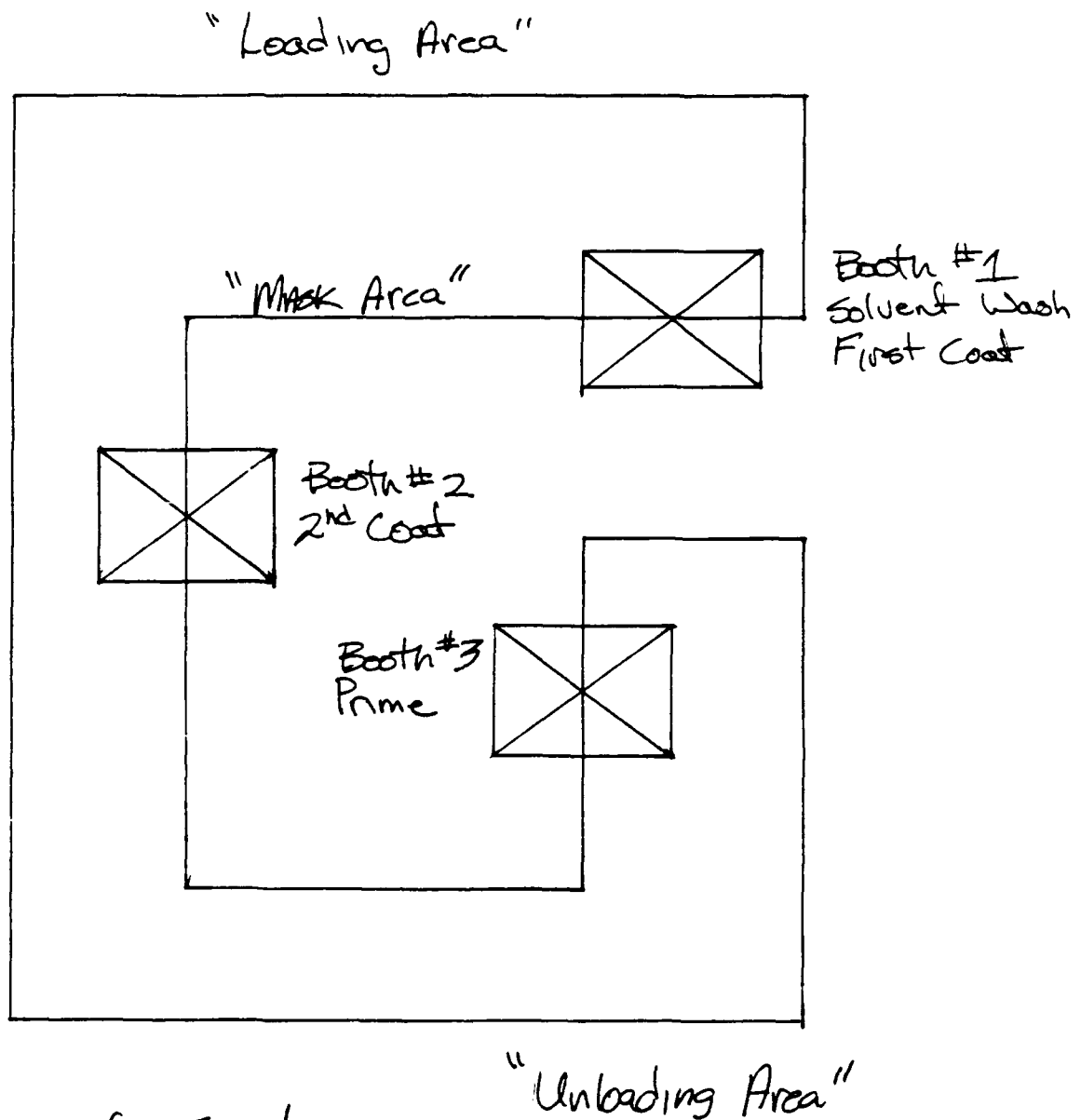
* Revised flow chart
was: Paint Process flow chart.

PAINT PROCESS FLOW CHART



Wheel and Brake Paint Product Flow

11



Sequence of Events

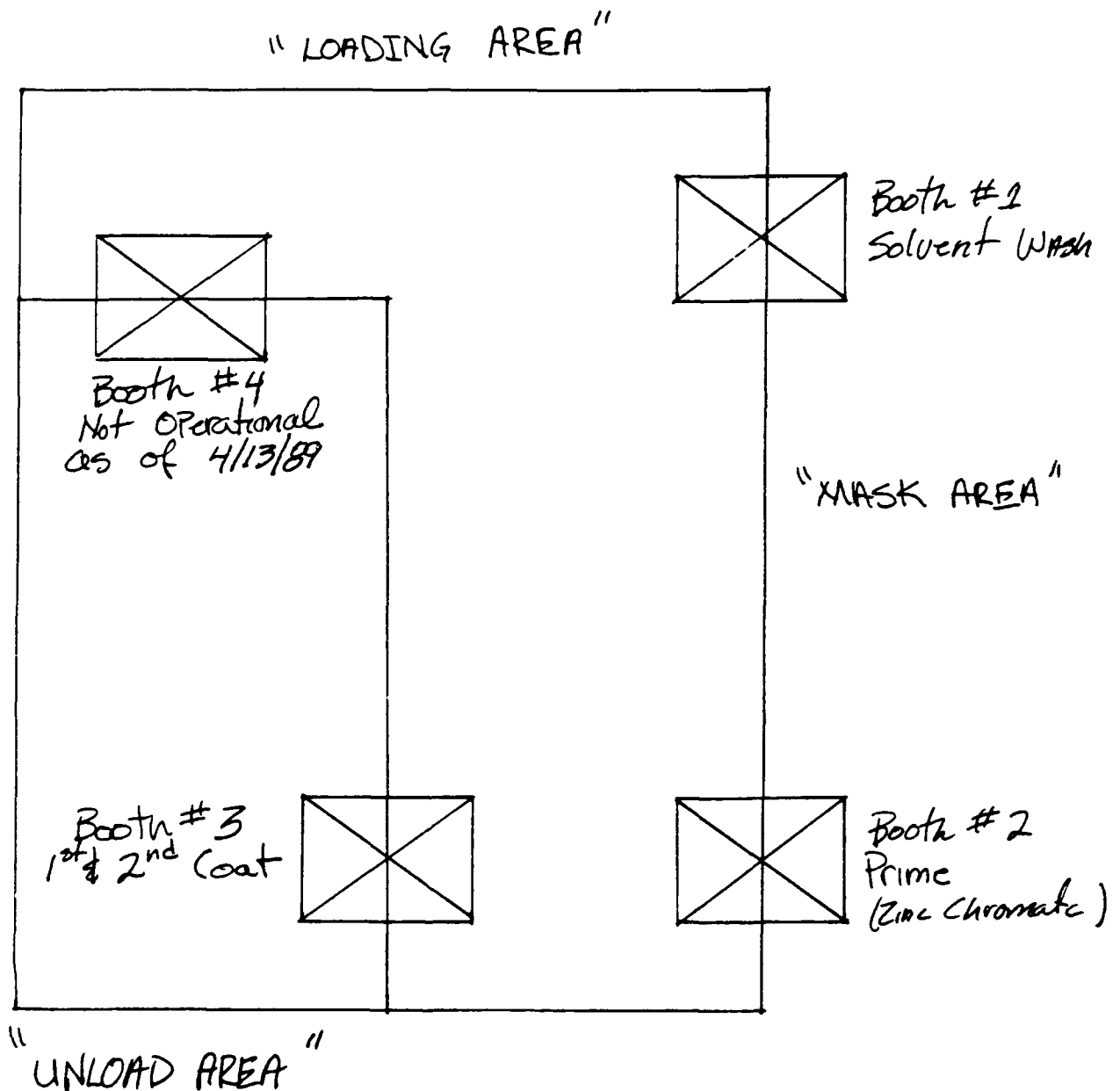
1. load Parts - 43 carriers on line
2. Solvent Clean in Booth #1
3. Mask Areas to be protected
4. Prime in Booth #3
5. Apply 1st Coat in Booth #1
6. Apply Finish Coat in Booth #2
7. Unload parts

Notes:

Large Parts - 1 per carrier Small Parts - 2 per carrier
Complex (Detached) parts painted on tables.

Strut Paint product Flow

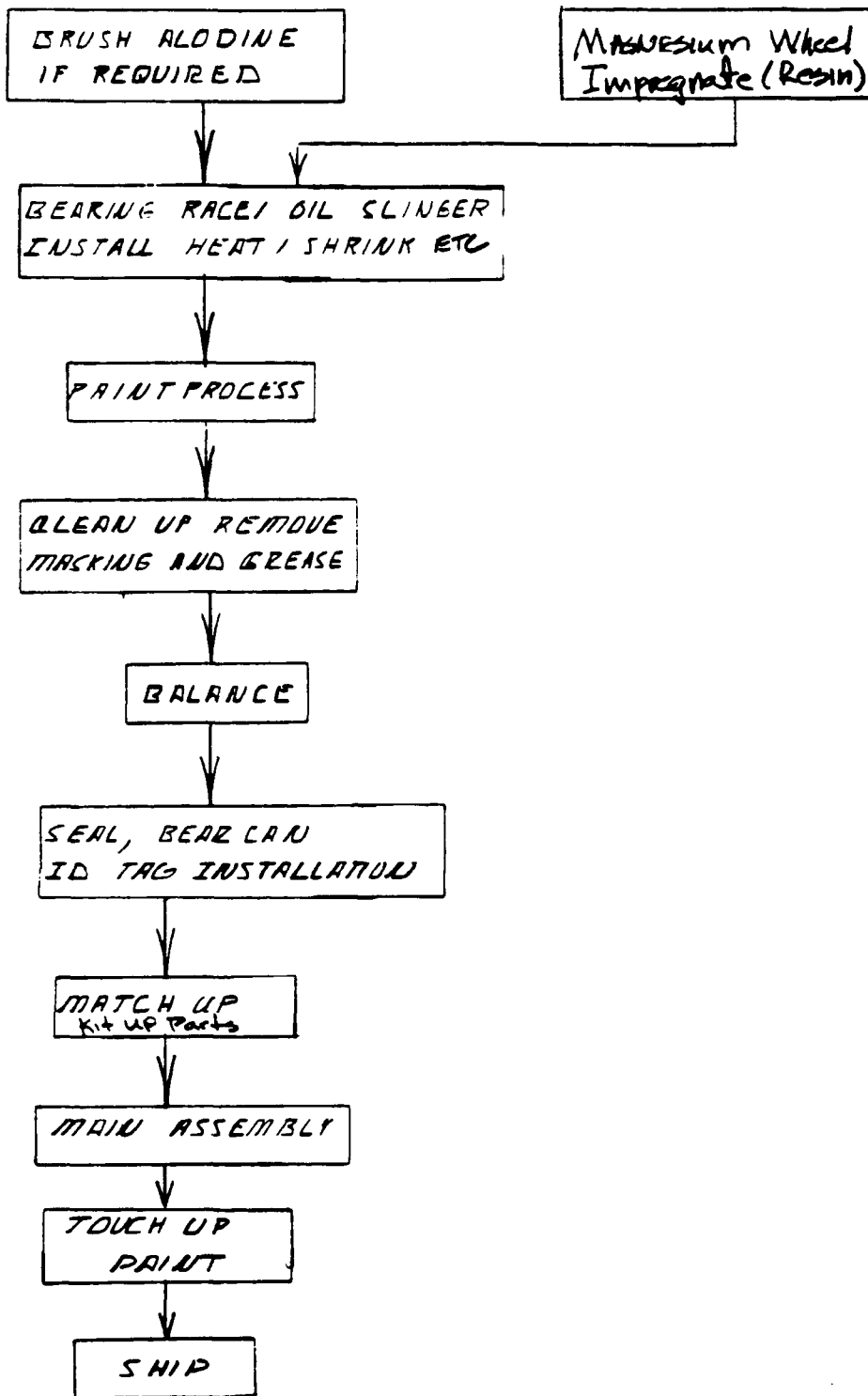
12



Sequence of Events

1. LOAD struts
2. Clean in Booth #1
3. Mask areas to be protected
4. Apply 1st and 2nd Coat in Booth #3
(2nd coat to be applied in Booth #4 when operational.)
5. Unload struts

WHEEL ASSEMBLY FLOW CHART



Wheel Assembly Process flow Chart

Brush Abdomine
If Required

Partial Match-up

Bearing race/oil Slinger
Installation (shrink fit)

Paint (see wheel paint flow)

Remove Paint
Masking (tape & Grease)

Balance wheel
~~Native~~ half

Partial Assembly,
Seals, Bearing can
ID TAG, ETC

match-up

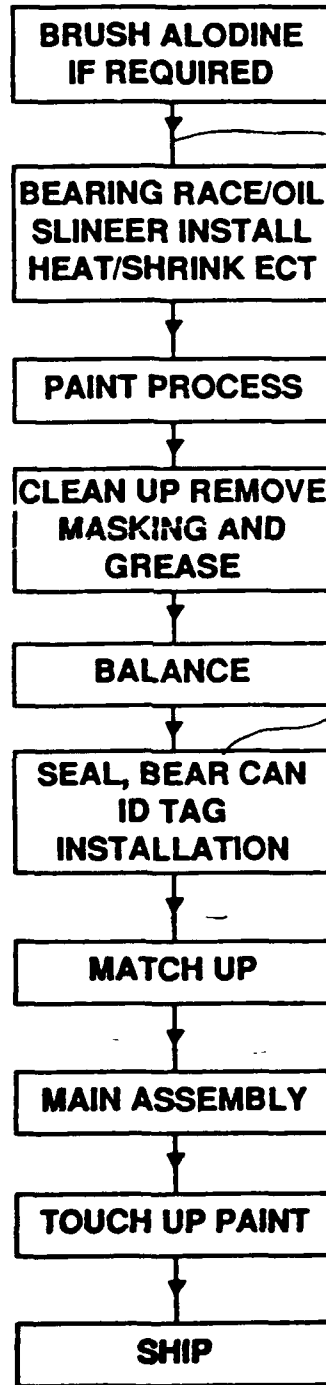
Assembly

Touch up paint

Ship

* Revised flow chart, was "Wheel Assembly flow chart"

WHEEL ASSEMBLY FLOW CHART

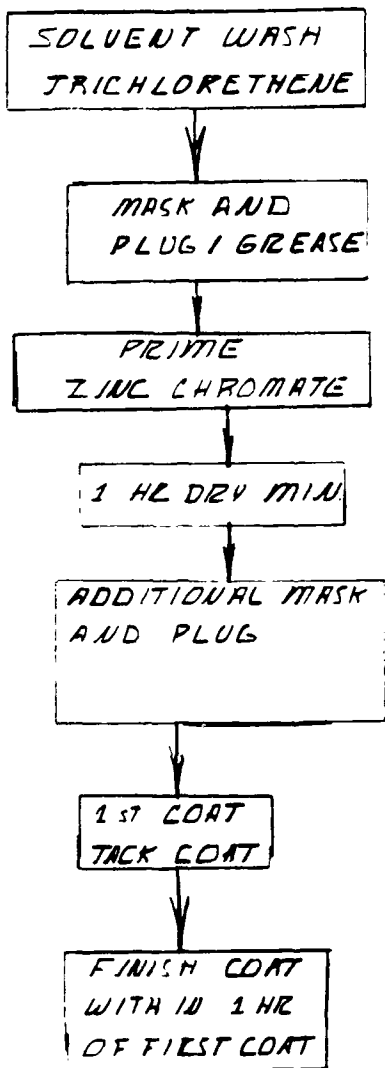


INITIAL MATING

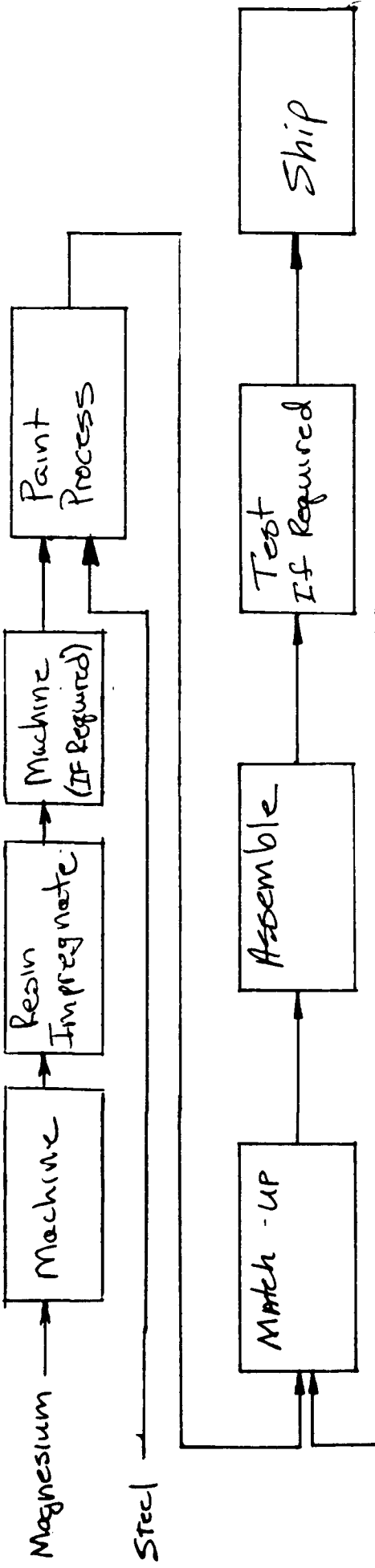
Bearings

WEIGHT IS 15.000

PAINT PROCESS FLOW CHART



Housings



Pressure Plate
End Plate
Backing Plate

Titanium
Steel

Torque Tube

Titanium
Steel

Prime
(IF Required)

Mask
(IF Required)

* Note: Beryllium and Titanium "wet blasted" in Beryllium Room.

Brake Process Flow

4/14/89

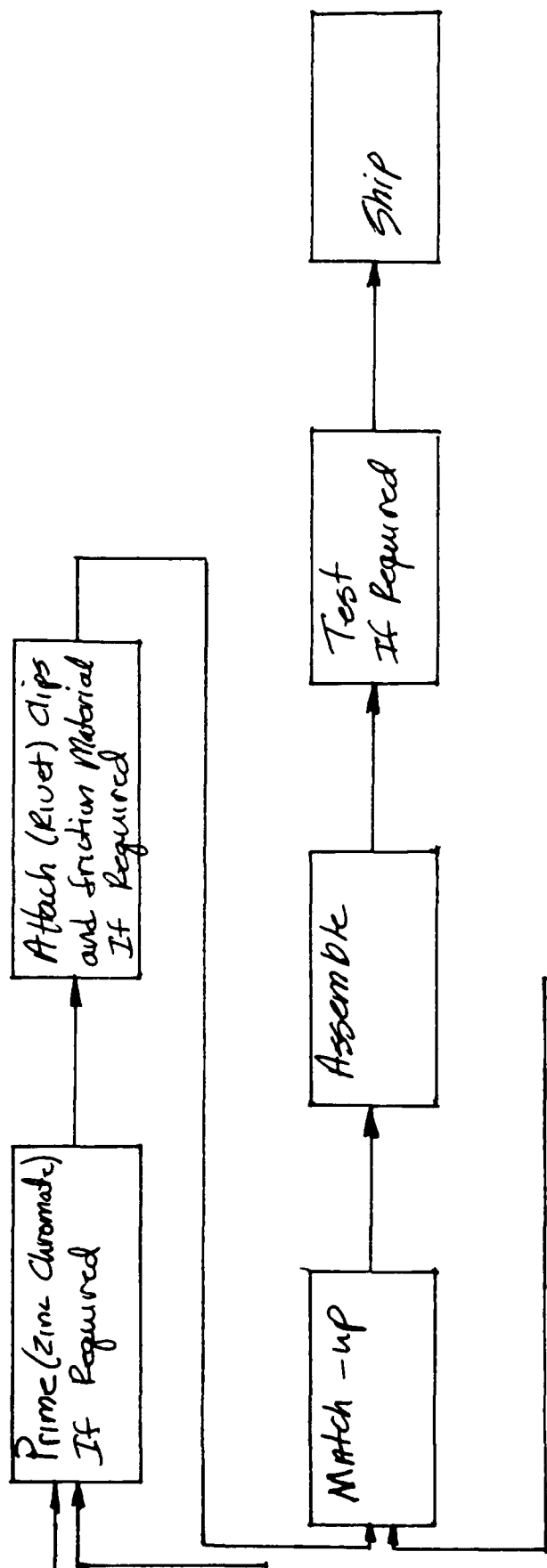
Sheet # 2

Rotors

Steel
Carbon

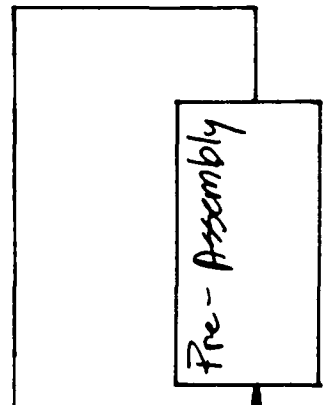
Stators

Steel
Carbon
Beryllium



Piston/Cylinder

Aluminum
Stainless Steel



Note Beryllium and Titanium "wet blasted" in Beryllium Room.

Brake Test

Pre-test Inspect.

Prepare for test.
Shim as required.
Adapt Hyd line to mkt.

Bleed out trapped air.
(draw out under vacuum)

Pressurize to low level.
(Adjust if required.)

Pressurize to high level
(500 to 4500 psi)
Cycle (5 to 25X)

Hold at high level
5-10 min. check for leakage

Remove shims
Check clearance

Remove adapters
Install Protective Caps.

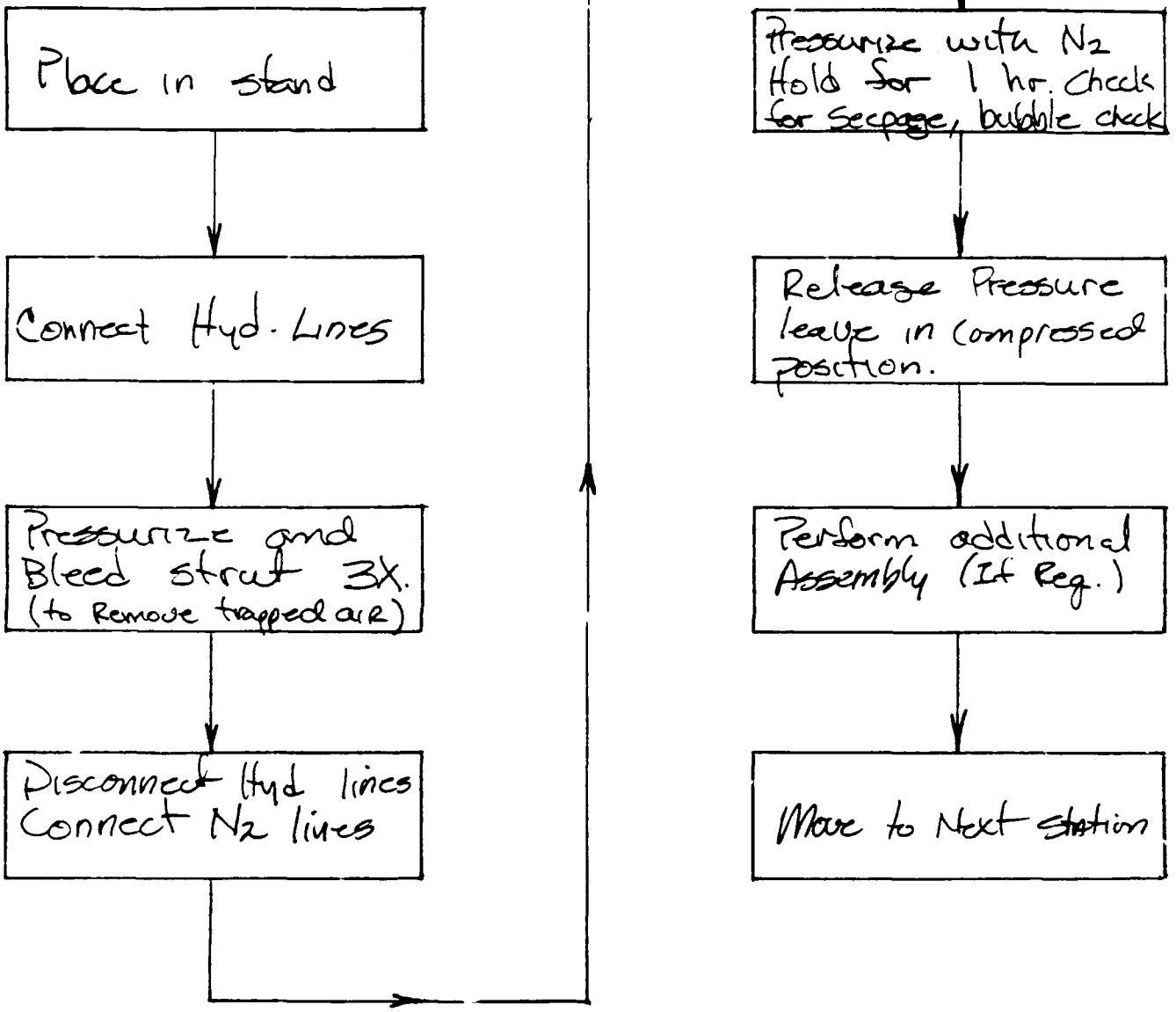
Apply decals and Seal.

Final Visual Inspect.

Verify paperwork complete and Correct.

Log-out. Move to next station

Strut Test



RCC EARNED HOURS FOR MNPGP... OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
1 17576A 1620010054192	CSMLGLHA	1906.44	0.0478	0.0478
2 15468A 1630004927144	KC-135 M	1657.52	0.0415	0.0893
3 90101A 1630011826267	WHEEL	1607.78	0.0403	0.1296
4 17577A 1620010054193	CSM6LLHF	1574.91	0.0395	0.1691
5 17575A 1620010054191	CSMLGRHA	1568.13	0.0393	0.2084
6 15828A 1630010389239	UHL F16H	1201.47	0.0301	0.2385
7 25874A 1630011996430	F16 BRK	1075.76	0.0270	0.2655
8 17578A 1620010054194	CSMLGRHF	1051.67	0.0264	0.2919
9 62927A 1630011326400	UHL C141	948.62	0.0238	0.3157
10 17143A 1620001398474	B52M-AFT	785.06	0.0197	0.3354
11 15162A 1630002692622	KC135BRK	661.38	0.0166	0.3520
12 17142A 1620001398473	B52M-FWD	641.48	0.0161	0.3681
13 T5797J 1630ND026165G		629.75	0.0158	0.3839
14 15295A 1630000827955	F111 BRK	567.37	0.0142	0.3981
15 16836A 1620001099286	STRUTF4C	523.71	0.0131	0.4112
16 69595A 1630012286043	ML WHEEL	520.29	0.0130	0.4242
17 16837A 1620001099287	STRUTF4C	516.25	0.0129	0.4371
18 74692A 1620001791425	BOGIE BM	482.56	0.0121	0.4492
19 26103A 1630011375742	F15 UHL	472.87	0.0119	0.4611
20 62905A 1630009658700	C130 UHL	447.92	0.0112	0.4723
21 17588A 1630010585912	UHL F15M	439.96	0.0110	0.4833
22 15592A 1630004210319	WHEEL AS	419.84	0.0105	0.4938
23 17565A 1620010204973	STRUT	394.95	0.0099	0.5037
24 5068A 1630007776698	B52 BRK	351.96	0.0088	0.5125
25 69354A 1620010597842	KC-135 N	350.71	0.0088	0.5213
26 15359A 1630000139129	UHL C135	335.47	0.0084	0.5297
27 15054A 1630000585242	KC135BRK	327.81	0.0082	0.5379
28 16123A 1620006776681	C130BASK	277.82	0.0070	0.5449
29 15752A 1630010627046	A10 BRK	277.38	0.0070	0.5519
30 26413A 1630011069702	F16 RTR	275.73	0.0069	0.5588
31 T5773J 1630ND028479C		275.55	0.0069	0.5657
32 68521A 1630010385126	UH 0130N	274.44	0.0069	0.5726
33 25737A 1620011951141	MLGSTRUT	274.22	0.0069	0.5795
34 15641A 1630002769849	F4 HSC	272.00	0.0068	0.5863
35 T5822J 1630ND028431C		263.45	0.0066	0.5929
36 15161A 1630000810815	C141 BRK	251.94	0.0063	0.5992
37 74524A 1620002468005	BOGIE B	251.70	0.0063	0.6055
38 T5802J		250.00	0.0063	0.6118
39 74527A 1620004427877	BRACE DR	247.64	0.0062	0.6180
40 T5821J 1630ND026166C		245.85	0.0062	0.6242
41 69657A 1620010389102	STRUT LH	242.30	0.0061	0.6303
42 16266A 1630007300126	F4N UHL	242.00	0.0061	0.6364
43 T5493I 1630004463778		240.00	0.0060	0.6424
44 74521A 1620001877445	MLG	239.67	0.0060	0.6484
45 T5817J 1630NB028432C		237.50	0.0060	0.6544
46 25425A 1630011158736	WHEEL	230.15	0.0058	0.6602
47 15139A 1630009009739	WHEEL 52	229.07	0.0057	0.6659
48 T5736I 1630005756750		220.35	0.0055	0.6714
49 72896A 1630004649162	CS RTR	218.90	0.0055	0.6769
50 15327A 1630000254794	BRK C130	213.40	0.0053	0.6822
51 16019A 1620010246844	STRUT F4	205.65	0.0052	0.6874

RCC EARNED HOURS FOR MNPGP...JULI 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM % EARNED HR
52 15603A 1630005918349	KC135 BP	204.10	0.0051	0.6925
53 26411A 1630010844227	F16 STR	202.02	0.0051	0.6976
54 74568A 1630004100058	A7 BRK	195.02	0.0049	0.7025
55 17478A 1620002990278	T38-NLG	194.78	0.0049	0.7074
56 15757A 1630009141329	WHL C130	192.02	0.0048	0.7122
57 T5911J 1630ND028493G		188.65	0.0047	0.7169
58 19937A 1620010816339	STRUT AY	181.10	0.0045	0.7214
59 26338A 1620011671000	M-LH-HW	172.61	0.0043	0.7257
60 26559A 1630010690093	FISCDTR	171.68	0.0043	0.7300
61 T7582I 1620010054194		170.00	0.0043	0.7343
62 T7600I 1620010054191		170.00	0.0043	0.7386
63 15485A 1630004463778	WHL F4	169.20	0.0042	0.7428
64 T9355I 1620010597842		168.80	0.0042	0.7470
65 T5846J		165.00	0.0041	0.7511
66 62923A 1630011253957	WHL C141	162.70	0.0041	0.7552
67 15698A 1630010414570	CSA BRKE	160.92	0.0040	0.7592
68 16267A 1630008521432	F4N WHL	159.16	0.0040	0.7632
69 17402A 1620010627002	F15-NLG	158.11	0.0040	0.7672
70 00124B 000F0004E	AIRCRAFT	153.90	0.0039	0.7711
71 17357A 1620007419178	BRACE	145.04	0.0036	0.7747
72 69794A 1630011414695	F15 WHL	139.59	0.0035	0.7782
73 15686A 1630005969637	WHEEL N	139.08	0.0035	0.7817
74 00126B 00RF0004C	AIRCRAFT	138.60	0.0035	0.7852
75 69549A 1620001386373	LWRSIDES	134.04	0.0034	0.7886
76 26560A 1630010694338	F15COSTR	133.20	0.0033	0.7919
77 15387A 1630005557523	T38 BRK	132.72	0.0033	0.7952
78 17348A 1620007117771	S STRUT	129.95	0.0033	0.7985
79 26642A 1620012026349	STRUT AS	127.88	0.0032	0.8017
80 T5842J 1630ND026168G		126.50	0.0032	0.8049
81 17245A 1620006525472	BRACE AS	124.98	0.0031	0.8080
82 72895A 1630004649160	CS STR	121.80	0.0031	0.8111
83 16264A 1620006706602	COLLAR	120.00	0.0030	0.8141
84 15526A 1630002420942	WHEEL B	113.82	0.0029	0.8170
85 72898A 1630002861879	WHEEL N	113.61	0.0028	0.8198
86 T1302A 9999POV10A		112.00	0.0028	0.8226
87 19844A 1620008961203	STRUT AY	110.45	0.0028	0.8254
88 T6687A 1620007197427		106.44	0.0027	0.8281
89 45578A 1630011392892	WHEEL NL	105.00	0.0026	0.8307
90 69136A 1620009272600	LINK ASY	103.80	0.0026	0.8333
91 72877A 1620004325651	NLG	100.40	0.0025	0.8358
92 26556A 1630010830444	F15ABRTR	98.02	0.0025	0.8383
93 68735A 1630010830445	F15ABRBRK	97.67	0.0024	0.8407
94 17354A 1620005459439	STRUT NL	96.46	0.0024	0.8431
95 17474A 1620002640744	T38N-L/H	95.42	0.0024	0.8455
96 T5488I 1630004463778		94.00	0.0024	0.8479
97 26410A 1630011062484	F16 PP	91.91	0.0023	0.8502
98 15746A 1630000816687	WHL-C141	91.05	0.0023	0.8525
99 62922A 1630010506139	WHL C141	91.01	0.0023	0.8548
100 26412A 1630011069701	F16 EP	91.00	0.0023	0.8571
101 T5823J 1630ND028430G		87.45	0.0022	0.8593
102 T5809J 1630ND028496G		84.70	0.0021	0.8614

79 Pts
31971

RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO	NOUN	RCC DPEH	RCC DPEH %	CUMM X EARNED HR
103 42626A 1620007158562	B52-RH T	84.69	0.0021	0.8639
104 17664A 1620010700632	STRUT	83.56	0.0021	0.8656
105 15583A 1630008329088	FB111BRK	83.33	0.0021	0.8677
106 17239A 1620006793440	TRUNNION	82.67	0.0021	0.8698
107 74652A 1620001486466	BALLSCRW	81.96	0.0021	0.8719
108 T8647L 1620010341198		81.84	0.0021	0.8740
109 17527A 1620010063237	A7-MLG	81.34	0.0020	0.8760
110 83317A 1620011627542	DR BRACE	80.35	0.0020	0.8780
111 15865A 1620009272601	C141LKAS	79.95	0.0020	0.8800
112 18751A 1620003079442	B52SHAFT	79.90	0.0020	0.8820
113 17568A 1620000071783	F5-TRUNN	79.00	0.0020	0.8840
114 69803A 1620011680338	CH3-MLG	78.76	0.0020	0.8860
115 17347A 1620007099371	S STRUT	76.66	0.0019	0.8879
116 16915A 1620009485066	TRUCK AY	74.54	0.0019	0.8898
117 T7601I 1620000071783		73.92	0.0019	0.8917
118 T5530I 1630005470116		73.32	0.0018	0.8935
119 T6850A 1620001157419		69.75	0.0017	0.8952
120 42625A 1620007158561	STRUT	69.12	0.0017	0.8969
121 74506A 1620009322368	BRACE DR	68.25	0.0017	0.8986
122 17327A 1620009118301	TRUNNION	67.28	0.0017	0.9003
123 T9545I 1620000852624		66.10	0.0017	0.9020
124 74553A 1620009746793	BRACE DR	64.75	0.0016	0.9036
125 T5007J 1630ND0284956		63.25	0.0016	0.9052
126 17663A 1620010668946	STRUT	62.88	0.0016	0.9068
127 17476A 1620002795839	T38M-R/H	60.68	0.0015	0.9083
128 T5827J 1630ND0261676		59.95	0.0015	0.9098
129 16297A 1620010374639	CH3-MLG	58.59	0.0015	0.9113
130 17964A 1630010716112	F15 NU	58.10	0.0015	0.9128
131 28041A 1630002262376	DR PLATE	57.21	0.0014	0.9142
132 17467A 1620006509335	TORSION	56.65	0.0014	0.9156
133 T5810J 1630ND0284976		56.65	0.0014	0.9170
134 15481A 1630004534893	UHL C141	56.04	0.0014	0.9184
135 17418A 1620010135918	SHOCK ST	55.85	0.0014	0.9198
136 15642A 1630010054189	C130 BP	55.80	0.0014	0.9212
137 15523A 1630001576723	UHL F111	55.21	0.0014	0.9226
138 T5864J		55.00	0.0014	0.9240
139 17451A 1620006518221	TRUNNION	54.47	0.0014	0.9254
140 26481A 1630011862469	FISCDSTK	53.28	0.0013	0.9267
141 74516A 1620001791083	BRACE DR	49.92	0.0013	0.9280
142 15866A 1620011037747	STRUT	48.68	0.0012	0.9292
143 T6295I 1620002421514		48.62	0.0012	0.9304
144 T5038C		47.70	0.0012	0.9316
145 T5048C		47.70	0.0012	0.9328
146 69833A 1620011031950	STRUT	47.58	0.0012	0.9340
147 17407A 1620009921498	BOLT ASY	46.88	0.0012	0.9352
148 26108A 1620011627518	F-16 MLG	45.00	0.0011	0.9363
149 T7863I 1630011894176		44.82	0.0011	0.9374
150 26561A 1630010690092	FISCD PP	44.40	0.0011	0.9385
151 26462A 1630011467682	FISABSTK	44.28	0.0011	0.9396
152 36192A 1630008691784	PLATE AY	43.40	0.0011	0.9407
153 15519A 1630001132133	FB111STR	43.24	0.0011	0.9418

RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC OPEH	RCC DPEH %	CUMM % EARNED HR
154 T6604H 1620012548600		42.93	0.0011	0.9429
155 15651A 1630005582594	WHEEL AS	42.84	0.0011	0.9440
156 63711A 1620000254773	B52-DRAG	42.59	0.0011	0.9451
157 T9356I 1620010597842		42.20	0.0011	0.9462
158 26558A 1630010730594	F15CD EP	39.66	0.0010	0.9472
159 T9908Q		39.27	0.0010	0.9482
160 26554A 1630010827467	F15ABSTR	37.80	0.0009	0.9491
161 25918A 1620010141984	RHSTRUT	37.01	0.0009	0.9500
162 17313A 1620006518222	TRUNNION	36.50	0.0009	0.9509
163 26643A 1630012447181	F16 STK	36.36	0.0009	0.9518
164 15639A 1630010054188	C130 PP	36.16	0.0009	0.9527
165 26109A 1620012348655	F16BRACE	33.38	0.0008	0.9535
166 26829A 1630008873207	WHEEL	33.33	0.0008	0.9543
167 18182A 1620009224173	TUBE	32.64	0.0008	0.9551
168 26643C 1630012447181	F16 HTST	32.50	0.0008	0.9559
169 00199B 000F0004E	AIRCRAFT	31.30	0.0008	0.9567
170 T5693I 1630008691784		30.89	0.0008	0.9575
171 15242A 1630009000745	WHL F100	30.24	0.0008	0.9583
172 19847A 1630010597069	F15CDBRK	28.27	0.0007	0.9590
173 17547A 1620001405242	F5-RH-DB	27.77	0.0007	0.9597
174 19938A 1620010856009	A10-MLG	27.71	0.0007	0.9604
175 69658A 1620010389101	STRUT RH	26.13	0.0007	0.9611
176 26557A 1630010838230	F15ABEPT	26.10	0.0007	0.9618
177 T5863J 1630ND0284376		25.85	0.0006	0.9624
178 T5107J 1630006527376		25.00	0.0006	0.9630
179 15302A 1630009414191	WHLF111	24.54	0.0006	0.9636
180 17662A 1620010668945	STRUT-MG	23.58	0.0006	0.9642
181 26111A 1620012007131	16PISTON	21.80	0.0005	0.9647
182 00109B 00RF0004C	AIRCRAFT	21.50	0.0005	0.9652
183 T5731I 1630005723695		21.00	0.0005	0.9657
184 74561A 1620001357877	A7-NLG	20.95	0.0005	0.9662
185 74552A 1620009270298	PIVOT P	20.80	0.0005	0.9667
186 16296A 1620004821247	CH3-MLG	20.71	0.0005	0.9672
187 17757A 4730007586711LE	BOLT	20.52	0.0005	0.9677
188 19911A 1630009141329	WHEEL	20.42	0.0005	0.9682
189 69554A 1620005251156	LWR UNIV	20.14	0.0005	0.9687
190 00129B 000F0004G	AIRCRAFT	20.10	0.0005	0.9692
191 T5144Q 5365008635031LE		20.00	0.0005	0.9697
192 26555A 1630010829734	F15AB TP	19.53	0.0005	0.9702
193 74528A 1620004719659	D/B TRUN	19.50	0.0005	0.9707
194 T4798A 1620004853752		19.25	0.0005	0.9712
195 16203A 1620007856073	SHAFT	19.14	0.0005	0.9717
196 15652A 1630010054262	WHEEL AS	18.20	0.0005	0.9722
197 25917A 1620010141983	LHSTRUT	17.66	0.0004	0.9726
198 T5845J		17.60	0.0004	0.9730
199 18076A 3040001614085LE	ROD ASSY	17.54	0.0004	0.9734
200 72879A 1620004463776	MLG OUTR	17.53	0.0004	0.9738
201 15576A 1630001473854	F5E BRK	17.52	0.0004	0.9742
202 17686A 1620002810622	LINK ASY	17.41	0.0004	0.9746
203 78048A 1620009438754	BRACE	17.16	0.0004	0.9750
204 69878A 1620011009806	STRUT MG	16.90	0.0004	0.9754

RCC EARNED HOURS FOR MNP GP... OCT 88 THRU JAN 89

PROD NO.		NOUN	RCC DPEH	RCC DPEH %	CUMM X EARNED HR	
205	22420A	1630008329087	WHEEL MG	16.81	0.0004	0.9750
206	15521A	1630008562073	FB111 PP	16.42	0.0004	0.9762
207	34507A	1630005404253	F100 BRK	16.26	0.0004	0.9766
208	17546A	1620001405241	F5-LH-DB	16.15	0.0004	0.9770
209	16776A	1630008473731	A37 BRK	16.10	0.0004	0.9774
210	15616A	1630005678162	C141 BP	15.80	0.0004	0.9778
211	74575A	1620009299692	P-N 3661	15.68	0.0004	0.9782
212	17595A	1620008372427	A7-MLG	15.35	0.0004	0.9786
213	T7163A	1620001753939		15.00	0.0004	0.9790
214	17576G	1620010054192	CSAMLHAF	14.52	0.0004	0.9794
215	17578G	1620010054194	CSMLGRHF	14.52	0.0004	0.9798
216	T5788J	1630ND0284886		14.30	0.0004	0.9802
217	T5816J	1630ND0285026		14.30	0.0004	0.9806
218	17315A	1620003069943	S STRUT	14.05	0.0004	0.9810
219	26578A	1620ND0537976	DRG BRAC	14.04	0.0004	0.9814
220	69098A	1620003654001	BALLSCRU	14.00	0.0004	0.9818
221	T6598Q			14.00	0.0004	0.9822
222	24373A	1620008302609	LINK/ATT	13.54	0.0003	0.9825
223	T1385Q	1620PC141CA1PLG		13.54	0.0003	0.9828
224	T6301A	1620002421519		12.75	0.0003	0.9831
225	24372A	1620008242889	LINK ASY	12.74	0.0003	0.9834
226	T5826I	1630010525340		12.50	0.0003	0.9837
227	T1386Q	1620PC141CA1PLG		12.25	0.0003	0.9840
228	17687A	1620010805925	INNER CL	12.23	0.0003	0.9843
229	69551A	1620003129664	LINKASSY	12.10	0.0003	0.9846
230	T5792J			12.10	0.0003	0.9849
231	15728A	1630009376604	HOUSING	11.88	0.0003	0.9852
232	17567A	1620010381912	KC-135 N	11.33	0.0003	0.9855
233	15053A	1630000528403	BRAKEAS8	11.28	0.0003	0.9858
234	17314A	1620003069942	S STRUT	11.24	0.0003	0.9861
235	00118B	000F0004E	AIRCRAFT	11.20	0.0003	0.9864
236	00121B	000F0004D	AIRCRAFT	11.20	0.0003	0.9867
237	69855A	1620006052768	B52PLATE	11.20	0.0003	0.9870
238	74518A	1620001791087	BRACE DR	10.92	0.0003	0.9873
239	15361A	1630000542557	UHLB52	10.84	0.0003	0.9876
240	17574A	1620003977413	CRK ASSY	10.79	0.0003	0.9879
241	68891A	1630008562195	FB111 BP	10.53	0.0003	0.9882
242	69578A	1620011431155	STRUT AY	10.46	0.0003	0.9885
243	T5466A	1630006526092		10.35	0.0003	0.9888
244	15348A	1630008430965	UHLF111	10.32	0.0003	0.9891
245	16623A	1620011146869	C141T.A.	10.31	0.0003	0.9894
246	74571A	1620009317355	TORG ARM	10.05	0.0003	0.9897
247	T1298Q	1620006238911		10.00	0.0003	0.9900
248	T1299Q	1620006776481		10.00	0.0003	0.9903
249	T5068G	1630007776698		10.00	0.0003	0.9906
250	T7546A	1620001405240		9.76	0.0002	0.9908
251	19266A	1630010098475	E3A BRK	9.24	0.0002	0.9910
252	17353A	1620005459395	STRUT ML	8.98	0.0002	0.9912
253	15222A	1630009271829	F4 HSG	8.50	0.0002	0.9914
254	00119B	000F0004C	AIRCRAFT	8.40	0.0002	0.9916
255	15749A	1630002272000	F5 BRK	8.40	0.0002	0.9918

RCC EARNED HOURS FOR MNP GP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
256 T4521Q 1620001877445		8.00	0.0002	0.9920
257 T9584C 1620011430334		8.00	0.0002	0.9922
258 74535A 1620000699889	BRACE DR	7.80	0.0002	0.9924
259 69707A 1620003051849	BRACE	7.76	0.0002	0.9926
260 77261A 1620007330993	CAM	7.60	0.0002	0.9928
261 67119A 1630006526092	BRAKE	7.38	0.0002	0.9930
262 16743A 1620002041208	BELLCRNK	7.14	0.0002	0.9932
263 T8586A 1630005090317		7.05	0.0002	0.9934
264 T1350Q 1620006238911		6.96	0.0002	0.9936
265 15677A 1620011741655	STRUT AY	6.85	0.0002	0.9938
266 T9438I 1620009872517		6.70	0.0002	0.9940
267 16288A 1620009248927	YOKE	6.58	0.0002	0.9942
268 26110A 1620012005320	F16PISTO	6.30	0.0002	0.9944
269 74551A 1620008670810	SHAFT AS	6.12	0.0002	0.9946
270 15753A 1630010098474	WHL E3AM	6.08	0.0002	0.9948
271 T6912A 1620006133512		6.00	0.0002	0.9950
272 T7694I 1620010803404		6.00	0.0002	0.9952
273 16727A 1620011249137	F-16TARM	5.98	0.0001	0.9953
274 74525A 5315002952512LE	ROOT PIN	5.80	0.0001	0.9954
275 17677A 1620004221839	STAB ROD	5.63	0.0001	0.9955
276 69655A 1620010654867	BALLSCRW	5.19	0.0001	0.9956
277 16734A 1630004681727	F111 TT	5.00	0.0001	0.9957
278 T1293Q		5.00	0.0001	0.9958
279 T1300Q 1620011431155		5.00	0.0001	0.9959
280 T6123G 1620006776681		5.00	0.0001	0.9960
281 T6124C 1620006776681		5.00	0.0001	0.9961
282 T6127C		5.00	0.0001	0.9962
283 T6254A 1620000624060		5.00	0.0001	0.9963
284 T9940G 1620010856009		4.66	0.0001	0.9964
285 74565A 1630000752003	A7D WHL	4.60	0.0001	0.9965
286 69569A 1620008058495	TORQ STR	4.42	0.0001	0.9966
287 T1215Q 1620006776681		4.36	0.0001	0.9967
288 69573A 1620006238913	TORO ST	4.31	0.0001	0.9968
289 25598A 1630007057296	T38 TT	4.25	0.0001	0.9969
290 34456A 1620000922037	DRG LINK	4.00	0.0001	0.9970
291 T1435A 9999P000V0010A		4.00	0.0001	0.9971
292 T7317C 1620011627542		4.00	0.0001	0.9972
293 T7402C 1620010627002		4.00	0.0001	0.9973
294 T9580C		4.00	0.0001	0.9974
295 T9564A 1620008840372		3.94	0.0001	0.9975
296 16404A 1630010140656LC	C130H WH	3.86	0.0001	0.9976
297 T1383Q 1620PCI41CAIPLC		3.63	0.0001	0.9977
298 T5305A 1620010888102		3.60	0.0001	0.9978
299 26597A 1620012548600	TORQUEAM	3.56	0.0001	0.9979
300 26029A 1630010054180	C130 NPP	3.55	0.0001	0.9980
301 19314A 1620010710968	F16COLAR	3.52	0.0001	0.9981
302 16298A 1630010659469	F15CDHSG	3.50	0.0001	0.9982
303 69887A 1620007057261	B52-RH-T	3.48	0.0001	0.9983
304 T1510Q 1620006776681		3.46	0.0001	0.9984
305 74709A 1630004649167	C5 HSG	3.36	0.0001	0.9985
306 14991A 3040001646783LE	LINK CON	3.34	0.0001	0.9986

RCC EARNED HOURS FOR HNP GP... OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM % EARNED HR
307 T7760I 1620010714803		3.12	0.0001	0.9987
308 26182A 1630010688013	F15CD TT	3.05	0.0001	0.9988
309 T9439A 1620009872517		3.05	0.0001	0.9989
310 T4813J		3.00	0.0001	0.9990
311 T9350Q 1620010571041		3.00	0.0001	0.9991
312 68884A 1620003051726	F15N-ARM	2.91	0.0001	0.9992
313 26597G 1620012548600	UPPTORGA	2.78	0.0001	0.9993
314 25369A 1620010569656	F-16 CYL	2.76	0.0001	0.9994
315 15822A 1630010555056	WHL FSM	2.70	0.0001	0.9995
316 60343A 1620003109830	CYL NLG	2.52	0.0001	0.9996
317 17324A 1620003002261	SHOCK ST	2.48	0.0001	0.9997
318 00162C 000F0016A	AIRCRAFT	2.40	0.0001	0.9998
319 T4047J		2.20	0.0001	0.9999
320 T5786J 1630ND028487C		2.20	0.0001	1.0000
321 T6132C 1620006776681		2.15	0.0001	1.0001
322 T5578A 1630011392892		2.12	0.0001	1.0002
323 00166C 000F0016B	AIRCRAFT	2.10	0.0001	1.0003
324 T6779I 1620000563339		2.10	0.0001	1.0004
325 T5874G 1630011996430		2.00	0.0001	1.0005
326 17517A 1620003486485	TUBE	1.95	0.0000	1.0005
327 T9357I 1620010576293		1.75	0.0000	1.0005
328 T1359Q 1620011431155		1.74	0.0000	1.0005
329 T1335Q 1620008961203		1.73	0.0000	1.0005
330 26579A 1620ND052083C	DRG BRAC	1.56	0.0000	1.0005
331 69238A 1620009438753	BRACE	1.56	0.0000	1.0005
332 T6313I 1620010753562		1.50	0.0000	1.0005
333 T1507Q 1620001877445		1.47	0.0000	1.0005
334 T6129C		1.42	0.0000	1.0005
335 15862A 1620010710538	F16PASSY	1.34	0.0000	1.0005
336 16334A 1620010710537	F16MAXLE	1.29	0.0000	1.0005
337 69556A 1620005918508	ACT BEAM	1.28	0.0000	1.0005
338 T7043A 1620005343898		1.28	0.0000	1.0005
339 26049A 1630001024365	C130 TT	1.24	0.0000	1.0005
340 69775A 5315005006801LE	ROOT PIN	1.16	0.0000	1.0005
341 T1152Q 1620006238911		1.14	0.0000	1.0005
342 74644A 1620001157393	TUBE ASS	1.04	0.0000	1.0005
343 16582A 1620010715592	F-16TARM	1.02	0.0000	1.0005
344 T5652A 1630007947437		1.00	0.0000	1.0005
345 T5876H 1630011996430		1.00	0.0000	1.0005
346 69577A 1620009763391	BRACE AY	0.89	0.0000	1.0005
347 16315A 1620010710535	F16MAXLE	0.86	0.0000	1.0005
348 T5039I 1620001947597		0.84	0.0000	1.0005
349 15644A 1630001238806	F15 HSC	0.82	0.0000	1.0005
350 69557A 1620006587980	BRAKEROD	0.81	0.0000	1.0005
351 T7668A 1620010366506		0.75	0.0000	1.0005
352 69558A 1620006142352	UPUNIVRL	0.73	0.0000	1.0005
353 00165A 000F0016B	AIRCRAFT	0.60	0.0000	1.0005
354 T3043J		0.60	0.0000	1.0005
355 T4528A 1620005073015		0.50	0.0000	1.0005
356 T9581I 1620011430384		0.50	0.0000	1.0005
357 16138A 1630010345387	E3A TT	0.40	0.0000	1.0005

RCC EARNED HOURS FOR MNPSP...OCT 88 THRU JAN 89

PROD NO.		NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR	
358	90400A	1620006099806	LINK	0.40	0.0000	1.0005
359	T5070C	1630007776638		0.40	0.0000	1.0005
360	T7263Q			0.30	0.0000	1.0005
361	T6247I	1620003051772		0.20	0.0000	1.0005
362	T5056G	1630000585242		0.10	0.0000	1.0005
363	T5162C	1630002692622		0.10	0.0000	1.0005
364	T5295G	1630000827955		0.10	0.0000	1.0005
365	T5296G	1630000827955		0.10	0.0000	1.0005
366	T5884G			0.10	0.0000	1.0005
367	T5889G			0.10	0.0000	1.0005
368	T7119G	1630006526092		0.10	0.0000	1.0005
369	T7486G	1630009092247		0.10	0.0000	1.0005
370	26337A	1620011670999	M-RH-MU	0.03	0.0000	1.0005

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ALC.SASCAN.CNTL(O08020P)

OGDEN 80/20 SORTED BY MANPGP

NSN	PCN	S	OPERS	OBSER	PQPS	PQPP	PGMS	PGWP	PNAS	PNAP	PRAS	PRAP	PRBS	PRBP	PRCS	PRCP	PWMS	PMWP	LTOT	CUM
1630007847437	T5852A				344	0	346	0.0001	483	0.0000	264	0.0000	177	0.0001	445	0.0000			5	0.807718
1630001986430	T5876H	27	98		345	0	391	0.0000			274	0.0000							0	0.807718
1620009763391	69577A				346	0			500	0.0000	251	0.0001			397	0.0001			8	0.807755
1620010710535	18315A				347	0	233	0.0004	442	0.0001	255	0.0000	53	0.0037	105	0.0020			144	0.808466
1620001947597	T5039I		1		348	0	400	0.0000			246	0.0001			428	0.0000			7	0.808487
1630001238806	15644A				349	0	328	0.0001	473	0.0000	218	0.0001			429	0.0000			4	0.808524
1620008587980	69557A				350	0	372	0.0000			249	0.0001							4	0.808545
1620010366506	T7668A				351	0													10	0.808545
1620008142352	69558A				352	0	295	0.0002	499	0.0000	216	0.0001			409	0.0000			0	0.808596
000F000168	00165A				353	0	403	0.0000											0	0.808596
	T3043J		1		354	0			537	0.0000									0	0.808596
1620005073015	T4529A				355	0													0	0.808596
1620011430384	T9581I				356	0													0	0.808596
1630010345387	16138A				357	0	393	0.0000											0	0.808596
1620006998886	90400A	S	55		358	0	381	0.0000	496	0.0000	198	0.0002			477	0.0000	353	0	9	0.808640
163000776698	T5070G	35			359	0	263	0.0003											9	0.808640
	T7263Q		1		360	0	373	0.0000	434	0.0001	260	0.0000			347	0.0001			5	0.808708
1620003051772	T6247I				361	0			477	0.0000									0	0.808708
1630000385242	T5056G	28	82		362	0	342	0.0001											3	0.808722
1630002892622	T5162G	28	136		363	0	343	0.0001											3	0.808722
1630000827955	T5295G	23	236		364	0	344	0.0001											3	0.808750
1630000827955	T5296G	23	236		365	0	345	0.0001											3	0.808750
	T5884G		1		366	0	347	0.0001											3	0.808765
1630006526092	T7119G		1		367	0	348	0.0001											3	0.808779
1630009082247	T7488G		3		368	0	350	0.0001											3	0.808793
1620011670999	26337A				369	0	351	0.0001	117	0.0017	42	0.0062	54	0.0036	52	0.0049			3	0.808807
					370	0	59	0.0048											667	0.812112

																			164605	

RCC EARNED HOURS FOR MNPCW...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM X EARNED HR
1 15468A 1630004927144	KC-135 M	1602.06	0.0557	0.0557
2 15828A 1630010389239	UHL F16M	1159.56	0.0403	0.0960
3 62927A 1630011326400	UHL C141	1150.95	0.0400	0.1360
4 90101A 1630011028267	WHEEL	1150.15	0.0400	0.1760
5 68521A 1630010385126	UH #130M	749.12	0.0260	0.2020
6 62905A 1630009658700	C130 UHL	628.00	0.0218	0.2238
7 69595A 1630012286043	ML WHEEL	595.51	0.0207	0.2445
8 17143A 1620001398474	B52M-AFT	587.03	0.0204	0.2649
9 17142A 1620001398473	B52M-FWD	466.84	0.0162	0.2811
10 17565A 1620010204973	STRUT	463.89	0.0161	0.2972
11 26183A 1630011375742	F15 UHL	435.96	0.0151	0.3123
12 69354A 1620010597842	KC-135 N	401.95	0.0140	0.3263
13 16836A 1620001099206	STRUTF4C	395.55	0.0137	0.3400
14 74527A 1620004427877	BRACE DR.	386.93	0.0134	0.3534
15 16837A 1620001099207	STRUTF4C	357.93	0.0124	0.3658
16 15359A 1630000139129	UHL C135	334.03	0.0116	0.3774
17 17478A 1620002990278	T38-NLG	329.53	0.0115	0.3889
18 15757A 1630009141329	UHL C130	329.12	0.0114	0.4003
19 15592J 1630004210319	WHEEL AS	316.00	0.0110	0.4113
20 16915A 1620009485066	TRUCK AY	304.94	0.0106	0.4219
21 74521A 1620001877445	NLG	299.40	0.0104	0.4323
22 74524A 1620002468005	BOGIE B	280.21	0.0097	0.4420
23 15162A 1630002692622	KC135BRK	278.99	0.0097	0.4517
24 15327A 16300008254794	BRKC130	270.36	0.0097	0.4614
25 15054A 1630000505242	KC135BRK	274.50	0.0095	0.4709
26 17357A 1620007419178	BRACE	272.40	0.0095	0.4804
27 25874A 1630011996430	F16 BRK	265.84	0.0092	0.4896
28 72898A 1630002861879	WHEEL N	253.20	0.0088	0.4984
29 17576A 1620010054192	CSMLGLHA	251.82	0.0088	0.5072
30 17402A 1620010627002	F15-NLG	246.51	0.0086	0.5158
31 25425A 1630011158736	WHEEL	242.60	0.0084	0.5242
32 15139A 1630009009739	WHEEL 52	237.49	0.0083	0.5325
33 15485A 1630004463778	UHL F4	237.43	0.0083	0.5408
34 69657A 1620010389102	STRUT LH	229.35	0.0080	0.5488
35 15641A 1630002769049	F4 HSG	225.33	0.0078	0.5566
36 26338A 1620011671000	N-LH-HU	213.72	0.0074	0.5640
37 62923A 1630011253957	UHL C141	212.99	0.0074	0.5714
38 15526A 1630002420942	WHEEL B	209.02	0.0073	0.5787
39 16266A 1630007300126	F4N UHL	206.02	0.0072	0.5859
40 15295A 1630000827955	F111 BRK	204.35	0.0071	0.5930
41 15387A 1630005557523	T38 BRK	203.23	0.0071	0.6001
42 17588A 1630010585912	UHL F15M	202.35	0.0070	0.6071
43 15523A 1630001576723	UHL F111	197.93	0.0069	0.6140
44 15686A 1630005969637	WHEEL N	190.34	0.0066	0.6206
45 15068A 1630007776690	B52 BRK	189.80	0.0066	0.6272
46 16019A 1620010248844	STRUT F4	182.99	0.0064	0.6336
47 17577A 1620010054193	CSMGLLHF	167.80	0.0058	0.6394
48 17575A 1620010054191	CSMGLRHA	167.25	0.0058	0.6452
49 19844A 1620008961203	STRUT AY	165.92	0.0058	0.6510
50 15107A 1630005910349	KC135 BP	164.50	0.0057	0.6567

**FOR YOUR EASE, WE HAVE SUBDIVIDED
THIS SECTION INTO THE FOLLOWING:**

- A - 2.1 FACILITY LAYOUT**
- B - 2.2 EQUIPMENT**
- C - 2.3 WORK FORCE**
- D - 2.4 REPAIR WORK TECHNOLOGIES**
- E - 2.5 WORKLOAD MIX AND VOLUME**
- F - 2.6 MATERIAL HANDLING**
- G - 2.7 STORAGE**
- H - 2.8 PROCESS FLOW CHARTS**

THE PROFILE SHEETS ARE IN THE
FOLLOWING BOOKS

MANPGW	BRAKES
MANPGP	WHEELS
MANPWV	MAIN LANDING GEAR EXCEPT C5
MANPWW	NOSE LANDING GEAR EXCEPT C5
MANPRA	C5 MAIN LANDING GEAR
MANPRA	C5 BOGIE BEAM.
MANPRA	NOSE LANDING GEAR.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to MLG CS at RCC MANAGER
at 00 ALC.

POINT(S) OF CONTACT: C. CRAWFORD

AS-IS CONDITION: THE OPERATOR PRYS THE UNIT OUT WITH PLY BAR STICKS IN SHIMS
AND THEN CHECK THE CHAIN FOR TENSION. HE OR SHE REPEATS THIS OPERATION
UNTILL THE CORRECT TENSION IS ACHIEVED.

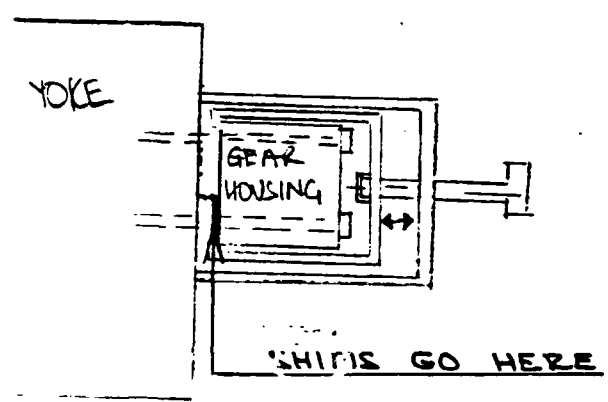
TO-BE: PUT ON PULLER, PULL UNIT OUT CHECK CHAIN FOR TENSION & ADJUST PULLER AS
REQUIRED. MEASURE AND INSERT SHIMS.

POTENTIAL IMPROVEMENTS: SAVINGS \$ 3,004.40

IMPLEMENTATION COST:

SCHEDULE:

as SUGGESTION on the chain problem. A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you get the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

SAVINGS

$$\left(\frac{125 \text{ HRS}}{\text{GEAR}} \right) \left(\frac{14 \text{ GEARS}}{\text{QUARTER}} \right) \left(\frac{4 \text{ QUARTERS}}{\text{YEAR}} \right) \left(\frac{42.92}{112} \right) = \$3004.40$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to BOGIE ASSY at RCC MAUNGP
at 00 ALC.

POINT(S) OF CONTACT: TRACY LLOYD.

AS-IS CONDITION: TIGHTEN BOLTS DOWN WITH 3/8 IMPACT CHECK WITH TORQUE WRENCH IF
TO TIGHT LOOSEN & RETORQUE. IF THE BOLT IS OVER TORQUED IT WILL
CAUSE STRUCTURAL DAMAGE TO THE BOLT

TO-BE: USE AIR TORQUE GUN THIS WILL RUN THE BOLT DOWN TO THE CORRECT TORQUE
EVERY TIME

POTENTIAL IMPROVEMENTS: SAVE 20012 BOGIE UNIT.

IMPLEMENTATION COST:

SCHEDULE:

THE TORQUING OF BOLTS.

ON THE BOGIES WHEN THEY TIGHTEN DOWN THE BOLTS HOLDING THE AXLE HOUSING TO THE MAIN BOGIE BEAM. THEY RUN THESE BOLTS DOWN WITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OVER TIGHTENED. THIS CAN DAMAGE THE STRUCTURAL STRENGTH OF THE BOLT.

I WOULD SUGGEST A TORQUE CONTROL IMPACT WRENCH. THIS WRENCH COULD BE SET FOR THE CORRECT TORQUE OF THESE BOLTS. THIS WOULD ELIMINATE OVER TORQUING AS WELL AS THE SECOND OPERATION OF CHECKING THE TORQUE.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to MLG ASSY (CSJ) at RCC MANPCP
at 00 ALC.

POINT(S) OF CONTACT: TIRACY LLOYD

AS-IS CONDITION: ON PERSON HOLDS BRASS ROD ON PIN WHILE SOME ONE ELSE
POUNDS ON THE ROD WITH A HAMMER

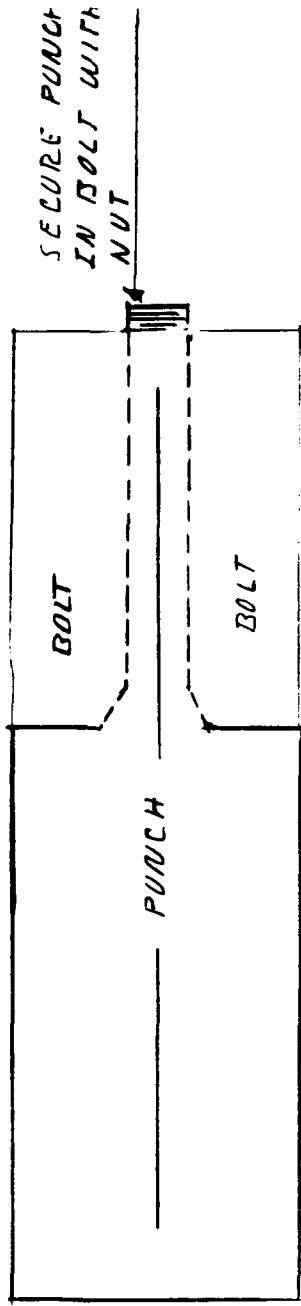
TO-BE: MAKE A SPECIAL TOOL TO BE ATTACHED TO THE PIN SO ONE PERSON REMOVE THE
PIN,

POTENTIAL IMPROVEMENTS: SAVINGS 2226.40

IMPLEMENTATION COST: 0.50 TO 1100.00

SCHEDULE:

REMOVING OF COMPENSATOR ATTACHING PINS
ON C.S BOGIE



TOOL USED TO REMOVE 4619067101A BOLT 2 / BOGIE
 WITH A PUNCH LIKE THIS YOU COULD SECURE PUNCH TO THE BOLT. ONE PERSON COULD
 DRIVE THE BOLT IN PLACE OF TWO PEOPLE. ALSO WHERE THE PUNCH SECURED TO THE BOLT
 THE PUNCH WON'T BOUNCE AND THE PIN WILL BREAK LOOSE EASIER.

PRESENT METHOD

(2 MEN) (2 BOLTS) (1/4 BOGIES / QTR) (4 QUARTERS) , 25 HR / BOLT) (47.33 / HR) = 2650.48

PROPOSED METHOD

(1 MAN) (2 BOLTS) (1/4 BOGIES) (4 QTR) (08 HRS) (47.33 / HR) = 424.08

2650.48
 - 424.08
 2226.40

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (C-S) at RCC DRAPER
at 00 ALC.

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: GETS PIECE OF FOAM AND MOVES AROUND ON THE FLOOR AS NEEDED.

TO-BE: GET CREEPER AND ROLL AROUND ON FLOOR AS REQUIRED TO DO THE JOB.

POTENTIAL IMPROVEMENTS: \$1,201.76 SAVINGS

IMPLEMENTATION COST: \$ 20.00

SCHEDULE:

CREEPER

PRESENTLY THEY LAY A PIECE OF FORM DOWN ON THE FLOOR
THEY LAY ON IT TO WORK. HOWEVER THEY GET UP AND
REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING
ON THE LOWER PART OF THE GEAR IN PREASSEMBLY

$$(1.5 \text{ HR / GEAR} \times 56 \text{ GEARS}) \times (42.92 / \text{HR}) = 3,201.76$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PIO) exists to MLG ASSY (C-S) at RCC MMRPP
at 00 ALC.

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: RUN DOWN STAIRS TO GET CORRECT BUT BOLT ECT. IF YOU DROP A BOLT
YOU HAVE TO GO DOWN STAIRS AFTER IT. EXCHANGABLE ARE ALSO MADE DOWN
STAIRS

TO-BE: MOVE THE FASTENERS ECT UP BY THE MECH WHO USES THEM.

POTENTIAL IMPROVEMENTS: SAVING PER YEAR 9 JULY 6.32

IMPLEMENTATION COST: MOVE STORAGE UNITS FOR FASTENERS ECT BACK UP STAIRS

SCHEDULE:

SMALL PARTS

PAST METHOD HAD ALL THE SMALL PARTS NUTS, BOLTS ECT UP BY THE MECHANIC FOR EASY ACCESS. THEY COULD DO A GEAR IN 48 HRS

NOW ALL OF THE NUT BOLTS ECT HAVE BEEN MOVED DOWN INTO THE MIL. WHEN THE PARTS COME UP THE MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP IN A LARGE BAG. ALSO WHEN YOU DROP A BOLT YOU HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT UP OR GET A REPLACEMENT.

IT NOW TAKES 64 HOURS TO BUILD A GEAR

$64 \times 48 = 16 \text{ HRS} \times 56 \text{ GEARS / HR} \times 42.92 / \text{HR} = \$38,756.32$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PIO) exists to BOGIE (C-5) at RCC MANUPCP
at DD ALC.

POINT(S) OF CONTACT: JOHN KUNKLER

AS-IS CONDITION: PART OF THE BOLTS TURN AS THEY ARE REMOVING THE NUTS. THEY HAVE TO USE
A TOOL TO HOLD THE BOLT WHILE REMOVING THE NUT.

TO-BE: APPLY SEALER SO THAT IT MAKES CONTACT WITH INNER BOLTS, THIS WILL HOLD THEM WILL
REMOVING THE NUTS.

POTENTIAL IMPROVEMENTS:
SAVINGS / 240.35 / YR

IMPLEMENTATION COST: 0

SCHEDULE:

BOCIE

WHEN THEY ARE REMOVING THE NUTS & BOLTS
SOME OF THE INNER BOLTS ~~STOP~~ SPIN: WHEN THIS
HAPPENS THEY HAVE TO USE SPECIAL TOOLS TO GET
THE BOLTS OUT. THIS TAKE APP 1 HR.

SOLUTION.

PUT A HEAVY COAT OF ENVIRONMENTAL
ON SO THAT IT COME IN CONTACT WITH THE BOLT
AND STOPS IT FROM TURNING

● While working overtime Wed 5-17-89

I attempted to do preassembly on L/H AFT
Landing gear and the Kit was short 4 Bolts
NAS 1104-8

Bracket Assy, plumbing 4G ^(wrong one) 12042-102A was in
the L/H Kit. and Bracket Assy, plumbing
4G 12042-101A was missing.
(Right one)

4 Washers MS 27183-12 Missing From Kit
(Sub AN 960-516)

● Bracket 4G 12538-111A Missing From Kit

Bracket 4G 12535-109A Missing From Kit

17 Plumbing Fittings missing from Kit

Screw NAS 603-18P Missing From Kit

ALL Hydraulic Tubing missing from Kit

ALL Hydraulic Hoses missing from Kit

5-17-89

Jim Templin

FY 89 Approved RATES.
From DALE CASPER 1007

MANPGP BASE \$42.92 w/o direct MATERIAL
 DIRECT MATERIAL \$.37

PNA 42.97

PGW 47.33

PRA 42.77

PRB 49.22

PRC 48.64 → + .35

PWW 44.05 →

\$ 3.41

FOCUS STUDIES

TITLE: A potential process improvement opportunity (PI0) exists to BRAKES at DD ALC. at RCC ALL

POINT(S) OF CONTACT: RON LEE. MAX BATES. KEITH STEPHENS.

AS-IS CONDITION: REBUILD THE BRAKES EVERY 24 MONTHS.

TO-BE: CHROME PLATE THE METAL SURFACES THAT RUB TO DOUBLE THE LIFE SPAN OF THE BRAKES

POTENTIAL IMPROVEMENTS: COST SAVINGS ON BSZ ALONE \$677,453.10

IMPLEMENTATION COST:

SCHEDULE:

B 52 SAVINGS

124 LININGS / STATOR 1/3 STATOR = 72 LININGS

12 LININGS / BACKING PLATE = 12

12 LININGS / PRESSURE PLATE = 12

TOTAL = 96 LININGS

196 LININGS @ \$1.38 EACH = \$273,734.40

CONTROLS ARE 138,480 EACH X 4 / BEARING 530 BEARINGS / YEAR = 293,577.60

16.5 AMT / UNIT X 1.98 PER HR. X 530 BEARINGS / YEAR = 110,171.10

TOTAL \$ 677,483.10

IF THE PARTS LAST TWICE AS LONG THEN THE SAVINGS BEFORE
REPAIR CAN BE DOUBLED

(24)(3) STATORS
 (12)(2) BACKW AND PRESSURE PRESSURE PLATES

908
 (96) (5.38) (530) = 273,734.40 Backw + Pressure Plates.
 293,557.60 ROTOR ASSEY
 567,292.00 TOTAL
 (6.54e) (3198) (526) 110,171.10 LABOR
 (1.25 SPEND) 677,453.10 TOTAL.

NOTE
 IF THE PARTS WERE TWICE AS LONG
 THEN THE ASSEMBLY WOULD BE
 LONGER

B-52 BRAKE ASSY

16219N

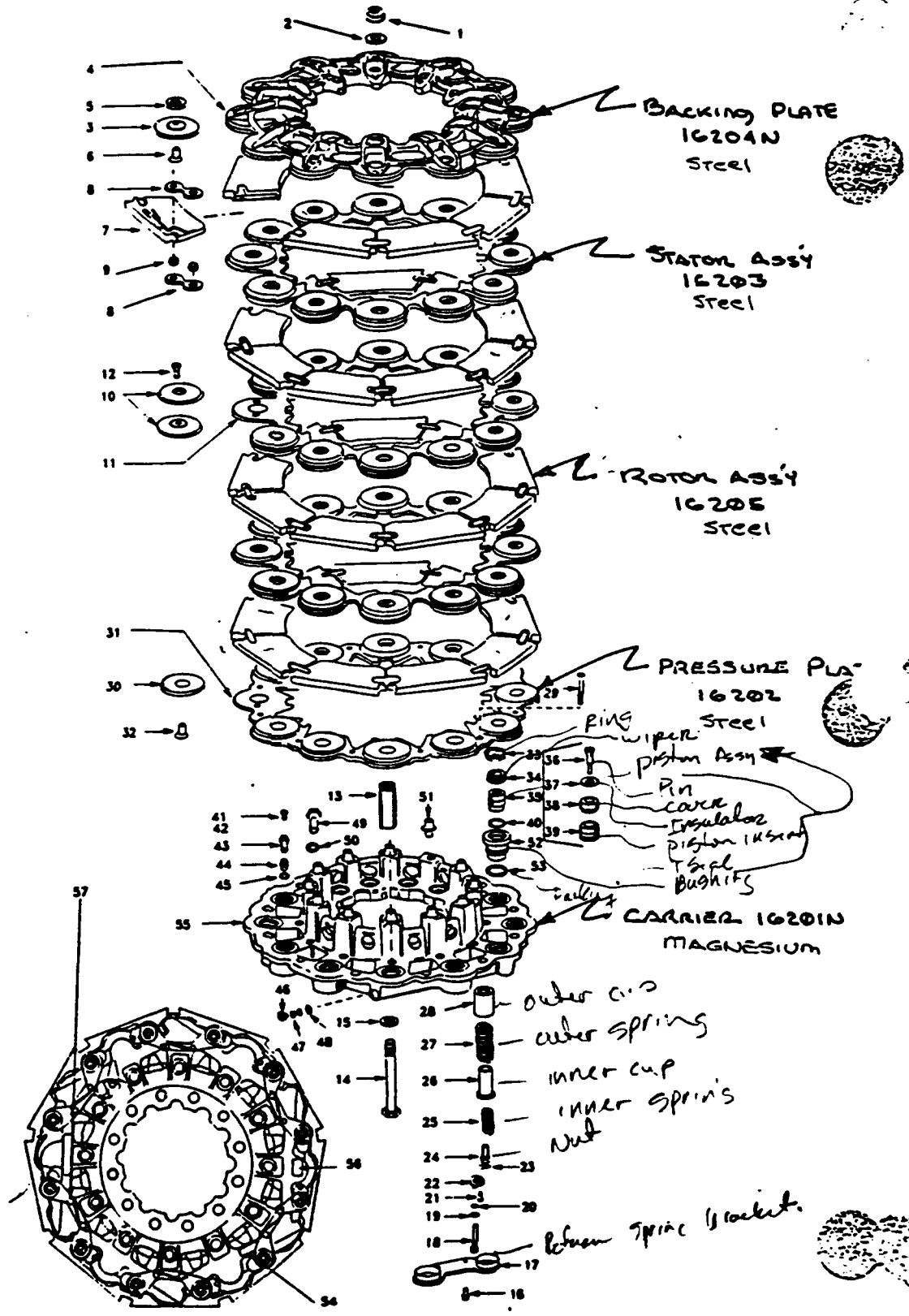


Figure 3-1. Exploded View of Brake Assembly

B-52

FOCUS STUDY

TITLE: A potential process improvement opportunity (P10) exists to BUSHINGS at RCC MANPRA
at 00 ALC.

POINT(S) OF CONTACT: TOM HOWES AND TOM WIXDM

AS-IS CONDITION: WHEN THEY RUN OUT OF BUSHINGS PARTS SET UNTILL THEY CAN GET MORE IN

TO-BE:

AT THE PRESENT TIME IT COST YOU MORE FOR THE RAW STOCK TO MAKE THE BUSHING THAN
WHAT YOU CAN BUY THE FINISHED ITEM FOR FROM A VENDOR. I FEEL THAT YOU SHOULD

POTENTIAL IMPROVEMENTS: THE BUSHING FOR LESS THAN YOU CAN BUY THE RAW STOCK

531001902636 COST 18.35 FROM VENDOR

IMPLEMENTATION COST: SEE ATTACHED COST ANALYSIS

SCHEDULE:

COSTING For Bushing # 5310011990203LE

225 PER BATCH

8412773-01

DIRECT PROCESS PER PIECE

BATCH OPERATIONS

.09 HR HEAT TREAT

.10 HR VERIFY MATERIAL

1.75 HR MANUFACTURE

40.00 HRS Preparation of MAT'L.

.16 HR MAG.

.10 HR VERIFY PROGRAM

.10 HR CAD

40.20 ÷

225 = .179 HRS / PC.

.05 HR FINAL INSP

.17 HR LEVELING FACTOR

2.32 HR

SET UP = .179 HRS / PC

Run Time = 2.32 HRS / PC

2.499 HRS / PC

LABOR COST = (2.499)(31.98) = \$79.92 Each

MATERIAL COST OF BUSHING

12 ÷ 1.75 (ALLOW FOR WASTE AT .25) = 6.85 PC = 7 PC per FC

$\left(\frac{\$250}{FC}\right) \div \left(\frac{7 PC}{FC}\right) = \35.71 per Piece

LABOR @ = \$79.92

MAT'L @ 35.71 each

\$115.63 each.

COST OF PURCHASED PART = 18.35.

COST TO MANUFACTURE = 115.63

Dif = \$97.28

31 8853005 M95 S

1 CN JID 2 PO PTC 3 JID (NEW) TEMPORARY LABOR AND MATERIAL PLAN

11 PLANNER SIGNATURE, DATE, AND TELEPHONE NO. Tom Horvoo 24 July 89

12 AS SIGNATURE, DATE, AND TELEPHONE NO. Mrs. Spellman 24 89

4 PS SD 5 OTHER DIR COST M EA 89/10311 PAGE 1 OF 1 PAGES

Table with columns for FC, OPER NO, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28. Includes handwritten entries like MNP, NAI, RCB, etc.

Table with columns for OPER NO, MATERIAL NSN, PART NUMBER, TUBING, MFR CODE, QUANTITY, STK LIST PRICE. Includes handwritten entries like 4, 7, 1, 1, 2, 5, 1, 25000, A.

FOCUS STUDIES

TITLE: A potential process improvement opportunity (PI0) exists to BRAKES at RCC. ANP/EP
at 00 ALC.

POINT(S) OF CONTACT:

AS-IS CONDITION: HIGH RATE OF BRAKE REPAIR

TO-BE: A NEW METHOD THAT WOULD REDUCE INVENTORY, ADD PROVIDE BETTER BRAKING AND INCREASE SERVICE LIFE TO THE BRAKE ASSEMBLIES.

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

SCHEDULE:

00-ALC MANPS Landing Gear repair Section

RCC: MANPGP
ENGINEER: Kyle Kershaw

PROCESS IMPROVEMENT OPPORTUNITIES

PID Number	Description	Quick Fix	Focus Study
1.	Improve lighting in strut, wheel and brake assembly areas.	X	
2.	Improve environmental conditions (temperature control) in Bldg. 507.		X ✓
3.	Redesign strut test hydraulic test stand		X ✓
4.	Faulty part feedback/resolution system.		X
5.	Usage of "air" tools in Brake assembly.	X	
6.	Advanced automated riveting system.		X ✓
7.	Complete installation of paint booth #1148.	X	
8.	Improve preventative maintenance program for all paint booths.	X	
9.	<i>Investigate usage of electrostatic paint (or similar process) in the wheel, brake and strut paint lines.</i>		

P10's

- 1a. Flow of parts from backshops
 lack of available parts to the floor appears to be due to a lack of scheduling or more appropriately lack of ability to enforce schedule requirements. Giving the schedulers (master or floor) ^(shop loading) the authority to determine what is worked on would allow the people with the overall picture (schedulers) to determine priority of items worked.

- 1b. Quality of parts from backshops.
~~A~~ A feedback path needs to be established to inform the producer of the discrepant part that he is producing non-conforming parts. ~~The~~ The Quality department should be the intermediary between the producer and the end user. The Quality department should investigate, identify the cause and take appropriate corrective action to try and eliminate these defects.

2. Documentation.
 - a. Outdated documentation should be updated as it is identified or as ~~parts~~ parts are changed

 - b. Inadequate documentation. A detailed sequence of events should be created for each assembly. The assembly document/operation schedule should list a step by step series of events necessary to assemble the part. This should include all sub-assemblies ~~and areas where~~ that go into the final assembly. This documents should also include all cautions and areas where special attention is required.

3. Engineering response time.
 Assign an on-site engineer. Have the on site engineer evaluate the problem and disposition the assembly. ~~as to keep~~ Have a line of communication between the on-site and responsible product line engineer. ~~for~~ ~~avoid~~ ~~where~~ Questionable judgements. This site/Production Engineer ~~should~~ may also correct documentation errors/updates. ~~as they appear~~

4. Environmental Conditions
 Install environmental controls. This would help all areas not just strut assembly. It was mentioned that the ~~roof~~ structure would ~~not~~ not handle the weight of ~~air conditioning~~ air conditioning equipment. The compressor and condenser can be mounted outside and the evaporator and air handling equipment ~~can~~ can be installed near ~~the areas of~~ ~~interest~~. an exterior wall, and the cooled air can be ducted to the areas of interest.

5. Training
 Establish a wage leader training position. Have this persons main responsibility to be training of ^{experience} mechanics who do not have ~~that~~ adequate training. This person could also assist the on site engineer with ^{creation of} detailed assembly instructions.

6. Tooling/tool suggestions
 Establish ~~a~~ streamline the suggestion approval and implementation process. The on-site engineer (mentioned above in #3) may help this process.

7. Improve lighting in the work area. Higher illumination in the assembly area would aid the mechanics.

Perceived Problem areas

1. Inability to reach desired pressure level (ultimate psi)
2. pressurization rate
3. pump out (scavenge) rate.

Pio's

1. Modernized test stands.
 - a. higher capacity (ultimate pressure and flow rate)
 - b. automation - automatic Test equipment
Computer controlled testing
advantages ~~to safety~~
 1. Safety -
 2. No operator error
 3. Speed - ~~throughput~~ throughput
2. Current test stand could be moved closer to and used exclusively for missile erector test stand. In area in case needed for backup.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to _____ at RCC _____
at _____ ALC.

POINT(S) OF CONTACT:

AS-IS CONDITION:

TO-BE:

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

SCHEDULE:

Section F - Miscellaneous

4-10. Depot Maintenance Personnel Turnover. The annual rate of turnover of personnel performing depot maintenance. This rate is based on the average number of civilian personnel assigned to AFLC depot maintenance functions during calendar year 1985 and the total depot maintenance personnel losses experienced during that year. The source of the data is the Advanced Personnel Data System-Civilian (APDS-C), E300. The OPR is HQ AFLC/DPCC.

1985 Depot Maintenance Personnel Turnover Rate

$$\frac{\text{Losses } 2,449}{\text{Assigned } 40,109} = .0611$$

4-11. AF Maintenance Personnel Turnover. The annual rate of turnover of enlisted personnel performing Air Force base level maintenance. This rate is based upon the total number of enlisted personnel assigned to aircraft maintenance Air Force specialty codes at the end of FY85 and the total number of losses experienced during that year. The source of the data is the Retention Statistic Report prescribed by AFM 30-130, Vol 1 and the Airman Force Characteristics P769 Report Prescribed by AFR 30-3 and AFR 700-4, Vol 1 and Vol 2. The OPRs are HQ AFMPC/DPMATE and HQ AFMPC/DPMYA

FY85 AF Maintenance Personnel Turnover Rate

$$\frac{\text{Losses } 18,923}{\text{Assigned } 147,567} = .1289$$

4-12. Monthly Assigned Hours. The number of hours per month a military or civilian employee is assigned for duty. Monthly assigned hours is based on a 5-day 40-hour work week. This factor equals calendar days per month less holiday and relief days (Saturday, Sunday, or compensatory weekday for weekend workday) times hours per day. The standard Air force monthly assigned hours used in allocating manpower is 167.929 hours. The source of the data is AFR 26-1. The OPR is HQ USAF/PRM. The prescribing directive is AFR 26-1 (Vol III).

4-13. Annual Available Hours. The number of hours per year a military or civilian employee is available for primary duty. Annual available hours is equal to monthly assigned hours less total nonavailable hours (leave, PCS related absences, medical leave, organizational duties, education and training, social actions, miscellaneous, overseas peculiar activities and special absences) times 12 months. The standard annual available hours for military and civilian personnel are presented. The source of the data is AFR 26-1. The OPR is HQ USAF/MPM. The prescribing directive is AFR 26-1 (Vol III).

Calendar days	30.4375
Less:	
Holiday	0.75
Relief Days	8.6964
Assigned Days	20.9911
Times hours per day	8.0
No. Assigned hours	167.929

	Military		Civilian	
	CONUS	OS	CONUS	OS
Monthly Assigned Hours	167.929	167.929	167.929	167.929
Less Total Nonavailable	22.730	24.464	22.65	20.76
Monthly Hours Available	145.2	143.5	145.3	147.2
Times Number of Months	12.0	12.0	12.0	12.0
Annual Hours Available	1742.4	1722.0	1743.6	1766.4

1744

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WAGE FOR OVERTIME

DIRECT \$18.65
INDIRECT 10.06
OVERHEAD 3.27
TOTAL 31.98

BASE SALARY - WITH NO BENEFITS. \$12.44

STANDARD HOURS WORK PER 1 MAN 1744 HRS

OVERTIME IS 7½% OF THE TIME

$$(1744 \text{ HRS})(7.5\%) = 130.8 \text{ HRS. OVERTIME / MAN}$$

$$\text{OVERTIME PAY} = \text{BASE PAY } (12.44)(1.5) = \$18.66 \text{ FOR OT.}$$

PAY FOR.

$$\text{A. STANDARD HRS.} = (1744 \text{ HR}) \left(\frac{31.98}{\text{HR}} \right) = 55,773.12 \text{ MAN/YEAR}$$

$$\text{B OVERTIME HRS.} \quad (130.8 \text{ HRS}) \left(\frac{18.66}{\text{HR}} \right) = 2440.73 \text{ OT PAY}$$

$$\text{TOTAL PAY WITH OVERTIME ONE MAN} = 58213.85$$

4/13/22



Operationally Tested

The C-5 has proven itself in years of reliable service to the Military Airlift Command. It has shown an unmatched ability to transport large quantities of cargo, equipment, and personnel to any place in the world under all types of conditions, including combat. Time and time again the C-5 has demonstrated its superior mission performance and effectiveness in support of national policy. It delivered critical munitions and equipment to Israel during the Mideast War, made quick delivery of vital needed tanks and helicopters to the South Vietnamese armed forces during the Vietnam conflict, and airlifted disaster relief supplies to earthquake-damaged Nicaragua. Its unique capability also has been used for special airlift requirements such as airlift of an 85-ton superconductor magnet nonstop from Chicago to Moscow, a 65-ton deep submergence rescue vehicle from San Diego to Glasgow, Scotland, and eight F-5E fighters from the western United States to the Mideast nonstop with two air refuelings.

High Flotation Landing Gear

The C-5B is equipped with a landing gear system specifically designed with high flotation for operations in unprepared air fields. The 28-wheel arrangement spreads the load effectively to a maximum gross weight. The load per wheel is much less than that of smaller transport aircraft. The C-5B can operate on airfield surfaces suitable for the C-130 aircraft and is not restricted to taxiways or paved ramps.





Aerial Delivery

The C-5B can easily be arranged to perform airdrop missions with the quick installation of the aerial delivery system kit.

Cargo - Equipment weighing up to 50,000 pounds on single platforms and up to 200,000 pounds on sequential platforms can be airdropped.

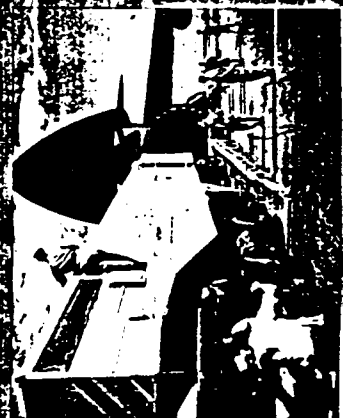
Troops - A paratroop kit provides the equipment necessary to allow simultaneous airdrop of troops from both troop doors.

Aerial Refueling

The possibility of being denied access to enroute refueling bases requires airdrop operations to be totally independent of the necessity for enroute refueling stops. With its capability for in-flight refueling, the C-5B can fly to virtually any place on the globe and is totally independent of the political decisions of other nations for use of their airfields for refueling. Substantial increases in payload and range capability are realized through the use of aerial refueling.

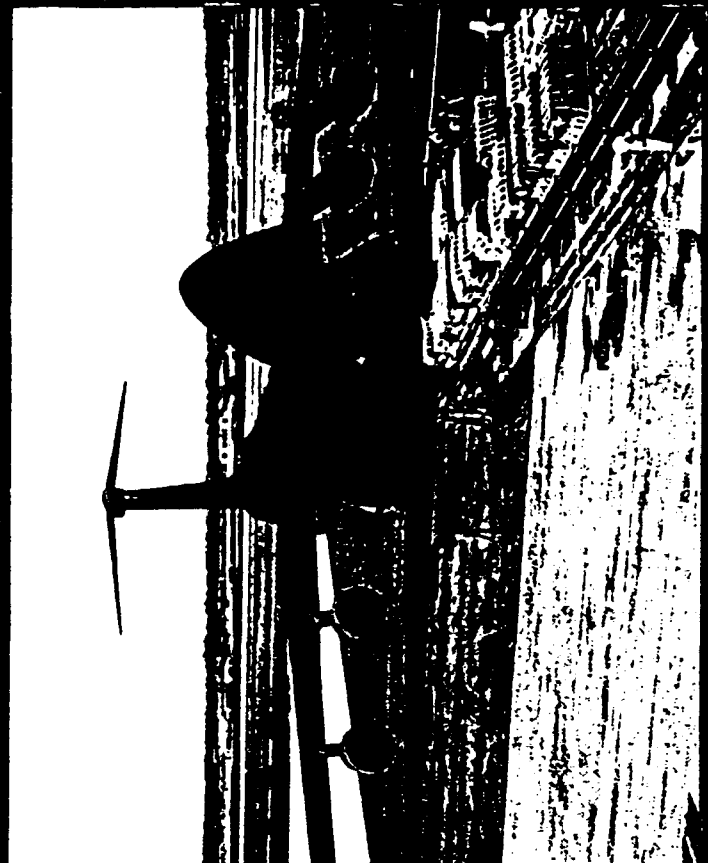
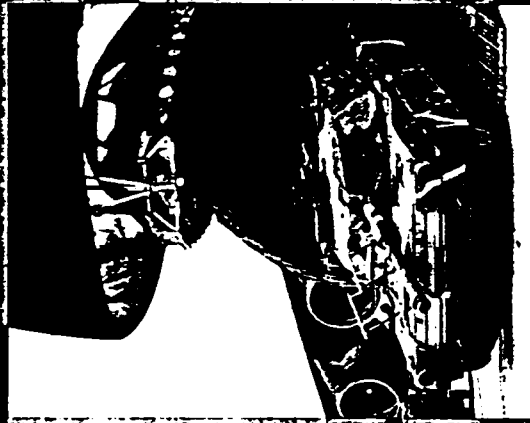
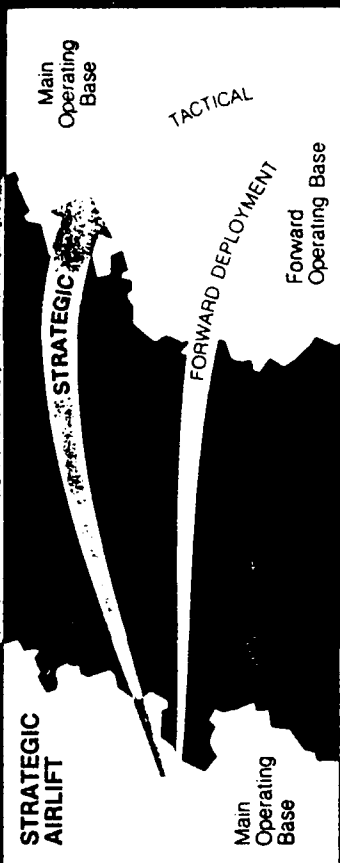
Operational Capability

The C-5B can airlift 100 percent of the Army's existing or planned firepower, and it has the performance and flexibility to accomplish a full range of airlift missions: long-haul missions using major airports or short-haul missions using unimproved air strips; in the vicinity of the battle area; it offers airfield selection flexibility; allowing cargo to be delivered, near to its ultimate destination, avoiding or minimizing air traffic and ground traffic congestion; and allowing shifting operations to fields not restricted by weather or enemy action.



Strategic Airlifter

It's the most efficient strategic airlifter in the world today. It has the speed and range to deliver large loads of military equipment almost anywhere, in the world, under almost any circumstances. It's big, wide cargo compartment (500 cubic feet) can hold 100,000 lbs. of cargo and vehicles. It can deliver its maximum weight payload to 20,000 hours. 295 fuel cells will tolerate fuel. It has the aerial refueling capability. It's virtually unlimited range.



TACTICAL AIRLIFT



Tactical Airlifter

With its unique capability, the C-5B can provide effective tactical airlift augmentation. The high flotation landing gear and excellent takeoff and landing performance permit operations into restricted length, rough or unprepared forward area airstrips. Aircraft subsystems are designed for the minimum maintenance support conditions and at austere bases. Almost any component can be replaced without the necessity for elaborate support equipment. Servicing can be accomplished with only the basic support equipment and without interference with offloading operations. Self-deployable ramps and kneeling landing gear decrease offloading and turn-around times.



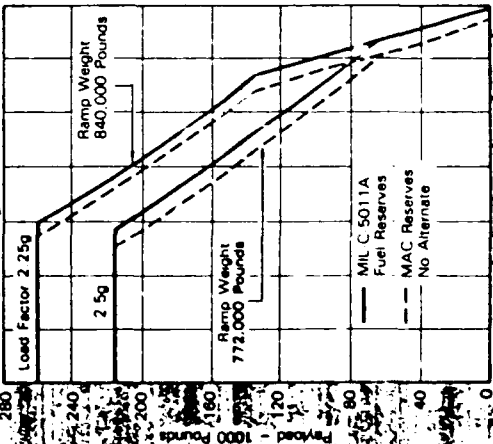


Performance

The C-5B has the performance to accomplish a full range of airlift missions.

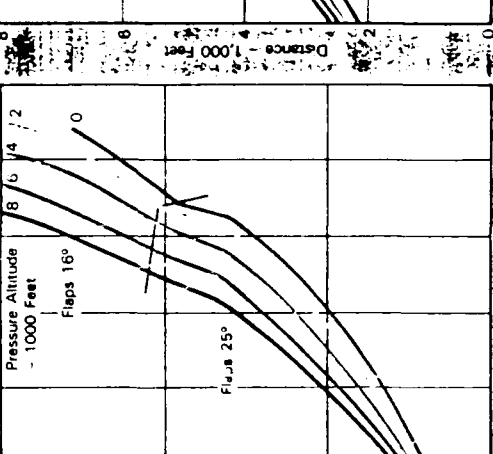
C-5B PAYLOAD-RANGE

At 77 Mach, Standard Atmosphere



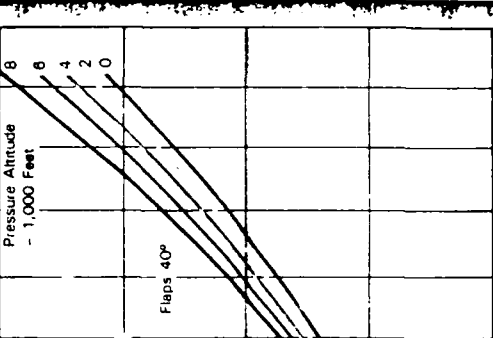
C-5B TAKEOFF CRITICAL FIELD LENGTHS

At 1,000 Feet, Standard Atmosphere



C-5B LANDING DISTANCES

At 1,000 Feet, Standard Atmosphere



1,000 Nautical Miles

ENGINEERING NOTEBOOK

CHUCK CRAWFORD

OC-ALC

C-5 ASSEMBLY / DISASSEMBLY

C5 ASSEMBLY AND DISASSEMBLY

1. QUESTION What are some of the problems associated with your area?

ANSWER The back shop needs to prioritize their work load. There is not any tracking in the computer. You can not pull up a part number and find the part. There needs to be some kind of priority marked on the paper work. Steve hopes that MRP II will take care of this.

2. The next problem was grease.

They have tested several different types of grease and have found mobil to be the best one on the market. Steve has a hard time getting it in. The reason is that there are 3 different types that fit the mill spec. The problem is the other two do not have the lubricity of the Mobil grease.

Sometimes when procurement orders a product it meets mill spec. but it is not what is required to do the job. He feels that some of the mill spec's are too loose.

3. How is the supply of new items?

ANSWER The personnel over the mill needs to watch the stock closer. Example - they run out of paint quite frequently.

4 QUESTION What is the flow of the landing gears?

ANSWER On the C5 ^{MLG} yoke you do the following:

- A Uncrate
- B Drain Oil
- C Tear Down Completely
- D Send out for cleaning
- E E & I
- F To shops for repairs
- G Plating GRINDING, BUSHING, PAINT
- H Returned here for assembly
- I Piston build up
- J Re Assembly (2 man team)
 - 1 Yoke
 - 2 Outer Cylinder
 - 3 Hardware
- K Final Assembly (2 man team)
 - 1 Install Piston
 - 2 Stack
 - 3 Rotate
 - 4 Test

These 2 men follow the unit through completion

5 QUESTION What is the experience level of your crew

ANSWER The average is 20 years. I have 21 years in. Most of the people are Grade 10.

I have 18 people assigned to me.

6 QUESTION How do you turn the gear over and put it into the disassembly station?

ANSWER We move it over by the two jib cranes and raise the other end with the two jib cranes. The reason is the gear weighs 5,600 lbs. The jib cranes are only rated 4,000 lbs.

I feel that it would be advantageous to get a three ton crane for safety reasons for turning them end for end.

7 QUESTION What kind of landing gears does this area work on?

ANSWER There are four different configurations.

A Right hand AFT gear

B Left hand AFT gear

C Right hand ~~FRONT~~ ^{FWD} gear

D Left hand ~~FRONT~~ ^{FWD} gear

E Nose gear

F The Bogie is not a gear, but that is what the wheels are attached to.

8 QUESTION Is that all you build in this area?

ANSWER No, we also do part of the KC-135.

A Oleo Trunion

B Side struts

C Drag Brace

9. QUESTION Why are you washing those parts in a tub and not in the solvent tank?

ANSWER The solvent tank has a new chemical in it. called Biogenic mix. It is mixed at 10 to 1 and is not doing the job. We are waiting for more chemical so we can mix it at 3 to 1.

10 QUESTION What is the chemical that's in the tub?

ANSWER Freon.

11 Do you know of anything which would help to do a better job?

ANSWER Yes, a small automatic part washer because we wash a lot of the small parts and they stay in the area.

12 QUESTION What is the flow-time on Bogies

ANSWER It takes about 28 days

13 While observing I noticed that on the tie down straps which secure the bogie in the crate.

They have a very long stud. The operator had to use an open end wrench to get the nut off. I would suggest getting an extra (3") long socket.

14 While observing the operator removing the Bogie from the container I noticed that it was difficult for him to position it on the stand.

I would suggest that you may consider a power unit on the rail to move the hoist back and forth.

15 QUESTION What is the flow of the Bogie?

ANSWER

A Uncrate and Remove from box

B Place on stand

C Disassemble unit

D Set Clip & Retainer aside

E Send parts to cleaning

F E & I

G Back shops for repair

H Back to CS area for sealing

I Out to paint

J Assemble front axles

K Assemble AFT axles.

16 While removing the housing for the AFT axle they were having problems with the bolts turning. The tool they have to hold the bolt is awkward at best. The ENVIRONMENTAL SEAL IF PLACED ON THE EDGE OF THE BOLT WILL HOLD THE BOLT FROM TURNING IN DISASSEMBLY.

17 In the bogie area the operator has to leave the station to get special tools.

18 In joke preassembly what are your problems?
ANSWER We need to have the COMMON items up here close to us. When we drop a small item we have to run downstairs to get another one. The time spent running downstairs after this type of item outweighs the cost of the item many times over. NOTE NUTS. BOLTS. SMALL FITTINGS ECT.

19 QUESTION Do you know if they plan on expanding the area?

ANSWER Yes they plan on putting in two more stations to the east.

NOTE ALL OF THE SMALL PARTS ARE LOCATED DOWN STAIRS IN THE MIC. (NUTS - BOLTS. ~~SMB~~ SMALL PARTS ECT). WHEN THE MECH. A DEFECTIVE PIECE OF HARDWARE HE HAS TO RUN DOWN STAIRS AFTER A REPLACEMENT. THIS IS AN EXTRA TIME CONSUMING PROCESS.

20 QUESTION What is the process in overhauling the C-S nose gear

ANSWER

- A Completely disassemble unit
- B Wash small internal parts
- C Put small parts in RCC parts system
- D Degrease
- E Wash
- F E & I
- G To Back Shops for repair
- H Back to CS area for assembly & sealing
- I Test
- J Paint
- K Package and ship

21 QUESTION Do you build anything else in this RCC?

ANSWER Yes 3 Items RC 135 TRUNNION, DERC STRUT & UPPER SIDE STRUT

22 QUESTION What operations do you perform on the subassemblies

ANSWER On the oleo trunnion

- A Assemble Sleeve
- B Attach Crank
- C Install Bearing in Crank
- D Ship to final assembly

22B Upper Side Strut

- A Install Bearing
- B Install Environmental Covers
- C Seal
- D To Paint
- E To Final Assembly

22C Drag Strut

- A Install Environmental Cover
- B Seal
- C To Paint
- D To Final Assembly

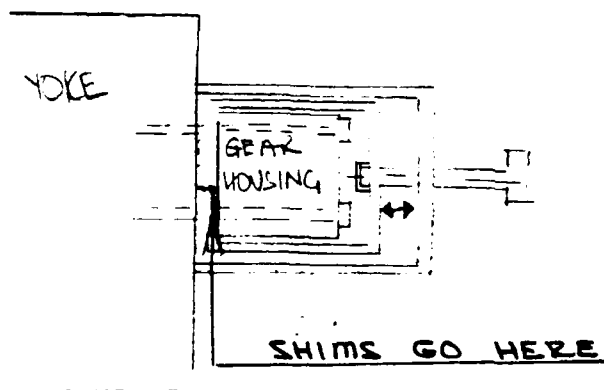
23 What is your load?

Answer we have completed 28 in a quarter, but that was with a lot of overtime. Fourteen is a good work load for this area.

24 QUESTION On the preassembly do you know how many shims it takes to get the correct tension on the chains.

ANSWER No it is trial and error to get to the correct tension.

25 SUGGESTION on the chain problem. A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you get the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

26 QUESTION How is engineering for support?

ANSWER Usually they come down the next day, however sometimes it may take 3 weeks
I WOULD SUGGEST THAT THEY START KEEPING A LOG BOOK.

27 QUESTION Are there any problems with assembling the inner and outer cylinders?

ANSWER When stacking the cylinders the spindles have to be aligned along with all the other inner parts. The two cylinders are then compressed together. If the cylinders are not concentric they can be assembled but not rotated.

28 QUESTION Are the scratches touched up before shipping?

ANSWER Yes, paint comes over and touches up the completed gear with a hand paint brush. I WOULD RECOMMEND THAT PGP DOES THEIR OWN TOUCH UP WORK.

SUGGESTION A small air brush would do a superior job. The paint would be blended in for a better appearance on the finished unit. They could do this in less time and with less paint.

29 Whose storage is that to the east of the crib?

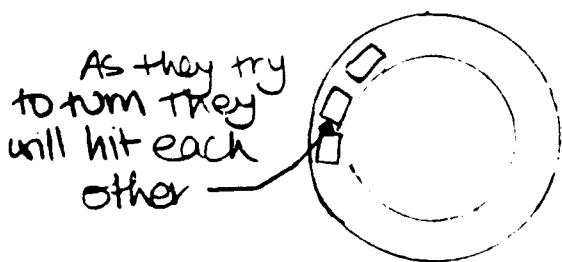
ANSWER It is our storage for this area

30 QUESTION Do you always pound the bushings with a hammer and punch?

ANSWER YES we have just started removing all of the bushings.

SUGGESTION Get a small 10 ton press and tool it up to press all the bushing out. This would be a quicker and safer operation.

31 SUGGESTION On the bogie where the rear axle assembly bolts on to the main frame I would suggest a different type of bolt with a standard bolt. When you loosen the nut the bolt has the ability to turn. When this happens they have to get a special tool. At this time they have to get this special tool and an extension and socket on the ball and nut. This is a very time consuming process. If you used a bolt with a rectangular head the bolts would hit the next bolt which would eliminate the bolts from turning.



with this type of head you could still retain the same clamping force

32 QUESTION What is that machine over on the south wall?

ANSWER It is a ball and screw tester

33 QUESTION Is it used?

ANSWER No. It tests the screws at four times greater pressure than they will see in a normal life time. I WOULD RECOMMEND THAT IT IS MOVED OUT OF THE AREA.

34 QUESTION Do you know how to get a mill spec changed?

ANSWER No I don't.

RESPONSE I will find out how from Gene.

35 Suggestion In preassembly when they install motor for the chain drive the mechanic lays on his back trying to position the unit. If the mechanic had a mechanic's creeper he could move around for easier positioning of the unit.

36. QUESTION What are some of your problems?
ANSWER Getting parts to the production line.

37. QUESTION When do you think they will get MRP in?

ANSWER They should start on the proto type in a month or so.

38. QUESTION What things would you like to see changed?

ANSWER They need to have the work in the back shops scheduled and once it is scheduled they need to have the shops work to the schedule.

B. I feel that too much emphasis is placed on effectiveness and not enough of quality and production. If you put your emphasis on quality and production effectiveness would be there.

C. Scheduling and production should always attend the same meeting. If they did that they would push the same items.

D. Scheduling has never asked me - (Paul Murry) what the capacity for tear down or for other areas in the shop is.

I WOULD RECOMMEND THAT SCHEDULING IS IN ON THE PRODUCTION MEETINGS. THEY WOULD THEN KNOW WHAT TO PUSH.

39. QUESTION: What is the down time on the crane for preventive maintenance.

ANSWER: It takes three days for Take Down, Tear Down and for recertification. I would suggest MOA or around the clock support until P.M. is completed. (MEMORANDUM OF AGREEMENT)

40. QUESTION: Do you have anything to do with the nose gear fixture in 507.

ANSWER: We don't have anything to do with the fixtures. Your best alternative is to talk to the foreman.

41. QUESTION: How do you track parts?

ANSWER: Tracking is non-existent. The system needs to be updated.

B We need the ability to track parts from shop to shop.

needs a P.A.T. STUDY TEAM.

42. QUESTION: Do you think MRP II / DMMIS will help you and how soon do you think it will be implemented.

ANSWER: I feel that it will take at least two years to get implemented.

43. QUESTION: Do you feel it will help?

ANSWER: Yes if it works the way it should it will be 1,000 percent better than what we have.

44 QUESTION How do you feel about the back shops?

ANSWER I feel that we need more control over them. They need to have a schedule of when things need to be completed by. (out of back shops)

B To get items out of the back shops you have to physically go out to the shop to find the parts, show the foreman where they are. If there is a reason why you have them put it in writing, but most of the time hand shake management works. (Please do this for me.)

45. QUESTION How well is your department staffed?
MASTER SCHEDULER

ANSWER I am the complete department and I could really use some help.

46. QUESTION What are your feelings on material control?

ANSWER The store rooms only have 15 days worth of parts in house. They are reclaiming parts that cost more than they are worth. The scheduling can from one day to the next from long range planning depending on what is needed.

B Sometimes they will pull a T Job and run it through because they do not get rated on them and they can get more hours out of them. When they do this a lot of times they will rob parts from Mister Jobs like nuts, bolts etc. Then when the Mister Job come up they are minus parts so they cannot complete the job.

C The central distribution center could have plenty of stock on hand when you check it on Monday and by Tuesday the other organizations on base could have depleted the stock. This would leave you short on parts.

D On back order items you can only place a high priority on 30% of what you have on order. When distribution back orders they use different numbers, therefore you have to go through distribution to find your parts. If someone has a higher priority level they will get the parts first. The field can put a higher priority on an item than I can.

50. QUESTION Have you had tracking systems before?

ANSWER Yes we used to have a system called M.J.T. - maintenance Job Tracking. It worked very well for a few months until they stopped putting the data into the terminal.
(THE PEOPLE WERE USED IN OTHER AREAS.)

51. QUESTION What about the paper work staying with the parts?

ANSWER Yes we do. We had a MICP not mission capable because of part. I went over to the shop that straightens them, told them what I needed. They gave me one. Then I pushed the part through and when I finally got to final assembly they told me that it was the wrong part. The machin shop also machined it to the wrong thickness because the two parts had different tolerances.

The problem was caused by having the wrong paper-work with the part and the parts being very similar.

51. QUESTION What do you think the response will be to MRP II?

ANSWER They are afraid that this program will not be any better than the others. They want to see the software to see how it works.

52. On the equipment profile it was decided that we would average the down time and frequency for the scheduled maintenance. This decision was made by Gene, Jack and the group.

53. After talking to Steve Black about number 6-7 feel that the way they are turning the MLG over in a safe manner.

54. Regarding question 28 Steve informed me that due to the type of paint (polyurethane) it cannot be sprayed in the open. You have to have a paint booth.

55. Regarding question 30 on pounding bushing out Steve said they have tried a press in the past, however, the punch and hammer saves time.

56. QUESTION Is the work load stable?

ANSWER No. It is relative to the number of missions flown. With a lot of missions flown there is a lot of breakage which increases the work load.

57. QUESTION Does the process ever change?

ANSWER No, they stay the same.

58. QUESTION Do you scrap any parts out and if so, how much?

ANSWER We scrap out about ten per cent. We bring in ten percent more to cover fall out. STEVE SAID THAT THIS IS AN OVER ALL AVERAGE OF ALL PARTS.

59. QUESTION How well trained is your work force?

ANSWER Very well, there are all 10's and 9's.

60. QUESTION How well are you staffed?

ANSWER It depends upon the work load I have in. Right now I have enough people for the scheduled work load for this quarter.

61. QUESTION How is your equipment?

ANSWER It is in good shape.

63. QUESTION What kind of engineering response do you receive?

ANSWER On the average it takes about three days. I feel that if they were in this building (#507) we would get better service.

64. QUESTION What kind of support do you get from the process engineers?

ANSWER We get good support from them.

65. QUESTION How many people do you have in your crew?

ANSWER I have 16 mechanics, 1 janitor, and 1 over equipment.

66. QUESTION When you order a specific piece of equipment do you get what you need?

ANSWER I can specify exactly what I need. Then procurement will shop around and buy one similar but not exactly what was asked for. Therefore, they are buying a useless piece of equipment.

Steven J. Black
Steven J Black

67. QUESTION Who is over MIC?

ANSWER Cindy Bennett.

68. QUESTION Who maintains your space server unit

ANSWER MAD takes care of them when they have problems.

69. QUESTION Do you do preventive maintenance required. Each organization has to submit for P.M. If they have not submitted for Preventive Maintenance, MAD will not put a P.M. on the piece of equipment.

70. Note from Gene Evans the foreman has a form for their area with all the training info. Dee and Grant would have the information for authorized hours.

71. QUESTION How up to date is the T.O. for the CS area?

ANSWER We have just revised that complete T.O. for the main landing gear.

72. QUESTION What are some of the changes you have made?

ANSWER We changed the lower bearing from a 3 piece assy to a 1 piece assy.

B We changed the FWD gears and removed the cross wind cylinders. They steer the plane on the ground with the nose gear and the AFT wheels.

- C. The cylinders are made from 300M which is very corrosive material. This material will rust if it is left wet for 30 minutes.
- D. The nose gear takes special equipment to grind the inner cylinder.

73. QUESTION What are some of the problems you found while getting line set up and running.

ANSWER The top nut on the cylinder did not have the correct torque specification called out for it and therefore they over torqued it. This sheared everything that was under it. Once they discovered what was causing the problem they had it solved within hours.

- B. At San Antonio they would tear the gear down and keep all the parts together never mixing the pieces. This caused them problems.
- C. At Ogden we requested that they opened up the leakage tolerances for easy remanufacture. This eliminated a lot of problems.

74. QUESTION How is your work load?

ANSWER Is it real sparse. We used to do 24 mainlanding gears a quarter. Now it is down to 12 to 14 gears per quarter.

- B. AFT BOGIES: They are trying to renegotiate from 60 months between overhauls to 84 months.
- C. The AFT Landing Gear is still at 60 months.
- D. The FWD gear: they are trying to renegotiate from 60 months to 22 months

E. They are also decreasing the number of missions flown

F. They had a ^{problem} ~~problem~~ with rotating the gears 90° to bring them up into the plane. They changed the accumulator in some way. I am not sure what they did, however the problem went away.

74. QUESTION Does the FCC require much interfacing with engineering?

ANSWER Yes, they do.

75. QUESTION How often do you change the WCD's because of people on the floor?

ANSWER They are not changed much because of people on the floor.

76. NOTE Paul Kershaw is one of the people working on inputting data for MRP

77. QUESTION Do they have enough parts on hand for incoming gears?

ANSWER No, they do not understand that they should stock enough parts for eight gears for five days and not just enough parts for five gears for five days.

(Info from Paul Kershaw. suggest PAT STUDY.)

78. QUESTION What about tracking parts?

ANSWER We have no idea where the parts are. In the C-5 area they will put the paper work on the outside of the basket. The parts are then sent through the tanks, ovens etc and when they come out of the oven no-one knows what they are. Therefore they do not know what paperwork goes with what part. Hopefully with MRP II they will have a BAR code on the part. This would enable you to scan the part and get any information on it. This would also tell the system where the part is in the system. THE WAY IT IS BEING HANDLED NOW THERE IS NO AUDIT TRAIL AND THEREFORE THERE CAN BE NO CORRECTIVE ACTION TAKEN.

79. QUESTION Who would have information on the testers?

ANSWER Gary Cooke

80. QUESTION DO YOU HAVE ANY PROBLEMS WITH THE PROCESS IN YOUR AREA.

ANSWER NO THE ACTUAL PROCESS (T.O.) IS GOOD THE PROBLEM IS MAKING THE WORKERS ACCOUNTABLE FOR WHAT THEY DO.

81. QUESTION What happens when a part is mis-routed?

ANSWER If they are mis-routed and comes here it has to go back through the complete system.
YOU CAN TELL IF IT IS MISS ROUTE BY CHECKING OUT THE PART.

82. QUESTION You think that making the people accountable will help?

ANSWER YES IT WOULD SOLVE A LOT OF PROBLEMS.
NOTE. SOME MANAGEMENT / SUPERVISORS FEEL THAT DESPITE PAC THERE IS NO REAL CONSEQUENCE FOR IMPROPER WORKMANSHIP

83 NOTE STEVE BLACK SAID THE PRINT FORMAN SAID THAT THEY WOULD BE OUT OF PAINT TOMORROW AND THAT IT WOULD EFFECT ME (STEVE) SOON.

84 QUESTION WHAT HAPPENS WHEN YOU HAVE A LEAKER?
ANSWER WE TEAR IT BACK DOWN HERE AND REPAIR IT.

NOTE 1 OR 2 LEAKERS PER YEAR

85 NOTE WHILE TALKING TO JOHN & TRACY THEY STATED THAT THEY ALWAYS HAD PROBLEMS GETTING THE PINS OUT OF THE CONNECTOR LINK. I THOUGHT ABOUT AN AIR CHISEL WITH A BUNCH PUNCH. AFTER TALKING TO THEM PROBABLY A SPECIAL PUNCH WOULD WORK BEST (SEE QUICK FIX)

86 QUESTION HOW HARD IS IT TO TORQUE THOSE BOLTS?
ANSWER YES THEY ARE TORQUED TO 750 IN. POUNDS

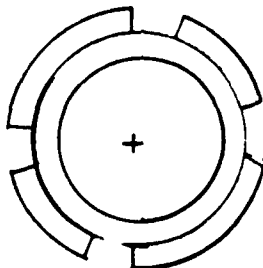
NOTE

WHILE TALKING TO TRACY & LYNN I FOUND OUT THAT THEY RUN ALL THOSE BOLTS DOWN (APPROXIMATELY 20 BOLTS) WITH A AIR IMPACT. SOME TIME THEY GET THEM TO TIGHT. I FEEL THAT A PNEUMATIC TORQUE CONTROL GUN WOULD BE SAFER AND WOULD ELIMINATE OVER TORQUING, (SEE 'QUICK FIXES')

87 QUESTION WHY ARE YOU FILING ON THOSE NUTS.
ANSWER I AM TRYING TO GET THE EDGES SQUARE AGAIN.

NOTE

AFTER EXAMINING THE NUT TRACY AND I DECIDED THAT THEY WERE BROKEN LOOSE WITH A PUNCH AND HAMMER. I FEEL THAT THEY NEED A SPECIAL TOOL TO DO THIS WITH.



THE EDGES ARE DESTROYED BY PERSONAL POUNDING ON THE EDGES AND COST TIME AND MONEY IN BAD PARTS, REWORK AND SCRAP

8X QUESTION W AT ARE SOME OF YOUR PROBLEMS IN THE ASSEMBLY OF THE NOSE LANDING GEAR.

ANSWER WHEN ASSEMBLING THE NOSE UNIT THERE ARE MANY VARIABLES SUCH AS NEW PARTS WITH OLD BOLTS. THE BOLTS HAVE BEEN RECORDED AND IT IS AT THE MAXIMUM DIAMETER ALLOWED, AND THE PART IS AT THE MINIMUM DIAMETER ALLOWED AND THERE FOR THE FIT IS TO TIGHT, SO I TRY ANOTHER BOLT TILL I FIND ONES THAT WILL WORK.

A. HE ALSO HAS TO DO A LOT OF CLEANING ON THE THREADS AND POLKING OF THE CYLINDER AS WELL AS HONING THE INNER CYLINDER.

B ON THE LOWER CAM ASSY, THE PARTS COME IN WITH A VERY RUFF FINISH. IT THEN HAS TO BE SANDED SMOOTH SO THAT THEY WILL SLIDE IN TO THE NOSE GEAR.

C THE UPPER CAM. IF IT COMES DOWN WITH ANY BURRS ON IT. IT HAS TO BE DEBURRED BY HAND. IF IT HAS BEEN RELODINED AND THEY DO NOT MASK IT OFF GOOD. HE HAS TO ALSO REMOVE THIS MATERIAL.

D WHEN THE UPPER TORQUE CONTROL ARM COMES BACK HE HAS TO CLEAN UP ALL OF THE BUSHINGS AND GREASE FITTINGS & PASSAGE MUST BE CLEANED BEFORE USE.

E THERE IS A PROBLEM WITH THE PARTS COMING BACK FROM NICK & BURR THE PARTS ARE NOT CORRECTLY NICK OR BURRED. THE OPERATORS ARE OS & OT. THEY DO NOT HAVE THE EXPERTISE ON WHAT NEEDS TO BE DEBURRED. NOTE THERE NEEDS BE MORE TRAINING IN NICK & BURR

F ON THE OUTER CYLINDER THERE IS OFTEN PLATING ON THE INSIDE OF THIS CYLINDER. IF THIS PLATING IS NOT REMOVED THEY WILL BE LEAKERS.

NOTE I FEEL THAT THE PLATING PROCESS SHOULD BE LOOKED INTO ESPECIALLY THE MASKING OPERATION.

G THE INNER TUBE AND GUIDE ASSEMBLY HAS TO BE REWORKED JUST LIKE THE REST OF THE NOSE GEAR. NOTE I FEEL THAT IT SHOULD BE INCORPORATED IN THE PROCESS.

H. ON THE RETRACTING ARM, THE BOLT WHICH ATTACHES IT TO THE UNIT A LOT OF THEM HAVE TOO MUCH CADD PLATING. THIS CAUSES A PROBLEM OF GETTING THE BOLT THROUGH THE HOLE.

I. AT PRESENT THE OPERATOR HAS TO GREASE THE UNIT BY HAND. THEY ARE WORKING ON GETTING A PNEUMATIC GREASE GUN.

THE C-S AREA SEEMS TO BE WELL ORGANIZED.
THE MAJOR PROBLEM IS PARTS. THEY NEED A TRACKING
SYSTEM. TO TELL THEM WHERE THE PART ARE.
THEY NEED THE PARTS BACK IN THE AREA AT
CERTAIN TIMES. IN ORDER TO MAKE QUOTA.

C-5

A R E A

MANPGP - (C-5 AREA)

MANPGP IS A RESOURCE CONTROL CENTER (RCC) UNDER THE MANPG SECTION OF THE INDUSTRIAL PRODUCTS DIVISION (MAN) AT OO-ALC. MANPGP (C-5 AREA) IS LOCATED IN BUILDING 507. IN THE MIDDLE OF THE BUILDING. THE AREA IS KEPT CLEAR

THE WORK-LOAD IS PRIMARILY MISTER WORK. IT CONSIST OF C5 MAIN LANDING GEAR, C5 BOGIE, C5 NOSE LANDING GEAR, KC 135 UPPER SIDE STRUT ASSEMBLY, KC 135 DRAG STRUT, KC 135 OLEO TRUNNION ASSY.

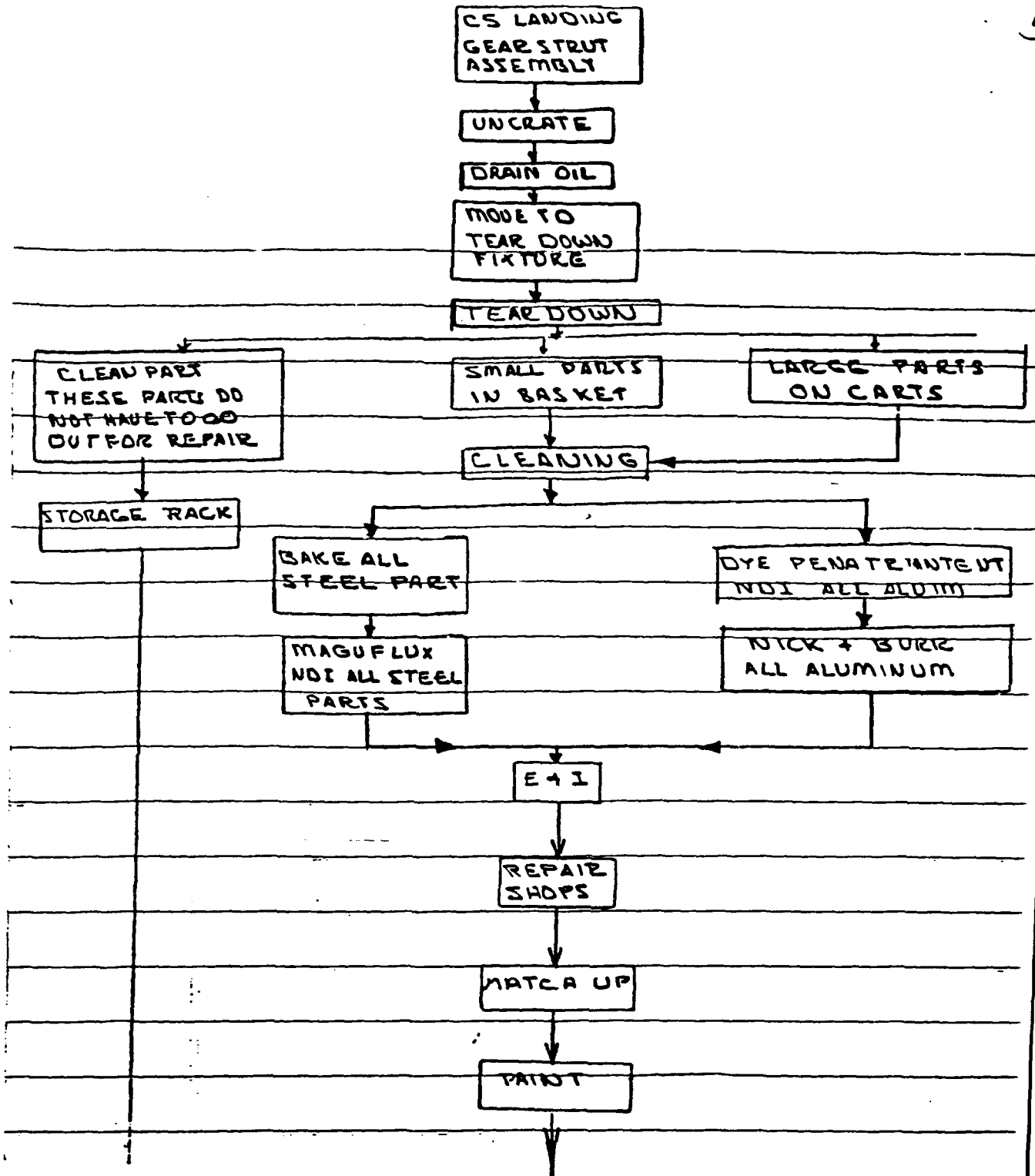
PERCENT OF OTHER WORKLOAD FOR RCC
(80/20 LISTING)
RCCs

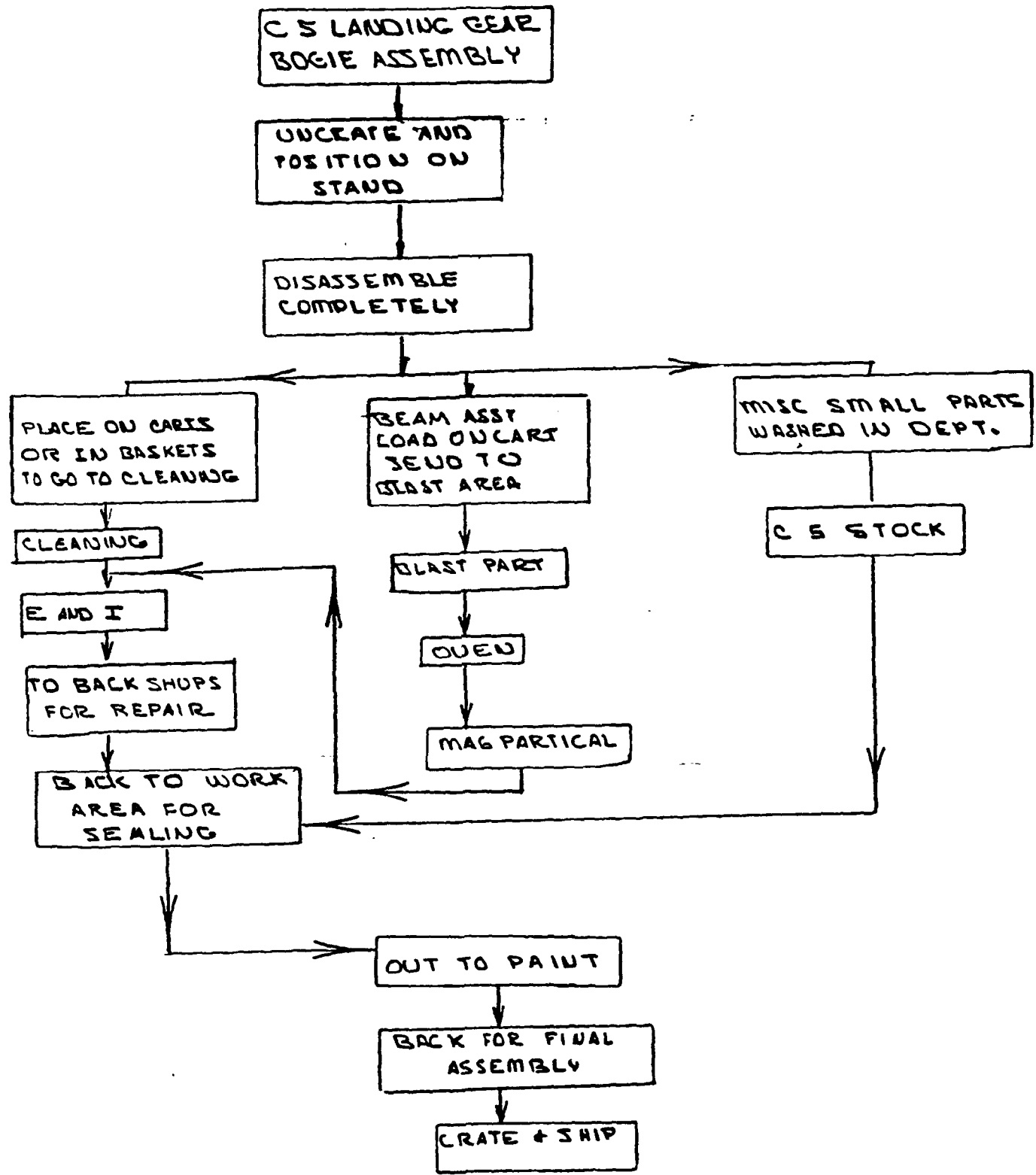
JOB TYPES	MANPGP	MANPGW	MANPNA	MANPRA	MANPRB	MANPRC	MANPWW
TEMPORARY	13.72	2.35	15.11	1.40	1.05	1.35	1.05
MANUFACTURE	0.00	0.00	0.92	0.00	4.51	2.74	12.50
PDM	1.00	0.00	22.79	0.04	0.07	4.39	22.44
ARMAMENT	0.00	0.23	1.26	0.04	0.03	4.18	2.38
HYDRAULICS	0.00	0.05	7.00	1.11	2.67	3.88	13.99
<i>MISER</i>	85.28	17.37	52.92	97.41	91.67	83.46	47.64

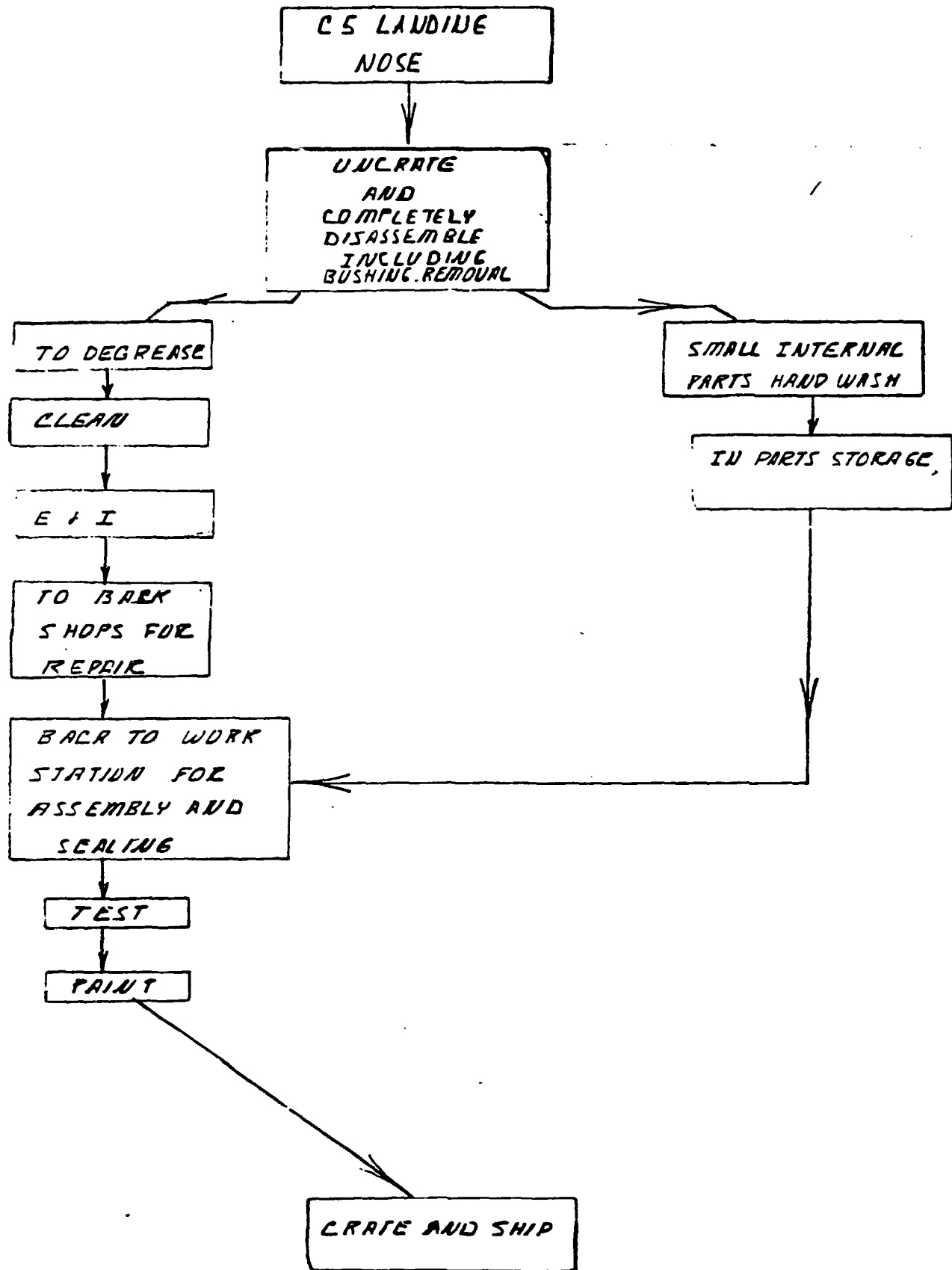
THE DECREASING FLIGHTS AND RENEGOTIATIONS WHICH IS INCREASING THE LENGTH OF TIME THE UNIT STAYS OUT IN THE FIELD IS DECREASING THE AMOUNT OF WORK NEGOSO TO BE DONE ON THE C5 COMPONENTS. WITH THE DECREASED WORK LOAD IN THE C5 AREA THEY HAVE SUPPLEMENTED THEIR WORK LOAD WITH THE FOLLOWING:

- A) KC 135 UPPER STRUT
- B) KC 135 DRAG STRUT
- C) KC 135 OLEO TRUNION ASSEMBLY

THEY WORK ON THESE ITEMS WHILE WAITING FOR MATERIALS FOR THE C5 COMPONENTS. THE FLOW CHARTS ARE ON THE FOLLOWING PAGES.







KC 135
UPPER SIDE
STRUT
ASSEMBLY

GRAV SEALER

INSTALL BEARING

INSTALL ENVIRONMENTAL
COVERS

SEAL

TO PAINT

TO FINAL
ASSEMBLY

KC 135
DRAG STRUT

SEALER

INSTALL
ENVIRONMENTAL
COVER

SEAL

TO PAINT

TO FINAL
ASSEMBLY

KC 135
OLEO TRUNNION
ASSEMBLY

PRE PAINT
PRIMER / PAINT

ASSEMBLE SLEEVE

INSTALL CRANK

INSTALL BEARING
INTO CRANK

SHIP TO FINAL
ASSEMBLY AREA

MANUFACTURED (C-S AREA) EQUIPMENT CONSIST OF SPECIALLY MANUFACTURED EQUIPMENT. IT HAS THREE LARGE ASSEMBLY/DISASSEMBLY STATIONS WITH LIFTING CAPABILITIES. THEY HAVE TWO FIXTURES WHICH ARE USED TO MOVE THE MASSIVE UNITS IN AND OUT OF THE ASSEMBLY/DISASSEMBLY STATIONS. THEY HAVE FOUR PREASSEMBLY STATIONS FOR THE C-S MLC. ONE IS A FIXTURE FOR TESTING THE C-S ENGINE CYLINDER ASSY.

FOR THE C-S NOSE LANDING GEAR ASSEMBLY/DISASSEMBLY STATION THERE IS ONLY ONE FIXTURE AND IT IS USED FOR BOTH PROCEDURES. THEY ALSO HAVE A JIB CRANE WHICH IS USED EXTENSIVELY.

C-S BOCIE AREA HAS TWO ROLLING FIXTURES WHICH THEY USE FOR THE ASSEMBLY/DISASSEMBLE OPERATIONS. THERE IS A JIB CRANE IN THE AREA WHICH IS ALSO USE EXTENSIVELY DURING THESE OPERATIONS. EACH WORK STATION

IS EQUIPPED WITH WORK A BENCH OR BENCHES, LIGHTS AND TOOLS REQUIRED TO PERFORM THE TASK. EACH ASSEMBLY STATION HAS THE PROPER TEST EQUIPMENT TO TEST EACH UNIT TO INSURE THAT EACH UNIT IS FUNCTIONAL AND SAFE.

THE FIRST STEP IN THE REPAIR OF THE CSA MAIN LANDING GEAR. THE UNIT IS BROUGHT IN UN-CRATED AND DRANGED. THE PART IS THEN LOADED ON TO A SPECIAL CART AND ROLLED IN TO THE DISASSEMBLY STATION. THEY THEN LOAD THE PART INTO THE DISASSEMBLY FIXTURES AND THEN THEY REMOVE THE LOADING CARTS.

AT THIS STATION THEY TOTALLY DISASSEMBLE THE LAND GEAR. THEY USE A LOT OF HAND TOOLS IN THE DISASSEMBLY PROCESS. AT THIS POINT THEY CLEAN OFF THE MAJORITY OF THE GREASE AND OIL. THEY ALSO HAND WASH ALL THE PARTS WHICH ARE GOING TO STAY IN THE AREA THE REST OF THE PARTS ARE THEN SHIPPED OUT OF THE AREA AND INTO THE SYSTEM.

WHEN THEY HAVE COMPLETED ALL OF THE NECESSARY REPAIRS ON THE SUB COMPONENTS, PUTTING THEM BACK INTO ACCEPTABLE CONDITION. THEY ARE THEN ROUTED BACK TO THE CS AREA.

WHEN THE COMPONENTS ARE RETURNED TO THE AREA THEY FIRST DO A YOKE PREASSEMBLY. THEY ASSEMBLE THE O RING AND ENVIRONMENTAL SEAL. SECOND THEY INSTALL THE BALL SCREW ASSEMBLY.

THE UNIT IS THEN MOVED TO THE PREASSEMBLY STAND. THEY USE A C525 CRANE TO MOVE THE UNIT. SHOP FLOOR INTERVIEWS AND OBSERVATION INDICATED A QUICK FIX OPPORTUNITY. THE FIRST ONE IS WHEN THEY ASSEMBLE THE CHAIN DRIVE UNIT TO THE YOKE. THE OPERATOR HAS TO PRY THE UNIT OUT AWAY FROM THE YOKE AND THEN INSERTS SHIMS. HE THEN CHECKS THE CHAIN TO SEE WHAT THE TENSION READING IS. IF THE TENSION IS OFF THEY NEED TO ADD OR SUBTRACT SHIMS UNTILL THEY ACHIEVE THE CORRECT TENSION. IF THEY HAD A PULLER THEY COULD PULL THE UNIT OUT TO THE CORRECT TENSION, MEASURE FOR SHIM THICKNESS AND INSTALL THE SHIMS. THIS WOULD SAVE 1.25 HRS PER GEAR AND WOULD ELIMINATE THE POSSIBILITY OF BACK STRAIN. COST SAVING \$3,004.40

THE NEXT QUICK FIX IS REPLACING A PIECE OF FOAM WITH A CREEPER. AT THE PRESENT TIME THEY GET A PIECE OF FOAM AND LAY IT ON THE FLOOR TO WORK ON. EACH TIME THEY HAVE TO WORK ON A DIFFERENT PLACE ON THE UNIT THEY GET UP AND MOVE THE FORM AND THEN LAY BACK DOWN ON IT, AND PROCEED ON WITH THE ASSEMBLY. I PROPOSE THEY GET A CREEPER. THEY THEN COULD ROLL AROUND AS NEEDED. WITHOUT GETTING UP AND MOVING THE FOAM OR CREEPER. COST SAVINGS \$1,201.74

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to MLG CS at RCC MARPER
at 00 ALC.

POINT(S) OF CONTACT: C. CRAWFORD

AS-IS CONDITION: THE OPERATOR PRYS THE UNIT OUT WITH PEY BAR STICKS IN SHIMS
AND THEN CHECK THE CHAIN FOR TENSION. HE OR SHE REPEATS THIS OPERATION
UNTILL THE CORRECT TENSION IS ACHIEVED.

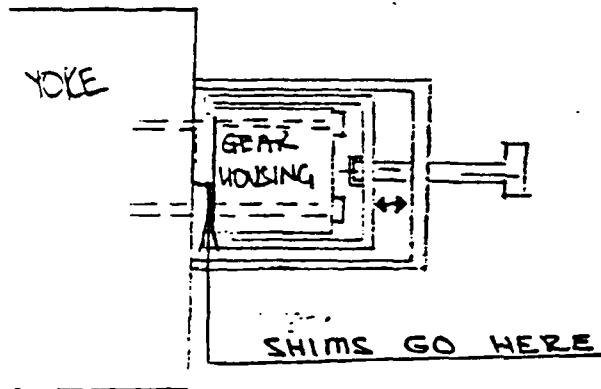
TO-BE: PUT ON PULLER. PULL UNIT OUT CHECK CHAIN FOR TENSION & ADJUST PULLER AS
REQUIRED. MEASURE AND REUSE SHIMS.

POTENTIAL IMPROVEMENTS: SAVINGS \$ 3,004.40

IMPLEMENTATION COST:

SCHEDULE:

25 SUGGESTION on the chain problem. A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you get the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

SAVINGS

$$\frac{1125 \text{ HRS}}{\text{GEAR}} \left(\frac{14 \text{ GEARS}}{\text{QUARTER}} \right) \left(\frac{4 \text{ QUARTERS}}{\text{YEAR}} \right) \left(\frac{42.92}{112} \right) = \$3004.40$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (C-5) at RCC BARBER
at 00 ALC.

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: GETS PIECE OF FOAM AND MOVES AROUND ON THE FLOOR AS NEEDED.

TO-BE: GET CREEPER AND ROLL AROUND ON FLOOR AS REQUIRED TO DO THE JOB.

POTENTIAL IMPROVEMENTS: \$1,201.76 SAVINGS

IMPLEMENTATION COST: \$20.00

SCHEDULE:

CREEPER

PRESENTLY THEY LAY A PIECE OF FOAM DOWN ON THE FLOOR
 THEY LAY ON IT TO WORK. HOWEVER THEY GET UP AND
 REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING
 ON THE LOWER PART OF THE GEAR IN PREASSEMBLY

(.5 HR / GEAR X 56 GEARS) X (.42 Hz / Hz) = 1201.76

THE NEXT QUICK FIX OPPORTUNITY IS PREASSEMBLY AREA IS. TO MOVE THE SMALL PARTS BINS. NUTS, BOLTS CONNECTORS ECT. UPSTAIRS BY THE MECHANIC WHO USES THEM. AT THE PRESENT TIME EVERY TIME THE MECHANIC DROPS AN ITEM OR WHEN HE IS SENT UP A DEFECTIVE ITEM HE MUST RUN DOWN STAIRS TO THE M/C TO GET A REPLACEMENT.

ONCE HE IS AT THE M/C THEY MUST FILL OUT WHAT PART NUMBER IS ASSIGNED TO THE PART, FILL OUT THE PAPER WORK FOR A REPLACEMENT, FINALLY HE GETS THE PART AND THEN THE OPERATOR TAKES IT BACK UP STAIRS, TO SEE IS IT WILL FIT.

I PURPOSE THAT THEY MOVE ALL OF THIS TYPE ITEM BACK UP STAIRS. WHERE IT WOULD BE READILY AVAILABLE TO THE MECHANICS WHO USED THEM. COST SAVINGS 38,456.32 PER YEAR.

ACCORDING TO WHAT JOHN BOYER STATED WHILE TEACHING AN MRP II CLASS AT HILL AIR FORCE BASE HE STATED THAT SMALL ITEM LIKE NUT, BOLTS, CONNECTORS ECT. COULD BE SET UP ON A MIN/MAX SITUATION.

AS SOON AS THEY FINISH THE PREASSEMBLY
THE UNIT IS MOVED DOWN INTO THE LARGE
ASSEMBLY STATION FOR FINAL ASSEMBLY.
IN FINAL ASSEMBLY THEY PERFORM THE FOLLOWING
OPERATIONS.

- A. INSTALL SPLIND TUBE ASSEMBLY
- B. GREASE BEARING AND INSTALL PISTON SUB ASSEMBLY
- C. INSTALL ALL ITEMS TO BUILD UP TOP END OF UNIT
- D. CHARGE UNIT
- E. TEST UNIT
- F. INSPECT UNIT
- G. SHIP UNIT

IN THIS PHASE OF THE OPERATION THEY
APPEAR TO BE WORKING QUITE EFFICIENTLY.
THEY HAVE ALL OF THE TOOLS REQUIRED
TO PERFORM THE TASK.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to MLG ASSY (CS) at ALC. at RCC MMAP6P

POINT(S) OF CONTACT: SAMI RASS

AS-IS CONDITION: RUN DOWN STAIRS TO GET CORRECT NUT BOLT ECT. IF YOU DROP A BOLT YOU HAVE TO GO DOWN STAIRS AFTER IT. EXCHANGES ARE ALSO MADE DOWN STAIRS.

TO-BE: MOVE THE FASTENERS ECT UP BY THE MECH WHO USES THEM.

POTENTIAL IMPROVEMENTS: SAVINGS PER YEAR \$ 75,5632

IMPLEMENTATION COST: MOVE STORAGE UNITS FOR FASTENERS ECT BACK UP STAIRS

SCHEDULE:

SMALL PARTS

FAST METHOD: HAD ALL THE SMALL PARTS NUTS, BOLTS ECT LIP BY THE MECHANIC. FOR EASY ACCESS. THEY COULD DO A GEAR IN 48 HRS

NOW ALL OF THE NUT BOLTS ECT HAVE BEEN MOVED DOWN INTO THE MIL. WHEN THE PARTS COME UP THE MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP IN A LARGE BAG. ALSO WHEN YOU DROP A BOLT YOU HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT UP OR GET A REPLACEMENT.

IT NOW TAKES 64 HOURS TO BUILD A GEAR

64-48x16 HRS x 56 GERS / HR x 42.92 / HR = \$ 38,756.32

C-5 BOGIE.

THE PRESENT PROCESS FOR DISASSEMBLING THE C5 BOGIE IS AS FOLLOWS.

- A- THE REMOVE THE UNIT FROM THE CRATE
- B. REMOVE SPACERS, BRACE COLLAR, BOGIE PITCH COLLAR
- C REMOVE GUDEGON PIN ASSEMBLY AND COMPENSATOR LINK.

AFTER INTERVIEWING THE FLOOR PERSONNEL AND OBSERVING THEIR PROCESS THEY INDICATED A QUICK FIX OPPORTUNITY. AT THE PRESENT TIME IN ORDER TO REMOVE THE COMPENSATOR LINK PINS, THEY HAVE ONE PERSON HOLD THE PUNCH AGAINST THE PIN WHILE THE SECOND PERSON STRIKES THE PUNCH WITH A HAMMER, YOU HAVE THE PROBLEM OF THE PUNCH BOUNCING OFF THE BOLT. AFTER TALKING WITH THE MECHANICS AND LISTENING TO THEIR CONCERNS, I DESIGNED A PUNCH WHICH THEY CAN SECURE TO THE COMPENSATOR LINK PIN. BY DOING THIS YOU ELIMINATE THE PUNCH BOUNCING OFF THE PIN AND YOU ALSO REDUCE THE MAN POWER BY ONE HALF WHICH WILL SAVE THE GOVERNMENT \$2,226,40 PER YEAR.

- D REMOVE FORWARD AXLE AND HARDWARE.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to MLG ASSY (CSJ) at RCC MANPCP
at OO ALC.

POINT(S) OF CONTACT: TRACY LLOYD

AS-IS CONDITION: ON PERSON HOLDS PRESS ROD ON PIN WHILE SOME ONE ELSE
POUNDS ON THE ROD WITH A HAMMER.

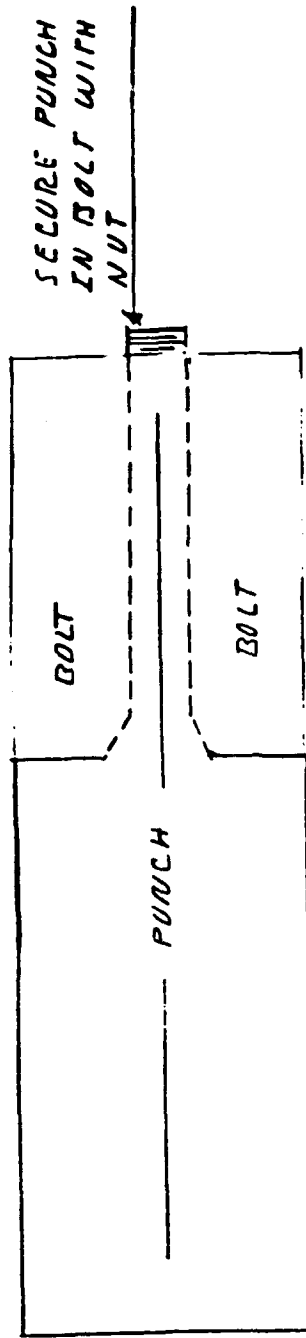
TO-BE: MAKE A SPECIAL TOOL TO BE ATTACHED TO THE PIN SO ONE PERSON REMOVE THE
PIN.

POTENTIAL IMPROVEMENTS: SAVINGS 2.226.40

IMPLEMENTATION COST: 0.50 TO 1100.00

SCHEDULE:

REMOVING OF COMPENSATOR ATTACHING PINS
ON CS BOGIE



TOOL USED TO REMOVE 4G19063101A BOLT 2 / BOGIE

WITH A PUNCH LIKE THIS YOU COULD SECURE PUNCH TO THE BOLT. ONE PERSON COULD DRIVE THE BOLT IN PLACE OF TWO PEOPLE. ALSO WHERE THE PUNCH SECURED TO THE BOLT THE PUNCH WON'T BOUNCE AND THE PIN WILL BREAK LOOSE EASIER.

PRESENT METHOD

(2 MEN) 12 BOLTS / 14 BOGIES / 0.25 HR / BOLT) (47.33 / HR) * 2650.44

PROPOSED METHOD

(1 MAN) 12 BOLTS / 14 BOGIES / 0.14 HR / BOLT (47.33 / HR) : 424.08

2650.44
- 424.08

2,226.36

E REMOVE ART AXLES AND HOUSINGS.

AFTER INTERVIEWING SHOP PERSONNEL, SOME OF THE ENGINEERS AND OBSERVING THEIR PROCESSES THIS INDICATED A QUICK FIX OPPORTUNITY.

AT THE PRESENT TIME WHILE REMOVING THE BOLTS FROM THE AFFALE HOUSING AREA, PART OF THE TIME A BOLT WILL BREAK LOOSE AND TURN. WHEN THIS HAPPENS THEY GET A SPECIAL WRENCH WHICH ENABLES THEM TO REACH THE HEAD OF THE BOLT. THE HEAD OF THE BOLT IS ON THE BACK SIDE OF THE HOLE AND THIS MAKES IT INACCESSIBLE WITH ANY STANDARD TOOL. THIS PROCEDURE IS VERY TEDIOUS AND REQUIRES AN EXTRA PERSON TO HOLD THE SPECIAL TOOL. IN TALK TO THE MECHANIC IT WAS DISCOVERED THAT IF THEY WOULD PUT ON ENOUGH SEALER TO WHERE IT MADE CONTACT WITH ALL OF THE BOLTS THIS WOULD ELIMINATE THE PROBLEM ENTIRELY. THIS WOULD SAVE \$240,36 PER YEAR.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI10) exists to 130 G/E (C-5) at RCC MARADGP
at 00 ALC.

POINT(S) OF CONTACT: JOHN KUNKLER

AS-IS CONDITION: PART OF THE BOLTS TURN AS THEY ARE REMOVING THE NUTS. THEY HAVE TO USE
A TOOL TO HOLD THE BOLT WHILE REMOVING THE NUT.

TO-BE: APPLY SEALER SO THAT IT MAKES CONTACT WITH LOOSED BOLTS. THIS WILL HOLD THEM WILL
REMOVING THE NUTS.

POTENTIAL IMPROVEMENTS:
SAVINGS / 240.35 / YR

IMPLEMENTATION COST: 0

SCHEDULE:

BOCIE

WHEN THEY ARE REMOVING THE NUTS & BOLTS
SOME OF THE INNER BOLTS ~~STAY~~ SPIN: WHEN THIS
HAPPENS THEY HAVE TO USE SPECIAL TOOLS TO GET
THE BOLTS OUT. THIS TAKE APP 1 HR.

SOLUTION.

PUT A HEAVY COAT OF ENVIRONMENTAL
ON SO THAT IT COME IN CONTACT WILL FREE BOLT
AND STOPES IT FROM TURNING

AT THIS POINT THE PARTS HAVE ALL OF THE CORRECT WCD'S. THE PARTS ARE THEN SENT TO THE OTHER RCC'S FOR REPAIR AS REQUIRED.

UPON THE CONCLUSION OF THE REPAIR PROCESS BY THE SUPPORTING RCC'S THE COMPONENTS ARE SENT BACK TO THE CE AREA FOR ASSEMBLY.

THE ASSEMBLE PROCESS ARE AS FOLLOWS.

- A CLEAN AND ASSEMBLE FWD AXLES.
- B ASSEMBLE BRAKE AND DITCH COLLARS
- C. ATTACH AFT AXLE HOUSING AND AXLES.
- D ASSEMBLE GUDGEON PIN, CENTER LINK AND COMPENSATOR L.L.
- E TORQUE ALL BOLT, PER SPEC
- F TOUCH UP PAINT, QC ACCEPT AND SHIP.

AFTER WATCHING THE MECHANICS TORQUE DOWN THE BOLTS ON THE AFT AXLES WITH AN INCH POUND TORQUE WRENCH I SAW A QUICK FIX OPPORTUNITY. IN PLACE OF THE INCH POUND TORQUE WRENCH AND THE PNEUMATIC ~~3~~ IMPACT WRENCH. I WOULD SUGGEST A PNEUMATIC TORQUE GUN. WITH A PNEUMATIC TORQUE GUN YOU WOULD ELIMINATE OVER TORQUING OF THE BOLTS. WHICH WEAKENS THE BOLTS BY STRETCHING THEM PAST A SAFE LIMIT. IT WOULD ALSO ELIMINATE THE HAND TORQUING OPERATION. THIS PROCEDURE WOULD PRODUCE A STRUCTURALLY SAFE UNIT.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PIO) exists to DOGIE ASSY at RCC MAUPGP
at DO ALC.

POINT(S) OF CONTACT: TRACY LLOYD.

AS-IS CONDITION: TIGHTEN BOLTS DOWN WITH 3/8 IMPACT CHECK WITH TORQUE WISEMEN IF
TO TIGHT LOOSEN & RETORQUE. IF THE BOLT IS OVER TORQUED IT WILL
CAUSE STRUCTURAL DAMAGE TO THE BOLT
TO-BE: USE AIR TORQUE GUN THIS WILL RUN THE BOLT DOWN TO THE CORRECT TORQUE
EVERY TIME

POTENTIAL IMPROVEMENTS: SEIZ DOGIE UNIT.

IMPLEMENTATION COST:

SCHEDULE:



THE TORQUING OF BOLTS.

ON THE BOGIES WHEN THE TIGHTEN DOWN THE BOLTS HOLDING THE AXLE HOUSING TO THE MAIN BOGIE BEAM. THEY RUN THESE BOLTS DOWN WITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OVER TIGHTENED. THIS CAN DAMAGE THE STRUCTURAL STRENGTH OF THE BOLT.

I WOULD SUGGEST A TORQUE CONTROL IMPACT WRENCH. THIS WRENCH COULD BE SET FOR THE CORRECT TORQUE OF THESE BOLTS. THIS WOULD ELIMINATE OVER TORQUING AS WELL AS THE SECOND OPERATION OF CHECKING THE TORQUE.

THE C 5 NOSE LANDING GEAR

THE C 5 NOSE LANDING GEAR IS A, UNIQUE GEAR. THE WORK LOAD IS GREATLY REDUCED IN COMPARISON TO THE MAIN LANDING GEAR. THE DISASSEMBLY AND ASSEMBLY ARE BOTH ACCOMPLISHED AT THE SAME WORK STATION.

THE PROCEDURE FOR THE DISASSEMBLY IS AS FOLLOWS.

A. REMOVE FROM CRATE

B PLACE IN FIXTURE

C REMOVE AXLE NUTS, SPACERS, UPPER AND LOWER CONTROL ARMS.

D. REMOVE ORIFICE TUBE FROM OUTER CYLINDER.

E REMOVE STEERING COLLAR ASSEMBLY

F REMOVE OUTER CYLINDER

G REMOVE AND DISASSEMBLE HIGH PRESSURE PISTON.

H DISASSEMBLE LOCK UP ROLLER ASSEMBLY

I CLEAN PARTS AS REQUIRED BY HAND.

J DO ALL THE PAPER WORK AND ATTACH THE CORRECT TAGS TO THE PARTS.

K. ROUTE THE PARTS OUT TO THE OTHER RCC'S FOR REPAIR AS REQUIRED. FROM WHAT I COULD

ASCERTAIN THE DISASSEMBLY PROCESS HAS BEEN

REFINED AND IS WORKING SMOOTHLY

THE PARTS WHICH STAY IN THE AREA ARE WASHED BY HAND. THEY THEN INSPECT THE PARTS, THE GOOD PARTS ARE PUT BACK INTO THE SYSTEM. THE REST OF THE PARTS ARE THEN ROUTED THROUGH THE CORRECT WCP'S FOR REPAIR.

ONCE ALL OF THE PARTS HAVE BEEN THROUGH ALL OF THE REQUIRED RCC'S AND ARE BACK INTO SERVICEABLE CONDITION, THEY ARE THEN ROUTED BACK TO THE C-5 AREA FOR ASSEMBLY.

THE OPERATOR MUST FIRST GO THROUGH AND CHECK ALL OF THE PARTS TO INSURE THAT THEY CAN BE ASSEMBLED PROPERLY. HE CHECKS FOR NICKS AND BURRS, AND THAT ALL REQUIRED SURFACES ARE FREE OF FOREIGN MATERIALS AND THAT THE PLATING IS ONLY IN REQUIRED AREAS. WITH OUT OUR RUNS. ONCE THIS TASK IS COMPLETED HE IS READY FOR THE ASSEMBLY PROCESS.

TO REASSEMBLE THE UNIT THE OPERATOR FOLLOWS THE FOLLOWING PROCESS.

- A - GATHERS COMPONENTS FOR HIGH PRESSURE PISTON ASSEMBLY AND THEN ASSEMBLE THE UNIT.
- B - TEST THE HIGH PRESSURE PISTON ASSEMBLY

- C- PREASSEMBLE THE OUTER CYLINDER AND PISTON AXLE ASSEMBLY. ASSEMBLE EXTERNAL PARTS TO THE OUTER CYLINDER.
- D- INSTALL THE HIGH PRESSURE PISTON ASSEMBLY INTO THE PISTON AXLE ASSEMBLY
- E. BUILD UP PISTON AXLE ASSEMBLY O.D.
- F INSTALL PISTON AXLE ASSEMBLY INTO OUTER ASSEMBLY AND TEST.
- G DRAIN AND TOUCH UP PAINT
- H FINAL ACCEPTANCE
- I SNIP.

WHILE TALKING TO THE MECHANIC WHO HAS THE RESPONSIBILITY FOR TCS NOSE GEAR, HE INFORMED ME OF SOME OF THE PROBLEMS WHICH HE ENCOUNTERS WHILE ASSEMBLING THE GEAR.

1 - THERE IS A PROBLEM WITH THE ASSEMBLY OF AN OLD BOLT AND A NEW PART TOGETHER. THE OLD BOLT COULD BE PLATED TO ITS MAXIMUM TOLERANCE AND THE NEW PART'S HOLE COULD BE AT MINIMUM TOLERANCE. WHEN THIS OCCURS THEY CAN HAVE A VERY TIGHT FIT. IN SOME APPLICATIONS THIS IS NOT DESIRABLE AND HE HAS TO SORT THROUGH HIS INVENTORY OF BOLTS UNTILL HE FINDS ONE THAT WILL ALLOW THE PART TO FUNCTION CORRECTLY.

2. WHEN THE LOWER CAM ASSEMBLY COME BACK TO THE C-5 AREA THE PARTS HAVE A VERY RUFF FINISH. THIS MEANS IT HAS TO BE SANDED SMOOTH SO THAT IT WILL SLIDE INTO THE NOSE GEAR.

3- WHEN THE UPPER CMM COMES DOWN IF IT HAS
BURRS ON IT AT ALL, IT MUST BE DEBURRED
BY HAND. IF THE PART HAS TO BE REALIGNED
AND THE PART IS NOT PROPERLY MASKED, UPON
ITS RETURN TO THE CS AREA THE OPERATOR WOULD
HAVE TO REMOVE THE EXCESS BY HAND.

FROM WHAT I HAVE SEEN THE NEED BETTER
COMMUNICATIONS AND TRAINING. IF THEY HAD
BETTER COMMUNICATIONS WITH THE OTHER RCC'S
THEY COULD RESOLVE A LOT OF THEIR
PROBLEMS. THIS WOULD ENABLE THEM TO
COME UP WITH SOLUTIONS WHERE EVERY ONE
WOULD BENEFIT. I FEEL THIS WOULD BE
A BENEFIT TO ALL OF THE RCC'S

4. WHEN THE UPPER CONTROL ARM COME TO ASSEMBLE ALL OF THE BUSHINGS MUST BE CLEANED AND ALL OF THE PASSAGE CLEARED. HERE YOU NEED BETTER COMMUNICATION WITH THE OTHER REL'S. I FEEL THAT THAT NOT EVERY ONE KNOWS WHAT IS REQUIRED TO PRODUCE AN ACCEPTABLE PART. ~~AND~~

5. THEY HAVE PROBLEMS WITH THE OUTER CYLINDER THERE IS OFTEN PLATING ON THE INSIDE OF THIS CYLINDER. IF THIS IS NOT REMOVED THERE IS A LEAK. I FEEL THAT IF THE TWO RELS HAD BETTER COMMUNICATIONS AND WOULD WORK TOGETHER THEY COULD ELIMINATE THEIR PROBLEMS.

MOST ALL OF THE PROBLEMS WHICH THE OPERATOR TOLD ME ABOUT AND SHOWED ME THE PARTS COULD BE ELIMINATED IF ALL THE RELS WOULD WORK TOGETHER. I WOULD ALSO HELP IF THERE WAS ONE PERSON RESPONSIBLE FOR THE COMPLETE OPERATION, INCLUDING THE COUNT AT THE END OF THE QUARTER

AFTER TALKING TO THE MECHANICS, WITH THEIR
HELP WE CAME UP WITH A DOCUMENT WHICH
REPRESENTS A MORE REALISTIC PICTURE OF
WHAT THEY ARE ACTUALLY DOING.

NLG STRUT DISASSY

- 5 REMOVE STRUT FROM SHIPPING CRATE AND PLACE IN NLG STAND AND DRAIN HYD. FLUID FROM UPPER CHAMBER
- 10 REMOVE AND DISASSEMBLE AXLE NUTS, AXLE SPACER, AXLE SPACER, AXLE ADAPTERS AND AXLE SLEEVES. REMOVE AND DISASSEMBLE UPPER AND LOWER TORQUE ARMS.
- 15 REMOVE RETRACT ARM ATTACH BOLTS. REMOVE AND DISASSEMBLE RETRACT ARM. REMOVE DUST COVER FROM TRUCTIONS
- 20 REMOVE NUT FROM TOP OF OUTER CYLINDER AND PUSH DRIFICE TUBE INSIDE OUTER CYLINDER. UNSCREW PARKING NUT FROM OUTER CYLINDER AND SEPARATE
- 25 REMOVE AND DISASSEMBLE SPACER ASSY. REMOVE STEERING COLLAR ASSY REMOVE THE FIBER LINED BUSHING FROM THE COLLAR I.D.
- 30 REMOVE TRUCTION PINS FROM OUTER CYLINDER REMOVE OUTER CYL. FROM STOPS AND PLACE IN A "V" CART REMOVE TRUCTION BUSHINGS.
- 35 REMOVE DRIFICE SUPPORT TUBE FROM PISTON AXLE ASSY. DISASSEMBLE O.D. AND I.D. OF PISTON AXLE. REMOVE AND DISASSEMBLE HIGH PRESSURE PISTON
- 40 DISASSEMBLE UP LOCK ROLLER ASSY. REMOVE FIBER LINED BUSHINGS AND WIRE TO PISTON AXLE IF NOT DAMAGED. PLACE ALL SMALL PARTS IN CLEANING BASKETS SEP. STEEL FROM ALUM.
- 45 CLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL COMPONENTS BEING STORED FOR REUSE AND SERVICEABILITY BEFORE STORING
- 45 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT. FOR COMPLETION AND ACCURACY
- 50 FINAL VISUAL PRODUCT INSPECTION

STRUT ASSY
YUKE PRE ASSY

15 PLACE YOKE UPSIDE DOWN IN YUKE FIXTURE AND INSTALL
"C" RING AND THRUST WASHER ENVIRONMENTAL

20 INSTALL BALL SCREWS IN SPROCKETS. PLACE THRUST BEARINGS,
RADIAL BEARING AND RETAINERS INTO THE BALLSCREW BOLE
ALONG WITH COMPLETE BALL SCREW / SPROCKET ASSY

NOTE MUST SET FOR 24 HRS

PREASSEMBLY

- 25 PLACE YOKE ASSY IN PREASST STAGE AND INSTALL OUTER CYL. AND SELECT INSERT ACCORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BRACKETS LOCK CYLINDERS, FITTING & HYDRAULIC LINES.
- 30B INSTALL CENTER LENSOR, TARGET & BRACKETS. SEAL THRUST WASHER. INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET
- 30C INSTALL ANCHOR SHAFTS AND FITTINGS. INSTALL BULKHEAD BRACKETS & FITTINGS
- 30D INSTALL BRAKE LINES AND CROSSWIND TUBING FRONT BRACKETS
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- 35 INSTALL CROSSWIND CYLINDERS. ANTI ROTATION BOLTS AND APEX SHAFT. INSTALL LINEAR SHUT OFF VALVES, FITTINGS AND HYDRAULIC TUBING, FLEX LINE
- 36 INSTALL CHAIN DRIVE, CHAINS AND SET CHAIN TENSION GREASE GEARS, OIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIC MOTOR BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS. BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRAULIC DRIVE LINES AND INSTALL ON GEAR
- 40 INSTALL NORMAL AND EMERGENCY ROTATION CYLINDERS, HARDWARE, FITTINGS AND FLEX HYDRAULIC LINES
- 41 COMPLETELY INSTALL ELECTRICAL HARNESS ASSY, INCLUDES CRIMPING TERMINALS, CONNECTING TERMINALS, INSTALLING SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- 45 TORQUE ALL HYDRAULIC LINES, FITTINGS AND TUBING IAW TORQUE VALUE TABLE ON PAGE 9-4 IN T.O. 451-93-3

TRAIL LIFTING GEAR
FINAL ASSEMBLY

50 MOVE STRUT INTO TEST STAND AND SECURE IT. CLEAN I.D. OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN MATERIAL OR TO ASSEMBLE OR CLOSE

55 + 60 ASSEMBLE ALL ITEMS REQUIRED TO BUILD UP THE O. D. OF THE PISTON SUB ASSY (INNER CYL.) INSTALL SPLIED TUBE ASSY.
INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY

65 GREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER CYLINDER AND LOCK IN PLACE

70 INSTALL ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13 +/- GALS OF HYD FLUID. STROKE STRUT TO REMOVE TRAPPED AIR.

75 CHARGE STRUT WITH 2500 +/- P.S.I IN. LOWER CHAMBER AND 475 +/- IN. UPPER CHAMBER ALL PRESSURE TO STABILIZE APPROX 30. MIN.

80 USING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH A PRESSURE GAUGE. THERE SHALL BE NO LOSS / GAIN FROM UPPER CHAMBER FOR 1. HOUR.

85 CYCLE CROSSWIND CYLINDERS 25 TIMES AT 3000 P.S.I AND CHECK ALL HYDRAULIC LINES AND TUBES THERE SHALL BE NO LEAKAGE AT ANY CONNECTION

90 CYCLE STRUT 25 TIMES AT 300 P.S.I. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE ROTATION TEST AND RECORD PRESSURES

95

CHECK AND SET THE INNER LOCK SYSTEM SET AND CHECK BALL SCREW RIGGING AND SAFETY WIRE DOG STOPS AND HEX NUTS

100

INSTALL FLUID TRANSFER HOUSING IN FLIGHT BRAKE SYSTEM ROLL PIN ASSY, SIDE BRAKES, RETRACT ARM & TRUNNION PIN

101

INSTALL AND WIRE CANNON PLUGS. REMOVE SUIT FROM STATION

105

CLEAN OFF ALL EXCESS GREASE, OIL AND DIRT FROM ENTIRE STRUT. DECAL AND TOUCH UP PAINT AS REQUIRED

110

INSPECT STRUT ALL OVER FOR RUBBING AND CHECK HYD. LINES. WRAP AND PROTECT ELECTRICAL CANNON PLUGS

115

FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS AND ACCURACY OF ALL PRECEDING OPERATIONS THIS 953

120

FINAL PRODUCT VISUAL INSPECTION AND PLACE IN BOX

BOGIE BEAM ISSY

- 15 **PRE-ASSEMBLY CLEAR. INSURE THAT ALL GREASE PASSAGES ON CENTER BEAM ARE ABLE TO TAKE GREASE**
- 20 **CLEAN EXCESS PAINT FROM FWD AXLE SO AXLE SLIDES FREELY INTO POSITION ON CENTER BEAM. BUILD UP FRONT AXLES**
- 21 **INSTALL BRAKE COLLAR, PITCH COLLAR SAFETY STOP FITTING SAFETY STOP AND PITCH STOP**
- 22 **REAM BOLT HOLES AND CLEAN FLANGES**
- 25 **BUILD UP BOLTS, RECESSED AND FLAT WASHERS AND INSTALL. APPLY GRAPHITE TO BOLTS & APPLY SEALER**
- 30 **ATTACH AFT AXLES BOTH SIDES**
- 35 **CHECK GUIDEDON PIN TO ASSURE GREASE FITTING MODIFICATION HAS BEEN ACCOMPLISHED. CHECK GUIDEDON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS**
- 40 **ATTACH GUIDEDON PIN TO CENTER BEAM. CONNECT COMPENSATOR LINK TO FWD AXLE AND GUIDEDON PIN.**
- 45 **BUILD UP TRACK ROLLER BRACKET AND LOCK ROLLER FITTING. INSURE THAT SPACER PINGS ARE ATTACHED BEFORE CRATING**
- 50 **TORQUE ALL BOLTS PER SPEC**
- 55 **TOUCH UP PAINT AND MAKE DECAL**
- 60 **FINAL ACCEPTANCE FOR ALL PAPER WORK**
- 65 **SET BOGIE IN CRATE**

BOGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRATE AND PLACE IN DISASSEMBLY STAND
- 10 REMOVE AXLE SPACERS BRAKE COLLAR, BOGIE PITCH COLLAR, SAFETY STOP FITTING, AND SAFETY STOP FROM FWD AXLE. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 15 REMOVE COMPENSATOR LINK, ATTACH BOLTS AND LINK. REMOVE GUIDECOM PIN ASSY FROM CENTER BEAM. ATTACH WORK CONTROL DOCUMENT AND ROUTE.
- 20 REMOVE ALL ATTACHING HARDWARE AND FITTINGS. REMOVE BRACKETS AND CLIPS FROM FWD AXLE. REMOVE FWD AXLE ATTACH WORK CONTROL DOCUMENTS AND ROUTE.
- 25 REMOVE AFT AXLE ATTACH BOLT, WASHERS AND NUTS. REMOVE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 30 LIFT BOGIE CENTER BEAM FROM BOGIE STAND RAISE TO THE VERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 35 DISASSEMBLE TRACT ROLLER BRACKET AND LOCK ROLLER FITTING, REMOVE ALL PINS AND BUSHINGS. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 40 HAND WASH THE PARTS WHICH STAY IN THE AREA. SORT THEM OUT FOR MIC AND DISCARD THE BAD PARTS

SOME OF THE PROBLEMS THAT WERE BROUGHT TO MY ATTENTION BY MANAGEMENT WERE:

1. SCHEDULING SHOULD GO TO THE MEETINGS WITH PRODUCTION. THIS WOULD MAKE IT SO EVERY ONE WAS WORKING ON THE SAME NOT SHEET.

2. WHEN THE OVER HEAD CRANE ARE TAKEN OUT OF SERVICE BY CE FOR THEIR YEARLY REPAIR IT TAKE THEM THREE DAY TO COMPLETE THIS OPERATION. THEY ONLY WORK DAYS. IT WAS SUGGESTED THAT A MOA (MEMORANDUM OF AGREEMENT) FOR AROUND THE CLOCK SUPPORT UNTILL THE P.M IS COMPLETED. THIS WOULD MINIMIZE THE AMOUNT OF DOWN TIME INCURRED BY THE PRODUCTION FLOOR.

3. PARTS SHORTAGE.

THEY NEED A BETTER TRACKING AND SCHEDULING SYSTEM. THERE IS A MAJOR PROBLEM WITH GETTING THE PARTS TO ASSEMBLY ON TIME. THEY TOLD ME ABOUT A SYSTEM THAT THEY USE TO HAVE CALLED M.J.T. IT WORKED VERY WELL UNTILL THEY STARTED TO PULL THE PEOPLE OFF OF THE SYSTEM AND PUT THEM TO WORK ON THE PRODUCTION LINE.

WHEN YOU DO NOT HAVE PEOPLE TO INPUT THE DATA INTO THE SYSTEM, THE SYSTEM CEASES TO FUNCTION. YOU MUST BE DEDICATED TO THE SYSTEM YOU INSTALL TO INSURE THAT IT WILL BE SUCCESSFUL.

IN TRACKING THE CS PARTS. ONCE THE PARTS HAVE GONE THROUGH THE OVEN THE PERSONNEL REMOVING THE PARTS DO NOT KNOW ALL OF THE DIFFERENT PARTS THAT COME THROUGH THEIR AREA. THERE FOR YOU ARE RUNNING A GOOD POSSIBILITY OF NOT GETTING THE CORRECT PAPER WORK WITH THE PART.

Information Source List.

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struts -		Phone #
Bob Willbanks - strut Assembly		-2797
Nathan Hawkes - strut test		-2797
Dave Bennion - strut supervisor		-2797

[Handwritten mark]

Brakes

Vern Martinez -2797 - Resin Impregnation, Brake Housing Insp.
Pat Alexandere -2797 - Brake Assembly and test.
Elmo Beaver (Beaver) - Brake plate riveting
2797
Ruth Love 2797 - Brake cylinders and adjusters
Max Bates 2797 Brake supervisor

Information Source List

2/3

Wheels

- Jess Murray - 2797 - wheel race installation
- Brent Sanders - 2797 - wheel balance
- Charlie Fowers - 2797 - wheel Assembly
- Bob Berger - 2797 - wheels supervisor.

Paint

- Willey Gutierrez - wheel and brake paint
- Dave Trujillo - 2797 - wheel touch up & strut paint.
- John Cole - 2797 - strut prepaint
- Ron Klien - 2797 - Paint supervisor

Information Source List

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Scheduling

Leonard Pott - 7146

- strut scheduling

Jim Colvin - 7147

- wheel & brake sched.

Planners

Larry Price - 3255

- MRP II data.

Maintenance

GARRY Watson - 2744

- Scheduled and
Unscheduled Maintenance

RCC - MANTGP - Strut Assembly

Function: Assembly of Landing struts

Workload: Workload does surge from ~~Quarter to Quarter~~ beginning to end of each Quarter. Surge is attributed to parts ^{flow} received from ~~the~~ backshops

Mechanics work on individual strut assemblies from start to finish. ~~A~~ There is a dedicated test mechanic for testing. Some mechanics prefer to test their own assemblies. If part fails, assembly goes back to original mechanic. If mechanic goes on vacation, assembly waits for mechanic to return. Assembly time ranges from 3 to 12 hrs per assembly.

~~Foreman, Dave Bennion, felt that the number of mechanics (16) is adequate for the current workload~~

Process: This group assembles 30 to 35 unique strut assemblies. The mechanics are cross trained to work on all strut assemblies. Some mechanics prefer certain assemblies, however, each has been or is in the process of being trained on each assembly.

manpower: Foreman, Dave Bennion, feels that the number of ~~employee~~ mechanics ⁽¹⁶⁾ is adequate for the current workload. The mechanics work a day shift only. ~~It is~~ In gen the mechanics feel that they do not have enough training. They would like to see a formal training program.

The mechanics must be "certified" to work on a particular strut by himself. The "certification" is based upon the foreman's impression of the ability of that particular ~~mechanic~~ mechanic.

There is no formal "Certification" process. As far as I was able to discern the ~~training~~ ^{training} process consists of working along side a mechanic that has experience with that assembly for 2 weeks then the ~~apprentice~~ inexperienced mechanic is on his own.

Equipment: The assembly area does not have a lot of specialized equipment other than specialized assembly tools. In general the equipment consists of vice stands, work bench and jib crane for each mechanics position. This equipment is very robust and is not prone to breakdown.

Engineering Support: Response time of engineers when requested by shop ~~person~~ people is excessive. The response time is on the order of 2 days, ~~before arrival on site~~ sometimes longer. The Assembly is pushed off to the side until arrival of engineer. Mechanic does work on another assembly ~~unit~~ in meantime. Engineering responsibility is determined by product line/weapons system.

Perceived Problem Areas: 1) ~~Flow of parts from backshops~~

Documentation is sometimes inadequate. T.O.'s (Technical Orders) are very vague and need to be expanded in much greater detail. Example: T.O. for B-52 Tip Gear says "Assemble in opposite order as ~~as~~ disassembly ~~etc~~ except for the following Notes"

Documentation is also outdated in some cases. Part numbers have been changed and the T.O. had not been updated.

Perceived Problem areas:

1.) Parts from backshops

a. flow

lack of ~~parts~~ available parts on work ~~shop~~ floor is a problem to completing jobs on time. ~~flow~~
~~of parts from backshop~~ Parts coming from backshop do not arrive ~~at~~ in time for scheduled build.

b. Quality

many times when the Mechanic Mechanic ~~FE-~~ tries to assemble the parts, the parts do not fit together (i.e. inner to outer cylinder interference, Brackets, Bushings, etc) the Mechanic then must rework the parts to make them fit. ~~The~~ The Mechanics generally do not take the parts back to the machine shop because of the time involved and the impact to his effectiveness (Did he meet his standard hours requirement) This is not the correct way to resolve the problem, yet it is how they resolve it.

2. Documentation inadequate and/or outdated.
Assembly documentation does not go into enough detail and/or uses incorrect part numbers.

3. Engineering response time
Excessive response time leads to assembly delays.

4. Environmental Factors

a. Temperature

During the summer months the temperatures on the work floor have approached 95-100°F. Productivity falls when it is uncomfortably hot.

b. Workspace

where when parts are issued to the floor, the large parts are placed on carts, the smaller

Parts are placed in plastic bins ~~and the on~~ that are then placed on the carts. These carts are ~~then~~ rolled out onto the production floor. ~~the~~ Carts back up and take up floor space forcing the mechanics to work in cramped spaces. also, some work benches are placed close to isles forcing the mechanics to avoid pedestrians while working. The MIC department is responsible for issuing parts and is not supposed to issue kits until asked for. ~~but it~~ However kits are placed on the floor anyway

SPACE
5. Training
lack of formal and IN-Depth training program on each assembly type

6. Tooling/tools suggestions
Several mechanics had ~~no~~ made tooling recommendations for special tools that would make their job easier and of higher quality. ~~Some~~ In some cases the suggestions were approved but never implemented. In other cases, No response was received at all.
~~All In All, Tool recommendations are~~

Potential Contacts

- Lt Breeze
 - Mr Greenhill
 - Swazee
 - Zupich
- } Product Line Engineers

7. Insufficient lighting. Sometimes it is difficult to see small details that are critical to the assembly process. Improved (brighter) would help in this area.

Additional RUC Information:

Clarification on statement "If mechanic goes on vacation, Assembly waits for mechanic to return."

1. When a mechanic goes on vacation, the other mechanic do not want to work on his strut. The reasoning is that the mechanic who finishes the job does not want to be responsible for the previous mechanics work. This situation is not good because the unfinished strut occupies valuable space. Also, the unfinished strut represents money that is tied up. Shipping the strut would result in meeting negotiated workload and payment to the repair facility.
2. Mechanics training —
The strut assembly mechanics feel that they do not have enough training. Due to the wide variety of strut types, it is difficult to become familiar with the intricate details of each strut. Having an experienced mechanic (who is familiar with the strut being worked on) to guide the mechanic, who is not familiar with the strut, would be a good training process.

ECC - MANFGP - Strut test

Function: Testing of ~~fully~~ Fully and partially Assembled landing struts

Workload: The workload is the same as strut assembly with the exception that ~~the~~ ~~assum~~ of no missing parts. The work ~~surges~~ ^{is slack} at the beginning of the ~~Quarters~~ Quarters and ~~slack~~ surges at the end of the Quarters.

Process: Testing entails ^{hydraulically} pressurizing the cylinders at low pressure ~~and~~ and at high pressure. Each assembly has ~~its~~ ~~own~~ unique test requirements. ~~The General test requirement criterion is NO leakage~~ In General, the test criterion is No leakage

Manpower: A mechanic has been dedicated for the test area. Some mechanics prefer to test their own assemblies. Training was not indicated as a problem in this area.

Equipment: The equipment is old and has had problems operating up to the testing requirements. ~~There~~ ^{there} are no safety interlocks and it is possible to ~~to~~ pressurize the cylinder to a high level before it is appropriate. The test Area equipment consists of 2 separate test stands. ~~A~~ ~~stand~~ consists of a hydraulic pump and the associated supply lines, Reservoirs, leading to a manifold arrangement that allows concurrent testing of multiple ~~units~~ Assemblies

~~When the unit is tested, the pressurization rate is slow.~~

When the test unit is used to pressurize multiple units at one time the rate of pressurization is very slow. ~~The rate of~~ ~~pressure.~~ ~~The speed of pumping~~

When the test unit is cold, achieving ultimate pressure is possible. As the unit warms up it becomes increasingly difficult to maintain the required ultimate pressure.

One of the test units pressurizes the missile erector test stand which is located approximately 100 ft from the pressurization unit. A significant pressure drop (≈ 1800 psi) ~~is~~ is ~~usually measured~~ realized along this distance.

Engineering Support: None required except for test procedures and requirements in Technical Orders (TO's)

The rate at which oil is pumped out of the cylinder ~~is~~ after testing is also slow.

Perceived Problem areas

1. Inability to reach desired pressure level (ultimate psi)
2. pressurization rate
3. pump out (scavenge) rate.

P10's

1. Modernized test stands.
 - a. higher capacity (ultimate pressure and flow rate)
 - b. automation - Automatic Test equipment
Computer controlled testingadvantages ~~to~~
 1. Safety -
 2. No operator error
 3. Speed - ~~throughput~~ throughput
2. Current test stand could be moved closer to and used exclusively for missile erector test stand. In area in case needed for backup.

RCC - MANPGP - Paint Area's

Function: Painting of strut, brake and wheel components.

Workload: Surge and slack at end and beginning of Quarters

Process: The painting area ^{area} consists of 4 sub area's

1. Strut Pre Assy
2. Strut Post Assy
3. wheels & brake pre Assy
4. wheels post Assy touch up

1. At strut pre assy paint, areas of the strut are painted that will be inaccessible after assembly. Examples of areas that need to be painted prior to assembly are ~~inside of inner~~ the inside of the inner cylinder (Not in area exposed to hydraulic oil)
2. At strut post Assy paint, the exterior exterior non sealing or bearing cosmetic surfaces are painted. This is final paint for struts. This is the last operation prior to shipping.
3. At wheel and brake pre assy paint, wheels and brake are primed and painted as required. ~~The flow process for this area is shown on the accompanying flow charts~~ The paint process is shown in the next chart the flow thru the various areas are shown on the ~~next~~ next few flow charts.
4. Wheel post assembly touch up is for touch up of scratches and Dings - Cosmetic only

This area is well thought out and appears to be run very efficiently

Manpower:

- 1. Strut Pre-Assy is ~~staffed~~^{manned} with 1 person, day shift only.
- 2. Strut post Assembly is manned with 5 painters, Day shift only
- 3. Wheel and brake pre assembly paint is staffed with 3 people in day shift and 3 people during swing shift.
- 4. Wheel touch up, staffed by one person.

The supervisor, Ron Klien, felt that the current staffing was adequate.

Equipment: A lot of the paint booths have leaks and holes in the sides due to rust, corrosion or rotting. They have been patched as necessary. Some booths are on the verge of failure.

Paragraph →

Preventive maintenance should be implemented. The wheel and brake and also the strut paint lines use the overhead conveyor system to move parts. The wheel and brake system ~~holds~~ conveyor system ~~holds~~ has ~~36~~⁴³ carriers. ~~later~~ If the parts are small 2 parts may be loaded per carrier. If the parts are large, only one part per carrier may be loaded. On the strut line, only 1 part is loaded per carrier due to part size.

The carrier on the wheel and brake line may be a limiting item. At times the paint operator can paint all of the items on the conveyor system and then has to wait for the paint to ~~dry~~ before dry/tack

1
before starting the next step. A second track or staging area would make it possible to load enough parts such that at ~~for~~ the completion of the first ~~the~~ step, the first parts would be ready for the ~~same~~ second step. (ie at completion of priming, the first items primed would be ready for 1st coat) This is effectively increasing the batch size.

The strut paint area has a ~~an~~ inoperable paint booth that been installed since December 1980 that has been waiting for Exhaust ductwork for 2 months. ~~The Completion of this booth would allow~~ Currently both the first and second coats of paint are applied in one booth. If the booth were completed the first coat could be applied in the first booth and the Finish Coat would be applied in the second booth allowing time for the first coat to tack. This would improve the Quality of the appearance by decreasing the Change of runs, ~~size~~ bays and "orange peel" defects. It would also allow ~~the~~ for a backup booth should the first one ~~breakdown~~ go down due to scheduled or unscheduled maintenance.

Engineering support:

The only engineering support needed in this area is the upgrading of the T.O.'s. ~~Over time~~ An Example of the change is switching to 2 part poly urethane paint, with this change and the corresponding change in paint thickness, different areas of the wheel needed to be masked. This information was communicated directly to the painters and has not been incorporated into the Technical Orders. I am sure other

discrepancies exist, this is one I know for sure.

Perceived problem areas

1. Strut paint area.

a) Paint booth down - all that remains to be done is the ductwork ~~out~~ to the outside environment. A small job that has not been completed.

b) Insufficient supply of paint. One of the major complaints in the paint area is "not enough paint". I believe ~~larger~~ larger amounts of paint should be stocked in order to reduce this problem. This along with monitoring the amount of paint used would go a long way in alleviating this problem.

c) lack of periodic maintenance on paint booths

2. wheels and brakes

a) supply of paint (same as b) above)

b) overhead conveyor has limited capacity (in terms of Qty of items per load) (ie Batch size)
This item limits surge capacity of wheels and brakes

c) During cool weather, (ie winter time) parts are difficult to paint due to the temperature of the items being painted (ie parts) ~~A~~ ~~over~~ the useage of an oven would be beneficial during periods of cold. (The painters in the strut paint area also mentioned the difficulty in painting during cold weather.)

d) No formal training. No training on "proper" painting technique or for showing critical areas of each part that need to be or should not be painted.

e) T.O.'s not up to date.

● Process Improvement opportunities are those listed under "perceived problem areas."

(See previous page.)

Additional Comments

Paint area:

It appears that a large amount of paint is wasted during the paint processes. I think that it would be advantageous to use a process that does not waste as much paint. Perhaps an electrostatic paint process could be applied to the products painted at this facility. I do not have information, nor do I have time to investigate, what the volume of paint usage and cost. Due to the large number of parts I would estimate the volume of paint usage to be quite high.

Wheel Assembly

Function: Assemble, paint and balance wheel assemblies

Workload: Workload varies from beginning to ~~the~~ end of Quarter. Slack to surge.

Process: The process is shown in the following flow chart. All wheels are ~~generally~~ similar except for size and in a very small instance material. The basic procedure for assembly is the same.

Manpower: Currently, wheel assembly has 10 workers on the day shift only. ~~It~~ A swing shift has been run in the past. In talking with the people in the area, they felt that the staffing was acceptable as was the workspace.

Equipment: The equipment used in wheel assembly consists of 2 pieces. ~~It~~ One is an oven used to heat the wheel half for heat/drawing of the bearing race, the other is for static ~~or~~ or dynamic balancing. The equipment appears to be in good condition and ~~preventive~~ ^{unscheduled} maintenance reports show no downtime.

The balancing area has 2 balancing machines one a static balancer, the other a dynamic balancer. They do not use the ~~static~~ dynamic balancer because of the sensitivity to vibration caused by forklifts, etc in the nearby area. For the current flow the static balancer is sufficient.

A large amount of floor space is used up as a staging or storage area for wheels to be processed. This area could

be better ~~just~~ utilized as a production area. As a side note: a lot of area ~~is~~ is used as a storage. A lot of inner and outer cylinders are stored in front of the machine shop awaiting the machine shop or plating shop or wherever. Parts are backed up at the beginning of the assembly area. Large amounts of parts are stocked around the production floor.

Engineering Support: ~~not much is required in terms of engineering support in this area~~
Engineering support deemed adequate by supervisor Bob Berger. Response time is on the order of 2-3 days.

Problem areas and Piv's

1. The limited painting capacity ~~is~~ ~~is~~ ~~one~~ of the wheel and brake paint area looks like the limiting item on the wheel assembly line.
- 2 Availability of parts was mentioned as a problem spot area. I suspect the problem to be in getting purchased item. ~~need to do further research.~~ Purchased items and item from the backdrops are the problem. Getting them in time for the scheduled build is the problem
- 3 lack of scheduling or visibility of parts in process. Parts do not arrive at the assembly area in the proper time frame for the scheduled build to take place. there needs to be some sort of scheduling system that initiates work a planned number of "flow days" ahead of the desired build day.

Brake Assembly

Function: Paint, Rivet, assemble and test brake components and assemblies

Workload: Workload goes up and down. ~~from~~ Usually slack at beginning of Quarter and surge at end of Quarter. This Quarter, 50% of the work is MISTR, 50% is Temporary Job.

Process: The assembly process is shown in the following flow chart. A wide ~~variety~~ variety exists in the numerous types of brakes assembled. Some have single rotors, some have multiple rotors, some have carbon rotor and some have special assembly characteristics.

Manpower: The brake assembly group is staffed with 17 people. This is adequate for the current workload. The group works the day shift only. ~~The mechanics that work in this area are all grade 9 mechanics~~

A large amount of the work is labor intensive and ~~is not well~~ cannot be adapted to mechanization Automation very easily. The assembly and Pinion/cylinder/adjuster ~~areas~~ areas are the 2 most labor intensive areas

Equipment: The equipment used to fasten (Rivet) the suction pads and clips to the rotors or stators is generally outdated. The equipment still works but ~~must be~~ is generally older. Most of the equipment is dedicated to a particular brake type. A recent addition to the riveting area is a ~~new computer~~ computer controlled riveting machine.

The Computer controlled riveting machine consists of a controller, rotary table, ~~cross slide~~ single axis slide and a riveting head. Currently ~~is~~ fixturing exists for 2 brake types however ~~is~~ most all brake types could be adapted to this arrangement. This type of machine is very flexible and would ~~not~~ lend itself well to the smaller batch jobs that are being requested by scheduling. Additional tooling development needs to happen before this machine can be used to its full ~~potential~~ potential.

In the ~~assembly area~~ ~~per~~ final assembly area not much ~~equipment~~ formal equipment is used. Most of the assembly process is done by hand. The only piece of equipment used is the test stand which is essentially a Hydraulic power supply.

Engineering Support: Engineering response is good, response is usually 2-3 days. If a line stopper, Engineer response is quicker.

perceived problem areas and Pios (Brakes)

1. Paint line. the limited painting capacity of the wheel and brake ^{paint} line is a limiting item. This line carries a maximum of 43 parts per batch and usually runs 4 batches a day, (2 day shift / 2 swing shift, ~~if the need if a lot of parts but are there~~) This item limits the surge capacity of the brake line.

2. Parts received from backshop in time to support planned build schedule. ~~One~~ lack of ability to plan and schedule parts flow to support the planned build schedule impacts the ability of the assembly area to meet the schedule requirements

3. Limited plate straightening capacity. Part of the brake rebuilding process ~~is~~ involves straighten of the brake plates. The brake plates are straightened by stacking the plates in a furnace ~~and~~ placing a weight on top and heating. This flattens out the plates. This takes place in the welding shop. I understand that there are 3 or 4 furnaces. I have not actually seen these items. I will investigate capacity when completing operation profiles.

4. Environmental conditions

a. lighting - ~~The~~ In the assembly area it is sometimes difficult to see small details. Improved lighting would make these details ~~easier~~ easier to see.

b. Temperature - due to the close proximity of the assembly area to the loading dock, it gets cold during the winter months. ~~Shielding across the ~~to~~ opening or doors would be an improvement~~

Scheduling

Function: schedule the orderly inductions and shipments of end items. End items may consist of struts, wheels, brake or components of these.

Manpower: The scheduling department consists of master schedulers and floor schedulers. The master scheduler give the floor schedulers the weekly build schedule and the floor scheduler work with the line supervisors to try and accomplish this schedule. The floor scheduler goes to the appropriate backshop and "pushes" for the work to support ~~their~~^{these} lines.

Problem area's

~~From the time parts come in the door~~

1. Parts tracking

Once the parts are taken apart at disassembly ~~is~~ there is no system for tracking the parts thru the repair process. There is ~~no~~ No way to determine how many of each particular part are in each area. This makes it very hard to schedule work such that all of the necessary parts arrive at assembly at the same (or close to the same) time such that assembly can take place. I understand MRP II is supposed to handle this as well as additional items. I also heard it is 2+ years away from being implimented. I believe that the sooner this is implimented the better off this repair facility would be.

2. I got the impression that the schedulers have no control over what jobs (parts) get worked in the backshops. I think that a priority system should be established to get the critical or "Hot" work completed first.

5. Handling Aid. - ~~When~~ ^{After} assembling the B-52 ~~main~~ brake it must be moved from the conveyor on the outside of the assembly area, to the conveyor feeding the test stand. ~~Currently it is moved using the overhead crane. Sometimes the overhead crane is being used by other people and is not available. The assembled brake weighs 270+ lbs and is awkward to handle.~~ Currently the parts are moved using the overhead crane, however, the crane is not always available for use.

Additional Comments: 6/30

Historical Information (ie WCD's) are not being retained and filed for any ~~of~~ brake parts other than the brake housing. The WCD's are discarded after Riveting and/or Paint. The information lost by this practice includes inspection and repair data for rotors, stations, backing, plates, torque tubes, etc. Should a failure occur in one of these items, there is no way to check the previous processing of those parts.

Perhaps there is no requirement for this history! If that is the case then why use this paperwork at all.

I believe that commercial aircraft manufacturers are required to keep all records, such as these, for a period of 3 years. However, that is a commercial company and not military.

Scheduling (continued)

I talked with Leonard Pitt (Master Scheduler). He mentioned that all the schedulers do not work under the same grouping or department. He said that there are 4 separate scheduling groups, Master schedulers, Schedulers that work ~~for~~ with the line supervisors, Floor Schedulers that supply the disassembly and machine shop area and mic schedulers. Each of these schedulers report to a different boss.

It seem to me that if these people have the responsibility of coordinating parts flow thru the facility, they should also report to a common leader. With people reporting to different supervisors I would think that there would be no one individual responsible for parts flow and that there must be a lot of duplication of effort.

In talking to the various groups, one of the most often mentioned problem areas were in getting parts. I think that anything that can be done to improve the planning and scheduling of parts flow thru the shop would improve the flow of end items out the door.

6/5/89 IE Assessment

Carbon brake rework Area.

Facility layout

The Carbon brake rework area is located in building 268. This area was once part of a Ammunition storage area. The rework area is housed in 3 large rooms. This area is under change and being expanded due to the large increase in expected workload.

Currently, Brakes are disassembled in building 507. then the plates are taken to building 268 for E&I. After E&I the plates are routed to Rivet Removal in building 268 or stored on ~~the~~ a shelf if no rework is necessary. After rivet removal the plates go to building 507 for riveting or rivet tightening. after riveting the plates go back to building 268 for stacking and then back to 507. This totals 4 trips back and forth.

I suggest that the riveting equipment for the F-15 and F-16 plates should be moved into building #268 to reduce the number of trips that the plates make between buildings.

Equipment

The carbon brake area needs to be better equipped in terms of measuring equipment.

In the E&I area there is one (1) micrometer and two (2) pairs of dial calipers.

Lack of tooling/equipment was mentioned as the largest item prohibiting maximum output. For such small items to slow production is a shame.

The area need more precision measuring equipment such as ~~wide~~ wide flange micrometers and possibly deep throated micrometers for measuring close to the I.D of the brake plate.

WORK FORCE

Until recently this area has been staffed by (2) two mechanics. 3 men were borrowed from other RC's to meet labor demands ~~placed~~ due to temporary jobs. This area is currently gearing up for an increase in production. As of today (6/5/89) six (6) mechanics and two (2) machinists work in this area.

Repair Work Technology

Conventional measuring equipment and machines are used in the repair process.

Although I do not have experience with expert systems, I believe that such a system could be implemented to automate the brake stacking / selection rebuilding process. An Expert System is essentially a database information system. All information about the brake plates are stored and when the proper combination of plates is found or formed, the computer would print a list of what plates compose each heat stack.

6/12/89

Pio's

Carbon plate processing
Facility layout ~~and~~ ice plate handling and repair
measuring equipment -

Repair equipment -

Engineering logic behind rebuild process.

Handling to and from buildings → 507 to 268 -

List

507 to 268 - tear down to E&I

268 to 507 - Repair of rivets & channels

507 to 268 - Heat stack assembly

268 to 507 - Shipment.

worn plates

1. derived
2. Grind flat
3. match to form set.

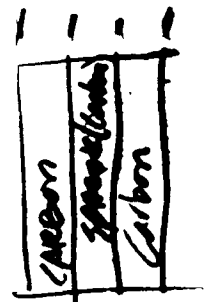


1/2" thick
167

Chuck
YK10

Will

88



WCD History (WCD PROGRAM)

WCD # 21103A' - 88237 is 'A' to distinguish it from WCD 21103'N - 88237 because of the difference in steps.

21103A' does not have step # 124

21103'N does not have step # 008

Neither of these WCD's have both steps (124 + 8)

This has occurred in the case of one other WCD and to resolve that, the Master was changed to include the extra step required. That step was entered when needed and the date of the previous step was entered otherwise, according to the WCD

WCD # 16102A - 88063 is similar to 16102N - 88063 with the exception of 16102A does not contain steps 005 and 007.


TO: _____ DATE: _____

FROM: STRUTS History

36504A is similar to 36504N
(Date 88048) except it is missing
step 145 and has step 151 added.

15501A is similar to 15501N
(Date 87337) except it has step
490 added.

36014A is similar to 36014N
except it has step 150 added (Date 88167)

MCDONNELL DOUGLAS 
CORPORATION

SUPPORTING
DATA FOR
THE BRAKE
FOCUS STUDY

SUPPORTING DATA FOR COST BENEFIT ANALYSIS

ASSEMBLY QUANTITY/YR	LABOR HOUR/ASSEMBLY	TOTAL HOURS	LABOR RATE	COST/YEAR
411	29.7	12,206.70	\$ 31.98	\$ 390,370
119	3.52	430.8	\$ 31.98	12,077
<u>530</u>		<u>12,637.50</u>		<u>\$ 404,147</u>
TOTAL ASSEMBLIES		TOTAL LABOR HOURS		TOTAL ANNUAL LABOR COST

AVERAGE LABOR / ASSEMBLY = $\frac{\$ 404,147 \text{ Total B52 LABOR COST}}{530 \text{ ASSEMBLIES}} = 762.54/\text{ASSY}$

APPROXIMATE ROTOR COST / ASSEMBLY =

$\$ 138.48/\text{ROTOR} \times 4 \text{ ROTORS/ASSEMBLY} =$ $\$ 553.92/\text{ASSY}$

APPROXIMATE Disc COST / ASSEMBLY

$5.38/\text{DISC} \times 96 \text{ DISC/ASSEMBLY}$

MISCELLANEOUS MATERIAL (RIVETS ETC) =

516.48

10% OF MATERIAL (WAG) COSTS =

107.04

TOTAL B52 ANNUAL COSTS

LABOR	=	\$ 404,147
ROTORIS = 552.92 x 530	=	293,578
DISCS = 516.48 x 530	=	273,734
MISCELLANEOUS = 107.04 x 530	=	56,731
B52 ANNUAL TOTAL COSTS =		<u>1,028,190</u>

PERCENTAGE OF COSTS FOR B-52 BRAKE ASSEMBLIES

LABOR USAGE = 404,147 / 1,028,190	=	38.31%
ROTORIS 293,578 / 1,028,190	=	28.56%
DISC PADS 273,734 / 1,028,190	=	26.63%
MISCELLANEOUS 56,731 / 1,028,190	=	5.52%

OTHER LARGE AIRCRAFT (KC-135, C130, C141) BRAKE ASSEMBLIES = 779

EXTRAPOLATED COSTS FOR OTHER LARGE BRAKE ASSEMBLIES.

LABOR = 762.54 / ASSEMBLY x 779 ASSEMBLIES =	\$594,019
ROTORIS = 553.92 / ASSEMBLY x 779 ASSEMBLIES =	431,504
DISCS = 516.48 / ASSEMBLY x 779 ASSEMBLIES =	402,338
MISE. = 107.04 / " x " " =	83,394
OTHER LARGE AIRCRAFT ANNUAL TOTAL COSTS =	<u>\$1,511,245</u>

SMALLER AIRCRAFT SUCH AS F111 ETC = 587 ASSEMBLIES / YEAR

LABOR HOURS ARE BASED ON 3.62 HOURS / 29.7 HOUR = 12.2% OF THE B-52 & LARGER AIRCRAFT

ROTORIS ARE ONE PER ASSEMBLY INSTEAD OF FOUR = 25% OF THE B-52 & LARGER AIRCRAFT

DISCS ARE BASED ON 1/6 OF THE COST OF B-52 OR LARGER AIRCRAFT (WAG)

(6) CONTINUED

MISCELLANEOUS MATERIAL COST ARE BASED ON 10% OF THE COST OF ROTORS AND DISCS.

$$\text{LABOR} = 12.2\% \times 762.54/\text{B-52 ASSY} = 93.03/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$54,609$$

$$\text{ROTORS} = 25\% \times 553.92/\text{B-52 ASSY} = 138.48/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$81,288$$

$$\text{DISCS} = 16.7\% \times 516.48/\text{B-52 ASSY} = 86.25/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$50,630$$

$$\text{MISC. MAT'L} = 10\% \text{ OF } 224.73 (138.48 + 86.25) = 22.47/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$13,190$$

$$\text{SMALLER AIRCRAFT TOTAL ANNUAL COST APPROX.} = \$199,717$$

THE SMALLER AIRCRAFT COST ARE ONLY FOR SOME MEASURE OF COST COMPARISONS AND ARE LIKELY A CONSERVATIVE APPROXIMATION BUT ARE COMPARABLE TO MANY LIGHT AIRCRAFT.

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA1311CE

This certificate, issued to Engineering Plating & Processing, Inc.
641 Southwest Boulevard
Kansas City, KS 66103

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: 3A12
Make: Cessna Aircraft Company
Model: 172F, G, H, I, K and L

Description of Type Design Change:

Chrome-plated brake disc installation per E.P.&P., Inc., Drawings -26A EPP, Rev. III, for the Models F through K and -40 EPP for the Model L, or later FAA approved revisions, on Cleveland Wheel Assemblies 40-97 and 40-113, respectively.

Limitations and Conditions:

1. This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. 2. Approval of this STC is not authority to produce parts.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 26, 1976

Date issued:

Date of issuance: June 20, 1977

Date amended: August 19, 1977



By direction of the Administrator

Robert W. Stephens
(Signature)

ROBERT W. STEPHENS
Chief, Wichita Eng. & Mfg. District Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

Die Finishing

541

114 SOUTHWEST BLVD.

KANSAS CITY, KANSAS 66103

PHONE 913 - 721 - 2208

June 13, 1974

McCauley Aviation, Inc.
Rt. # 3 - Box 62
Pine Bluff, Arkansas 71601

Attention: Mr. Bill DeKaine.

Re: Cleveland Air Brake Discs.

Dear Bill,

Enclosed are copies of our print containing information on all repair procedures involved in reconditioning P/N 164-1 & 9 and 164-20 brake discs.

Mr. Richard Yotter, District 45, Engineering and Maintenance group of the FAA in Kansas City, Kansas, witnessed the simulated torque tests. He also checked our print and made some recommendations which have been included and dated 5-14-74.

I checked with Mr. Yotter, via phone, on June 13, 1974 and he indicated our tests were satisfactory and we should proceed with the program.

This letter of transmittal, and enclosed prints, will now provide you with enough information and data to proceed with whatever ground tests may be required there at your facilities, in conjunction with Mr. Ligon's recommendations.

Mr. Yotter was very helpful in getting our tests concluded and his assistance is greatly appreciated.

When ground tests are run, I would like to be present, if time permits, in order to further acquaint myself with the project. However, I leave it to your discretion as to whether or not I should be present.

I am attaching a table which shows the conditions of tests run with relative torques and pressures. About 8 torque test series were run and the figures in the table were consistent with the preliminary tests run, so I can certify that the test figures are accurate.

Looks like we are getting close to production, finally.

Sincerely,

DIE FINISHING

R. E. Lee
R. E. Lee

REL:hl
no.

Mr. Yotter

STC # SA1932 SW
Issued for Brake Disc
Repair 6/12/74
JOEL CHENNAULT

PARTS INVENTORY TO

SUPPORT THE BRAKE LINE

Item	Part Number	Stock Number	Name	MC UCL	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
766	9533766	1630-00-507-8134	SLEEVE,CYL.	DM	EA	5N1A	120		0			0	120	0	0		0.00
767	9533767	1630-00-570-7895	PISTON	DM	EA	5N1A	208		0			0	208	0	0		0.00
768	9533869	5360-00-053-4182	SPRING,RETURN	DM	EA	5A1A	0		0			0	0	0	0		0.00
769	9534405	5360-00-056-9958	SPRING,BRAKE RETURN	DM	EA	5A1A	486		0			0	486	0	0		0.00
770	9534407	1630-00-899-5761	GRIP TUBE	DM	EA	5D3E	24		0			24	0	0	0		0.00
771	9534609	5310-00-053-8945	NUT,RETURN SPRING	DM	EA	5L1A	419		0			0	419	0	0		0.00
772	9534661	4920-00-204-9596	VALVE HYD,BLEEDER	DM	EA	714C	176		0			0	176	0	0		0.00
MS27611																	
773	9534665	NSL	GASVET, INLET BLEEDR	DM	EA		0		0			0	0	0	0		0.00
774	9534666	NSL	GASVET, INLET BUSHING	DM	EA		0		0			0	0	0	0		0.00
775	9535026	1630-00-814-7558	STATOR	DM	EA	SETUP	0		0			0	0	0	0		0.00
776	9535025	1630-00-027-3294	PAD WEAR	DM	EA		0		0			0	0	0	0		0.00
777	9535029	1630-00-960-0529	PAD, WEAR	DM	EA		0		0			0	0	0	0		0.00
SUB 1 5003161																	
778	9535047	1630-00-885-0518	PLATE SUBASSY, RACINE	DM	EA	SETUP	0		0			0	0	0	0		0.00
SUB 1 5003162																	
779	9535048	5376-00-097-6894	GOLT, INTERNAL	DM	EA	11A4A	418		0			0	418	0	0		0.00
780	953518-22	5340-01-119-1026	PLUS, FLUID PASSAGE	DM	EA		0		0			0	0	0	0		0.00
781	953518-24	5340-00-439-2298	PLUS, FLUID PASSAGE	DM	EA		0		0			0	0	0	0		0.00
782	9535219	1630-00-923-9227	CLIP, TORSION TUBE	DM	EA		0		0			0	0	0	0		0.00
783	9535242	6300-00-780-7806	BACKING PLATE SUBASSY	DM	EA		0		0			0	0	0	0		0.00
784	9535243	1630-00-767-2575	PISTON	DM	EA		0		0			0	0	0	0		0.00
785	9535244	1630-00-927-5527	SLEEVE,CYL.	DM	EA		0		0			0	0	0	0		0.00
786	9535246	1630-00-103-7024	PRESSURE PLATE	DM	EA		0		0			0	0	0	0		0.00
787	9535247	1630-00-552-4768	STATOR	DM	EA		0		0			0	0	0	0		0.00
788	9535352	NSL	HOUSING, BRAKE	DM	EA		0		0			0	0	0	0		0.00
789	9535354	1630-00-767-3166	HOUSING, RETURN SPRING	DM	EA		0		0			0	0	0	0		0.00
790	9535355	1630-00-021-5691	HOLDER, SPRING	DM	EA		0		0			0	0	0	0		0.00
791	9535363	1630-01-037-4960	GRIP TUBE ASSY	DM	EA	4L2B	100		0			0	100	0	0		0.00
792	9535372	1630-00-767-3330	TORQUE TUBE	DM	EA		0		0			0	0	0	0		0.00
793	9535376	1630-00-723-2530	GRIP TUBE ASSY	DM	EA		0		0			0	0	0	0		0.00
794	9535378	NSL	HOUSING SUBASSY, RE.	DM	EA	RR33-D	3		0			0	3	0	0		0.00
795	9535379	1630-00-856-2195	BACKING PLATE SUBASSY	DM	EA	RR16-B	12		0			0	12	0	0		0.00
796	9535383	1630-01-124-2873	HOUSING SUBASSY	DM	EA	SETUP	0		0			0	0	0	0		0.00
797	9535384	1630-00-847-3763	PISTON	DM	EA	11A1E	12		0			0	12	0	0		0.00
798	9535385	1630-00-833-9627	INSULATOR, THERMAL	DM	EA	11A1F	172		0			0	172	0	0		0.00
799	9535392	1630-00-856-2073	PRESSURE PLATE	DM	EA	SETUP	0		0			0	0	0	0		0.00
800	9535398	1630-00-870-3742	HOLDER, SPRING	DM	EA	213A	216		0			0	216	0	0		0.00
801	9535399	5630-00-957-8694	SPRING, RETURN	DM	EA	212A	50		0			0	50	0	0		0.00
802	9535361	1630-00-856-2122	GRIP TUBE SUBASSY	DM	EA	244C	200		0			0	200	0	0		0.00
803	9535375	5330-00-102-4363	PACKING, PISTON	DM	EA	13A3A	0		0			0	0	0	0		0.00
SUB 1 7218695-735-PA																	
804	9535685	NSL	BUSHING, TORQUE ARM	DM	EA		0		0			0	0	0	0		0.00
805	9535895	1630-00-229-1544	PIN, WEAR, INDICATOR	DM	EA	11K2A	60		0			0	60	0	0		0.00
806	9535896	1630-00-244-4624	BUSHING, THREADED	DM	EA	11V2B	34		0			0	34	0	0		0.00
807	9535917	1630-00-068-2067	GRIP TUBE ASSY	DM	EA	1E1A	400		0			0	400	0	0		0.00
808	9535918	5310-00-864-7371E	WASHER, RECESSED	DM	EA	2H1A	72		0			0	72	0	0		0.00
809	9536112	5306-00-117-5913E	PIN, STRAIGHT HEAD	DM	EA	244B	249		0			0	249	0	0		0.00
810	9536122	1630-00-106-3311	LINING, PLATE	DM	EA		0		0			0	0	0	0		0.00
811	9536123	1630-00-113-2133	STATOR, PLATE SUBASSY	DM	EA	RR16-R	0		0			0	0	0	0		0.00
812	9536203	1630-00-106-3310	HOUSING, RETURN SPRING	DM	EA	211A	168		0			0	168	0	0		0.00
813	9536204	1630-00-485-2744	SPRING, PISTON	DM	EA	11A1C	74		0			0	74	0	0		0.00

Item	Part Number	Stock Number	Name	MC	--- Location #1 ---			--- Location #2 ---			Total	Total
					Qty	Bin	Alloc	Qty	Bin	Alloc		
814	9536307	1630-01-106-5794	INSULATING DISK	DM	EA	244A	50		0	110	0	0.00
815	9536206	1630-01-106-6793	PISTON	DM	EA	241A	100		0	100	0	0.00
816	9540277	NSL - - -	HOUSING, BRAKE	DM	EA		3		0	3	0	0.00
817	9541989	1630-00-567-8169	TORQUE TUBE	DM	EA	5829-F	39		0	39	0	0.00
818	9542025-1	1630-01-038-8276	HOUSING	DM	EA		2		0	2	0	0.00
	SUB 1	9543433										
819	954225-1	1630-01-038-8275	HOUSING	MR	EA		0		0	0	0	0.00
820	9542382	NSL - - -	PLATE, RACY P/S	DM	EA		0		0	0	0	0.00
821	9542482	1630-1-034-5387	TORQUE TUBE	DM	EA		0		0	0	0	0.00
822	9542958	1630-1-036-3353	PISTON	DM	EA		0		0	0	0	0.00
823	9542977	5365-0-992-4468	SLEEVE, CYL. O/S	DM	EA		0		0	0	0	0.00
824	9543031	1630-0-937-6602	PISTON	DM	EA	MZE1	28		0	28	0	0.00
825	9543036	N.S. - - -	HOUSING, BRAKE	MR	EA	SET UP	0		0	0	0	0.00
826	9543348	1630-0-834-7557	PISTON	MR	EA	SETUP	0		0	0	0	0.00
827	9543421	1630-1-945-1265	PISTON	DM	EA	5875-B	63		0	63	0	0.00
	SUB 1	9533447										
	SUB 2	5407174										
828	9543433	1630-0-977-6604	HOUSING, BRAKE	MR	EA	R272-C	27		0	27	0	0.00
829	9543545	NSL - - -	PISTON	DM	EA		0		0	0	0	0.00
830	9543645	1630-0-856-2973	PISTON	MR	EA	5815-B	5		0	5	0	0.00
831	9543647	1630-0-834-7523	PLATE SUBASSY, PRESS.	MR	EA	SETUP	0		0	0	0	0.00
	SUB 1	5407159										
832	9543618	1630-0-833-9630	TORQUE TUBE	MR	EA	SETUP	0		0	0	0	0.00
833	9543622	1630-0-033-4616	PISTON	DM	EA		0		0	0	0	0.00
834	9543632	1630-0-856-2052	HEAT SHIELD	DM	EA	SETUP	0		0	0	0	0.00
835	9543748	1630-3-102-4364	SHIELD, PISTON O.S.T	DM	EA	661A	24		0	24	0	0.00
836	9543919	NSL - - -	PLATE, STATOR	DM	EA		0		0	0	0	0.00
837	9543922	NSL - - -	HOUSING	MR	EA		0		0	0	0	0.00
838	9550098	1630-3-997-2490	PLATE SUBASSY	MR	EA	5875-B	23		0	23	0	0.00
839	9550098	NSL - - -	TUBE, KEVED TORQUE	DM	EA		0		0	0	0	0.00
840	9550031	NSL - - -	TORQUE TUBE	DM	EA		0		0	0	0	0.00
841	9550069	1630-0-055-5747	HOUSING, BRAKE	MR	EA	5829-A	0		0	0	0	0.00
842	9550151	1630-0-102-4365	TORQUE TUBE	MR	EA	2201	0		0	0	0	0.00
843	9550422	1630-0-855-2198	TORQUE TUBE	MR	EA	1814	15		0	15	0	0.00
844	9550589	5365-0-306-9742	PISTON	DM	EA		25		0	25	0	0.00
845	9550597	NSL - - -	PISTON	DM	EA		0		0	0	0	0.00
846	4455-4	1630-0-038-8277	PISTON SUBASSY	DM	EA		0		0	0	0	0.00
847	484-16	NSL - - -	VALVE, HYDRAELECT	DM	EA		0		0	0	0	0.00
	SUB 1	486244-1										
848	4111857	5365-0-58-9795	SCREW, MACHINE	DM	EA		0		0	0	0	0.00
849	AN3-24	5365-0-150-5221	ROTOR, RACY P/S	DM	EA	491C	10		0	10	0	0.00
850	AN3-730	5365-0-82-4976	NUT, SELF LOCKING	DM	EA	17A	0		0	0	0	0.00
851	AN3-821	5365-0-744-2194	SCREW PIN	DM	EA	2110-F	12		0	12	0	0.00
852	AN3-1511	5365-0-319-1241	SCREW PIN	DM	EA	2110-F	0		0	0	0	0.00
853	AN3-1515	5365-0-319-1241	SCREW PIN	DM	EA	1052B	57		0	57	0	0.00
854	AN3-1513	5365-0-384-9918	SCREW	DM	EA		61		0	61	0	0.00
855	AN3-1517	5365-0-146-2660	SCREW, MACHINE	DM	EA	15C4A	220		0	220	0	0.00
856	AN3-1515	5365-0-384-9918	SCREW, RELEASE	DM	EA	2110-F	0		0	0	0	0.00
	SUB 1	9535244-6										
857	AN3-1516	5365-0-150-9212	SCREW	DM	EA	502B	25		0	25	0	0.00
858	AN3-1516	5365-0-150-9220	SCREW, MACHINE	DM	EA	10E4C	20		0	20	0	0.00
859	AN3-1516-12	5365-0-151-2027	SCREW	DM	EA		0		0	0	0	0.00

Item	Part Number	Stock Number	Name	MC	QTY	Bin	Location #1	Location #2	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
860	AN550-4	5305-0-151-1313	SCREW, MACHINE	DM	EA	1148	42	0	0	0	0	0.00	0.00
861	AN6150R22	5305-0-68-9765	SCREW, MACHINE	DM	EA	1500	22	0	0	0	0	0.00	0.00
862	AN65E12924	5305-0-904-2872	SCREW, BRAVE ADJUST.	DM	EA	512A	168	0	0	0	0	0.00	0.00
863	AN65F428	5305-0-721-5899	SETSCREW	DM	EA	11-20	124	0	0	0	0	0.00	0.00
864	AN65F428H16	5305-0-721-5899	SET SCREW	DM	EA		0	0	0	0	0	0.00	0.00
865	AN6HA	5306-0-182-2002	BOLT-PREF.	DM	EA		0	0	0	0	0	0.00	0.00
	SUB 1	9522211											
	SUB 1	AN500-516-12											
866	AN6-16A	5306-00-08-3639	BOLT, MACHINE	DM	EA	1062A	148	0	0	0	0	0.00	0.00
867	AN620M-1	1630-00-16-8438	VALVE BLEEDER	DM	EA	362AB	93	0	0	0	0	0.00	0.00
868	AN6227-20	NSL	PAC'ING, O-RING	DM	EA		0	0	0	0	0	0.00	0.00
869	AN6227-52	5330-00-174-3710	PAC'ING, O-RING	DM	EA	10E1A	17	0	0	0	0	0.00	0.00
	SUB 1	9B3461/1-329											
870	AN6227-5	5330-00-130-9311	PAC'ING, O-RING	DM	EA	11F2C	15	0	0	0	0	0.00	0.00
	SUB 1	MS22775-010											
871	AN6227-7	5330-00-240-9617	PAC'ING, PREFORMED	DM	EA	10B3A 15H2	0	0	0	0	0	0.00	0.00
872	AN622787	5330-00-30-8282	SEAL, O-RING	DM	EA		4	0	0	0	0	0.00	0.00
873	AN6227872	5330-00-174-3710	PAC'ING, O-RING	DM	EA	10E1A	0	0	0	0	0	0.00	0.00
874	AN6227877	5330-00-72-5498	SEAL, O-RING	DM	EA		4	0	0	0	0	0.00	0.00
	SUB 1	MS22775-334											
875	AN622785	5330-00-240-92211	PAC'ING, O-RING	DM	EA		0	0	0	0	0	0.00	0.00
876	AN6228012	5330-00-114-3724	SEAL, O-RING	DM	EA		4	0	0	0	0	0.00	0.00
877	AN6290-8	5330-00-819-0794	PAC'ING, PREFORMED	DM	EA	15E3C	9	0	0	0	0	0.00	0.00
878	AN74AA	5306-00-111-0422	BOLT, MACHINE	DM	EA	922A	2505	0	0	0	0	0.00	0.00
879	AN814-31	5365-00-237-0099	SHIPPING PLUG	DM	EA	104D	21	0	0	0	0	0.00	0.00
880	AN814-3L			DM	EA		0	0	0	0	0	0.00	0.00
881	AN814-4D	5365-00-237-0094	PLUG, BLEEDER	DM	EA	11N5B	15	0	0	0	0	0.00	0.00
882	AN814-4DL	5365-00-237-0093	PLUG, PROTECTIVE	DM	EA	10E5D	0	4620	0	0	0	0.00	0.00
883	AN814-4DL	5365-00-237-0093	PLUG, INLET	DM	EA	8H4-5	19	0	0	0	0	0.00	0.00
884	AN814-6	5365-00-237-0103	PLUG, MACH. THRFD	DM	EA		0	0	0	0	0	0.00	0.00
885	AN814-6DL	5365-00-237-0103	PLUG, FERMAMENT	DM	EA		0	0	0	0	0	0.00	0.00
886	AN814-6L	5365-00-237-0103	PLUG, MACH. THRFD	DM	EA	7E2B 512C	74	0	0	0	0	0.00	0.00
887	AN814-6L	5365-00-237-0103	PLUG & BLEEDER	DM	EA	2E4A	166	0	0	0	0	0.00	0.00
888	AN814-8L	5365-00-237-0103	PLUG (SN)	DM	EA	9N1A	24	0	0	0	0	0.00	0.00
889	AN893-12	4730-00-237-0103	BUSHING INLET O/SIZE	DM	EA	4L5B	75	0	0	0	0	0.00	0.00
	SUB 1	AN893-121											
890	AN893-121	5365-00-59-3943	PUSHING	DM	EA		0	0	0	0	0	0.00	0.00
891	AN893-2J	4730-00-59-1859	BUSHING	DM	EA	2E3A	158	0	0	0	0	0.00	0.00
892	AN901-4A	5310-00-176-6676	GASKET	DM	EA	11N1C	122	0	0	0	0	0.00	0.00
893	AN929AA	4730-00-587-8770	CAP, ASSY	DM	EA	214A	81	0	0	0	0	0.00	0.00
894	AN929AAJ	4730-00-176-1508	CAP, PRESSURE SEAL	DM	EA	1N2B	36	1403C	0	0	0	0.00	0.00
895	AN935-10L	5310-00-176-0662	WASHER, FLD	DM	EA	362AB	43	0	0	0	0	0.00	0.00
	SUB 1	MS53338-43											
896	AN935-8L	5310-00-176-0659	WASHER, LOD	DM	EA	11N4A	98	0	0	0	0	0.00	0.00
897	AN960-10L	5310-00-16-0834	WASHER, FLAT	DM	EA	372A-9	92	0	0	0	0	0.00	0.00
898	AN960-416	5310-00-14-1795	WASHER	DM	EA	9L2B	44	0	0	0	0	0.00	0.00
899	AN960-616	5310-00-176-0821	WASHER, FLAT	DM	EA	10E4B	26	1013C	0	0	0	0.00	0.00
900	AN960-716	5310-00-176-0822	WASHER, FLAT	DM	EA	1F5P	0	0	0	0	0	0.00	0.00
	SUB 1	911251											
901	AN960-916	5310-00-127-0824	WASHER, FLAT	DM	EA	911A	0	0	0	0	0	0.00	0.00
902	AN960C1AL	5310-00-16-0812	WASHER, FLAT	DM	EA	6D5P	24	0	0	0	0	0.00	0.00
903	AN960C1AB	5310-00-16-0813	WASHER, FLAT	DM	EA	6D5P	24	0	0	0	0	0.00	0.00

Item	Part Number	Stock Number	Noun	HC	UOI	Loc #1	Loc #2	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
904	AP68CA16L	5310-00-515-7449	WASHER, FLAT	DM	EA	15C00		147	0	0	0	0.00
905	AP68CA16L	5310-00-595-6425	WASHER, FLAT	DM	EA	1		0	0	0	0	0.00
906	AP68CA16L	5310-00-167-0814	WASHER, FLAT	DM	EA	3-58C		152	0	0	0	0.00
907	AP68CA16L	5310-00-187-4355	WASHER, FLAT	DM	EA	15C0R		200	0	0	0	0.00
908	AP-110857	5365-01-146-0644	PLUG	DM	EA	3H44A		73	0	0	0	0.00
909	AP-1113440	5307-00-685-1576	STUD, PLAIN	DM	EA	RE03-6-4-4		0	0	0	0	0.00
910	AP-111440	5307-00-685-1576	STUD, PLAIN	DM	EA	36-6		188	0	0	0	0.00
911	AP-111718	5330-00-677-9527	PACKING, REFORMED	DM	EA	11LIA		23	0	0	0	0.00
912	AP-113239	5360-06-701-0318	SPRING	DM	EA	ED 11N1A		92	0	0	0	0.00
913	AP-113440	NSL - - -	LECAL	DM	EA	SETUP		0	0	0	0	0.00
914	AP-115261	5330-00-757-1346	PACKING, REFORMED OS	DM	EA	11M1A		25	0	0	0	0.00
915	AP-17574	5365-00-598-1641	RING, INSULATING	DM	EA	M4E6A		46	0	0	0	0.00
916	AP-19009	5330-00-820-9640	WASHER, SEALING	DM	EA	11N7A		62	0	0	0	0.00
917	AP-19973	5308-00-515-7774	BOLT, MACHINE	DM	EA	LINEAR1192		175	0	0	0	0.00
918	AP-210273	1630-00-520-5466	DISC, INTERMEDIATE	DM	EA			0	0	0	0	0.00
919	AP-210354	1630-00-520-5467	DISC, MIDDLE	DM	EA			6	0	0	0	0.00
920	AP-211743	1630-00-647-0481	DISC, INSULATING	DM	EA	364B		3	0	0	0	0.00
921	AP-211855	1630-00-646-8837	RING, SPRING RETAININ	DM	EA	M5C2A		23	0	0	0	0.00
922	AP-211719	1630-00-671-8512	PISTON, BR4E	DM	EA	11L2B		23	0	0	0	0.00
923	AP-213249	1630-00-772-9632	PISTON, D SIZE	DM	EA	3F1A		11	0	0	0	0.00
924	AP-29922	1630-00-520-5471	SCREW, ADJUSTING	DM	EA	11M4C		54	0	0	0	0.00
925	AP-313374	1630-00-475-0826	HOUSING PLATE	MR	EA	M5C2A		1	0	0	0	0.00
926	AP-38761	1630-00-709-1551	PLATE, HOUSING	DM	EA	M4D5A		12	0	0	0	0.00
927	AP-111340	5305-00-619-5150	SET SCREW	DM	EA	3H3A		979	0	0	0	0.00
928	AP-111359	1630-00-646-9070	INSERT, INLET	DM	EA	3H1A		181	0	0	0	0.00
929	AP-111942	3110-00-580-2752	BALL BEARING	DM	EA	3H2A		32	0	0	0	0.00
930	AP-118570	5310-00-901-3197LE	WASHER, FLAT	DM	EA	15C5C		33	0	0	0	0.00
931	AP-18192	1630-00-652-6108	INSERT, BLEEDER	DM	EA	7H4C		160	0	0	0	0.00
932	AP-210273	1630-00-520-5466	STATOR	DM	EA	M4D2A		45	0	0	0	0.00
933	AP-210354	1630-00-520-5467	DISC, MIDDLE ROTOR	DM	EA	M4D1A		44	0	0	0	0.00
934	AP-211358	5330-00-653-3180	PACKING, REFORMER	DM	EA	SETUP		0	0	0	0	0.00
935	AP-211359	1630-00-646-8841	PISTON, BR4E	DM	EA			0	0	0	0	0.00
936	AP-211343	1630-00-647-0681	DISC, INSULATING	DM	EA			0	0	0	0	0.00
937	AP-211355	1630-00-546-8837	RING, SPRING RETAIN	DM	EA			0	0	0	0	0.00
938	AP-213248	5330-00-900-9101	PACKING, REFORMED OS	DM	EA	3E1A		3	0	0	0	0.00
939	AP-218551	1630-00-736-4663	PISTON, ANNULAR	DM	EA	15C1B		11	0	0	0	0.00
940	AP-218555	5310-00-736-4664	DISC, INSULATION, THRA	DM	EA	15C1A		11	0	0	0	0.00
941	AP-218596	1630-00-755-1332	SPRING, SCREW LOCK	DM	EA	15C2C		22	0	0	0	0.00
942	AP-218790	5365-00-726-7403	RETAINER, PACKING	DM	EA	15D2B		11	0	0	0	0.00
943	AP-21927	1630-00-907-5433	SPRING, LOCK	DM	EA	11M4D		46	0	0	0	0.00
944	AP-222950	5305-00-140-8492	SCREW, ADJUSTING	DM	EA	15C4C		22	0	0	0	0.00
945	AP-228975	5307-01-044-4534	STUD	DM	EA	15C4B		55	0	0	0	0.00
946	AP-227099	5307-01-004-4535	STUD	DM	EA	15C5P		2	0	0	0	0.00
947	AP-310346	1630-00-652-610	DISC, PRIMARY	DM	EA			0	0	0	0	0.00
948	AP-311353	1630-00-652-6110	ROTOR	DM	EA	M5D2A		22	0	0	0	0.00
949	AP-311354	1630-00-652-6111	STATOR	DM	EA	M5D1A		12	0	0	0	0.00
950	AP-312374	1630-00-475-0826	FLATE, FOLK AF35.	DM	EA			0	0	0	0	0.00
951	AP-318209	1630-00-755-1338	63TOR	DM	EA	RE17-A		24	0	0	0	0.00
952	AP-318211	1630-00-755-1339	STARTUP	DM	EA	RE17-B		49	0	0	0	0.00
953	AP-318212	1630-00-069-9429	TIDSOLE TUBE	MR	EA	RE17-C		2	0	0	0	0.00
954	AP-418572	5340-00-929-4146	INSERT, SCREW THREA	DM	EA	15C2A		13	0	0	0	0.00
955	AP-418573	5340-00-929-4147	INSERT, SCREW THREA	DM	EA	15C5A		11	0	0	0	0.00

Item	Part Number	Stock Number	Noun	MC	UDI	--- Location #1 ---		--- Location #2 ---		Total Qty	Total Alloc	Total Short	ERRC	Unit Price
						Bin	Qty	Bin	Qty					
956	AP418603	3110-00-755-1327	SHIELD, REARING	DM	EA	15A2B	11	0	11	0	0	0	0.00	
957	AP418794	5330-00-723-2889LE	FRACKING, PREFORMED	DM	EA	15G1A	11	0	11	0	0	0	0.00	
958	AP419134	1630-00-755-1335	SLEEVE	DM	EA	15C1C	11	0	11	0	0	0	0.00	
959	AP419935	5330-00-078-0744	PACKING, O-RING	DM	EA	15G2A	20	0	20	0	0	0	0.00	
960	AP422604	1630-00-719-1061	S-IELD	DM	EA	15D2A	22	0	22	0	0	0	0.00	
961	AS-210248	1630-00-520-5473	DISC ASSEMBLY	DM	EA	14D7A	10	0	10	0	0	0	0.00	
962	AS-210379	1630-00-520-5474	DISC, ASSEMBLY SECUD	DM	EA		0	0	0	0	0	0	0.00	
963	AS-211351	1630-00-646-8843	FLUR ASSY, BRAKE	DM	EA		0	0	0	0	0	0	0.00	
964	AS-212375	NSL - - -	PLATE ASSY, POWER	DM	EA		0	0	0	0	0	0	0.00	
965	AS112234	1630-00-652-7376	SPRING ASSY	DM	EA	3G1A	74	0	74	0	0	0	0.00	
966	AS118559	1630-00-755-1337	SPRING	DM	EA	15D1B	44	0	44	0	0	0	0.00	
967	AS210379	1630-00-520-5474	DISC, BACKING PLATE	DM	EA	14D4A	7	0	7	0	0	0	0.00	
968	AS211341	1630-00-646-8836	PRESSURE PLATE	DM	EA	15D4A	5	0	5	0	0	0	0.00	
969	AS211346	1630-00-646-8842	BACKING PLATE	DM	EA	15D5A	0	0	0	0	2	0	0.00	
970	AS211351	1630-00-646-8843	TORQUE TUBE	DM	EA	15C1A	43	0	43	0	0	0	0.00	
971	AS218576	NSL - - -	SPIDER ASSY	DM			0	0	0	0	0	0	0.00	
972	AS218577	1630-01-109-5861	DISK, PRIMARY	DM			0	0	0	0	0	0	0.00	
973	AS218643	1630-00-755-1333	DISK, SECONDARY	DM			0	0	0	0	0	0	0.00	
974	AS219135	1630-00-825-4792	POWER PLATE SUBASSY	DM			0	0	0	0	0	0	0.00	
975	C-2997-012	5340-00-582-1825	CLIP, SPEED	DM	EA		0	0	0	0	0	0	0.00	
976	D1480-038-2000M	5340-01-085-5184	SPRING, COMPRESSION	DM	EA		0	0	0	0	0	0	0.00	
977	CD3	5340-00-515-0225	CAP, PROTECTIVE	DM	EA	15C3A	110	0	110	0	0	0	0.00	
978	DVC754-220013	5310-00-754-1834	WASHER	DM	EA	5D2A	0	0	0	0	0	0	0.00	
	SUB 1	MS35338-43												
	SUB 2	AMP35-10L												
979	FC6446	1630-00-516-8438	BLEEDER	DM	EA	9L3A	0	0	0	0	0	0	0.00	
980	FM12-02	5310-00-808-7036	NUT, SELF LOCKING	DM	EA		104	0	104	0	0	0	0.00	
	SUB 1	MS21042-3												
981	FM12-04B	5310-00-796-2101	NUT, SELF-LOCKING	DM	EA	14D2A	0	0	0	0	0	0	0.00	
982	FM22-720	5310-00-899-1690	NUT, SELF LOCKING	DM	EA	6D1A	228	0	228	0	0	0	0.00	
983	641869	5320-00-888-8557	RIVET	DM	EA		0	0	0	0	0	0	0.00	
984	64418-6	5310-00-494-8012	WASHER, FLAT	DM	EA	311A	36	0	36	0	0	0	0.00	
985	64418-7	5310-00-151-8930	WASHER, FLAT	DM	EA	9L3E	8	0	8	0	0	0	0.00	
986	6Y16416	NSL - - -	RIVET	DM			0	0	0	0	0	0	0.00	
987	6Y18414	5320-00-941-4068	RIVET	DM	EA		0	0	0	0	0	0	0.00	
	SUB 1	6Y18415												
988	6Y18417	5320-00-093-7459	RIVET, TUBULAR	DM	EA		0	0	0	0	0	0	0.00	
989	6Y18810	5320-00-951-2871	RIVET	DM	EA		0	0	0	0	0	0	0.00	
990	6Y18811	NSL - - -	RIVET	DM	EA		0	0	0	0	0	0	0.00	
991	6Y18812	5320-00-914-6210	RIVET	DM	EA		0	0	0	0	0	0	0.00	
	SUB 1	6Y18813												
992	6Y18813	5320-00-912-5826	RIVET	DM	EA		0	0	0	0	0	0	0.00	
993	6Y18815	5320-00-130-323	RIVET	DM	EA		0	0	0	0	0	0	0.00	
994	6Y18819	5320-01-017-0738LE	RIVET, WEAR PAD	DM	EA		0	0	0	0	0	0	0.00	
995	6Y1887	5320-00-890-8454	RIVET	DM	EA		0	0	0	0	0	0	0.00	
996	6Y1889	5320-00-888-8557	RIVET, WEAR PAD	DM	EA		0	0	0	0	0	0	0.00	
997	6Y20446S	5310-01-258-5953	NUT, BARREL	DM	EA	14C2B	0	0	0	0	0	0	0.00	
998	6Y24617	5340-01-258-9142	RETAINER, BARREL	DM	EA	14C7B	0	0	0	0	0	0	0.00	
999	6Y24618	5340-01-258-5954	RETAINER, BARREL	DM	EA	14C4D	0	0	0	0	0	0	0.00	
1000	6Y8187-18	1630-00-985-0517	BUSHING, THREADED	DM	EA	245A	80	0	80	0	0	0	0.00	
1001	6Y93-13	5305-00-122-772LE	SCREW, SELF LOCKING	DM	EA	14D3A	122	0	122	0	0	0	0.00	
1002	6Y945	5310-00-747-0918	NUT, SELF-LOCKING	DM	EA	11C7B	181	0	181	0	0	0	0.00	

Item	Part Number	Stock Number	Noun	MC	UDI	Bin	Qty	Bin	Qty	Location #2	Total Qty	Total Alloc	Total Short	EMRC	Unit Price
1003	6YN165	5310-00-894-4990	NUT, SELF LOCKING	DM	EA	601A	364		0		0	0	0		0.00
1004	6YN167	5310-01-035-1724	NUT, SELF LOCKING	DM	EA	601A	364		0		364	0	0		0.00
	SUB 1	FM22-720													
1005	6YN187	5310-00-825-2945	NUT, SELF-LOCKING	DM	EA	3MAA	9L4A		0		21	0	0		0.00
	SUB	MS14156-07													
1006	6YN189	5310-00-904-4133	NUT, SELF LOCKING	DM	EA	5I4A			131		0	0	0		0.00
1007	6YN266	5310-01-073-0180XLE	NUT, SELF LOCKING	DM	EA	3I2A			36		0	0	0		0.00
1008	6YN6C-27A	5320-01-284-8765LE	RIVET SOLID	DM	EA				0		0	0	0		0.00
1009	6YN6D-47	5320-01-293-0905LE	RIVET SOLID	DM	EA				0		0	0	0		0.00
1010	6YN6D-51A	5320-01-283-0905LE	RIVET, SOLID	DM	EA				0		0	0	0		0.00
1011	6YN187-68M	5306-00-189-8639	BOLT, BRAKE	DM	EA	4C1A			99		0	0	0		0.00
1012	6YS187-80	5306-01-069-1488	BOLT, BRAKE	DM	EA	9L4C			256		0	0	0		0.00
1013	6YS207-92M	5306-00-274-8753	BOLT, BRAKE	DM	EA	4A1A			150		0	0	0		0.00
1014	6YS207-94M	5306-00-274-8754	BOLT, BRAKE	DM	EA	4A2A			132		0	0	0		0.00
1015	6YS208-44	5306-01-223-2684	BOLT, DOUBLE HEXAGON	DM	EA	14C2A			0		0	0	0		0.00
1016	6YS26-6MB1M0	5306-01-052-3705LE	BOLT, BRAKE	DM	EA	3J1A			358		0	0	0		0.00
1017	6YS26-6MB1M0	5306-01-052-3705LE	BOLT, BRAKE	DM	EA	3J1A			264		0	0	0		0.00
1018	6YS4C2	5306-01-066-1205	BOLT, HEX HEAD	DM	EA	9L4B			20		0	0	0		0.00
1019	6YS5-65	5306-01-142-2506	BOLT, MACHINE	DM	EA	261A			0		0	0	0		0.00
1020	6YS7-122	5306-00-828-5586LE	BOLT, HEXAGON	DM	EA	261A			188		0	0	0		0.00
1021	6YS7M100	5306-01-047-7696	BOLT, BRAKE	DM	EA	4J3A			110		0	0	0		0.00
	SUB 1	154853													
1022	6YS7M77	5306-00-923-5179	BOLT, BRAKE TIE	DM	EA	6E1A			104		0	0	0		0.00
1023	6YS9-103	5306-00-964-1214LE	BOLT, BRAKE	DM	EA	5F1A			320		0	0	0		0.00
1024	6YV6	1630-01-142-9111	VALVE, RELEASEE	DM	EA	9L5A			42		0	0	0		0.00
1025	6YV49	1630-01-142-9112	ADAPTER, BLEEDER	DM	EA	9L5B			29		0	0	0		0.00
1026	H33	4820-00-865-8663	VALVE, CHECK	DM	EA	3C3C			25		0	0	0		0.00
1027	LK3200-40	5305-00-115-1791	SCREW, MACHINE	DM	EA	15D3A			62		0	0	0		0.00
1028	K25988/1-011	MSL - - -	PACKING, PREFORMED	DM	EA				0		0	0	0		0.00
1029	MS501/10-F9	5340-01-073-5474	PLUG	DM	EA	5D7B			1		0	0	0		0.00
1030	MS3248/1-225	5330-00-165-1944	PACKING, O-RING	DM	EA				0		0	0	0		0.00
1031	MS746/1-329	5330-01-123-9438	PACKING, O-RING	DM	EA	11F1A			0		0	0	0		0.00
1032	MS746/1-329	5330-01-129-9436	PACKING, O-RING	DM	EA	11F1A			0		0	0	0		0.00
1033	MA16624-6056	5365-00-804-7645	RING, RETAINING	DM	EA				0		0	0	0		0.00
1034	MA16633-1012	5365-00-816-4239	SPRING, HELICAL	DM	EA				0		0	0	0		0.00
1035	MA2874-216	5330-00-582-2142	PACKING BACKUP	DM	EA				0		0	0	0		0.00
1036	ML-C-5541	5340-01-073-5434	PLUG, SHIPPING (BLUE)	DM	EA	1F4A	9B1A		75	SD3B	0	0	0		0.00
1037	MS1209-04-20	MSL - - -	HELICOID	DM	EA				0		0	0	0		0.00
	SUB 1	MS212684-20													
	SUB 2	5RN250													
1038	MS12458	5340-00-291-3497	INSERT, HELICAL COIL	DM	EA				0		0	0	0		0.00
1039	MS12458	5340-00-291-3495	INSERT, HELICAL COIL	DM	EA				0		0	0	0		0.00
1040	MS12473	5340-00-290-4490	INSERT, SCREW THREAD	DM	EA				0		0	0	0		0.00
1041	MS12483	5340-00-987-7210	HELICOID, ROLL HOLE	DM	EA				0		0	0	0		0.00
1042	MS14156-07	5310-01-078-3665	NUT, SELF LOCKING	DM	EA	9L4A			174		0	0	0		0.00
1043	MS16535-323	5320-00-826-2166	RIVET	DM	EA				0		0	0	0		0.00
	SUB 1	87-6													
1044	MS16562-225	5315-00-058-9780	SPRING PIN	DM	EA	2C			111		0	0	0		0.00
1045	MS16562-72	5315-00-844-5830	PIN, SPRING (SMALL)	DM	EA	1C2A			0		0	0	0		0.00
1046	MS16562-90	5315-00-844-5834	PIN, SPRING (LARGE)	DM	EA	1C1A			0		0	0	0		0.00
1047	MS16624-1050	5365-00-802-7201	RING, RETAINER	DM	EA	7A			47		0	0	0		0.00
1048	MS16624-1156	5365-00-802-7201	RING, RETAINER	DM	EA	7A			0		0	0	0		0.00

Item	Part Number	Stock Number	Desc	MC UC	Location #1	Location #2	Total	Unit Price
					Bin Qty	Bin Qty	Alloc Qty	Short Qty
1049	MS16624-1118	5365-00-806-9929	RING,RETAINING	DM 4	0	0	0	0.00
1050	MS16624-1137	5365-00-807-7216	RING	DM EA 281A	400	781C	0	0.00
1051	MS16624-1143	5365-00-530-7957	RING,RETAINING	DM EA 9N5E	20	0	0	0.99
1052	MS16624-1050	5365-00-804-7625	RING,RETAINING	DM EA	0	0	0	0.00
1053	MS16624-29	5305-00-983-6652	CAPSCREW	DM EA 9N4A	118	0	0	0.06
1054	MS16624-4038	5365-00-808-0892	RING,RETAINING	DM EA 15C3D	39	0	0	0.00
1055	MS16624-4050	5365-00-804-7645	RING,RETAINING	DM EA 213B	219	0	0	0.06
1056	MS16625-1106	5365-00-811-4073	RING,RETAINING	DM EA	0	0	0	0.00
1057	MS16625-1112	5365-00-861-2500	RING,RETAINING	DM EA 4B2A	28	0	0	0.00
1058	MS16625-1185	5365-00-734-1896	RING,RETAINING	DM EA	0	0	0	0.00
1059	MS16633-1012	5365-00-816-4239	RING,RETAINER	DM EA	0	0	0	0.00
1060	MS16998-29	5305-00-983-6652	CAPSCREW	DM EA R509-N	162	0	0	0.00
1061	MS16998-33	5305-00-983-7430	SCREW	DM EA 2C1B	167	0	0	0.00
1062	MS16998-46	5305-00-983-6663	SCREW,ADJUSTING	DM EA 3C4A	47	0	0	0.00
	SUB 1 149531							
1063	MS19160-32	3110-00-575-9571	BALL BEARING	DM EA 11N2A	92	0	0	0.00
1064	MS20002-6	5310-00-149-9130	WASHER	DM EA	0	0	0	0.00
1065	MS20002C5	5310-00-595-7078	WASHER,RECESSED	DM EA 1173B	195	0	0	0.00
1066	MS20002E6	5310-00-149-9146	WASHER	DM EA 9N4B	163	0	0	0.00
1067	MS20002E7	5310-00-595-7079	WASHER,RECESSED	DM EA 1F5A	243	0	0	0.00
	SUB 1 158652							
1068	MS20002B	5310-00-149-9116	WASHER,RECESSED	DM EA 21A	201	0	0	0.00
1069	MS20073-04-03	5306-00-993-0500	BOLT, MACHINED	DM EA 14E2D	0	0	0	0.09
1070	MS20074-04-04	5306-00-943-9964	BOLT	DM EA 9C2A	12	0	0	0.00
	SUB 1A7444							
1071	MS20364-428C	5310-00-807-1468	NUT,SELF LOCKING	DM EA 3C1B	122	0	0	0.00
1072	MS20364-624C	5310-00-810-1786	NUT,SELF LOCKING	DM EA 15C2B	50	0	0	0.00
1073	MS20426-5-12	5320-00-117-6888	RIVET	DM EA 1012B	400	0	0	0.00
1074	MS20427-5C10	5320-00-291-6925	RIVET	DM EA 5D2E	90	0	0	0.00
1075	MS20427-6C7	5320-00-233-4872	RIVET, SOLID	DM EA	0	0	0	0.00
	SUB 2 152216							
1076	MS20427F6-7	5320-00-559-4738	RIVET, SOLID	DM EA	0	0	0	0.00
1077	MS21042-3	5310-00-807-1467	NUT,SELF LOCKING	DM EA 6D1C	0	0	0	0.00
1078	MS21042-4	5310-00-807-1468	NUT,SELF LOCKING	DM EA 3N1B	50	140	190	0.00
1079	MS21042-5	5310-00-807-1469	NUT,SELF LOCKING	DM EA 3F6C	72	0	0	0.06
1080	MS21042-6	5310-00-810-1786	NUT,SELF LOCKING	DM EA R502-A	64	0	0	0.00
1081	MS21042L3	5310-00-807-1474	NUT, LOCKING	DM EA	0	0	0	0.00
1082	MS21045-6	5310-00-982-4918	NUT	DM EA 10E1C	8	0	0	0.00
1083	MS2109306	5310-00-926-1852	NUT,SELF LOCKING	DM EA 31E	93	0	0	0.00
1084	MS2120	MSL - - -	HELICAL COLL. INS-RT	DM	0	0	0	0.00
1085	MS2120A2-5	5310-00-807-1469	NUT,SELF LOCKING	DM EA	0	0	0	0.00
1086	MS2120E4-20	5340-00-295-2453	HELICAL COLL.	DM EA	0	0	0	0.00
1087	MS21209F12	N.L.S. - - -	INSERT	DM EA 8311LF	0	0	0	0.00
1088	MS21209F0420	5340-00-827-4624	INSERT	DM EA	0	0	0	0.00
1089	MS21209F1-20	5340-01-028-2467	INSERT, HELICAL COLL.	DM EA	0	0	0	0.00
1090	MS21209F4-20	5340-00-721-7498	INSERT, HELICAL COLL.	DM EA	0	0	0	0.00
1091	MS21209F8-15	5340-00-690-5768	INSERT, SCREW HEAD	DM EA	0	0	0	0.00
1092	MS21209F9-15	5340-00-690-5769	INSERT	DM EA	0	0	0	0.00
1093	MS21250-0814	5310-00-449-2090	NUT, SELF LOCKING	DM EA 112A	781	0	0	0.00
1094	MS21250-0814	5306-00-955-9272	BOLT	DM EA 2F1A	494	0	0	0.99
1095	MS21250-0814	5306-00-444-2679	BOLT	DM EA 1M7D	154	0	0	0.01

Item	Part Number	Stock Number	Num	MC	JOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alioc	Short	ERRC	Unit Price
1096	MS21299-C7	5310-01-114-8752	WASHER, COUNTERSUNK	DM	EA	1494A	0			0			0	0	0	0	0.00	0.00
1097	MS21318-B	5315-00-252-5607	SCREW, DRIVE	DM	EA		0			0			0	0	0	0	0.00	0.00
1098	MS21914-3	4730-00-290-8633	CAP, PRESSURE	DM	EA	TC4C	24			0			0	24	0	0	0.00	0.00
1099	MS21916-4-3	4720-00-202-8826	JUNION, FLARED TUBE	DM	EA	TC20	8			0			0	8	0	0	0.00	0.00
1100	MS24391-6C	5135-01-041-4367	PLUS, BLEEDER	DM	EA		0			0			0	0	0	0	0.00	0.00
1101	MS24655-8E	NSL - - -	COTTER PIN	DM	EA		0			0			0	0	0	0	0.00	0.00
1102	MS24662-7	5320-00-754-4591	RIVET, DRIVE	DM	EA		0			0			0	0	0	0	0.00	0.00
1103	MS24665-12	5310-01-027-6616	PIN, COTTER	DM	EA	BUILDUP	400			0			0	400	0	0	0.00	0.00
1104	MS24665-153	5315-00-234-1854	PIN, COTTER	DM	EA	BUILDUP	0			0			0	0	0	0	0.00	0.00
1105	MS24665-155	5315-00-234-1865	COTTER KEY, BUSHING	DM	EA	BUILD UP	62			0			0	62	0	0	0.00	0.00
1106	MS24665-71	5315-00-829-1726	PIN, COTTER	DM	EA	SETUP	0			0			0	0	0	0	0.00	0.00
1107	MS24678-11	5305-00-068-0547	SCREW	DM	EA	14E1C	0			0			0	0	0	0	0.00	0.00
1108	MS24678-20	5305-00-990-6431	SCREW, CAP SOCKET	DM	EA		0			0			0	0	0	0	0.00	0.00
1109	MS24687-29	5315-00-990-6451	SCREW, CAP, SOCKET	DM	EA	14E1A	0			0			0	0	0	0	0.00	0.00
1110	MS24693-573	5305-00-900-0596	SCREW, FLATHEAD	DM	EA	5K3C	353			0			0	353	0	0	0.00	0.00
1111	MS24693S279	5305-00-957-7824	SCREW, MACHINE	DM	EA		0			0			0	0	0	0	0.00	0.00
1112	MS24693S297	5305-00-043-2700	SCREW, MACHINE	DM	EA	3C14	96			0			0	96	0	0	0.00	0.00
1113	MS24694-C12	5305-00-902-2132	SCREW	DM	EA	7E3A	137			0			0	137	0	0	0.00	0.00
1114	MS24694C12	5305-00-902-2132	SCREW, MACHINE	DM	EA		0			0			0	0	0	0	0.00	0.00
1115	MS24949S49	5305-00-719-5401	SCREW, MACHINE	DM	EA	3C1D	142			0			0	142	0	0	0.00	0.00
		SUB 1 MS81153-3																
1116	MS24697-C12	5305-00-902-2132	SCREW	DM	EA	5B37-E-3-4	40			0			0	40	0	0	0.00	0.00
1117	MS27151-19	5310-00-010-7923	NUT, LOCKING	DM	EP	1U3C	56			0			0	56	0	0	0.00	0.00
1118	MS27611	4820-00-204-9596	VALVE, BLEEDER	DM	EA	4B2C	43			0			0	43	0	0	0.00	0.00
1119	MS27612-7	1630-01-099-5726	ALUMPER	DM	EA	4F4D	0			0			0	0	0	0	0.00	0.00
		SUB 1 2665792																
1120	MS28774-012	5330-00-543-7091	RETAINER, FAC ING	DM	EA	15A2E	66			0			0	66	0	0	0.00	0.00
1121	MS28774-126	5330-00-860-9701	RETAINER	DM	EA	13G7A	43			0			0	43	0	0	0.00	0.00
1122	MS28774-210	5330-00-543-7087	SLING, PULP	DM	EA	1331A	53			0			0	53	0	0	0.00	0.00
1123	MS28774-212	5320-00-542-7188	RETAINER, FAC ING	DM	EA	13G7C	40			0			0	40	0	0	0.00	0.00
1124	MS28774-215	5330-00-618-6845	RETAINER, FAC ING	DM	EA	7E3B	144			0			0	144	0	0	0.00	0.00
1125	MS28774-216	5330-00-582-2147	FAC ING, P/OLP	DM	EA	13G1A	251			0			0	251	0	0	0.00	0.00
		SUB 72148MS-733-P4																
1126	MS28774-217	5330-00-582-2141	SLING, P/OLP	DM	EA	13G2B	125			0			0	125	0	0	0.00	0.00
1127	MS28774-222	5330-00-582-1536	RETAINER, P/OLP	DM	EA	1U11A	710			0			0	710	0	0	0.00	0.00
1128	MS28774-225	5330-00-582-1536	RING	DM	EA		0			0			0	0	0	0	0.00	0.00
1129	MS28775-018	5330-00-579-3158	PAC ING, PREFORMED	DM	EA	15A0C	17			0			0	17	0	0	0.00	0.00
1130	MS28775-010	5320-00-584-0266	FAC ING, PREFORMED	DM	EA	13E2A	0			0			0	0	0	0	0.00	0.00
1131	MS28775-011	5330-00-582-2133	PAC ING	DM	EA		0			0			0	0	0	0	0.00	0.00
1132	MS28775-012	5330-00-584-0265	FAC ING, PREFORMED	DM	EA	15A0A	47			0			0	47	0	0	0.00	0.00
		SUB 2 AN627-7																
1133	MS28775-019	5320-00-551-9441	FAC ING, PREFORMED	DM	EA	15A2D	9			0			0	9	0	0	0.00	0.00
1134	MS28775-116	5330-00-579-3156	FAC ING, PREFORMED	DM	EA	1291C	21			0			0	21	0	0	0.00	0.00
1135	MS28775-122	5330-00-618-7754	SEAL	DM	EA	1E3A	144			0			0	144	0	0	0.00	0.00
1136	MS28775-126	5330-00-702-1048	FAC ING	DM	EA	1337E	41			0			0	41	0	0	0.00	0.00
1137	MS28775-210	5330-00-292-0573	FAC ING, P/OLP	DM	EA	1331F	70			0			0	70	0	0	0.00	0.00
1138	MS28775-212	5330-00-579-8156	FAC ING, PREFORMED	DM	EA	13G1E	27			0			0	27	0	0	0.00	0.00
1139	MS28775-213	5330-00-584-1038	FAC ING, PREFORMED	DM	EA	15A0G	24			0			0	24	0	0	0.00	0.00
1140	MS28775-215	5330-00-549-0291	FAC ING, PREFORMED	DM	EA		14			0			0	14	0	0	0.00	0.00
		SUB 1 0443332																
1141	MS28775-216	5330-00-641-211	FAC ING, PREFORMED	DM	EA		13			0			0	13	0	0	0.00	0.00
1142	MS28775-217	5330-00-582-2134	FAC ING, PREFORMED	DM	EA		13			0			0	13	0	0	0.00	0.00

COMPASS CONSULTING
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 Seattle, WA 98101

Item	Part Number	Stock Number	Qty	Description	UoM	Allocation #2		Total		ERRC	Unit Price
						Qty	Val	Qty	Val		
1143	MS2875-219	5330-00-584-033	0	PAC.INS.O-RING	EA	0	0.00	0	0.00	0.00	0.00
1144	MS2875-221	5330-00-641-075	87	PAC.ING	EA	87	0.00	0	0.00	0.00	0.00
1145	MS2875-222	5330-00-297-9990	0	PAC.ING.O-RING	EA	0	0.00	0	0.00	0.00	0.00
SUB 2 712748-01											
1146	MS2875-223	5330-00-171-0449	0	PAC.ING.PRESERVED	EA	0	0.00	0	0.00	0.00	0.00
1147	MS2875-224	5330-00-641-075	121	PAC.ING.O-RING	EA	121	0.00	0	0.00	0.00	0.00
1148	MS2875-225	5330-00-579-7927	144	PAC.ING	EA	144	0.00	0	0.00	0.00	0.00
1149	MS2875-229	5330-00-579-7545	44	PAC.ING.O-RING	EA	44	0.00	0	0.00	0.00	0.00
SUB 1 72399887PA											
1150	MS2875-226	5330-00-579-7545	0	PAC.ING.O-RING	EA	0	0.00	0	0.00	0.00	0.00
SUB 1 13089887PA											
1151	MS2875-314	5330-00-292-0578	0	PAC.ING. O-RING	EA	0	0.00	0	0.00	0.00	0.00
1152	MS2878-10	5330-00-285-9822	32	O-RING	EA	32	0.00	0	0.00	0.00	0.00
1153	MS2878-7	5330-00-835-7465	49	PAC.ING.O-RING	EA	49	0.00	0	0.00	0.00	0.00
SUB 1 147031											
1154	MS2878-4	5330-00-805-2966	189	PAC.ING.O-RING	EA	189	0.00	0	0.00	0.00	0.00
1155	MS2878-6	5330-00-804-5695	8	PAC.ING.O-RING	EA	8	0.00	0	0.00	0.00	0.00
SUB 1 MS2878-8											
1156	MS2878-9	5330-00-808-0794	5	PAC.ING.O-RING	EA	5	0.00	0	0.00	0.00	0.00
1157	MS2878-19	1330-00-171-677	0	WIPER,PISTON	EA	0	0.00	0	0.00	0.00	0.00
1158	MS2878-7	5330-00-171-5042	75	RING,WIPER	EA	75	0.00	0	0.00	0.00	0.00
1159	MS2878-1-225	5330-00-145-1944	0	PAC.ING.O-RING	EA	0	0.00	0	0.00	0.00	0.00
1160	MS2878-1-276	5330-00-984-7361	0	SCREW, MACHINE	EA	0	0.00	0	0.00	0.00	0.00
1161	MS2878-241	5330-00-984-5189	190	SCREW	EA	190	0.00	0	0.00	0.00	0.00
1162	MS2878-259	5330-00-993-1849	0	SCREW	EA	0	0.00	0	0.00	0.00	0.00
1163	MS2878-260	5330-00-088-9144	85	SCREW, MACHINE	EA	85	0.00	0	0.00	0.00	0.00
SUB 1 MS2878-261											
1164	MS2878-261	5330-00-990-6444	150	SCREW, MACHINE	EA	150	0.00	0	0.00	0.00	0.00
SUB 1 9023741											
1165	MS2878-279	5330-00-993-2463	44	SCREW	EA	44	0.00	0	0.00	0.00	0.00
1166	MS2878-42	5330-00-559-813	0	SCREW, FILLETPC	EA	0	0.00	0	0.00	0.00	0.00
1167	MS2878-60	5330-00-720-8429	23	SCREW	EA	23	0.00	0	0.00	0.00	0.00
SUB 1 MS2878-260											
1168	MS2878-260	5330-00-912-4817	0	SCREW, MACHINE	EA	0	0.00	0	0.00	0.00	0.00
1169	MS2878-261	5330-00-912-4818	0	SCREW	EA	0	0.00	0	0.00	0.00	0.00
1170	MS2878-278	5330-00-912-7291	46	SCREW	EA	46	0.00	0	0.00	0.00	0.00
1171	MS2878-280	5330-00-912-7290	37	SCREW, MACHINE	EA	37	0.00	0	0.00	0.00	0.00
SUB 1 9010041											
1172	MS2878-44	5330-00-582-5765	52	L.D.WASHER	EA	52	0.00	0	0.00	0.00	0.00
1173	MS2878-81	5330-00-933-8120	0	WASHER	EA	0	0.00	0	0.00	0.00	0.00
1174	MS2878-43	5330-00-045-3296	0	L.D.WASHER	EA	0	0.00	0	0.00	0.00	0.00
1175	MS2878-422	5330-00-971-7989	0	NUT, FLAT	EA	0	0.00	0	0.00	0.00	0.00
1176	MS2878-423	5330-00-555-9582	0	NUT, FLAT	EA	0	0.00	0	0.00	0.00	0.00
SUB 1 MS2878-422											
1177	MS2878-5	5330-00-971-7989	42	NUT, FLAT	EA	42	0.00	0	0.00	0.00	0.00
1178	MS2878-60	5330-00-720-8429	0	SCREW	EA	0	0.00	0	0.00	0.00	0.00
1179	MS2878-120	5330-00-054-6238	91	WASHER	EA	91	0.00	0	0.00	0.00	0.00
1180	MS2878-19	5330-00-814-2162	23	FLG. & BLEEDER	EA	23	0.00	0	0.00	0.00	0.00
1181	MS2878-09	5330-00-493-5898	39	PAC.ING.PRESERVED	EA	39	0.00	0	0.00	0.00	0.00
1182	MS2878-11	5330-00-071-2204	74	WASHER	EA	74	0.00	0	0.00	0.00	0.00
1183	MS2878-020	5330-00-790-5714	0	PAC.ING.PRESERVED	EA	0	0.00	0	0.00	0.00	0.00
1184	MS2878-021	5330-00-790-5714	0	PAC.ING.PRESERVED	EA	0	0.00	0	0.00	0.00	0.00

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Cart's Site Listing
October 27, 1999
Friday

Item	Part Number	Stock Number	Name	PL UOI	Bin	Qty	Bin	Qty	Location #1	Location #2	Total Qty	Total Alloc	Total Short	Total Price
1185	MS987-6	5310-00-982-9705	PAC-ING PREFORMED	DM	EA	0	0	0	0	0	0	0	0	0.00
1186	MS987-8	5310-00-00-0105	PAC-ING PREFORMED	DM	EA	0	0	0	0	0	0	0	0	0.00
1187	MS988-21	5310-00-884-0077	PAC-ING PREFORMED	DM	EA	0	0	0	0	0	0	0	0	0.00
1188	MS000-118D	5365-00-780-9640	RING,RETAINING	DM	EA	0	0	0	0	0	0	0	0	0.00
1189	MS1004-8H	5306-00-062-0822	BLT, MACHINE	DM	EA	66	56	0	0	0	122	0	0	0.00
1190	MS1022A3	5310-00-002-647	NUT, SELF LOCKING	DM	EA	0	0	0	0	0	0	0	0	0.00
	SUB 1	MS6579A3M												
1191	MS1122C08	5310-00-455-8622	NUT, LOCKING	DM	EA	0	0	0	0	0	0	0	0	0.00
1192	MS1153-3	5305-00-838-7329	SCREW, MACHINE	DM	EA	0	0	0	0	0	0	0	0	0.00
1193	MS1299-3-11	5305-00-991-6520	SCREW, SHOULDER	DM	EA	0	0	0	0	0	0	0	0	0.00
1194	MS1299-3-11	5305-00-991-6520	SCREW, SHOULDER	DM	EA	620	0	0	0	0	620	0	0	0.00
1195	MS129C-6	5310-00-878-7196	NUT	DM	EA	229	0	0	0	0	229	0	0	0.00
1196	MS1307-15H	5306-00-080-1536	BOLT, SHEAR	DM	EA	151	0	0	0	0	151	0	0	0.00
1197	MS1322-8F	5305-00-240-3091	SCREW, CAP	DM	EA	22	0	0	0	0	22	0	0	0.00
	SUB	3145643												
1198	MS13208-6	5305-00-998-7901	SCREW, CAP	DM	EA	96	0	0	0	0	96	0	0	0.00
1199	MS13209-6	5305-00-988-7601	SCREW, CAP	DM	EA	0	0	0	0	0	0	0	0	0.00
1200	MS1464DH66	5306-00-28-4910	BOLT	DM	EA	56	0	0	0	0	56	0	0	0.00
1201	MS146DH66	MSL - - -	BOLT, INTERNAL WRENCH	DM	EA	285	0	0	0	0	285	0	0	0.00
1202	MS159-6	5330-00-811-1445	PAC-ING	DM	EA	0	0	0	0	0	0	0	0	0.00
1203	MS1595-8	5330-00-810-9659	PAC-ING	DM	EA	0	0	0	0	0	0	0	0	0.00
1204	MS42HT12-8	5310-00-550-9438	WASHER	DM	EA	0	0	0	0	0	0	0	0	0.00
1205	MS577-6A	5310-00-820-1560	NUT, BARREL	DM	EA	0	0	0	0	0	0	0	0	0.00
1206	MS577-8F	5310-00-900-4795	NUT, BARREL	DM	EA	2000	0	0	0	0	2000	0	0	0.00
	SUB 1	MS6577-6A												
1207	MS578-6A	5340-00-892-6728	RETAINER, BARREL NUT	DM	EA	1469	0	0	0	0	1469	0	0	0.00
1208	MS6393U1	5306-00-397-4750	BOLT, HEX HEAD	DM	EA	0	0	0	0	0	0	0	0	0.00
1209	MS6303U1H	5306-00-721-9079	BOLT, HEX HEAD	DM	EA	88	0	0	0	0	88	0	0	0.00
1210	MS6303U1H	5306-00-372-8807	BOLT, HEX HEAD	DM	EA	149	0	0	0	0	149	0	0	0.00
1211	MS679A3M	5310-00-680-4892	NUT, SELF LOCKING	DM	EA	284	0	0	0	0	284	0	0	0.00
1212	MS09-10K7F	5305-00-637-8413	SCREW, W/LOCK	DM	EA	40	0	0	0	0	40	0	0	0.00
1213	N/L	MSL - - -	PAC-ING FLATE	DM	EA	0	0	0	0	0	0	0	0	0.00
1214	O CAP-06	N.S.-L.- -	CAP, PROTECTIVE	DM	EA	0	0	0	0	0	0	0	0	0.00
1215	P040	5340-00-619-7603	FLUG, PROTECTIVE	DM	EA	20	0	0	0	0	20	0	0	0.00
1216	PPP-P-20	8105-00-183-9882	846, MAILING	DM	EA	0	0	0	0	0	0	0	0	0.00
1217	R06588L	5340-00-64-4494	INSERT, LOCKING	DM	EA	0	0	0	0	0	0	0	0	0.00
1218	F44117P04	4730-00-035-9039	CAP, PROTECTIVE	DM	EA	0	0	0	0	0	0	0	0	0.00
1219	544117P06	5340-00-112-9074	CAP, PROTECTIVE	DM	EA	0	0	0	0	0	0	0	0	0.00
1220	R413710-4	4730-00-263-5264	CAP, PROTECTIVE	DM	EA	0	0	0	0	0	0	0	0	0.00
1221	R443710-6	4730-00-547-0856	CAP, PROTECTIVE	DM	EA	0	0	0	0	0	0	0	0	0.00
1222	RL28586	5365-00-582-5877	RING, LOC	DM	EA	0	0	0	0	0	0	0	0	0.00
1223	5375894	5365-00-725-0156	RING	DM	EA	0	0	0	0	0	0	0	0	0.00
1224	R6131C	5365-00-205-6729	RING, RETAINING	DM	EA	172	0	0	0	0	172	0	0	0.00
1225	R5199L	5365-00-584-9025	RING, RETAINING	DM	EA	0	0	0	0	0	0	0	0	0.00
1226	R7412427-13	4730-00-091-6644	ADAPTER, STRAIGHT	DM	EA	0	0	0	0	0	0	0	0	0.00
1227	R7412428-13	4730-00-091-8625	ADAPTER, STRAIGHT	DM	EA	0	0	0	0	0	0	0	0	0.00
1228	5-6712	1630-00-592-7665	LINKING, CEE-METALUC	DM	EA	0	0	0	0	0	0	0	0	0.00
1229	S1065-11-1	1630-00-592-7665	SCREWS, RING	DM	EA	0	0	0	0	0	0	0	0	0.00
1230	S11165-17-1	1630-00-410-3571	RINGS, SPACER	DM	EA	16	0	0	0	0	16	0	0	0.00
1231	S11165-40-1	1630-00-009-9545	SPACER, STRAIGHT	DM	EA	14	0	0	0	0	14	0	0	0.00
1232	S11165-40-0	1630-00-009-9545	SPACER, STRAIGHT	DM	EA	49	0	0	0	0	49	0	0	0.00
1233	S11165-21-1	5370-00-10-5597	SCREW, SELF-LOCKING	DM	EA	11	0	0	0	0	11	0	0	0.00

Parts File Listing
 October 27, 1989
 Friday

Item	Part Number	Stock Number	Name	MC	Location #1		Location #2		Total		Unit Price
					Qty	Bin	Qty	Bin	Alloc	Short	
1234	SF123-125036A	5307-00-814-1120	STUD	DM	EA	0		0		0	0.00
1235	SNA250	5340-00-412-0018	SLIPSTRT	DM	EA	0		0		0	0.00
1236	UR143C	5365-00-828-5541	RING,	DM	EA	0		0		0	0.00
1237	XAN150	5365-01-053-3299	RING,RETAINING	DM	EA	0		0		0	0.00
1238	XAN212	5365-01-219-2578	RING, RETAINING	DM	EA	0		0		0	0.00

Item	Part Number	Stock Number	Non	MC UOI	Bin	Qty	Bin	Qty	Alloc	Short	EPAC	Unit Price
50	149299	5220-00-550-4170	RIVET, SOLID	DM	EA	0	0	0	0	0	0	0.00
51	149305	1630-00-548-2771	SCOTER	DM	EA	66	0	66	0	0	0	0.00
	SUB 1	65209R										
52	149306	1630-00-549-2774	SEGMENT, ROTOR	DM	EA	0	0	0	0	0	0	0.00
53	149308	1630-00-539-9781	ADJUSTER ASSEMBLY	DM	EA	20	0	20	0	0	0	0.00
54	149372	5360-00-539-9793	SPRING, HELICAL	DM	EA	77	0	77	0	0	0	0.00
55	149468	NSL - - - -	DECR, PNEUMATIC	DM	EA	0	0	0	0	0	0	0.00
56	149479	NSL - - - -	PISTON	DM	EA	0	0	0	0	0	0	0.00
	SUB 1	65203										
	SUB 2	153373										
57	149538	NSL - - - -	PISTON, INSERT ASSY.	DM	EA	0	0	0	0	0	0	0.00
58	149568	1630-00-509-4238	SLEEVE, STATOR DRIVE	DM	EA	12	0	12	0	0	0	0.00
59	149569	5306-00-538-8367	BOLT MACHINE	DM	EA	1256	0	1256	0	0	0	0.00
60	149575	1630-00-548-2862	PISTON ASSEMBLY	DM	EA	12	0	12	0	0	0	0.00
	SUB	65201										
61	149609	5315-01-085-5290E	FIN, INSULATOR HD	DM	EA	0	0	0	0	0	0	0.00
62	149610	5306-00-524-4269	PUL, SPECIAL	DM	EA	264	0	264	0	0	0	0.00
63	149611	1630-00-532-1436	SLEEVE, STATOR DRIVE	DM	EA	104	0	104	0	0	0	0.00
64	149618	1630-00-524-4271	ROTOR	DM	EA	0	0	0	0	0	0	0.00
65	149619	NSL - - - -	SCIDER, ROTOR	DM	EA	0	0	0	0	0	0	0.00
	SUB 1	513510										
66	149620	NSL - - - -	SEGMENT, ROTOR	DM	EA	0	0	0	0	0	0	0.00
67	149623	NSL - - - -	PLATE, STATOR	DM	EA	0	0	0	0	0	0	0.00
68	149625	NSL - - - -	PLATE, PACKING	DM	EA	0	0	0	0	0	0	0.00
	SUB 1	150929										
69	149629	NSL - - - -	INSERT, PISTON	DM	EA	0	0	0	0	0	0	0.00
70	149631	NSL - - - -	SCREEN, ADJUSTING	DM	EA	0	0	0	0	0	0	0.00
71	149652	1630-00-541-7076	ROTOR	DM	EA	0	0	0	0	0	0	0.00
72	149918	5360-00-524-4294E	SPRING, HELICAL COMP.	DM	EA	144	0	144	0	0	0	0.00
73	150344	NSL - - - -	PISTON, SOLID	DM	EA	0	0	0	0	0	0	0.00
74	150358	1630-00-570-4971	CUP, PISTON RET. OUTER	DM	EA	12	0	12	0	0	0	0.00
75	150360	1630-00-570-4932	CUP, PISTON RET. INNER	DM	EA	102	0	102	0	0	0	0.00
76	150365	5306-00-531-8825	BOLT, SOCKET HEAD	DM	EA	511	0	511	0	0	0	0.00
77	150385	1630-00-534-4255	NUT, ANCHOR BRAKE	DM	EA	1598	0	1598	0	0	0	0.00
78	150427	1630-00-652-6099	PLATE, STATOR	DM	EA	0	0	0	0	0	0	0.00
79	150428	1630-00-575-6759	STATOR	DM	EA	33	0	33	0	0	0	0.00
80	150455	NSL - - - -	CARRIER ASSY	DM	EA	0	0	0	0	0	0	0.00
81	150465	5320-00-620-8270	WIFER, PISTON	DM	EA	0	0	0	0	0	0	0.00
82	150466	NSL - - - -	RING, RETAINER	DM	EA	0	0	0	0	0	0	0.00
83	150467	5327-00-631-5476	BOLT & PIN ASSY	DM	EA	19	0	19	0	0	0	0.00
84	150469	5306-00-621-5477	BOLT & PIN ASSY	DM	EA	17	0	17	0	0	0	0.00
85	150474	1630-00-620-8271	SLEEVE, STATOR ESTIE	DM	EA	642	0	642	0	0	0	0.00
86	150477	5306-00-631-2156	FIN, ADJUSTER	DM	EA	15	0	15	0	0	0	0.00
87	150479	1630-00-621-2157	HOLDER, SPRING	DM	EA	769	0	769	0	0	0	0.00
88	150484	NSL - - - -	RING, RETAINING	DM	EA	105	0	105	0	0	0	0.00
89	150485	5320-00-620-8270	WIFER, PISTON	DM	EA	0	0	0	0	0	0	0.00
90	150486	NSL - - - -	RING, RETAINER	DM	EA	0	0	0	0	0	0	0.00
91	150487	1630-00-547-0116	PACKING PLATE	DM	EA	9	0	9	0	0	0	0.00
92	150488	1630-00-547-0116	PLATE, PACKING	DM	EA	0	0	0	0	0	0	0.00
93	150489	1630-00-589-9163	STATOR	DM	EA	0	0	0	0	0	0	0.00
94	150490	1630-00-591-8249	PACKING PLATE	DM	EA	50	0	50	0	0	0	0.00
95	150491	1630-00-591-8248	PACKING PLATE	DM	EA	6	0	6	0	0	0	0.00
96	150492	NSL - - - -	PACKING PLATE	DM	EA	0	0	0	0	0	0	0.00

Item	Part Number	Stock Number	Name	PS	UDI	Bin	City	Bin	City	Qty	Alloc	Total	Short	ERRC	Unit Price
96	15-914		NSL - - - PLATE BUCKING	DM	EA					0	0	0	0	0	0.00
	SUB 1	2501844								0	0	0	0	0	0.00
97	151105		5195-01-075-49-6 SETSCREW	DM	EA	145				145	0	0	0	0	0.00
98	151428		5345-00-714-55-99LE BUSHING MACH. T-HEAD	DM	EA	981A				12	0	0	0	0	0.00
99	151436		5365-00-433-4687 BUSHING, T-HEADED	DM	EA	12				12	0	0	0	0	0.00
100	151457		5360-00-530-4-163 SPRING, PISTON RET. DISC	DM	EA	7H				412	0	0	0	0	0.00
101	151458		5361-00-655-4064LE SPRING, PISTON RET. DISC	DM	EA	7E				132	0	0	0	0	0.00
102	151874		1630-00-071-2338 FRESSURE PLATE ASSY	DM	EA					0	0	0	0	0	0.00
103	151885		1630-00-671-2939 STATOR	DM	EA					0	0	0	0	0	0.00
104	151897		1630-00-671-2642 BUCKING FLATE ASSY	DM	EA					0	0	0	0	0	0.00
105	152016		NSL - - - CARRIER ASSEMBLY	DM	EA	SET UP				0	0	0	0	0	0.00
106	152017		2995-00-719-4527 CARRIER ASSEMBLY	DM	EA					0	0	0	0	0	0.00
107	152216		NSL - - - PINET, SOLID	DM	EA					0	0	0	0	0	0.00
108	152291		NSL - - - STRAP, ROTOR	DM	EA					0	0	0	0	0	0.00
109	153223		5310-00-229-1276 WASHER, RECESSED	DM	EA					0	0	0	0	0	0.00
110	153373		NSL - - - FISTON	DM	EA					0	0	0	0	0	0.00
111	15349		1650-00-657-6854LE ALPER, PISTON	DM	EA					0	0	0	0	0	0.00
112	153490		1651-00-657-8854 ALPER, PISTON	DM	EA	12E1A				0	0	0	0	0	0.00
113	153755		3120-00-662-5066LE P-SHING, SLEEVE	DM	EA					0	0	0	0	0	0.00
	SUB 1	544.11921								0	0	0	0	0	0.00
	SUB 2	59004273								0	0	0	0	0	0.00
114	157854		5310-00-682-5683 SPACER, ADJUSTER	DM	EA	182				171	0	0	0	0	0.00
115	154653		5306-00-070-2312LE BOLT, MACHINE	DM	EA	182				0	0	0	0	0	0.00
116	155-1		NSL - - - BLEEDER SCREW ASSY	DM	EA					0	0	0	0	0	0.00
117	155-7		N.S. - - - VALVE ASSY, BLEEDER	DM	EA	SETUP				0	0	0	0	0	0.00
118	155-9		1635-00-464-9174 VALVE ASSEMBLY, HYD.	DM	EA	7E5A				13	0	0	0	0	0.00
119	156652		5310-00-595-7079 WASHER, RECESSED	DM	EA					0	0	0	0	0	0.00
120	159852		1630-00-341-7076 ROTOR	DM	EA					0	0	0	0	0	0.00
121	160-4		5925-00-990-6758 UNION, FLARED TUBE	DM	EA	7030				92	0	0	0	0	0.00
	SUB 1	4521916-4-3								0	0	0	0	0	0.00
122	1604-73		5340-00-687-5677 PLUS, PROTECTIVE	DM	EA	11K1A				88	0	0	0	0	0.00
123	1604-78		5340-00-290-7274 PLUS, PLASTIC	DM	EA					1	1	1	0	0	0.00
	SUB 1	1650110-69								0	0	0	0	0	0.00
124	170-131		1630-00-435-6392LH INSERT, CAP	DM	EA	7E5A				20	0	0	0	0	0.00
125	174521		5310-00-637-2764 GASKET	DM	EA	7H5A				22	0	0	0	0	0.00
126	174522		5310-00-602-6876 GAS, ET, JOSEY	DM	EA	902A				10	0	0	0	0	0.00
127	1801-070		5310-00-596-6841 VAL, SELF LOCKING KEY	DM	EA	1E7A				32	0	0	0	0	0.00
	SUB 1	40252-720								0	0	0	0	0	0.00
128	184-261		NSL - - - PLATE, TORQUE	DM	EA					0	0	0	0	0	0.00
129	184-285		1630-00-776-0072E/ TORQUE PLATE	DM	EA					0	0	0	0	0	0.00
130	184-323		1630-00-127-4037 TORQUE PLATE	DM	EA					0	0	0	0	0	0.00
131	184-67		1630-00-705-7296 TORQUE PLATE	DM	EA	R672-A				80	0	0	0	0	0.00
132	184-67		1630-00-705-7296 TORQUE TUBE	DM	EA					0	0	0	0	0	0.00
133	191-551-1		NSL - - - RING - USE RECLAIMS	DM	EA	7E3C				15	0	0	0	0	0.00
134	2-986-9		1936-00-82-7955 SPRNG ASSEMBLY	DM	EA	SETUP				0	0	0	0	0	0.00
135	2-240-1		1630-00-023-4755 PIN, STRAIGHT, HEGG	DM	EA					0	0	0	0	0	0.00
136	20-571		5306-01-276-9013 PIN, (A0)S7116	DM	EA					0	0	0	0	0	0.00
137	218001		5306-01-074-3649 LEE FLUG	DM	EA					0	0	0	0	0	0.00
138	2194117		5330-00-722-2888 SEAL, RING WATER	DM	EA	15A1A				11	0	0	0	0	0.00
139	2194131		5330-00-722-2886 SEAL, RING WATER	DM	EA	15A1B				11	0	0	0	0	0.00
140	219415190-94		5330-01-003-0119 O-RING SEAL, PISTON	DM	EA					0	0	0	0	0	0.00
141	2251122		5310-00-596-7801 NUT, SELF LOCKING	DM	EA					0	0	0	0	0	0.00

Item	Part Number	Stock Number	Name	MC UCI	Loc: #1	Loc: #2	Total Qty	Total Alloc	Total Short	SPFC	Unit Price
142	244-175	1630-00-907-5852	ROTOR	MR EA	RB1E-A		145	0	0	0	0.00
143	244-292	1630-00-464-9150	STATOR	MR EA	FR25-A		0	0	0	0	0.00
144	244-292-1	1630-00-464-9162	ROTOR	MR EA	FR25-A		3	0	0	0	0.00
145	244-293	1630-00-464-9162	ROTOR	MR EA	FR25-A		0	0	0	0	0.00
146	244-293-1	1630-00-464-9162	ROTOR	MR EA	FR25-A		41	0	0	0	0.00
147	244-294	1630-00-464-9165	END FLATE	MR EA	RB35-A		0	0	0	0	0.00
148	244-294-1	1630-00-464-9165	END PLATE	MR EA	RB35-A		27	0	0	0	0.00
149	244-306	1630-00-127-4038	STATOR	MR EA	RB31-B		24	0	0	0	0.00
150	244-31-2	1630-00-906-5267	ROTOR	DM EA	KB32-A		30	0	0	0	0.00
151	25020-12	5340-00-200-7894	TAP LOCK INSERT	DM EA			0	0	0	0	0.00
152	260-179-1	NSL - - -	HOUSING	DM EA			0	0	0	0	0.00
153	260-402	NSL - - -	HOUSING	DM EA			0	0	0	0	0.00
154	260-439-2	NSL - - -	HOUSING, PISTON	MR EA	MS01		5	0	0	0	0.00
155	260-462-1	1630-00-182-9876	HOUSING, ADJUSTER	DM 1			0	0	0	0	0.00
156	260-731-1	NSL - - -	HOUSING, PISTON	MR EA	RB32-B		0	0	0	0	0.00
157	260-0237	5310-00-929-0110	NUT, SLEEVE	DM EA	BE3A		0	0	0	0	0.00
158	260-0238	1630-00-854-0981	PIN, ECCENTRIC	DM EA	BB1A		1950	0	0	0	0.00
SUB 1 513509											
159	2600298	5365-00-976-1620	EUSHING, W/DH, TAPERED	DM EA	IL		9	0	0	0	0.00
160	2600312	1630-00-689-1784	PRESSURE PLATE	MR EP	EJ1005		26	0	0	0	0.00
161	2600313	NSL - - -	PLATE, PRESSURE	DM EA			0	0	0	0	0.00
162	2600326	1630-00-925-1195	ROLLER, SPINNING	DM EA	1E1A		270	0	0	0	0.00
163	2600343	NSL - - -	PLATE, PRESSURE	DM EA			0	0	0	0	0.00
164	2600346	NSL - - -	FRONTING, PSEUDO	DM			0	0	0	0	0.00
SUB 2 7027448-01											
165	26 0360-2	1630-00-058-5242	BRAKE ASSY. (3-ROTOR)	DM EA	MS00		4	0	0	0	0.00
166	2600384	1630-00-187-5487	INSULATOR, PISTON	DM EA			0	0	0	0	0.00
167	2600386	1630-00-878-1517	SLEEVE, STRIP, DRIVE	DM EA	1J1A		427	0	0	0	0.00
168	2600387	5365-00-878-1619	SPACER, RACING PLATE	MR EA	MS1A		36	0	0	0	0.00
169	600764	NSL - - -	DECAL, W/W, ADJUSTER	DM EA	TEST		1	0	0	0	0.00
170	2600814	1630-00-479-5726	SHIELD, PISTON HEAT	DM EA			0	0	0	0	0.00
171	2600928	NSL - - -	CARRIER ASSEMBLY	MR EA	RC27-B		5	0	0	0	0.00
172	2600929	5365-00-247-4771	S-IM, TAPERED	DM EA			0	0	0	0	0.00
173	2600973	1630-00-689-9902	PISTON, KEY, SHIELD	DM EA	11		0	0	0	0	0.00
174	2601744	1630-00-670-8049	PISTON ASSEMBLY	DM EA	RE 92-J		17	0	0	0	0.00
175	2601847	NSL - - -	PLATE, ENDING	DM EA			0	0	0	0	0.00
176	2601844	1630-00-691-6345	ROCKING PLATE	DM EA			0	0	0	0	0.00
177	2601953	NSL - - -	PLATE, PRESSURE	DM EA			0	0	0	0	0.00
178	2601854	1630-00-872-7465	PRESSURE PLATE	MR EA	MS1AC		0	0	0	0	0.00
179	2602213	NSL - - -	SPACER, ROTOR	DM EA			0	0	0	0	0.00
SUB 1 2605015-2											
180	2602512	NSL - - -	ROTOR, SEGMENT ASSY.	DM EA			0	0	0	0	0.00
181	2602751	NSL - - -	ROTOR, SEGMENT ASSY.	DM EA			0	0	0	0	0.00
182	2602811-2	NSL - - -	SEGMENT, ROTOR COMP	DM EA			0	0	0	0	0.00
183	2604236	NSL - - -	STRAP, ROTOR	DM EA			0	0	0	0	0.00
184	2604262	NSL - - -	SEGMENT ROTOR, LAMINA	DM EA			0	0	0	0	0.00
185	2605116	NSL - - -	CARRIER ASSEMBLY	DM EA			0	0	0	0	0.00
186	2605155-26-P	NSL - - -	KEY, PL, (5.00-5.15)	DM EA			0	0	0	0	0.00
187	2605300	NSL - - -	SHIELD, ROTOR COMP	DM EA			0	0	0	0	0.00
188	2605304	NSL - - -	STRAP, ROTOR COMP	DM EA			0	0	0	0	0.00
189	2605305-2	1630-00-524-4271	ROTOR, SEGMENT ASSY.	DM EA			0	0	0	0	0.00
190	2605311-1	5320-00-078-0271	STRAP, ROTOR	DM EA			0	0	0	0	0.00

Item	Part Number	Stock Number	Noun	MC	U/I	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Qty	Total Filloc	Total Short	ERRC	Unit Price
197	2605797	1630-01-099-6736	ADAPTER, BLEEDER VALV	EA	EA	3LIA	5	4840		3				8	0	0	0.00	0.00
192	2605794	1631-01-068-0637	VALVE, HYD, BLEEDER	DM	EA	3LIA	3			0				3	0	0	0.00	0.00
193	2605737-3	1630-01-070-1461	CAP, PROTECTIVE	DM	EA		0			0				0	0	0	0.00	0.00
194	2606305	NSL - - -	CARRIER	DM	EA		0			0				0	0	0	0.00	0.00
195	2606006	1630-01-065-9469	CARRIER & PLUS ASSY	MS	EP	SETUP	0			0				0	0	0	0.00	0.00
196	2606006	1630-01-065-9469	HOLDING	MS	EA	3LIA	0			0				0	0	0	0.00	0.00
197	2606016	1630-01-069-8345	MUSING, BLEEDER VALV	DM	EA	3LIA	5			0				5	0	0	0.00	0.00
198	2606018	4820-01-070-9527	VALVE ASSY, SHUTTLE	DM	EA	3LIA	8			0				8	0	0	0.00	0.00
199	2606021	1630-01-068-8013	TORQUE TUBE	NR	EA	SETUP	0			0				0	0	0	0.00	0.00
200	2606022	1630-01-073-0594	END PLATE	DM	EA		0			0				0	0	0	0.00	0.00
201	2606022-E	1630-ND-029-4995	END PLATE ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
202	2606022-C	1630-ND-028-5706	END PLATE ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
203	2606022-D	1630-ND-028-5716	END PLATE ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
204	2606022-E	1630-ND-023-5025	END PLATE ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
205	2606025	1630-01-069-0993	ROTOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
206	2606025-B	1630-ND-184-4955	ROTOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
207	2606025-C	1630-ND-029-4966	ROTOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
208	2606025-D	1630-ND-029-4973	ROTOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
209	2606025-E	1630-ND-028-4995	ROTOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
210	2606026	1630-01-069-4278	STATOR	DM	EA		0			0				0	0	0	0.00	0.00
211	2606026-B	1630-ND-028-4976	STATOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
212	2606026-C	1630-ND-028-4886	STATOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
213	2606026-D	1630-ND-028-4896	STATOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
214	2606026-E	1630-ND-028-4906	STATOR ASSEMBLY	DM	EA		0			0				0	0	0	0.00	0.00
215	2606027	1630-01-069-0692	PRESSURE FLATE	DM	EA		0			0				0	0	0	0.00	0.00
216	2606027-B	1630-ND-028-4916	PRESSURE PLATE ASSY.	DM	EA		0			0				0	0	0	0.00	0.00
217	2606027-C	1630-ND-028-4925	PRESSURE PLATE ASSY.	DM	EA		0			0				0	0	0	0.00	0.00
218	2606027-D	1630-ND-028-4936	PRESSURE PLATE ASSY.	DM	EA		0			0				0	0	0	0.00	0.00
219	2606027-E	1630-ND-028-4946	PRESSURE PLATE ASSY.	DM	EA		0			0				0	0	0	0.00	0.00
220	2606028	5304-01-078-2920	BOLT, MACHINE	DM	EA	3KAC	85			0				85	0	0	0.00	0.00
221	2606067	5310-01-075-0987	NUT, SELF-LOCKING	DM	EA		0			0				0	0	0	0.00	0.00
222	2606094-2	5320-01-076-5000	RIVET, SEMI-TUBULAR	DM	EA		0			0				0	0	0	0.00	0.00
223	2606136-011	1630-01-116-2108	PACKING, PREFORMED	EA	EA	SETUP	0			0				0	0	0	0.00	0.00
224	2606136-012	5330-01-076-8128	PACKING, PREFORMED	DM	EA	3KEDA	4			0				4	0	0	0.00	0.00
225	2606136-227	5330-01-095-5743	PACKING, PREFORMED	DM	EA	SETUP	0			0				0	0	0	0.00	0.00
226	2606320	5310-01-074-7460	WASHER, FLAT	DM	EA		0			0				0	0	0	0.00	0.00
227	2606386	5330-01-118-9521	RETAINER, PADLINE	DM	EA		0			0				0	0	0	0.00	0.00
228	2606389-2	1630-01-067-9260	FIN, ADJUSTER	DM	EA		0			0				0	0	0	0.00	0.00
229	2606399	NSL - - -	RETAINER, PADLINE	DM	EA		0			0				0	0	0	0.00	0.00
230	2606455-671-B	NSL - - -	STA. PL. (.616-.645)	DM	EA		0			0				0	0	0	0.00	0.00
231	2606455-671-C	NSL - - -	STATOR PL (.586-.616)	DM	EA		0			0				0	0	0	0.00	0.00
232	2606455-671-D	NSL - - -	STATOR PL (.556-.586)	DM	EA		0			0				0	0	0	0.00	0.00
233	2606455-671-E	NSL - - -	STATOR PL (.526-.556)	DM	EA		0			0				0	0	0	0.00	0.00
234	2606456-645-B	NSL - - -	ROTOR PL (.590-.620)	DM	EA		0			0				0	0	0	0.00	0.00
235	2606456-645-C	NSL - - -	ROTOR PL (.560-.590)	DM	EA		0			0				0	0	0	0.00	0.00
236	2606456-645-D	NSL - - -	ROTOR PL (.530-.560)	DM	EA		0			0				0	0	0	0.00	0.00
237	2606456-645-E	NSL - - -	ROTOR PL (.500-.530)	DM	EA		0			0				0	0	0	0.00	0.00
238	2606457-6	5330-01-076-4959	PACKING, PREFORMED	DM	EA	SETUP	0			0				0	0	0	0.00	0.00
239	2606468	5330-01-076-4979	RETAINER, PADLINE	DM	EA	SETUP	0			0				0	0	0	0.00	0.00
240	2606497	5320-01-074-7488	RIVET	DM	EA		0			0				0	0	0	0.00	0.00
241	2606498-416-A	NSL - - -	END PLATE (.416-.421)	DM	EA		0			0				0	0	0	0.00	0.00
242	2606498-416-B	NSL - - -	END PLATE (.416-.421)	DM	EA		0			0				0	0	0	0.00	0.00

Item	Part Number	Stock Number	Noun	MC	UCI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Alloc	Total Short	ERRC	Unit Price
243	2606498-416-C	NSL - - -	END PLATE (.380--.395)	DM			0			0			0	0	0	0.00	
244	2606498-416-D	NSL - - -	END PLATE (.365--.380)	DM			0			0			0	0	0	0.00	
245	2606498-416-E	NSL - - -	END PLATE (.350--.365)	DM			0			0			0	0	0	0.00	
246	2606515-523-C	NSL - - -	PRES. PLA. (.485--.500)	DM			0			0			0	0	0	0.00	
247	2606515-523-D	NSL - - -	PRES. PLA. (.470--.485)	DM			0			0			0	0	0	0.00	
248	2606515-526-E	NSL - - -	PRES. PLA. (.445--.470)	DM			0			0			0	0	0	0.00	
249	2606583	5300-01-076-9645	SPRING, HELICOIL	DM	EA	3A2C	23			0			0	0	0	0.00	
250	2606588	5310-01-076-8126	WASHER, FLAT	DM	EA	3A2B	22			0			0	0	0	0.00	
251	2606589	5315-01-076-5099	PIN, RELINE IND.	DM	EA	3A1C	58			0			0	0	0	0.00	
252	2606598	1630-01-081-2860	PISTON & BUSH, ASSY	DM	EA	3L2A	7			0			0	0	0	0.00	
253	2606606	1630-01-104-9711	SHIELD, HEAT	DM	EA	SETUP	0			0			0	0	0	0.00	
254	2606607	1630-01-081-2879	COVER, PISTON	DM	EA	3L2A	10			0			0	0	0	0.00	
255	2606629	1630-01-070-3460	SHIELD, AUXILIARY	DM	EA	SETUP	0			0			0	0	0	0.00	
256	2606679-012	5330-01-075-1005	RETAINER, PACKING	DM	EA		0			0			0	0	0	0.00	
257	2606758	1630-01-090-9777	RETAINER, COVER	DM	EA		0			0			0	0	0	0.00	
258	2606799-012	5330-01-075-1095	PACKING	DM	EA	3-38	17			0			0	0	0	0.00	
259	2606799-223	5330-01-076-4979	RETAINER, PACKING	DM	EA		0			0			0	0	0	0.00	
260	2607142	NSL - - -	TUBE, SUBASSY STACK	DM	EA		0			0			0	0	0	0.00	
261	2607431	1630-01-185-2469	HEAT STACK	DM	EA	SETUP	0			0			0	0	0	0.00	
262	2607431-A	1630-01-186-2469	HEAT STACK	DM	EA	SETUP	0			0			0	0	0	0.00	
263	2607431-B	1630-01-186-2469	BRK/EHEATSTACK CAT. B	DM	EA		0			0			0	0	0	0.00	
264	2607431-C	1630-01-186-2469	FRW/EHEATSTACK CAT. C	DM	EA		0			0			0	0	0	0.00	
265	2607431-D	1630-01-186-2469	BRW/EHEATSTACK CAT. D	DM	EA		0			0			0	0	0	0.00	
266	2607431-E	1630-01-186-2469	BRW/EHEATSTACK CAT. E	DM	EA		0			0			0	0	0	0.00	
267	2607659-4	1630-01-206-6385	CAP.	DM	EA	3A5A	0			0			0	0	0	0.00	
268	2607659-6	1630-01-206-6356	CAP, PROTECTIVE	DM	EA	3A6A	1			0			0	0	0	0.00	
	SUB	R44371DX6															
	SUB	2608314-6															
	SUB	1 R44117P-6															
269	2607665	1630-01-139-2806	INSERT, RJTOR	DM	EA		0			0			0	0	0	0.00	
270	2607666-1	NSL - - -	RIVET, TUBULAR	DM			0			0			0	0	0	0.00	
271	2608314-4	1630-01-206-6355	CAP, PROTECTIVE, BOLT	DM	EA	3A4C	17			0			0	0	0	0.00	
	SUB	R44117P-4															
	SUB	R44271D-4															
	SUB	2607659-4															
272	2608314-6	1530-01-206-6756	CAP, PROTECTIVE	DM	EA	3A4E	20			0			0	0	0	0.00	
273	2608314-6	1630-01-206-6356	CAP, PROTECTIVE, TOP	DM	EA		0			0			0	0	0	0.00	
274	2608858	1630-01-216-4777	INSULATOR, STACK	DM	EA		0			0			0	0	0	0.00	
275	261-223	NSL - - -	PLATE, STACK	DM			0			0			0	0	0	0.00	
	SUB	1 41111															
	SUB	2 41112															
276	260768-2	NSL - - -	SPRINGER PLATE ASSY	DM	EA	REPL-B	7			0			0	0	0	0.00	
277	260768-15	NSL - - -	SPRINGER PLATE ASSY	DM	EA	REPL-B	7			0			0	0	0	0.00	
278	260747-1	1630-01-185-2469	HEAT STACK	DM	EA		0			0			0	0	0	0.00	
279	260768-27	1630-01-781-274EV	INSULATOR	DM	EA		0			0			0	0	0	0.00	
280	260768-28-1	NSL - - -	INSULATOR, PISTON	DM	EA		0			0			0	0	0	0.00	
281	260768-26	1630-01-464-9167	INSULATOR, PISTON	DM	EA	REPL-C	0			0			0	0	0	0.00	
282	260742	NSL - - -	INSULATOR, PISTON	DM	EA	REPL-E	0			0			0	0	0	0.00	
283	260743	NSL - - -	INSULATOR, PISTON	DM	EA	REPL-E	1			0			0	0	0	0.00	
284	260768-29	1630-01-575-9707	SHIELD, HEAT	DM	EA		0			0			0	0	0	0.00	
285	274-7	1630-01-920-8176	FITTING, REDUCER	DM	EA	9N6A	15			0			0	0	0	0.00	
286	274-76	1630-01-776-6076	FITTING, REDUCER	DM	EA	9A	0			0			0	0	0	0.00	

Item	Part Number	Stock Number	Name	MC	UCI	Location #1			Location #2			Total Qty	Total Alloc	Total Short	Unit Price
						Bin	Qty	Bin	Qty	Bin	Qty				
287	274-43		4730-00-484-2184 FITTING	DM	EA	7E1A	111				0	111	0	0	0.00
288	274-54		4730-00-949-6676 FITTING, REDUCER	DM	EA	2E2A	169				0	169	0	0	0.00
289	274-78		4730-00-127-4040 FITTING, REDUCER (SM)	DM	EA	9K2A	16				0	16	0	0	0.00
290	274-E1		4730-01-003-3296 FITTING, REDUCER	DM	EA	9A2B	19				0	19	0	0	0.00
291	281-01		5740-00-570-3600 LEE PLUG	DM	EA		0				0	0	0	0	0.00
SUB 1	291001		5340-01-212-5961 PLUG, FLUID PASSAGE	DM	EA		0				0	0	0	0	0.00
SUB 1	953518-22		5340-10-965-9817 PLUG, O/S	DM	EA		0				0	0	0	0	0.00
SUB 2	291101		5310-00-064-6347 WASHER, ADJUSTER	DM	EA		0				0	0	0	0	0.00
295	291101		5310-00-064-6347 WASHER, ADJUSTER	DM	EA		0				0	0	0	0	0.00
296	281-52-44-063		5310-00-064-6347 WASHER, ADJUSTER	DM	EA		259				0	259	0	0	0.00
297	301-4		1630-00-463-8730 PRESSURE PLATE	MR	EA	8B33-C	21				0	21	0	0	0.00
298	305-140		1630-00-463-8888 PARTS KIT	DM	EA	13D1A	17				0	17	0	0	0.00
299	31-001		NSL - - -	DM	EA		0				0	0	0	0	0.00
300	31-001		1630-00-304-5430 LEE PLUG O.S.	DM	EA		0				0	0	0	0	0.00
301	317-7		1630-00-877-6902 STATOR	MR	EA	8316-4	113				0	113	0	0	0.00
SUB 1	7829228-10		1630-00-401-5901H ICRODIE TUBE	MR	EA		0				0	0	0	0	0.00
302	319-17		1630-00-435-6093 CAP, PISTON	DM	EA	7C1A	116				0	116	0	0	0.00
303	32-374		1630-01-274-4350 CAP, PISTON	DM	EA		0				0	0	0	0	0.00
304	32-525		5340-00-931-7205LE PLUG, S-TIPPING	DM	EA	317A	51				0	51	0	0	0.00
305	324-17		1630-00-957-8991 BACING PLATE ASSY	MR	EA	8E16-4	51				0	51	0	0	0.00
SUB	94814-4E		1630-00-264-0712 PRESSURE PLATE	MR	EA	8B16-A	1				0	1	0	0	0.00
306	329-15		5310-00-247-9415 NUT, SELF LOCKING	DM	EA	913A	146				0	146	0	0	0.00
307	329-16-1		5305-00-206-5006 SCREW, CAP	DM	EA	9D1B	957				0	957	0	0	0.00
308	3291919		5300-00-345-2992E SEAL ASSY	DM	EA	1E3CA	44				0	44	0	0	0.00
SUB 1	4521245-9		1630-00-401-5902 TORQUE TUBE ASSY	DM	EA	5E33-E	0				0	0	0	0	0.00
309	334-5-5		1630-00-784-5779EV PAD LITING ASSY	DM	EA		8				0	8	0	0	0.00
310	340-22		5340-00-991-7872 PLUG, PIN	DM	EA		0				0	0	0	0	0.00
311	343101		7890-00-515-1426 DECAL, CERAMETALIC	DM	EA	BUILDUP	0				0	0	0	0	0.00
312	357018		1630-00-561-5022 LINING, CERAMETALIC	DM	EA		0				0	0	0	0	0.00
313	357065		1630-00-592-7885 LINING, CERAMETALIC	DM	EA		0				0	0	0	0	0.00
314	357086		NSL - - -	DM	EA		0				0	0	0	0	0.00
SUB 1	5-6712		NSL - - -	DM	EA		0				0	0	0	0	0.00
317	3591-20M40.235		NSL - - -	DM	EA		0				0	0	0	0	0.00
318	38-104-14-13		NSL - - -	DM	EA		0				0	0	0	0	0.00
319	38-204-04-13		5310-00-824-6636LE RIVET	DM	EA	2E1A	55	781C			0	55	0	0	0.00
SUB 1	MS2466-7		1630-00-468-1727 PLATE, TORQUE ASSY	MR	EA	3E13	0				0	0	0	0	0.00
320	4-52		5360-00-672-2204LE SPRING, HELICAL	DM	EA	3E1A	95				0	95	0	0	0.00
321	40-263		5360-00-070-2452 SPRING, HELICAL	DM	EA		0				0	0	0	0	0.00
322	40-439		5360-01-238-2742 SPRING	DM	EA		0				0	0	0	0	0.00
323	40-501		7890-00-025-8653 DECAL, NAME PLATE	DM	EA	TEET	150				0	150	0	0	0.00
324	40-629		NSL - - -	DM	EA		0				0	0	0	0	0.00
325	40726		NSL - - -	DM	EA		0				0	0	0	0	0.00
326	41111		NSL - - -	DM	EA		0				0	0	0	0	0.00
327	41112		NSL - - -	DM	EA		0				0	0	0	0	0.00
328	41113		NSL - - -	DM	EA		0				0	0	0	0	0.00
329	41118		NSL - - -	DM	EA		0				0	0	0	0	0.00
330	41119		NSL - - -	DM	EA		0				0	0	0	0	0.00

Item	Part Number	Stock Number	Mean	M/C	UDI	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	EMRC	Unit Price
331	43-2913	5330-00-895-6722	NUT, SELF LOCKING FL.	DM	EA	0	0			0	0	0	0	0.90	
332	42-6720	NSL	NUT, SELF LOCKING	DM	EA	40A	34			34	0	0	0	0.00	
333	42-6718	5330-00-895-6722	NUT, SELF LOCKING	DM	EA	42C	61			61	0	0	0	0.00	
334	43-1152	5305-01-043-2441E	SCREW	JM	EA	781A	291			291	0	0	0	0.00	
335	43-458	5330-00-616-8219	SCREW SHOULDER	JM	EA	302A	204			204	0	0	0	0.00	
336	43-723	5306-00-229-3839	BOLT	JM	EA	701A	750			750	0	0	0	0.00	
337	43-735	1630-01-272-5162	INSULATOR ASSEMBLY	DM	EA		0			0	0	0	0	0.00	
338	442-1	1630-00-249-6495	PISTON 3 INSERT ASSY	DM	EA	305B	97			97	0	0	0	0.00	
339	45-198	1630-01-236-6295	TUBE	DM	EA		0			0	0	0	0	0.00	
340	48492	5365-00-598-5500	RING, RETAINING	JL	EA	R619-D	170			170	0	0	0	0.00	
341	5 CAPLOC	N.S.-L.-	CAP, PROTECTIVE	DM	EA	SETUP	0			0	0	0	0	0.00	
342	5-197	N.S.-L.-	FLUTE, INSULATION	DM	EA		0			0	0	0	0	0.00	
343	50-273	NSL	ID PLATE	DM	EA		0			0	0	0	0	0.00	
344	50-299	NSL	IDENTIFICATION PLATE	DM	EA		0			0	0	0	0	0.00	
345	500-254	1630-00-498-3225	PRESSURE PLATE	DM	EA		0			0	0	0	0	0.00	
346	500-260	1630-01-009-9412	FRG, WEAR	DM	EA		0			0	0	0	0	0.00	
347	500-261	1630-01-037-4929	STATOR	DM	EA		0			0	0	0	0	0.00	
348	500-262	1630-01-027-4959	PRESSURE PLATE	DM	EA		0			0	0	0	0	0.00	
349	50-0263	1630-01-005-4129	RACING PLATE SLIPASY	MR	EA	*203	52			52	0	0	0	0.00	
350	500-263-262T	NSL	PLATE, RACING	DM	EA		0			0	0	0	0	0.00	
351	5-0-0689	NSL	PLATE, RACING	DM	EA	43C	0			0	0	0	0	0.00	
352	5-0-0946	4820-00-255-7670	VALVE, SHUTTLE	DM	EA	44A	22			22	0	0	0	0.00	
353	500-955	1630-00-232-0473	ENG, PISTON, KIFER	DM	EA	12F3B	110			110	0	0	0	0.00	
354	500-959	5365-00-238-3861	SPALER	DM	EA	2ND	383			383	0	0	0	0.00	
355	500-963	1630-00-255-8698	HEAT SHIELD, HOUSING	MR	EA	SETUP	0			0	0	0	0	0.00	
356	500-964	1630-00-249-6888	BUSHING, HOUSING	DM	EA	44AB	24			24	0	0	0	0.00	
357	500-968	5330-00-274-8766E	PACKING, O-RING	DM	EA	12F2A	110			110	0	0	0	0.00	
358	500-970	5365-00-262-7695E	RETAINER, THERMAL	DM	EA	4A39	110			110	0	0	0	0.00	
359	500-1027	5340-00-275-4485	INSULATOR, THERMAL	DM	EA	12F3C	44			44	0	0	0	0.00	
360	500-1028	1630-00-228-0547	HOUSING, BLEEDER ADP	DM	EA	3NGA	10			10	0	0	0	0.00	
361	500-1029	5330-00-270-0742E	PACKING, O-RING	DM	EA	12F2B	44			44	0	0	0	0.00	
362	500-1030	5362-00-262-4003E	RETAINER, PAD	DM	EA	12F3A	45			45	0	0	0	0.00	
363	500-1040	1630-00-257-7660	ADAPTER, BLEEDER	JM	EA	14B-C	0			0	0	0	0	0.00	
364	500-1041	5330-00-277-8122	PAD, INS, O-RING	DM	EA	SETUP	0			0	0	0	0	0.00	
365	500-1042	1630-00-257-7665	VALVE, BLEEDER	DM	EA	14E2B	0			0	0	0	0	0.00	
366	500-1043	5330-00-272-6208E	PAD, INS, FRET-SHIMED	DM	EA	15E7A	164			164	0	0	0	0.00	
367	500-1043	P25988/1-011	PAC, ING, FRET-SHIMED	DM	EA		0			0	0	0	0	0.00	
368	500-1117	1630-00-065-8704	HOUSING, BRAKE	MR	EA	AB17-A	0			0	0	0	0	0.00	
369	500-1132	5340-00-286-1032	RETAINER, INSULATOR	DM	EA	3NC	213			213	0	0	0	0.00	
370	500-1152	1630-00-066-8705	TORQUE TUBE	MR	EA	AB17-A	3			3	0	0	0	0.00	
371	500-1178	1630-00-069-6042	PISTON ERWE	DM	EA	4C2A	33			33	0	0	0	0.00	
372	500-1179	1630-00-069-6043	INSULATOR, FISH	JM	EA	4C4C	50			50	0	0	0	0.00	
373	500-1180	1630-00-069-9545	HOLDER, SPRING	DM	EA	4C4D	170			170	0	0	0	0.00	
374	500-1181	1630-00-069-9549	HOUSING, RETORN SPRING	JM	EA	4C4E	9			9	0	0	0	0.00	
375	500-1182	5360-00-069-7853	SPRING, RETURN	DM	EA	4C4B	122			122	0	0	0	0.00	
376	500-1184	5306-00-437-1278	FIN, BRAKE RETURN	DM	EA	4P4D	33			33	0	0	0	0.00	
377	500-1186	1630-00-069-9550	GRIP TUBE ASSY	DM	EA	4E3D	15			15	0	0	0	0.00	
378	500-1241	1630-00-069-9551	SLEEVE, CYL.	JM	EA	4C3A	16			16	0	0	0	0.00	
379	500-1241	500-1241	SLEEVE, CYL.	JM	EA	4C3A	16			16	0	0	0	0.00	

Item	Part Number	Stock Number	Name	MC	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
379	5001299	5340-00-183-6310	BRACKET, HOUSING	DM	EA	483A	0	0	0	0	0	0	0	0	0	0	0	0.00
380	5001663	5310-01-222-4119	RUSHING, TORQUE TUBE	DM	EA	14A3A	0	0	0	0	0	0	0	0	0	0	0	0.00
381	5001675	NSL - - -	PLATE, IDENTIFICATION	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
382	5001701	1630-00-022-3634	PRESSURE PLATE SUBAS	MR	EA	AB17-A	0	0	0	0	0	0	0	0	0	0	0	0.00
383	5001702	1630-00-032-6102	ROTOR	MR	EA	AB17-A	0	0	0	0	0	0	0	0	0	0	0	0.00
384	5001703	1630-00-022-3074	STATOR	MR	EA	AB17-A	0	0	0	0	0	0	0	0	0	0	0	0.00
385	5001705	1630-00-092-2720	BACKING PLATE SUBASY	MR	EA	AB17-A	0	0	0	0	0	0	0	0	0	0	0	0.00
386	5001715	5330-01-230-3411	PACKING, PREFORMED	DM	EA	14B4B	0	0	0	0	0	0	0	0	0	0	0	0.00
387	5001716	5330-01-224-8237	RETAINER, PACKING	DM	EA	14B4C	0	0	0	0	0	0	0	0	0	0	0	0.00
388	5001717	5330-01-220-8711	PACKING, PREFORMED	DM	EA	14B4A	0	0	0	0	0	0	0	0	0	0	0	0.00
389	5001724	1630-01-222-6220	TUBE, ADAPTER	DM	EA	14C3A	0	0	0	0	0	0	0	0	0	0	0	0.00
390	5001995	5365-01-054-5622LE	ADAPTER, BLEEDER	DM	EA	3J2A	412	0	0	413	0	0	0	413	0	0	0	0.00
391	5002012	1630-00-562-9139	SLEEVE	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
392	5002049	5330-01-053-5319LE	PACKING, PREFORMED	DM	EA	12E2B	24	0	0	24	0	0	0	24	0	0	0	0.00
393	5002227	1630-00-310-9835	TORQUE TUBE	MR	EA	RE32-B	27	0	0	27	0	0	0	27	0	0	0	0.00
394	5002289	1630-00-123-8806	HOUSING, SUBASSY, RET	MR	EA	FB32-B	29	0	0	29	0	0	0	29	0	0	0	0.00
395	5002271	1630-00-123-8804	PISTON, SUBASSY, RETUR	DM	EA	3M1A	23	0	0	23	0	0	0	23	0	0	0	0.00
396	5002275	1630-00-138-2567	SLEEVE, CYL.	DM	EA	3M2A	47	0	0	47	0	0	0	47	0	0	0	0.00
397	5002276	5330-00-138-6369LE	PACKING, O-RING	DM	EA	12E2D	110	0	0	110	0	0	0	110	0	0	0	0.00
398	5002277	5365-00-132-3717LE	RETAINER, PACKING	DM	EA	13F2C	198	0	0	198	0	0	0	198	0	0	0	0.00
399	5002452	NSL - - -	HOUSING, SUBASSEMBLY	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
400	5002454	N.S.-L.- -	HOUSING, BRAKE	DM	EA	3D1A	0	0	0	0	0	0	0	0	0	0	0	0.00
401	5002471	NSL - - -	PLATE, BACKING	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
402	5002472	1630-01-009-9486	BACKING PLATE	DM	EA	3C2A	14	0	0	14	0	0	0	14	0	0	0	0.00
403	5002483	1630-00-132-2821	PLATE, BACKING	MR	EA	RE32-E	21	0	0	21	0	0	0	21	0	0	0	0.00
404	5002496	5306-01-004-6411	PIN, BRAKE RET, JAW	DM	EA	9L1A	179	0	0	179	0	0	0	179	0	0	0	0.00
405	5002501	5360-01-009-5323	SPRING, HELICOIL COMP	DM	EA	9Y1A	93	0	0	93	0	0	0	93	0	0	0	0.00
406	5002502	1630-01-003-8922	HOUSING, RETURN SPRING	DM	EA	9Z2A	147	0	0	147	0	0	0	147	0	0	0	0.00
407	5002503	1630-01-003-8923	RING, ADJUSTING	DM	EA	9Z3B	253	0	0	253	0	0	0	253	0	0	0	0.00
408	5002512	NSL - - -	PLATE, PRESSURE	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
409	5002513	1630-01-003-9104	PRESSURE PLATE	DM	EA	3C4A	61	0	0	61	0	0	0	61	0	0	0	0.00
410	5002514	NSL - - -	PLATE, STATOR	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
411	5002515	1630-01-003-9105	STATOR	DM	EA	3C2A	91	0	0	91	0	0	0	91	0	0	0	0.00
412	5002526	1630-01-003-8925	PLATE COVER, INLET	DM	EA	9L1B	27	0	0	27	0	0	0	27	0	0	0	0.00
413	5002584	1630-01-005-4188	PRESSURE PLATE	MR	EA	3C41	0	0	0	0	0	0	0	0	0	0	0	0.00
414	5002585	1630-01-003-8658	STATOR	MR	EA	4E82	16	0	0	16	0	0	0	16	0	0	0	0.00
415	5002631	9905-01-039-0490	PLATE, IDENTIFICATION	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
416	5002698	1630-00-567-8168	STATOR	DM	EA	6R26-E	0	0	0	0	0	0	0	0	0	0	0	0.00
417	5002904	9905-01-040-3887	PLATE, INSTRUCTION	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
418	5002855	1630-01-013-5289	HOLDER, SPRING	DM	EA	9Y1E	205	0	0	205	0	0	0	205	0	0	0	0.00
419	5002877	1630-01-222-5700	CHANNEL, KEYSLOT	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
420	5002924	5365-01-220-0747	PLATE MOUNTING	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
421	5002928	5360-01-220-0325	SPRING, HELICAL	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
422	5002929	5340-01-221-4618	HOLDER, SPRING	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
423	5002955	5330-01-224-8226	RETAINER, PACKING	DM	EA		0	0	0	0	0	0	0	0	0	0	0	0.00
424	5002957	5330-01-230-3412	PACKING, PREFORMED	DM	EA	14E3A	0	0	0	0	0	0	0	0	0	0	0	0.00
425	5002968	5340-01-220-6350	CLIP, ANTI-ROTATION	DM	EA	14E2A	0	0	0	0	0	0	0	0	0	0	0	0.00
426	5003051	5310-01-221-8706	WASHER, RECESSED	DM	EA	14D1A	0	0	0	0	0	0	0	0	0	0	0	0.00
427	5003106	5361-01-015-7758	SLEEVE, CYL.	DM	EA	9Z2A	49	0	0	49	0	0	0	49	0	0	0	0.00
428	5003107	1630-01-011-5918	SPRING, TORQUE	DM	EA	511A	47	0	0	47	0	0	0	47	0	0	0	0.00

Item	Part Number	Stock Number	Hour	MC	U31	Bin	City	Bin	City	Bin	City	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
429	5003113	5330-01-017-4427	PAD, INC, PREFORMED	DM	EA	1542E	74					74	0	0	0	0.00
430	5003114	5330-01-017-4445	RETAINER, PACKING	DM	EA	1542E	49					49	0	0	0	0.00
431	5003115	NSL - - -	HOUSING	DM	EA		0					0	0	0	0	0.00
432	5003122	1630-01-058-6152	TUBE, TORQUE	D4	EA	M782	240					240	0	0	0	0.50
	SUB	5003122-1														
433	5003122-1	1630-01-058-6152	TUBE, TORQUE	MR	EA		0					0	0	0	0	0.00
434	5003130	1630-01-059-7070	PLATE, BONDING	MR	EA	M782	33					33	0	0	0	0.00
435	5003145-A	NSL - - -	DIS. ROTOR (.58"-.610)	DM	EA		0					0	0	0	0	0.00
436	5003145-B	NSL - - -	DIS. ROTOR (.550-.579)	DM	EA		0					0	0	0	0	0.00
437	5003145-C	NSL - - -	DIS. ROTOR (.520-.549)	DM	EA		0					0	0	0	0	0.00
438	5003145-D	NSL - - -	DIS. ROT. (.490-.519)	DM	EA		0					0	0	0	0	0.00
439	5003145-E	NSL - - -	DIS. ROT. (.460-.489)	DM	EA		0					0	0	0	0	0.00
440	5003145-F	NSL - - -	DIS. ROT. (.440-.459)	DM	EA		0					0	0	0	0	0.00
441	5003146-A	NSL - - -	PL. STATOR (.580-.610)	DM	EA		0					0	0	0	0	0.00
442	5003146-B	NSL - - -	PL. STATOR (.550-.579)	DM	EA		0					0	0	0	0	0.00
443	5003146-C	NSL - - -	PL. STATOR (.520-.549)	DM	EA		0					0	0	0	0	0.00
444	5003146-D	NSL - - -	PL. STATOR (.490-.519)	DM	EA		0					0	0	0	0	0.00
445	5003146-E	NSL - - -	PL. STATOR (.460-.489)	DM	EA		0					0	0	0	0	0.00
446	5003146-F	NSL - - -	PL. STATOR (.440-.459)	DM	EA		0					0	0	0	0	0.00
447	5003149-A	NSL - - -	FLATE, END (.265-.290)	DM	EA		0					0	0	0	0	0.00
448	5003149-B	NSL - - -	FLATE, END (.250-.265)	DM	EA		0					0	0	0	0	0.00
449	5003149-C	NSL - - -	FLATE, END (.235-.250)	DM	EA		0					0	0	0	0	0.00
450	5003149-D	NSL - - -	PLATE, END (.220-.235)	DM	EA		0					0	0	0	0	0.00
451	5003149-E	NSL - - -	PLATE, END (.205-.220)	DM	EA		0					0	0	0	0	0.00
452	5003149-F	NSL - - -	PLATE, END (.190-.205)	DM	EA		0					0	0	0	0	0.00
453	5003157	1630-01-027-9771	FOOT, WEAR	DM	EA		0					0	0	0	0	0.00
454	5003159	1630-01-017-9854	PLATE SURPASSY, PRESSED	DM	EA		0					0	0	0	0	0.00
455	5003160	NSL - - -	FOOT, WEAR	DM	EA		0					0	0	0	0	0.00
456	5003161	1630-01-017-9837	FOOT, WEAR	DM	EA		0					0	0	0	0	0.00
457	5003162	1630-01-015-9042	PLATE SURPASSY, FACED	DM	EA		0					0	0	0	0	0.00
458	5003174	1630-00-945-1265	FOOTOR	D4	EA	RF26-F	0					0	0	0	0	0.00
	SUB	1563421														
459	5003195	5265-01-036-2855	SPRING, ADJUSTER	DM	EA	SETUP	0					0	0	0	0	0.00
460	5003229	1630-01-222-1472	HOUSING SURPASSY, (EA)	MR	EA	M781	0					0	0	0	0	0.00
461	5003288	1630-01-018-2003	INDICATOR, WEAR	DM	EA	3M4C	22					22	0	0	0	0.00
462	5003368	5365-01-115-9519, E	SLEEVE CYLINDER, P.O.	DM	EA	9J2A	25					25	0	0	0	0.00
463	5003411	1630-01-075-7463	HOUSING, RETURN SPRING	DM	EA	491B	95					95	0	0	0	0.00
464	5003497-1	1630-01-222-5352	HOUSING SURPASSY, (EA)	DM	EA	14A1A	0					0	0	0	0	0.00
465	5003551	5330-01-053-2903	PAD, INC, PREFORMED	DM	EA	SETUP	0					0	0	0	0	0.00
466	5003552	5330-01-055-1207	RETAINER, P.O. (13)	DM	EA	SETUP	0					0	0	0	0	0.00
467	5003553	1630-01-055-2878	RING, WIPER	DM	EA	SETUP	0					0	0	0	0	0.00
468	5003601	6730-01-165-9244	HOUSING SURPASSY, (EA)	DM	EA		0					0	0	0	0	0.00
469	5003602	1630-01-165-9245	HOUSING SURPASSY, (EA)	DM	EA	14E4A	0					0	0	0	0	0.00
470	5003615	1630-01-222-5754	SLEEVE, CYLINDER	DM	EA	14E1A	0					0	0	0	0	0.00
471	5003616	1630-01-222-5355	PISTON, 654E	DM	EA	14E1A	0					0	0	0	0	0.00
472	5003618	1630-01-222-5356	INSULATOR, THERMAL	DM	EA	14E1A	0					0	0	0	0	0.00
473	5003620	5330-01-224-8226	FOOT, INC, PREFORMED	DM	EA	14E2A	0					0	0	0	0	0.00
474	5003621	1630-01-222-2386	SCRAPER, PISTON	DM	EA	14E1A	0					0	0	0	0	0.00
475	5003622	5330-01-224-8239	RETAINER, FACING	DM	EA	14E1A	0					0	0	0	0	0.00
476	5003656	1630-01-067-8057	INSULATOR, THERMAL	DM	EA	9LIC	49					49	0	0	0	0.00
477	5003657	1630-01-063-2145	FOOTOR	DM	EA	M5C1A	37					37	0	0	0	0.00
478	5003695	1630-01-164-5004	TOP, (EA) (13)	DM	EA	M781	46					46	0	0	0	0.00

Item	Part Number	Stock Number	Noun	UOJ	Bin	Qty	Bin	Qty	Location #2	Total Qty	Total Alloc	Total Short	Unit Price
479	5003707-2	1630-01-196-2477	WEAR IND. SUBASSY	DM	EA	3/4A				6	0	0	0.00
480	5003708	NSL - - -	HOLDER, SPRING	DM	EA					0	0	0	3.00
	SUB	5004824											
481	5003711	1630-01-109-8547	CHANNEL, DISK	DM	EA					0	0	0	0.00
482	5003717	1630-01-109-8547	CHANNEL, PLATE	DM	EA					0	0	0	0.00
483	5003718	5320-01-058-6879	RIVET	DM	EA					0	0	0	0.00
484	5003721	1630-01-052-5340	PISTON, SUBASSY, BRM E	DM	EA	3J				6	0	0	0.00
485	5003722	1630-01-230-4358	F.I.S.T.O.M., TAPERED	DM	EA					0	0	0	0.00
486	5003723	1630-01-052-5341	GRIP & PIN SUBASSY.	DM	EA					0	0	0	0.00
487	5003728	1630-01-003-9921	GRIP TUBE ASSY	DM	EA	9L2A				49	0	0	0.00
488	5003806	1630-01-223-5366	TUBE, SUBASSEMBLY	DM	EA					0	0	0	0.00
489	5003809-1	1630-01-224-1104	PLATE, BACKING	DM	EA					0	0	0	0.00
490	5003832	5340-01-220-7407	RETAINER, INDUCTOR	DM	EP	14D7E				0	0	0	0.00
491	5003861	1630-01-223-5353	WEAR INDICATOR	DM	EA	14E1B				0	0	0	0.00
492	5004476	NSL - - -	FAO, WEAR	DM	EA					0	0	0	0.00
493	5004477	NSL - - -	PLATE, STATOR	DM	EA					0	0	0	0.00
494	5004553	1630-01-106-9702	DISK, SUBASSY, ROTOR	DM	EA					0	0	0	0.00
495	5004553-E	1630-01-106-9701	DISK, SUBASSY, ROTOR	DM	EA					0	0	0	0.00
496	5004553-F	1630-01-106-9701	DISK, SUBASSY, ROTOR	DM	EA					0	0	0	0.00
497	5004554	1630-01-084-4227	STATOR	DM	EA					0	0	0	0.00
498	5004554-E	1630-01-084-4227	DISK, SUBASSY, STATES	DM	EA					0	0	0	0.00
499	5004554-F	1630-01-084-4227	DISK, SUBASSY, STATES	DM	EA					0	0	0	0.00
500	5004557	1630-01-106-9701	END PLATE	DM	EA					0	0	0	0.00
501	5004557-E	1630-01-106-9701	PLATE, SUBASSY, END	DM	EA					0	0	0	0.00
502	5004557-F	1630-01-106-9701	PLATE, SUBASSY, END	DM	EA					0	0	0	0.00
503	5005064	1630-01-082-5336	DISK, ADJUSTER	DM	EA	SETUP				0	0	0	0.00
504	5005069	1630-01-082-9734	PRESSURE PLATE	DM	EA					0	0	0	0.00
505	5005072	1630-01-083-0444	ROTOR	DM	EA					0	0	0	0.00
506	5005075	1630-01-082-7467	STATOR	DM	EA					0	0	0	0.00
507	5005077	1630-01-083-8230	END PLATE	DM	EA					0	0	0	0.00
508	5005576	1630-01-119-0828	SLEEVE, CYL.	DM	EA	SETUP				0	0	0	0.00
509	5005578-1	5340-01-282-7970	CLIP, BOLT RETAINING	DM	EA	14D1E				0	0	0	0.00
510	5006288	N.S.-L.- -	PLATE, IDENTIFICATION	DM	EA	312D				0	0	0	0.00
511	5006376	1630-01-165-9247	SWAGE ADJUSTER	DM	EA					0	0	0	0.00
512	5006509	5330-00-630-2442	SEAL ASSEMBLY	DM	EA	17C7				22	0	0	0.00
513	5006609	1630-01-222-5701	PLATE, END DISH	DM	EA					0	0	0	0.00
514	5006611	1630-01-222-6318	CHANNEL, DRIVE	DM	EA					0	0	0	0.00
515	5006613	1630-01-222-6319	CHANNEL, KEYSLLOT	DM	EA					0	0	0	0.00
516	5006628	1630-01-222-5702	PLATE, END	DM	EA					0	0	0	0.00
517	5006630	1630-01-155-9315	DISK, SUBASSEMBLY	DM	EA					0	0	0	0.00
518	5006631	1630-01-165-9316	DISK, SUBASSEMBLY	DM	EA					0	0	0	0.00
519	5006632	1630-01-165-9071	PLATE, SUBASSEMBLY	DM	EA					0	0	0	0.00
520	5006636	1630-01-165-9074	PLATE, SUBASSEMBLY	DM	EA					0	0	0	0.00
521	5006715	NSL - - -	TUBE SELF ADJUSTING	DM	EA					0	0	0	0.00
522	5006716	1630-01-165-9247	TUBE, SUBASSEMBLY	DM	EA	14-13A				0	0	0	0.00
523	5006717	5115-01-237-4368	PISTON, SUBASSY, BRM E	DM	EA	14F1A				0	0	0	0.00
524	5006726	NSL - - -	SEGMENT, SPACE	DM	EA					0	0	0	0.00
525	5006727	5330-00-219-7214	WASHER, SPRING SEAT	DM	EA					0	0	0	0.00
526	5007751-0	NSL - - -	PL. PRESS. TAPING	DM	EA					0	0	0	0.00
527	5007751-E	NSL - - -	PL. PRESS. TAPING	DM	EA					0	0	0	0.00
528	5007751-F	NSL - - -	PL. PRESS. TAPING	DM	EA					0	0	0	0.00
529	5007751-G	NSL - - -	PL. PRESS. TAPING	DM	EA					0	0	0	0.00

Item	Part Number	Stock Number	Name	QTY	UNIT	Ext. Price	Allocation	Allocation	Allocation	Total	Total
				On	On	On	On	On	On	On	On
530	5007792	1630-01-186-2478	SHIELD, HEAT	1	EA	0.00				1	0.00
531	5007794	1630-01-186-2484	PRESSURE PLATE	1	EA	0.00				1	0.00
532	5007796	NSL - - - - -	PLATE, PRESS. END. SBY	0	EA	0.00				0	0.00
533	5007798-0	NSL - - - - -	PL. PRESS. (.340- .355)	0	EA	0.00				0	0.00
534	5007799-E	NSL - - - - -	PL. PRESS. (.333- .340)	0	EA	0.00				0	0.00
535	5007798-F	NSL - - - - -	PL. PRESS. (.333- .340)	0	EA	0.00				0	0.00
536	5007799	9905-05-501-7799	PLATE, IDENTIFICATION	0	EA	0.00				0	0.00
537	5007806	1630-01-186-2484	PLATE, SUBASSY, PRESS.	0	EA	0.00				0	0.00
538	5007835	1630-01-276-9730	C-CHANNEL, DR. RETAINING	0	EA	0.00				0	0.00
539	5007837	1630-01-278-3285	C-CHANNEL, PEYS. OT. END	0	EA	0.00				0	0.00
540	5008201	1630-01-146-7482	HEAT STAK	0	EA	0.00				0	0.00
541	5008487	1630-01-212-2944	CHANNEL, DIS	0	EA	0.00				0	0.00
542	5008532	1630-01-228-2644	STAC, REPLACEMENT	0	EA	0.00				0	0.00
543	5008576-1	5306-01-222-1617	BOLT, DOPED	0	EA	0.00				0	0.00
544	5008858	5310-01-293-4900	NUT, BARREL	0	EA	0.00				0	0.00
545	503551	5330-01-053-2903	PACKING, PREFORMED	0	EA	0.00				0	0.00
546	5042-3	3110-01-911-38730	CONE & ROLLERS TAPER	11	EA	0.00				11	0.00
547	5051-86	NSL - - - - -	PACKING, PREFORMED	0	EA	0.00				0	0.00
548	506450	5310-01-045-6679	NUT, SELF-LOCKING	0	EA	0.00				0	0.00
549	510819	5365-10-770-7254	PLUG, INLET	43	EA	0.00				43	0.00
550	511599	4730-01-142-1899	FLASHING, INLET	3	EA	0.00				3	0.00
Sub 1	PS28779-10			0	EA	0.00				0	0.00
551	511820-10	5310-00-487-7814	WASHER	0	EA	0.00				0	0.00
552	511820-7	5310-01-094-3774	WASHER	25	EA	0.00				25	0.00
553	511846-4	5310-01-754-1824	WASHER, BLEEDER	6	EA	0.00				6	0.00
Sub 1	6A975-10A			0	EA	0.00				0	0.00
Sub 2	PS3336-43			0	EA	0.00				0	0.00
Sub 3	OW754-220013			0	EA	0.00				0	0.00
554	511846-5	5300-00-433-7819	WASHER	0	EA	0.00				0	0.00
555	512064	5300-00-483-7834	INSFRT. SCREW TAPER	549	EA	0.00				549	0.00
556	512132	5360-00-487-7877	SPRING PLATE RELEASE	0	EA	0.00				0	0.00
557	513502	1630-00-689-8902	PISTON & HEAT SHIELD	203	EA	0.00				203	0.00
558	513509	1630-10-884-881	PIN, ECCENTRIC	56	EA	0.00				56	0.00
559	513510	1630-00-524-4271	SCREW, SEGMENT ADST.	0	EA	0.00				0	0.00
560	513512	NSL - - - - -	SCREW, SCLOD	0	EA	0.00				0	0.00
561	52-032-156029	5315-01-225-5820A	ROLL PIN	0	EA	0.00				0	0.00
562	53-251	1630-01-225-9718	CLIP	0	EA	0.00				0	0.00
563	537-1	1630-01-236-6297	WEDG. PIN ASSEMBLY	0	EA	0.00				0	0.00
564	54-216	1730-01-639-2728	SLEEVE, COU. STEE	0	EA	0.00				0	0.00
565	54-277-1	1630-01-441-2234	SLEEVE	0	EA	0.00				0	0.00
566	54-282-1	3120-00-464-947	SLEEVE	44	EA	0.00				44	0.00
567	54-289	1630-00-127-4041	SLEEVE	46	EA	0.00				46	0.00
568	54-413	1630-01-224-4279	SLEEVE, PISTON	0	EA	0.00				0	0.00
569	55-07-17	5360-01-220-1306	SPRING HELICOIL	0	EA	0.00				0	0.00
570	56-584	5340-00-883-0908	RETAINING SPRING	0	EA	0.00				0	0.00
571	56-612	5330-01-241-1211	RETAINING PLATE	54	EA	0.00				54	0.00
572	56-911	1520-01-249-4215	RETAINER CLIP	0	EA	0.00				0	0.00
573	56-914	1630-01-241-5627	RETAINER SPRING	0	EA	0.00				0	0.00
574	56-915	1630-01-241-5627	RET. SPR. (TUSE)	0	EA	0.00				0	0.00
575	56-921	1630-01-232-6124	RETAINER PLATE	0	EA	0.00				0	0.00
576	56-923	5300-01-035-4849	WASHER, BLEEDER	0	EA	0.00				0	0.00

Item	Part Number	Stock Number	New	Loc 1	Loc 2	Loc 3	Location #1			Location #2			Total	Total	Unit Price	
							EA	EA	EA	EA	EA	EA				EA
577	501518-22															
578	5936															
579	59048273															
580	60-77C															
581	60-15-11A															
582	60-216-4191															
583	61-479															
584	6480-118															
585	65201															
586	65203															
587	65205															
588	6633300-07801															
590	6633300-1099A															
591	68-1243															
592	68-1244															
593	68-724															
594	68-725															
595	68-726															
596	68-739															
597	68-740															
599	68029155-30															
599	68029198-01															
600	68029198-01															
601	69197															
602	7027121-03															
603	7027187-01															
604	7027448-01															
605	7125581-732-577															
607	72-287															
607	72-286															
609	721045-713-64															
609	721045-98774															
610	721045-713-64															
611	721045-160A-T															
612	721045-937															
613	721045-94															
614	721045-98774															
615	723066-98774															
616	7229137-01															
617	7229137-03															
618	721045-98774															
619	74-227															
620	74-520															
621	74-526															
622	74-554															
623	74-579															
624	7430500															
625	743084															

Parts File Listing
October 27, 1989
SJC:GAV

Item	Part Number	Steel Number	Name	MC	QTY	Locating #1	Locating #2	Total	Alloc	Short	ENRC	Unit Price
626	78-226	5120-01-226-8120	RIVET	DM	EA			0	0	0		0.00
627	79-75	5120-01-5120-9287	RIVET	DM	EA			0	0	0		0.00
628	78-80	5120-00-887-227	RIVET, FLATHEAD	DM	EA			0	0	0		0.00
SUB 1 541889												
SUB 2 7829171-05												
629	78-30088	NSL - - -	SLEEVE, REPAIR	DM	EA			0	0	0		0.00
630	7829171-01	5120-01-070-0770	RIVET	DM	EA			0	0	0		0.00
SUB 1 7829171-03												
631	7829171-03	5120-01-070-0771	RIVET	DM	EA			0	0	0		0.00
632	7829171-05	5120-01-132-3427	RIVET	DM	EA			0	0	0		0.00
633	7829228-10	1630-01-070-5121	STARTER DISK ASSEMBLY	DM	EA			0	0	0		0.00
634	78128-015-4	5120-00-641-1067	SEAL COMPONENT	DM	EA	24		24	0	0		0.00
635	80-281	5110-00-299-0462	WASHER, FLAT	DM	EA	294		294	0	0		0.00
636	80-486	5110-00-935-3685	WASHER	DM	EA	0		0	0	0		0.00
637	80-506	5110-00-135-9648	WASHER	DM	EA	63		63	0	0		0.00
638	8121183-01	5165-01-146-7714E	SHIM, SPECIAL	DM	EA	0		0	0	0		0.00
639	8121183-02	NSL - - -	SHIM	DM	EA	0		0	0	0		0.00
640	8121183-03	5165-01-144-3604	SPACE PLATE	DM	EA	0		0	0	0		0.00
641	8121183-05	5140-01-147-7699LE	FRACKET ANGLE	DM	EA	0		0	0	0		0.00
642	8121183-06	5140-01-166-9734LE	FRACKET ANGLE	DM	EA	0		0	0	0		0.00
643	8121395-01	3120-01-139-5734LE	BUSHING O/S	DM	EA	0		0	0	0		0.00
644	8121395-02	3120-01-141-0897LE	BUSHING C/S	DM	EA	0		0	0	0		0.00
645	8221111-01	NSL - - -	ALT. TORQUE CLT.	DM	EA	0		0	0	0		0.00
646	8533131	1630-00-899-574C	SLEEVE, CYLINDER	DM	EA	0		0	0	0		0.00
647	8531424-4	1630-01-244-7181	HEAT SHOCK ASSY	DM	EA	0		0	0	0		0.00
648	86-4237	NSL - - -	GUIDE, SPRING	DM	EA	0		0	0	0		0.00
649	8745811-01	NSL - - -	BUSHING, BOLT HOLES	DM	EA	0		0	0	0		0.00
650	8745810-08	NSL - - -	BUSHING, BOLT HOLES	DM	EA	0		0	0	0		0.00
651	9	5140-00-726-2214	CAP FLUG	DM	EA	14C18		0	0	0		0.00
652	90040-012	5130-01-131-8408	PACKING O-RING	DM	EA	0		0	0	0		0.00
653	90058-3	5130-01-131-8407	PACKING O-RING	DM	EA	0		0	0	0		0.00
654	9010044-1	5110-00-857-889C	WASHER, LOCK	DM	EA	0		0	0	0		0.00
655	902370W-1	NSL - - -	SCREW, MACHINE	DM	EA	0		0	0	0		0.00
656	911251	NSL - - -	WASHER, FLAT	DM	EA	0		0	0	0		0.00
657	93-109	1630-00-625-6272	PLATE	DM	EA	42		42	0	0		0.00
658	93-112	1630-00-625-6277	PLATE, REAR	DM	EA	9		9	0	0		0.00
659	93-338	NSL - - -	PLATE, PRESSURE	DM	EA	0		0	0	0		0.00
660	93-375	NSL - - -	PLATE, INS. RADJUF	DM	EA	0		0	0	0		0.00
661	93-383	1630-00-454-2386	PLATE, REARUP	DM	EA	24	RR21-A	40	34	0		0.00
662	9510319	5165-00-48-7895LE	SPACER, ADJUSTING PIN	DM	EA	26		26	0	0		0.00
663	9510741	5160-00-483-7900	SPRING, BRAKE RELEASE	DM	EA	0		0	0	0		0.00
664	9510573	5115-00-218-8809	PIN, ADJUSTING	DM	EA	0		0	0	0		0.00
665	9510807	3120-00-517-8930LE	GUIDE, SPRING	DM	EA	0		0	0	0		0.00
666	9510808	5160-00-534-6562LE	SPRING, BRAKE RELEASE	DM	EA	0		0	0	0		0.00
667	9510831	5165-00-281-9885	RING, RETAINER	DM	EA	0		0	0	0		0.00
668	9510832	5165-00-449-0906	RING, RETAINING THRE	DM	EA	0		0	0	0		0.00
669	9510894	4720-00-449-0906	NUT, ADJUSTING PIN	DM	EA	138		138	0	0		0.00
670	9510895	1630-00-182-6129	SPR. ADJUSTING PIN	DM	EA	8		8	0	0		0.00
671	9510897	4730-00-449-0906	NUT, ADJUSTING PIN	DM	EA	0		0	0	0		0.00
672	9510942	4730-00-449-0907	NUT, ADJUSTING PIN	DM	EA	16		16	0	0		0.00
673	9510943	1630-00-449-0906	SPR. ADJUSTING PIN	DM	EA	78		78	4	0		0.00
674	9510943	1630-00-449-0906	SPR. ADJUSTING PIN	DM	EA	0		0	0	0		0.00

Item	Part Number	Stock Number	Name	MC	JOB	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	ERRC	Unit Price
675	9511458	1630-00-436-994c	RING, RETAINER	DM	EA		0			0			0	0	0	0	0.00	
676	9511457	4730-00-482-7959	BUSHING, BLEEDER	DM	EA	507D	68			102			190	0	0	0	0.00	
	SUB 2	9525594																
677	9520019	1630-00-483-7954	GUIDE SUBASSY, DISK	DM	EA	1042A	4			0			4	0	0	0	0.00	
678	9521407	1630-00-210-1546	LINING, BRAKE, SEGMENT	DM	EA	1042A	6			0			6	0	0	0	0.00	
679	9521408	1630-00-210-070X	LINING, BRAKE, ROUND	DM	EA	1042A	10			0			10	0	0	0	0.00	
680	9521462	1630-00-348-2917	PISTON SUBASSY	DM	EA	1051A	21			0			21	0	0	0	0.00	
681	9521519	5325-00-219-8835	BUTTON, SNAP FASTENER	DM	EA	501	79			0			79	0	0	0	0.00	
682	9521519		BUTTON, SNAP FASTENER	DM	EA	RB10-E	0			0			0	0	0	0	0.00	
683	9521539	1630-00-031-4389	LINING, BRAKE	DM	EA		0			0			0	0	0	0	0.00	
	SUB 1	64530118																
	SUB 2	9521539-1																
684	9521539-1	1630-01-229-3580	LINING, BRAKE	DM	EA	1052A	34			0			34	0	0	0	0.00	
685	9521541-2	1630-01-249-0040	LINING, BRAKE	DM	EA	1061A	42			0			42	0	0	0	0.00	
686	9521542	1630-00-617-3230	PACKING PLATE SUBASSY	DM	EA	RB31-D	9			0			9	0	0	0	0.00	
687	9521702	4730-00-329-7514	NUT, ADJUSTING FIN	DM	EA	501A	493			0			493	4	0	0	0.00	
688	9521751	1630-00-766-6087	PISTON SUBASSY	DM	EA	1051A	13	1001A		61			74	0	0	0	0.00	
689	9521769	1630-00-332-3740	SPACER, ADJUSTING SRP	DM	EA	1012A	0			0			0	0	0	0	0.00	
690	9521946	5310-00-558-3339	WASHER, FLAT	DM	EA		0			0			0	0	0	0	0.00	
691	9521958	5345-00-346-2330	RING, RETAINER	DM	EA		0			0			0	0	0	0	0.00	
692	9522022	5325-00-304-5417	BUTTON, SNAP FASTENER	DM	EA		0			0			0	0	0	0	0.00	
693	9522023	1630-00-202-5783	FIN, ADJUSTING	DM	EA		0			0			0	0	0	0	0.00	
694	9522056	1630-00-304-5418	GUIDE, SPRING	DM	EA		0			0			0	0	0	0	0.00	
695	9522057	5345-00-515-0638	RING, RETAINER	DM	EA		0			0			0	0	0	0	0.00	
696	9522063	3129-00-517-8932	BEARING, SLEEVE	DM	EA		0			0			0	0	0	0	0.00	
697	9522134	1630-00-216-5525	ADAPTER, BLEEDER	DM	EA	462B 501A	404			0			404	0	0	0	0.00	
698	9522166	1630-00-031-4384	PISTON	DM	EA		0			0			0	0	0	0	0.00	
	SUB 1	9522058																
699	9522211	5305-00-215-8060	SCREW, CONNECTOR	DM	EA		0			0			0	0	0	0	0.00	
700	9522212	5310-00-209-2525	WASHER, COUNTERSINK	DM	EA	504A	100			0			100	2	0	0	0.00	
701	9522213	5310-00-209-2524	WASHER, COUNTERSINK	DM	EA	504B	100			0			100	3	0	0	0.00	
702	9522214	1630-00-035-4821	SPACER, ADJUSTING PIN	DM	EA	503D	60			0			60	4	0	0	0.00	
703	9522266	1630-00-373-5506	PLATE, LOCK	DM	EA	1042A	121			0			121	0	0	0	0.00	
704	9522415	5306-00-638-1961	BOLT, INTERNAL WRENCH	DM	EA	5E1A	100			0			100	3	0	0	0.00	
705	9522416	5346-00-298-1224	BOLT, INTERNAL WRENCH	DM	EA	5E2A	100			0			100	2	0	0	0.00	
706	9522468	1630-00-348-5763	PISTON, OVERSIZE	DM	EA		0			0			0	0	0	0	0.00	
707	9523034	NSL - - -	HOUSING SUBASSY	DM	EA		0			0			0	0	0	0	0.00	
708	9523609	5315-00-713-6457	PIN, NUT STOP	DM	EA	502E	125			0			125	0	0	0	0.00	
709	9523796	5310-00-820-7022	WASHER	DM	EA	601C	0			0			0	0	0	0	0.00	
710	9523271	1630-00-572-7695	PISTON SUBASSY	DM	EA	501A	68			0			68	4	0	0	0.00	
711	9525461	3120-00-722-8679.E	BUSHING, TOP-PIE RPM	DM	EA		0			0			0	0	0	0	0.00	
	SUB 1	9525685																
	SUB 2	66033000-07901																
712	9525463	NSL - - -	WASHER	DM	EA		0			0			0	0	0	0	0.00	
713	9525464	5360-00-946-3680	SPRING, RETURN	DM	EA	561A	168			0			168	0	0	0	0.00	
714	9525466	1620-00-567-8140	HOUSING, SPRING	DM	EA	5061	373			0			373	0	0	0	0.00	
715	9525467	1630-00-789-6240	PIN, RETURN SPRING	DM	EA	5L2A	478			0			478	0	0	0	0.00	
716	9525486	1630-00-567-8147	HOUSING, SPRING	DM	EA	5J1A	731			0			731	0	0	0	0.00	
717	9525495	1630-00-899-5748	INSTR. ADJ. PISTON	DM	EA	614A	24			0			24	0	0	0	0.00	
718	9525501	5315-01-035-8953	STUD, LOCATING CHECK	DM	EA	4L1A	226			0			226	0	0	0	0.00	
719	9525502	5315-01-035-8954	STUD, LOCATING LOW	DM	EA	4L2A	82			0			82	0	0	0	0.00	
720	9525503	1620-00-899-5795	ADAPTER, SPRING	DM	EA	4F1A	927			0			927	0	0	0	0.00	
	SUB 1	6474377																

Parts File Listing
 October 27, 1989
 Friday

Item	Part Number	Stock Number	Noun	MC UOI	Bin	Qty	Bin	Qty	Total Qty	Total Alloc	Total Short	Unit Price	ERRC
721	9525584	5365-00-899-5759E	RING, RETAINING	DM EA	6E2A	499		0	499	0	0	0.00	
722	9525504	5365-00-899-5759	RING, RETAINING			0		0	0	0	0	0.00	
723	9525504	5365-00-899-5759	RING, RETAINING	DM EA	FB16-F	530	FB16-C	269	799	0	0	0.00	
724	9525505	1630-00-899-5754	PIN, BRAKE RETURN	DM EA	6D3A	312		0	312	0	0	0.00	
725	9525514	5365-00-761-1959	TUBE, WEAR INDICATOR	DM EA	6D2F	115		0	115	0	0	0.00	
726	9525558	1630-00-226-2266	GUIDE SPRING	DM EA	41C8	637		0	637	0	0	0.00	
727	9525559	5365-00-059-3397	SPACER, GRIP	DM EA	412A	547		0	547	0	0	0.00	
728	9525561	5310-00-924-8413	WASHER, SPRING RET.	DM EA	462C	400		0	400	0	0	0.00	
729	9525562	1630-00-226-2368	BUSHING, SPRING RET	DM EA	4F1A	598		0	598	0	0	0.00	
730	9525591	5365-01-035-7724	SPACER, BOLT	DM EA	4L2C	20		0	20	0	0	0.00	
731	9525603	9905-00-057-1880	PLATE, INSTRUCTION	DM EA		0		0	0	0	0	0.00	
732	9525641	1630-00-927-5526	INSULATOR, DISK	DM EA	4E1A	2000		0	2000	0	0	0.00	
733	9525811	5360-00-226-2367	SPRING, RETURN	DM EA	5A4B	444		0	444	0	0	0.00	
734	9525816	5310-00-930-5173	WASHER	DM EA	RB0A-D	119		0	119	0	0	0.00	
735	9525945	1630-00-899-5748	INSULATOR, PISTON	DM EA	RB17-B	0		0	0	0	0	0.00	
736	9526053	1630-01-015-5792	WIPER FISTON	DM EA	514C	519		0	519	0	0	0.00	
737	9526054	1630-00-567-8136	INSULATOR, PISTON	DM EA	RB27-B	54		0	54	0	0	0.00	
738	9530597	1630-00-449-0922	DISK, BRAKE ROTOR	DM EA		0		0	0	0	0	0.00	
SUB 1	23301												
739	9530657	1630-00-247-4631	DISC, BRAKE ROTOR	DM EA		0		0	0	0	0	0.00	
740	9530923	1630-00-310-1555	DISK, BRAKE	DM EA		0		0	0	0	0	0.00	
741	9530932	1630-00-310-0557	HEAD, CYL.	DM EA	10F1A	12		0	12	0	0	0.00	
SUB AL	9531304												
742	9530964	1630-00-035-4827	CARRIER SUBASSY, CTR	DM EA	RB31-D	9		0	9	0	0	0.00	
743	9531109	1630-00-304-5430	DISK, BRAKE	DM EA	RB21-B	0		0	0	0	1	0.00	
SUB 1	21301												
744	9531368	1630-00-341-7094	LINE, BRAKE, PISTON	DM EA	LINE 1	0		0	0	0	4	0.00	
745	9531369	1630-00-341-7095	LINE, BRAKE, SEGMENT	DM EA	LINE 1	0		0	0	0	4	0.00	
746	9533051	1630-00-567-8154	TUBE, INSULATOR	DM EA		0		0	0	0	0	0.00	
747	9533061	3120-00-688-8171E	BUSHING, TORQUE TUBE	DM EA		0		0	0	0	0	0.00	
SUB 1	8121395-01												
748	9533062	1630-00-567-8153	BUSHING,	DM EA		0		0	0	0	0	0.00	
SUB 1	8121395-03												
749	9533073	NSL - - -	NUT, RETURN SPRING	DM		0		0	0	0	0	0.00	
750	9533121	5340-01-035-6520	NUT PLATE, RETAINING	DM EA	4L7A	57		0	57	0	0	0.00	
751	9533122	1630-00-992-0369	PISTON	DM EA	6C1A	24		0	24	0	0	0.00	
752	9533131	1630-00-899-5743	SLEEVE, CYL.	DM EA	6F1A	0		0	0	0	0	0.00	
SUB 1	9543977												
753	9533133	1630-00-899-5763	HOLDER, SPRING	DM EA	6B1A	442		0	442	0	0	0.00	
754	9533134	5369-01-035-2375	SPRING, BRAKE RETURN	DM EA	4J1A	14		0	14	0	0	0.00	
755	9533204	5304-01-076-9069	ROLL, BRAKE	DM EA	4J2A	28		0	28	0	0	0.00	
756	9533357	1630-00-226-2364	PISTON	DM EA	411A	269		0	269	0	0	0.00	
757	9533359	1630-00-226-2263	LINE, CYL.	DM EA	4E1B 4D1A	300		0	300	0	0	0.00	
758	9533447	1630-00-945-1265	DISK, ROTATING	DM EA		0		0	0	0	0	0.00	
759	9533564	NSL - - -	DISK SUBASSY, STATOR	DM EA		0		0	0	0	0	0.00	
760	9533565	1630-00-567-8168	STATOR	DM EA	RB26-B	54		0	54	0	0	0.00	
761	9533593	1630-00-899-5792	BUSHING, INLET	DM EA	6E2A	2		0	2	0	0	0.00	
762	9533594	1630-00-899-5782	ADAPTER, BLEEDER	DM EA	6D2D	57	50DU	0	57	2	0	0.00	
SUB 1	5000689												
763	9533666	1630-00-567-8179	END, WEAR	DM EA		0		0	0	0	0	0.00	
764	9533667	1630-00-567-8164	PRESSURE PLATE	DM EA	RB15-E	117		0	117	0	0	0.00	
765	9533668	1630-00-567-8162	PACKING PLATE	DM EA	6E1A-E	18		0	18	0	0	0.00	

(24)(3)
(12)(2)

⁹⁰⁸
(96)(5.38)(530) = 273,734.40
293,557.60
567,292.00
110,171.10
677,453.10
(HRS SPENT)

LAST
IF THE ABOVE FIGURES ARE CORRECT
THEN THE ABOVE FIGURES SHOULD BE
CORRECT

Brake Assy

B52- 160 to 180 per quarter.

NO APPAL	PROJ NBR	SI IDENTITY	REPAIR COST	*E043* REPLACEMENT COST	PLM COST
✓ E77	19061A	163000098078	3284.00\$		
✓ F-4	89257A	1630004983225	122.00\$	<u>229.25</u>	14
		1630004983225	122.00\$		
		1630004983225	122.00\$		
		1630004983225	122.00\$		
✓ F00SE	15576A	1630001473854	1179.00\$	<u>4874.86</u>	15
		1630001473854	1179.00\$		
		1630001473854	1179.00\$		
		1630001473854	1179.00\$		
✓ F106	15595A	1630001651029	1207.00\$	<u>7320.21</u>	0
		1630001651029	1207.00\$		
		1630001651029	1207.00\$		
		1630001651029	1207.00\$		
✓ 15621A		1630006712838	91.00\$	<u>109.10</u>	0
		1630006712838	91.00\$		
		1630006712838	91.00\$		
		1630006712838	91.00\$		
✓ F111	15536A	1630008578991	175.00\$	<u>319.30</u>	0
		1630008578991	175.00\$		
		1630008578991	175.00\$		
		1630008578991	175.00\$		
✓ F111C	15583A	1630008329088	4393.00\$	<u>9077.00</u>	14
		1630008329088	4393.00\$		
		1630008329088	4393.00\$		
		1630008329088	4393.00\$		
✓ FB111A	15521A	1630008562073	176.00\$	<u>342.60</u>	31
		1630008562073	176.00\$		
		1630008562073	176.00\$		
		1630008562073	176.00\$		
✓ KD135	15162A	1630002692622	1271.00\$	<u>5350.00</u>	233
		1630002692622	1271.00\$		
		1630002692622	1271.00\$		
		1630002692622	1271.00\$		
T0038	15087A	1630005557525	1148.00\$	<u>2037.00</u>	85
		1630005557525	1148.00\$		
		1630005557525	1148.00\$		
		1630005557525	1148.00\$		

B-52 BRAKE ASSY
16219N

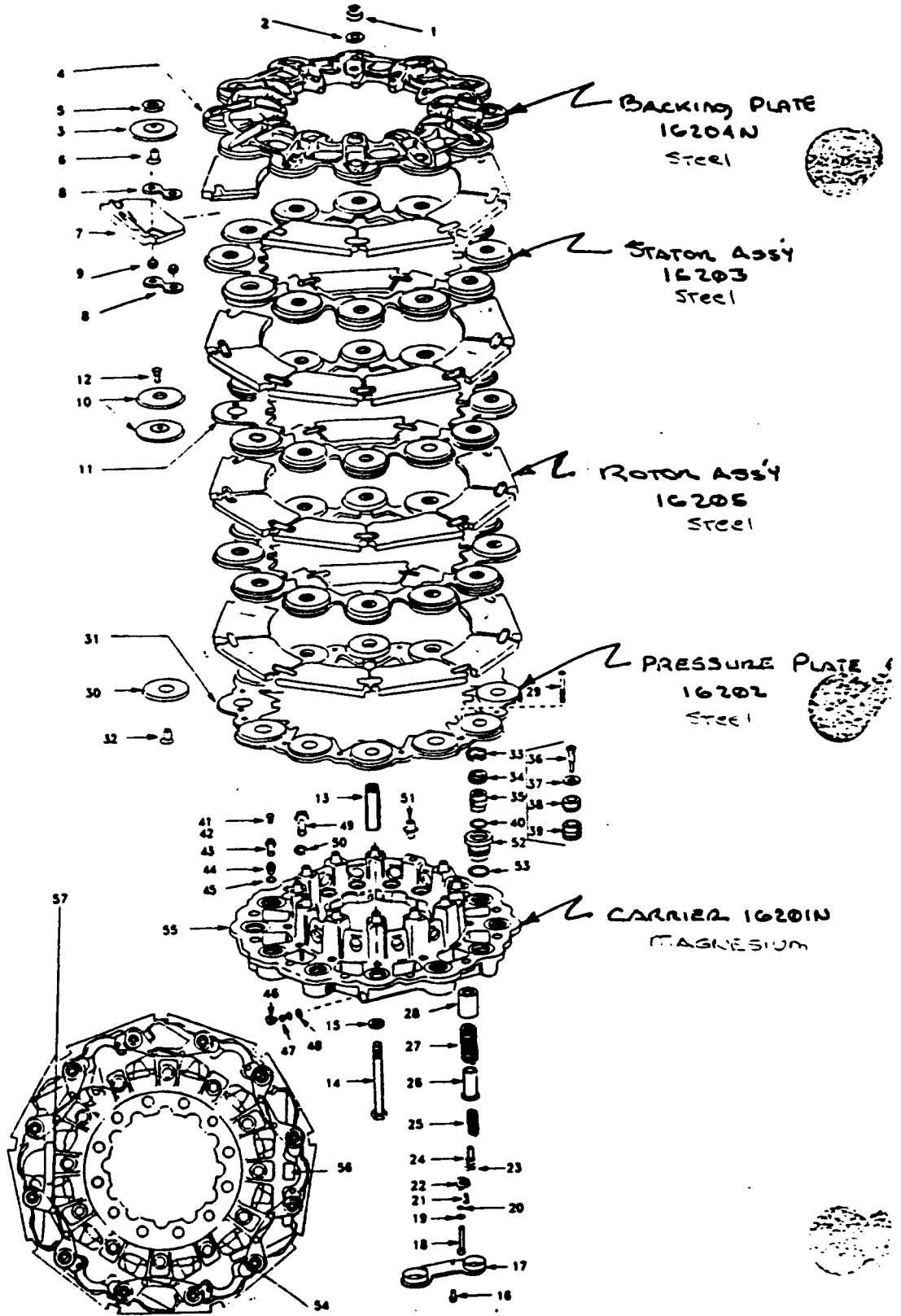


Figure 3-1. Exploded View of Brake Assembly

B-52

FAX TRANSMITTAL FORM

MESSAGE * _____

DATE 11/17/89

TO: Mc Donnell Douglas Corp Chuck Crawford
NAME ORGANIZATION

314 925 3691
TELEPHONE

FROM: Dan Skew COALC/MAWSS
NAME ORGANIZATION

801-777-3584
TELEPHONE

NUMBER OF PAGES 3

COMMENTS:

11/18/89

11:54

MAWJ

NO.001

003

QR2061

END ITEM RECORD

DATE: 89/11/17 12:43:03

LIST BY - EI-IDENT 1630008691784
 * PRODUCTION-NBR 36192A
 - FSSD MNP69J PRODUCTION-NBR
 PDN EI-IDENT NOUN ERRC EICN STK-LST-PRICE MASTER-NSN
 36192A 1630008691784 BP-B52 T 3 544.35 1630008691784

C T 15 30
 FSSD PTC WTC S P PCN DPC PRI MIEC DMC DSM PMS IMS EI-LBR-STD EI EI
 MNP69J MANELH MAWWT 2 4 AJEFCO T 3B 04 P IAD LJJ 2.400 BS BS

O/P DAGTY FAQTY GAQTY SFD AFD CON%-S CON%-M CQCON-S CQCON-M CQCOQ NQCOQ
 A 989 16 6.00 32 26

RACQ ORD-Q INT-M CQAWMS CQAWMM CQAWM CQAWPS CQAWPM CQAWP B01-3 B04-15
 215 1

CQOWOS CQOWOM CQOWO CQINDS CQINDM CQIND CQCMP S CQCMPM CQCMP EI-SALE-P
 27 27 27 27 235.00

F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT EI F13 - HELP SF16 - LOGOFF

QR22612: END ITEM RECORD LISTED

QR2071

PRODUCTION HISTORY REVIEW

DATE: 89/11/17 12:38:35

LIST BY: * PRODUCTION-NBR: 36192A FYQ: ---
 - FYQ: 882 PRODUCTION-NBR: ---
 - PSSDI: --- PRODUCTION-NBR: --- LABOR STANDARD

PDN	FYQ	IND-S	IND-M	CMP-S	CMP-M	OWO-S	OWO-M	COND-S	COND-M	EI-LAB-STD
36192A	882	0	0	0	0	0	0	0	0	.0
36192A	883	170	0	122	0	48	0	0	0	3.1
36192A	884	92	0	80	0	0	0	0	0	3.3
36192A	891	69	0	59	0	10	0	0	0	3.3
36192A	892	51	0	40	119	11	0	0	3.62	3.3
36192A	893	0	0	10	0	0	0	0	0	3.9
36192A	894	10	0	10	0	0	0	0	0	4.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0

UNITS COMPLETED

F4 - LIST PROD HISTORY F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT PROD HST F13 - HELP SF16 - LOGOFF

2713: END OF SELECTED DATA HAS BEEN REACHED

11/18/89

11:53

MAWJ

NO.001

002

QR2061

END ITEM RECORD

DATE: 89/11/17 12:37:06

LIST BY - EI-IDENT 1630007776698
 * PRODUCTION-NBR 15068A
 - PSSD MNP69J PRODUCTION-NBR
 PDN EI-IDENT NOUN ERRC EICN STK-LST-PRICE MASTER-NSN
 15068A 1630007776698 BK-B52 T 3 6644.00 1630007776698
 C T 15 30
 PSSD PTC WTC S P PCN DPC PRI MIEC DMC DSM PMS IMS EI-LBR-STD EI EI
 MNP69J MANELH MAWWT 2 4 AJEFCO T 2D 04 P IAD LJJ 14.900 BN BN
 O/P DAQTY FAQTY GAQTY SFD AFD CON%-S CON%-M CQCON-S CQCON-M CQCOO NQCOO
 A 1173 28 1.00 215 178
 RACOO ORD-Q INT-M CQAWMS CQAWMM CQAWM CQAWFS CQAWPM CQAWP BO1-3 BO4-15
 41 10
 CQOWOS CQOWOM CQOWO CQINDS CQINDM CQIND CQCMP S CQCMPM CQCMP EI-SALE-P
 131 131 88 88 17 17 1577.00
 F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT EI F13 - HELP SF16 - LOGOFF

QR22612: END ITEM RECORD LISTED

QR2071

PRODUCTION HISTORY REVIEW

DATE: 89/11/17 12:42:14

LIST BY: * PRODUCTION-NBR: 15068A FYQ: ---
 - FYQ: 874 PRODUCTION-NBR: -----
 - PSSD: ----- PRODUCTION-NBR: -----

PDN	FYQ	IND-S	IND-M	CMP-S	CMP-M	OWO-S	OWO-M	COND-S	COND-M	EI-LAB-STD
15068A	874	39	0	41	0	53	0	0	0	28.5
15068A	881	188	0	82	0	159	0	0	0	28.5
15068A	882	120	0	75	0	131	0	0	0	28.7
15068A	883	129	0	129	0	117	0	0	0	28.6
15068A	884	224	0	113	0	208	0	0	0	28.6
15068A	891	1	0	48	0	158	0	0	0	28.6
15068A	892	0	0	74	0	83	0	0	0	28.6
15068A	893	118	0	101	411	93	0	0	0	28.4
15068A	894	236	0	188	0	60	0	0	0	28.1
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0

F4 - LIST PROD HISTORY F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT PROD HST F13 - HELP SF16 - LOGOFF

QR22713: END OF SELECTED DATA HAS BEEN REACHED

STEEL Brakes

STD. HOURS

(6.5 hrs) avg based on

STANDARDS

6817	B-52	530
21758	A-37	22
JAN 8 NOT 3008 1 year!	F-106	
-	T-33	
-	F-100	
283433	KC-135	443
473968	A-70	88
97580	T-38	85
-	T-39	
W502	F-111	98
722	F-5	122
347886	A-10	164
286380	C-130	264
228240	C-141	72
59148	E-3A	18

REPAIR DATA ON BRAKES

WS APPL	EI IDENTITY	PRODUCT NUMBER	REPAIR COST	REPLACEMENT COST	TOTAL COMPLETED FOL 1959	TOT'L SPENT
F4	163000983225	19257A	1122	229725	114	11708
B32	163000776698	15069A	1547	6644	111	635817
C130	1630008691784	34172A	235	42312	119	27965
	1630008254794	15327A	1935	645240	148	286380
	1630010054188	15439A	194	29604	114	14704
C19	1630008810815	15141A	3170	100014	72	228240
F111	1630000827755	15295A	4032	10478	98	395136
FD111	1630008329088	15283A	4393	9077	14	61502
	1630008502072	15211A	176	34260	31	5456
KC135	1630002692622	15162A	1271	5350	223	283433
	163000058242	15084A	1481	551050	230	328920
A10	1630010627040	15752A	2259	736599	154	341836
A7	1630004100858	74561A	5386	890744	88	473968
A37	1630008473731	16774A	989	276190	22	21758
C6	1630010414570	15198A	3265	355273	61	199165
E3A	1630010098475	19244A	3286	613779	18	59148
F5E	1630001173854	15876A	1179	487490	15	21222
T38	163000557523	15287A	1198	2037	85	97580
						3478871

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FOR chuck crawford

	PROD # FY89 LABOR → 25.6 Q	22.1 Q ₂	35.4 Q ₃	25.1 Q ₄	Y
15068A →	48	74	101	188	411
	59	40	10	10	119
	LABOR 3.3	3.3	3.9	4.0	

info on parts avail next

BLDG 505/507

RED HUB BRAKE ASBY

BILL OF MATERIALS

15068A

9 = INT

30-Oct-69

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STEEL
SYM-SYMETRIC
LD-LEAD

ROUTED ITEM	ITEM CODE	QTY	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	PER OF ASSY	UNIT YIELD	SCRAP	PART	MTC	REV	EFFECTIVITY	TECH	DRG	PENDING 103	PENDING 252	PENDING ACTION	PENDING ACTION
	10		149016-9		55284	BRAKE ASSEMBLY	EA	1												
STL	1.1		5271918	5310007776498	55284	NUT, SELF-LOCKING	EA	12												
STL	1.1		1621249.9	5310004492380	96906	NUT, SELF-LOCKING	EA	12												
STL	1.1		149560	5310001670824	88044	WASHER, FLAT	EA	24												
	1.1		150560	1630005470116	55284	BRACKING PLATE ASSEMBLY	EA	1												
	1.2		150561	1630005470116	55284	LINKING, CERAMETALLIC	EA	1												
	1.2		148619	5310003417037LE	55284	PLATE, BRACKING	EA	1												
	1.2		148621	5310002058508	55284	WASHER, LINKING	EA	12												
	1.1		149505	1630003482771	55284	RIVET, BOLINA	EA	14												
	1.2		149506	1630003482774	55284	ROTOR SEGMENT ASSEMBLY	EA	19												
	1.2		149007	1630003482728	55284	ROTOR	EA	12												
	1.2		148683	5315003482698	55284	PIN, ROTOR LINK	EA	12												
	1.1		165209R	N.S.L.	55284	ROTOR SEGMENT ASSEMBLY	EA	14												
	1.2		165210	N.S.L.	55284	SEGMENT, ROTOR	EA	19												
	1.2		149007	1630003482728	55284	LINK, ROTOR	EA	18												
	1.2		148683	5315003482698	55284	PIN, ROTOR LINK	EA	18												
	1.1		150428	1630005756750	55284	STATOR PLATE ASSEMBLY	EA	13												
	1.2		137045	1630005615022	55284	LINKING, CERAMETALLIC	EA	124												
	1.2		150427	1630006526099	55284	PLATE, STATOR	EA	1												
	1.2		148621	5332002058508	55284	RIVET, SOLID	EA	12												
	1.2		148619	N.S.L.	55284	RIVET, SOLID (REPAIR)	EA	12												
STL	1.1		149568	1630005094238	55284	SLEEVE, STATOR DRIVE	EA	12												
	1.1		1874852-01	N.S.L.	96747	SLEEVE, STATOR DRIVE	EA	12												
STL	1.1		149569	5306006388367	55284	BOLT, MACHINE	EA	12												
STL	1.1		1407444	5306001510422	88044	BOLT, MACHINE	EA	12												
AL	1.1		150630	1630005918348	55284	BRACKET, RETURN SPRING	EA	16												
STL	1.1		152971	N.S.L.		BOLT, SOCKET HEAD	EA	16												
STL	1.1		1653691-425	5310006559582	96906	NUT, PLAIN	EA	16												
	1.1		1653691-422	5310009717989	96906	NUT, PLAIN	EA	16												
	1.1		1653338-44	5310005825965	96906	LOCKWASHER	EA	16												
STL	1.1		13145443	5305002065006	06848	SCREW, CAP	EA	12												
STL	1.1		150385	1630005344255	55284	NUT, ANCHOR BRAKE	EA	16												
	1.1		140380-2-1	5315010443194	88044	PIN, COTTER	EA	12												
	1.1		12600237	5310009290110	55284	NUT, SPECIAL	EA	12												
STL	1.1		151456	5326006504044LE	55284	SPRING, PISTON RETURN INNER	EA	12												
STL	1.1		150360	1630005704932	55284	CUP, PISTON RETURN (INNER)	EA	12												
STL	1.1		151457	5326006504043	55284	SPRING, PISTON RETURN (OUTER)	EA	12												
STL	1.1		150358	1630005704931	55284	CUP, PISTON RETURN (OUTER)	EA	12												
STL	1.1		12600238	1630006840681	55284	PIN, ADJUSTER	EA	12												
	1.1		1513509	1630006840681	21849	PIN, ADJUSTER	EA	12												
	1.1		12600312	1630008491784	55284	PRESSURE PLATE ASSEMBLY	EA	11												
	1.2		137045	1630005615022	55284	LINKING, CERAMETALLIC	EA	12												
	1.2		12600313	N.S.L.	55284	PLATE, PRESSURE	EA	11												
	1.2		149299	53200050504170	55284	RIVET, SOLID	EA	12												
	1.2		148619	5310003417039	55284	WASHER, RECESSED	EA	12												
	1.1		148492	5326005988503	55284	RING, RETAINING	EA	12												

Rolling 50 to 70%

Rolling 50 to 70%

RAY PRICE

ES2 ML6 BRAKE ASSY

BILL OF MATERIALS

15068A

* * * * *

STL=STEEL
 AL=ALUMINUM
 MAG=MAGNESIUM
 TITAN=TITANIUM
 SS=S STEEL
 SYN=SYNTHETIC
 LD=LEAD

ITEM	QTY	UOM	LEVEL	DESCRIPTION	PART NUMBER	STOCK NUMBER	VENOR CODE	QTY	UOM	DESCRIPTION	UNIT	PER ASSY	MEAS	YIELD	SCRAP	PART TYPE	INTC	REV	EFFECTIVITY	TECH	DRD	CNG NUMBER	103 ACTION	PENDING ACTION	PENDING 252 ACTION	PENDING AFTD 22 ACTION	
AL	1		1		149575	1630003482862	55284			PISTON, ASSEMBLY	IT	12	EA														
SS	2		1		149609	5315010653906	55284			PIN, INSULATOR HOLD DOWN	IT	11	EA														
SS	2		1		149793	2940011004699	30076			COVER, INSULATOR		11	EA														
SS	2		1		149791	1630010923121	55284			INSULATOR, PISTON		11	EA														
AL	2		1		149578	N.S.L.	55284			PISTON AND INSERT ASSEMBLY		11	EA														
AL	3		1		149479	2810004314117	66640			PISTON		11	EA														
AL	3		1		153373	N.S.L.	66640			PISTON		11	EA														
AL	3		1		2997-012	5340005821825	78553			CLIP, SPEED		11	EA														
AL	2		1		65201	1630003482862	21849			PISTON ASSEMBLY	IT	12	EA														
AL	2		1		149609	5315010653906	55284			PIN, INSULATOR HOLD DOWN	IT	11	EA														
AL	2		1		149793	N.S.L.	55284			COVER, INSULATOR		11	EA														
AL	2		1		260868	1630012164777	106948			INSULATOR, PISTON		11	EA														
AL	2		1		149538	N.S.L.	55284			PISTON AND INSERT ASSEMBLY		11	EA														
AL	3		1		149479	2810004314117	66640			PISTON		11	EA														
AL	3		1		153373	N.S.L.	66640			PISTON		11	EA														
AL	3		1		2997-012	5340005821825	78553			CLIP, SPEED		11	EA														
AL	3		1		721FMR160AT	5330005544286	72902			CLIP, SPEED		11	EA														
AL	1		1		600R21604181	5330010210874	30781			T SEAL		12	EA														
AL	1		1		MS28775-216	5330006410231	96906			PACKING, PREFORMED		12	EA														
AL	1		1		146937	1630003704969	55284			BLEEDER SCREW ASSEMBLY		11	EA														
AL	1		1		MS3266-60	5305007208429	96906			SCREW, MACHINE		11	EA														
AL	2		1		MS3207-260	5305000889044	96906			SCREW, MACHINE		11	EA														
AL	2		1		MS3338-43	5310000453296	96906			LOCKWASHER		11	EA														
AL	2		1		146938	1630003704970	55284			SCREW, BLEEDER		11	EA														
AL	2		1		146936	1630004249242	55284			ADAPTER, BLEEDER SCREW		11	EA														
AL	2		1		MS28778-3	533000837485	96906			PACKING, PREFORMED		11	EA														
AL	1		1		MS2465-155	5315002341856	96906			COTTER PIN		12	AR EA														
AL	1		1		149168	5305006386432	55284			PLUG, THREADED		16	EA														
AL	1		1		149169	1630003417067	55284			PLUG, PACKING		16	EA														
AL	1		1		MS28775-010	5330005840286	96906			PACKING, PREFORMED		16	EA														
AL	1		1		152016	N.S.L.	55284			CARRIER ASSEMBLY		11	EA														
AL	2		1		150552	1630005918344	55284			PIN, TORQUE		12	AR EA														
AL	2		1		153755	3120006625040LE	96906			BUSHING, SLEEVE		12	AR EA														
AL	2		1		54411021	3120006625040LE	96906			BUSHING, SLEEVE		12	AR EA														
AL	2		1		153799	N.S.L.	96906			BUSHING, SLEEVE		12	AR EA														
AL	2		1		59AA4273	3120007233428LE	98747			BUSHING, SLEEVE		12	AR EA														
AL	2		1		MS124663	5340001816710	96906			SCREW THREAD INSERT		11	AR EA														
AL	2		1		MS124658	5340002913493	96906			SCREW THREAD INSERT		11	AR EA														
AL	2		1		MS1209-CA-20	N.S.L.	96906			HELICOIL		12	AR EA														
AL	2		1		MS120824-20	5340002862458	96906			HELICOIL		12	AR EA														
AL	2		1		59B250	5340004120018	83324			SL INSERT		12	AR EA														
AL	2		1		25020-12	5340002007694	73957			TAP LOCK INSERT		12	AR EA														
AL	2		1		MS1209C1-15	5340006803762	83303			HELICOIL		12	AR EA														
AL	2		1		MS1208C1-15	5340005973304	96906			HELICOIL		12	AR EA														
AL	2		1		MS1209CA-15	5340007540847	96906			HELICOIL		12	AR EA														
AL	2		1		MS28905-SC-7	N.S.L.	96906			ROSNAN INSERT		12	AR EA														
AL	1		1		152017	N.S.L.	96906			CARRIER		11	EA														
AL	1		1		145495	4870004877401BE	96906			ADAPTER, 6049 F INLET		11	EA														

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDs	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
26337A	30	F-15 M.L.G.	6	4	9	9
26338A	30	F-15 M.L.G.	12	5	9	5
74568A	5	A-7 BRAKE ASSY	34	18	-	18
25425A	3	A-10 MAIN WHEEL ASSY	53	45	33	20
15686A	3	A-10 NOSE WHEEL ASSY	48	70	19	19
15139A	3	B-52 MAIN WHEEL ASSY	33	3	17	61
15526A	3	B-52 MAIN WHEEL ASSY	38	-	50	38
69595A	3	B-52 MAIN WHEEL ASSY	108	11	274	237
15746A	3	C-141 NOSE WHEEL ASSY	21	23	105	114
62922A	3	C-141 NOSE WHEEL ASSY	14	20	29	22
62923A	3	C-141 NOSE WHEEL ASSY	44	50	104	126
62927A	3	C-141 NOSE WHEEL ASSY	183	146	107	129
19588A	4	F-15A&B NOSE WHEEL ASSY	98	100	124	211
26183A	4	F-15A&B NOSE WHEEL ASSY	94	94	42	1
69794A	4	F-15A&B NOSE WHEEL ASSY	35	16	76	-
15641A	2	F-4 BRAKE HOUSING	122	58	21	163
17402A	24	F-15 N.L.G.	9	17	31	23
17142A	26	B-52 M.L.G.	19	14	19	20
17143A	26	B-52 M.L.G.	19	19	20	32
69855	1	B-52 M.L.G.				
16836	25	F-4 M.L.G.	41	29	68	69
16837	25	F-4 M.L.G.	44	22	46	70
TOTAL						
22	230		1090	765	1212	1412
(27)	(141)	NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD				

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS				
			FY89-1	FY89-2	FY88-3	FY88-4	
74521A	21	C-141 N.L.G.	15	23	18	9	
74528A	1	C-141 N.L.G.	12	4	10	10	
17575A	59	C-5A M.L.G.	5	3	6	3	
17576A	59	C-5A M.L.G.	4	4	7	5	
17577A	59	C-5A M.L.G.	3	3	2	5	
17578A	59	C-5A M.L.G.	3	2	4	1	
74652A	6	C-5A M.L.G.	12	-	1	-	
74692A	26	C-5A M.L.G.	6	13	-	1	
72877A	38	C-5A N.L.G.	2	2	3	2	
15295A	4	F-111 BRAKE	46	42	44	65	
15519A	1	F-111 BRAKE	22	94	57	35	
15583A	6	F-111 BRAKE	8	1	6	9	
68521A	3	C-130 NOSE WHEEL (NAVY)	94	38	37	45	
62405A	3	C-130 NOSE WHEEL (NAVY)	50	16	32	115	
15757A	3	C-130 NOSE WHEEL (NAVY)	48	60	31	48	
16123A	10	C-130 BALL SCREW ASSY	24	51	35	35	
17527A	14	A-70 M.L.G.	17	6	12	19	
17595A	14	A-70 M.L.G.	-	1	-	-	
25874A	4	F-16 M.L.G. BRAKE ASSY	81	205	110	49	
26411A	1	F-16 M.L.G. BRAKE ASSY	200	240	400	202	
15161A	5	C-141 BRAKE ASSY	19	18	63	63	
TOTAL							
21	359		665	826	878	721	
(30)	(81)						
		NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD					

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
26642A	23	F-16 N.L.G.	7	11	-	2
42626A	23	B-52 TIP	5	3	2	5
83317A	6	F-16 NLG UPPER DRAG BRAKE ASSY	8	4	-	21
17478A	19	T-38 N.L.G.	26	20	10	30
17451A	9	KC-135 M.L.G.	24	12	21	14
17313A	10	KC-135 M.L.G.	11	14	30	18
17239A	11	KC-135 M.L.G.	25	16	24	26
17327A	10	KC-135 M.L.G.	28	23	32	30
17347A	4	KC-135 M.L.G.	19	27	55	33
17348A	4	KC-135 M.L.G.	35	26	38	34
17245A	1	KC-135 M.L.G.	74	47	88	100
17407A	1	KC-135 M.L.G.	59	33	47	46
69554A	1	KC-135 M.L.G.	45	28	1	-
69657A	12	KC-135 M.L.G.	15	10	1	1
16915A	6	KC-135 M.L.G.	20	25	-	1
69549A	1	KC-135 M.L.G.	40	50	1	50
69354A	14	KC-135 M.L.G.	30	37	42	38
17357A	10	KC-135 M.L.G.	26	26	35	25
15359A	5	KC-135 M.L.G.	93	18	584	144
15468A	4	KC-135 M.L.G.	532	100	266	481
15523A	3	FB-111 MAIN WHEEL ASSY	13	19	-	-
25737A	13	F-16 M.L.G.	29	29	22	35
26111A	1	F-16 M.L.G.	10	24	4	24
TOTAL			1174	602	1303	1158
23	191					

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
25874A	9	F-16 HOUSING BRAKE ASSY	81	205	110	49
26413A	1	F-16 HOUSING BRAKE ASSY	300	360	600	303
26411A	1	F-16 BRAKE ASSY	200	240	400	202
15752A	7	A-10 BRAKE ASSY	36	54	50	21
15068A	5	B-52 BRAKE ASSY	48	74	129	113
36192A	1	B-52 BRAKE ASSY	59	40	122	80
17474A	22	T-38 M.L.G.	10	4	2	-
17476A	21	T-38 M.L.G.	6	7	8	-
17568A	2	T-38 M.L.G.	100	-	-	-
15327A	7	C-130 BRAKE ASSY	35	29	48	64
15728A	2	C-130 BRAKE ASSY	62	19	2	3
26560A	1	F-15 A/B BRAKE ASSY	444	210	162	120
26559A	1	F-15 A/B BRAKE ASSY	592	280	216	160
15485A	9	F-4 MAIN WHEEL ASSY	50	225	216	54
16267A	3		57	8	88	39
16266A	3		129	6	79	62
17354A	24	F-111 N.L.G.	9	9	4	7
19937A	21	A-10 N.L.G.	16	10	12	8
15752A	2	A-10 N.L.G.	36	54	50	21
15698A	9	C-5A M.L.G. BRAKE ASSY	7	20	22	5
72896A	1	C-5A M.L.G. BRAKE ASSY	199	60	-	-
TOTAL	95		2567	1914	2320	1311

BREAKDOWN OF PCNS FOR 80/20 LIST

<u>TYPE OF WORK</u>	<u>NO. OF PCNS</u>	<u>NO. OF WCDS</u>
MISTR ITEMS OWNED BY RCCS TO BE PROCESS CHARACTERIZED	117	1095
TEMPORARY	37	37
MANUFACTURE	15	15
PDM	13	13
MISTR ITEMS OWNED BY ARMAMENT	10	52
MISTR ITEMS OWNED BY HYDRAULICS	23	42
TDY	1	1

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
16019A	27	F-4 N.L.G.	20	6	2	7
17565A	19	C-141 M.L.G.	26	20	25	34
74524A	12	C-141 M.L.G.	24	8	20	6
16283A	12	C-141 M.L.G.	30	18	31	34
74553A	1	C-141 M.L.G.	25	8	3	30
74516A	1	C-141 M.L.G.	23	28	4	13
69136A	1	C-141 M.L.G.	53	32	69	67
74527A	12	C-141 M.L.G.	25	14	34	37
90101A	9	C-5A&B WHEEL (M)	230	300	265	294
72898A	7	C-5A&B WHEEL (M)	45	26	34	31
17567A	8	KC-135 N.L.G.	-	-	-	1
69354A	6	KC-135 N.L.G.	30	37	42	38
17357A	4	KC-135 N.L.G.	26	26	35	25
17467A	1	KC-135 N.L.G.	26	26	35	25
15359A	4	KC-135 M.L.G.	93	18	584	144
15468A	2	KC-135 M.L.G.	532	100	226	481
15592A	3	KC-135 M.L.G.	132	73	13	81
15387A	4	T-38 BRAKE ASSY	24	17	27	10
15162A	5	KC-135 BRAKE ASSY	74	94	78	48
15054A	5	KC-135 BRAKE ASSY	44	66	55	13
15603A	1	KC-135 BRAKE ASSY	109	100	154	60
19844A	11	C-130 N.L.G.	33	10	10	30
TOTAL	155		1624	1027	1746	1509
22 (23)	(62)	NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD				

B-52 BRAKE ASSY

16219N

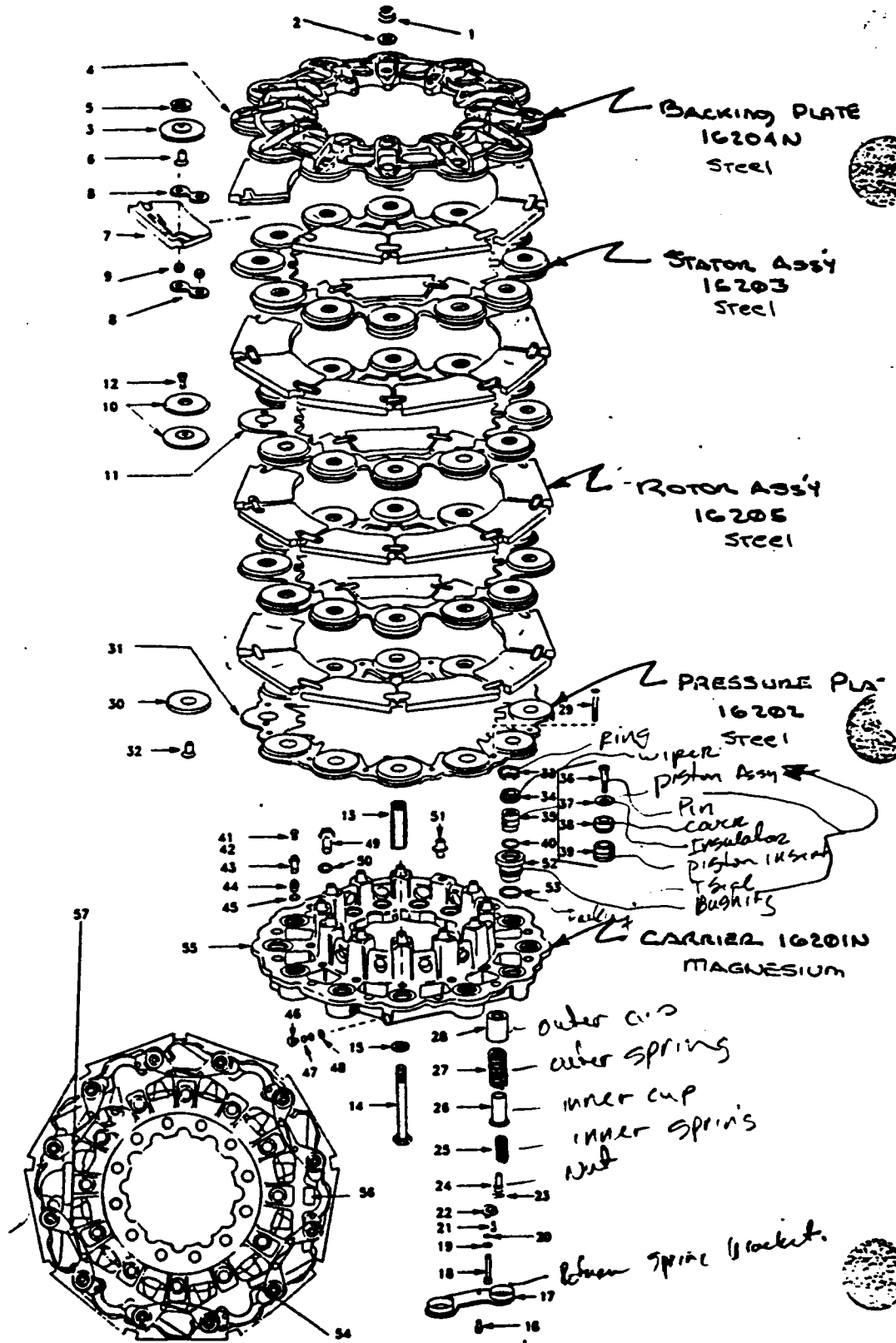


Figure 3-1. Exploded View of Brake Assembly

B-52

REPAIR DATA ON BERKS

W3	APPL	SI	IDENTITY	PRODUCT NUMBER	REPAIR COST	REPLACEMENT COST	TOTAL COMPLETED FOR 1989	TOTAL SPENT
	841	163000	83226	15151A	122	22925	14	1708
	852	163000	77698	15048A	1547	4014	411	635817
	878	163000	749174	15172A	235	42312	119	27965
	878	163000	7284794	15127A	1479	645248	148	848899
	878	163000	84128	15189A	144	29004	114	14784
	878	163000	810815	15151A	3170	700014	72	222240
	878	163000	827735	15198A	4022	10478	98	398116
	878	163000	829088	15223A	4393	9077	14	211602
	878	163000	828073	15221A	174	34240	31	5856
	878	163000	82627	15162A	1271	5356	223	253433
	878	163000	838242	15084A	1481	581056	220	328820
	878	163000	827048	15752A	2259	736599	154	347826
	878	163000	810033	74541A	8386	390744	38	473963
	878	163000	827231	14774A	989	275190	22	217568
	878	163000	814570	15198A	3265	355272	01	199165
	878	163000	8096475	19204A	3234	613779	18	59148
	878	163000	8173854	15174A	1179	487496	115	21222
	878	163000	8537323	16281A	1148	2057	25	97530
								392331

BRAKE EVALUATION SHEET

1 2 3 4 5 6

	BRAKE	PRESSURE PLATE C/N	COST PER UNIT	NUMBER OF UNITS COMPLETED PER YEAR					
1	T 38	15387A							
2	KC 135	15162A 15054A	40613						
3	F 4	87257A							
4	F 5E	15576A							
5	F 111	15536A 15296A							
6	FD 111	15621A 15583A							
7	F 106	15107A 15585A 15421A							
8	E 3A	19266A							
9	C 141	15161A	24300						
10	C 130	15639A 15327A							
11	C-5 MAID	15698A							
12	B 52	36192A 15068A	8300						
13	A 7	74568A							
14	A 37	16776A 15874A							
15	A 10	15762A	27155						
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									

BL06 505/507

C-130 BRAKE ASSY

BILL OF MATERIALS

15327A

* = PMI

30-Oct-87

STL=STEEL
 AL=ALUMINUM
 MAG=MAGNESIUM
 TITA=TITANIUM
 SS=S STEEL
 SYN=SYNTHETIC
 LD=LEAD

ROUTED	ITEM	QTY	UOM	LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNIT	PER ASSY	FIELD	IR, D, C	PART	INIC	REV	EFFECTIVITY	TECH	DWG NUMBER	PENDING ACTION	PENDING ACTION	PENDING ACTION	PENDING ACTION	PENDING ACTION
	STL	1		1		MS28778-8	533000800794	196906	PACKING, O-RING	EA	1													
	STL	1		1		1510819	5365003707254	173842	PLUS, INLET	EA	1													
	STL	1		1		11604-78	5340002907234	197945	PLUS, INLET	EA	1													
	STL	1		1		MS28778-6	5330008045895	196906	PACKING, O-RING	EA	1													
	STL	1		1		9533593	1630008995782	173842	BUSHING, INLET	EA	1													
		1		1		9543433	11630009774404	173842	BUSHING ASSEMBLY	EA	1													
		1		1		9542977	5365009920408	173842	SLEEVE, CYLINDER (REPAIR ONLY)	EA	12													
		1		1		N.P.L.	N.S.L.	173842	HOUSING SUBASSEMBLY	EA	1													
		1		1		MS21318-8	5305002535607	196906	SCREEN, DRIVE	EA	2													
		1		1		9533219	N.S.L.		PLATE, IDENTIFICATION	EA	1													

BLDG 505/507

C-130 HLB PRESSURE PLATE
BILL OF MATERIALS

15639A

* = MFI

30-Oct-89

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STEEL
SYN-SYNTHETIC
LP-LEAD

ROUTED ITEM	ITEM CODE	FLOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNIT	PER	QTY	YIELD	SCRAP	PART	ITIC	REV	EFFECTIVITY	TECH	CHG	NO	PENDING	PENDING	PENDING		
		0	5002564	1630010054188	73842	PRESSURE PLATE BUNNETA	EA	1															
		1	5118811	5320003444399	73842	RIVET, NEAR PNB	EA	148															
		1	5000260	1630010099412	73842	PAD, NEAR	EA	24															
		1	313012	N.S.L.	....*	PAD, NEAR	EA	24															
		1	N.P.L.	N.S.L.	73842	PLATE, PREBUNNETA	EA	1															

USED THEY
WELL THE
PLATE IS PARTS

30-Oct-89

BLD6 505/507

PAGE 1

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TIT-TITANIUM
SS-S STL
SYN-SYNTHETIC
LW-LEAD

C141 M/B BRAKE ASSEMBLY
BILL OF MATERIALS

15161A

* = M/I

ROUTED ITEM	UOM LEVEL	PART NUMBER	STOCK NUMBER	VENOR CODE	DESCRIPTION	UNITS PER ASSY	YIELD	SCRAP	IPART	MIC	REV	EFFECTIVITY DATE	CONTROL NUMBER	PENDING 103	PENDING 252	PENDING ACTION
STL	0	9560738	1630008810815	73942	BRAKE ASSEMBLY	1	1									
STL	1	67N189	5310009044133	73942	..NUT, SELF-LOCKING	1	1									
STL	1	16S14136-09	531001PAE9220	19696	..NUT, SELF-LOCKING	1	1									
STL	1	9523816	5310009305173	73942	..WASHER	1	1									
STL	1	67SP-103	530600941214	73942	..BOLT, BRAKE	1	1									
STL	1	9533568	1620005678162	73942	..PLATE BUMPER, BACKSTOP A	1	1									
STL	2	6718812	5320009146210	73942	..RIVET	1	1									
STL	2	6718813	5320009125862	73942	..RIVET	1	1									
STL	2	9533666	1630005678139	73942	..PAD, REAR	1	1									
STL	2	9542382	N. B. L.	73942	..PLATE, BACKSTOP	1	1									
STL	1	5003174	1630009451265	23500	..DIBK, ROTATING	1	1									
STL	1	5002698	1630005678168	23500	..DIBK BUMPER, STATOR	1	1									
STL	2	6718A14	5320009414068	73942	..RIVET	1	1									
STL	2	5004476	N. S. L.	73942	..PAD, REAR	1	1									
STL	2	5004477	N. S. L.	73942	..PLATE, STATOR	1	1									
STL	1	9523609	5315007136457	73942	..PIN, NUT STOP	1	1									
STL	1	9534609	5310000538945	73942	..NUT, RETURN SPRING	1	1									
STL	1	9533073	N. S. L.	73942	..NUT, RETURN SPRING	1	1									
STL	1	9523943	N. S. L.	73942	..WASHER	1	1									
STL	1	9523444	5360009463680	73942	..SPRING, RETURN	1	1									
STL	1	9523466	1630005678140	73942	..HOUSING, SPRING	1	1									
STL	1	9523466	1630005678147	73942	..HOUSING, SPRING	1	1									
STL	1	9523467	1630007896240	73942	..PIN, RETURN SPRING	1	1									
STL	1	9533667	1630005678164	73942	..PLATE BUMPER, PRESSURE A	1	1									
STL	2	6718B13	5320009125862	73942	..RIVET	1	1									
STL	2	9533666	1630005678139	73942	..PAD, REAR	1	1									
STL	2	N. P. L.	N. S. L.	73942	..PLATE, PRESSURE	1	1									
STL	1	9541969	1630005678169	73942	..TUBE ASSY, TORQUE	1	1									
STL	2	16S3265-42	5305005998145	19696	..SCREW, FILLISTER HEAD	1	1									
STL	2	9533209	1630009319327	73942	..CLIP, TORQUE TUBE	1	1									
STL	2	52-032-1560250	5315002253820	72962	..ROLL PIN	1	1									
STL	2	9533051	1630005678154	73942	..TUBE, INSULATOR	1	1									
STL	2	9533062	1630005678153	73942	..BUSHING, TORQUE TUBE AXLE	1	1									
STL	2	18121395-03	3120011410890	98747	..BUSHING, O/S	1	1									
STL	2	9533061	3120006888397	73942	..BUSHING, TORQUE TUBE AXLE	1	1									
STL	2	9530025	3120011393734	23500	..BUSHING, O/S	1	1									
STL	2	16S3265-42	N. S. L.	73942	..TUBE, KEVED TORQUE	1	1									
STL	1	16S3265-4	5305009042832	186044	..SCREW, BRAKE ADJUSTMENT	1	1									
STL	1	16S24693873	5310008071468	19696	..NUT, BRAKE ADJUSTMENT LOCK	1	1									
STL	1	16S24693873	5305009000596	19696	..SCREW, FLATHEAD	1	1									
STL	1	16S24693873	1630005678136	73942	..INSULATOR, PISTON	1	1									
STL	1	16S24693873	5365002056729	180756	..RING, RETAINING	1	1									
STL	1	16S24693873	1630005678134	73942	..PISTON	1	1									
STL	1	16S24693873	1630005678134	73942	..SLEEVE, CYLINDER	1	1									
STL	1	16S24693873	5340002907234	197945	..PLUG, INLET	1	1									
STL	1	16S24693873	5365002788800	188044	..PLUG, PERMANENT	1	1									
STL	1	16S24693873	53650027188794	188044	..PLUG, PERMANENT	1	1									

DO NOT
OVERHAUL
BY NEW

E-3A BRAKE ASSEMBLY
BILL OF MATERIALS

19266A

* * * IHI

STL-STEEL
AL-ALUMINUM
MG-MAGNESIUM
TI-TITANIUM
SS-S STEEL
SYM-SYNTHETIC
LM-LEAD

ROUTED ITEM	UOM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENOR CODE	NOMENCLATURE	UNITS PER ASSY	UNIT WEIGHT	YIELD	SCRAP	PART TYPE	INIC	REV	EFFECTIVITY	TECH	ORD	PENDING 103	PENDING 252	PENDING ACTION	PENDING AFTO 22	ACTION	
	10		9540549-2			BRAKE ASSEMBLY	1	1EA														
STL	1.1	1671167		1630010099475	173942	..NUT, SELF-LOCKING	112	1EA														
STL	1.1	1801-070		53100010351734	173942	..NUT, SELF-LOCKING	112	1EA														
STL	1.1	9523796		5310005966861	173942	..WASHER	112	1EA														
STL	1.1	9523591		5310008207022	173942	..SPACER ROLT	112	1EA														
STL	1.1	9533204		5345010351774	173942	..BOLT, BRAKE	110	1EA														
STL	1.1	181671100		5304010437698	173942	..BOLT, BRAKE	110	1EA														
STL	1.1	1154853		5306000702312	153284	..BOLT, BRAKE	110	1EA														
	1.1	5000263		1630010054189	173942	..BACK PLATE SUBASSY	11	1EA														
	1.2	16718819		5320010170738	173942	..RIVET	24	1EA														
	1.2	5000260		5320008686537	173942	..RIVET	24	1EA														
	1.2	9520037		1630010099412	173942	..P.WD, NEAR	24	1EA														
	1.1	9543422		1630010354406	173942	..PLATE, BACKING	11	1EA														
	1.1	9542958		1630010363333	125500	..DISK, ROTATING	15	1EA														
	1.1	15000261		1630010374958	173942	..DISK, ROTATING	15	1EA														
	1.2	16718814		5320009414068	173942	..STATOR DISK SUBASSY	148	1EA														
	1.2	5000260		1630010099412	173942	..RIVET	148	1EA														
	1.2	9542011		N.S.L.	173942	..P.WD, NEAR	11	1EA														
STL	1.1	9712-02		5310008087026	154678	..PLATE, STATOR	114	1EA														
STL	1.1	18621042-3		5310008071467	196906	..NUT, RETURN PIN	114	1EA														
STL	1.1	9523505		163000895754	173942	..NUT, RETURN PIN	114	1EA														
	1.1	9523514		5365007611959	173942	..PIN, BRAKE RETURN	114	1EA														
	1.1	18621042-10L		5310001670812	180044	..TUBE, NEAR INDICATOR	22	1EA														
	1.1	5000262		1630010374959	173942	..WASHER	12	1EA														
	1.2	16718811		53200003444399	173942	..PLATE SUBASSY, PRESSURE	11	1EA														
	1.2	5000260		1630010099412	173942	..RIVET	149	1EA														
	1.2	5000260		N.S.L.	173942	..P.WD, NEAR	124	1EA														
	1.1	9541242		1630010453397	173942	..PLATE, PRESSURE	11	1EA														
STL	1.1	13271918		5310002749405	153878	..TORQUE TUBE SUBASSY	11	1EA														
STL	1.1	18621245.9		5310008575565	196906	..NUT, SELF-LOCKING	16	1EA														
STL	1.1	9533121		5340010354520	173942	..NUT, SELF-LOCKING	16	1EA														
STL	1.1	14284718		5310008056722	156878	..NUT, RETAINING	13	1EA														
STL	1.1	9523502		5315010358954	173942	..NUT, SELF-LOCKING FLANGE	16	1EA														
STL	1.1	9523501		5315010358953	173942	..STUD, LOCATING LONG	13	1EA														
	1.1	18621465-8B		N.S.L.	173942	..STUD, LOCATING SHORT	13	1EA														
	1.1	9523504		5345008995759	173942	..P.IN, CUTTER	112	1EA														
STL	1.1	9533363		1630010374960	173942	..RING, RETAINING THREADED	112	1EA														
STL	1.1	9523503		1630008957595	173942	..GRIP & TUBE ASSEMBLY	112	1EA														
STL	1.1	9533134		5364010352375	173942	..HOLDER, SPRING	112	1EA														
STL	1.1	9533133		1630008957563	173942	..SPRING BRAKE RETURN	112	1EA														
STL	1.1	18621299-3-11		5305009916520	180205	..HOUSING, RETURN SPRING	112	1EA														
STL	1.1	9523495		1630008957548	173942	..SCREW, INSULATOR	112	1EA														
SYM	1.1					..INSULATOR, PISTON	112	1EA														

MAUG 00000
BUYING 00000
LOT 00000
STATOR
Pistons

BLD6 505/507

E-3A BRAKE ASSEMBLY

BILL OF MATERIALS

19766A

* = MFI

30-Oct-89

STL-STEEL
 AL-ALUMINUM
 MGS-MAGNESIUM
 TIT6-TITANIUM
 SS-S STEEL
 SYN-SYNTHETIC
 LP-LEAD

ROUTED ITEM	UN LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	YIELD	SCRAP	PART TYPE	MTC	REV	EFFECTIVITY	TECH	ORD	PENDING 103	PENDING Z52	PENDING ACTION	PENDING AFTD Z2	PENDING ACTION
AL	1.1	9543748		11630001024364	73842	1. SHIELD, PISTON DUST	112	1EA												
AL	1.1	9533131		11630008992743	73842	1. SLEEVE, CYLINDER	112	1EA												
AL	1.1	9542977		15365009920408	73842	1. SLEEVE, CYLINDER O/S	112	1EA												
	1.1	9528775-224		15330006413407	96906	1. PACKING, CYLINDER SLEEVE	112	1EA												
	1.1	9535475		15330001024363	73842	1. PACKING, PISTON	112	1EA												
	1.1	7214M95-735-94		153300011469310	72902	1. PACKING ASSEMBLY	112	1EA												
	1.1	9533123		15330005822142	96906	1. RETAINER, PACKING BACK-UP	112	1EA												
AL	1.1	9533123		11630009920369	73842	1. PISTON SUBASSEMBLY	112	1EA												
	1.1	9533266-60		15350007208429	96906	1. SCREW, BLEEDER	13	1EA												
	1.1	1511846-4		15310002787478	73842	1. WASHER, BLEEDER	13	1EA												
STL	1.1	9533394		11630005168438	88044	1. VALVE, BLEEDER	13	1EA												
STL	1.1	15000489		11630008992783	73842	1. ADAPTER, BLEEDER	13	1EA												
STL	1.1	9528778-8		15330008080794	96906	1. PACKING, BLEEDER O/S, REPAIR ONLY	13	1EA												
STL	1.1	1510819		15365003707254	73842	1. PLUG, INLET	14	1EA												
STL	1.1	11604-78		15340002907234	97945	1. PLUS, INLET	11	1EA												
	1.1	9528778-4		15330008045693	96906	1. PACKING, INLET PLUG	11	1EA												
STL	1.1	954975-12		14730002037458	88044	1. BUSHING, INLET	11	1EA												
STL	1.1	954975-121		1536500553943	88044	1. BUSHING, INLET O/S	11	1EA												
	1.1	9542025-1		11630010388276	73842	1. HOUSING	11	1EA												
	1.1	9543433		11630009376604	73842	1. HOUSING	11	1EA												
	1.1	9521318-8		15350002335607	96906	1. SCREW DRIVE	16	1EA												
	1.1	15002804		19905010403887	73842	1. PLATE, INSTRUCTION	12	1EA												
	1.1	15002631		19905010390490	73842	1. PLATE, IDENTIFICATION	11	1EA												

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYN-SYNTHETIC
LD-LEAD

FB-111 MLG BRAKE ASSEMBLY

BILL OF MATERIALS

15583A

* = PMI

ROUTED ITEM	UOM CODE	LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	YIELD RATE	SCRAP	PART MISC	REV	EFFECTIVITY	TECH DRG	PENDING	AFTD Z2
:STL	10		9540866	163000829088	73842	BRAKE ASSEMBLY	1	EA							
	1.1		16157-132	15306008285362	73842	BOLT, HEX AG V	18	EA							
	1.1		9535918	1531000847371	73842	WASHER, REC SSED	18	EA							
	1.1		9535319	1630008542195	73842	BACKING PLATE SUBASSEMBLY	1	EA							
	1.2		161188-13	15320009123682	73842	RIVET, TUS AR	32	EA							
	1.2		9536172	1630001063311	73842	PLATE, PRESSURE FLATE	16	EA							
	1.2		N.P.L.	N.S.L.	73842	DISC, ROTATING	1	EA							
	1.1		9543405	1630008542150	73842	STATOR PLATE SUBASSEMBLY	1	EA							
	1.1		9536123	1630001132133	73842	RIVET, TUBULAR	32	EA							
	1.2		161188-17	15320000937459	73842	PLATE, PRESSURE FLATE	16	EA							
	1.2		9536172	1630001063311	73842	HEAT SHIELD SUBASSEMBLY	1	EA							
	1.2		N.P.L.	N.S.L.	73842	RIVET, TUBULAR	12	EA							
	1.1		9535342	1630008542073	73842	HEAT SHIELD	1	EA							
	1.2		161188-13	15320009123682	73842	TUBE, TORQUE	12	EA							
	1.2		9536106	1630001066795	73842	PIN, STRAIGHT HEAD	12	EA							
	1.2		N.P.L.	N.S.L.	73842	HOUSING, RETURN SPRING	12	EA							
	1.1		9543432	1630008542052	73842	HOLDER, RETURN SPRING	12	EA							
	1.2		161188-10	15320008245098	73842	RING, RETAINING	12	EA							
	1.2		9535352	N.S.L.	73842	PIN, COTTER	12	EA							
	1.1		9550432	1630008542158	73842	GRIP & TUBE SUBASSEMBLY	1	EA							
	1.1		9536112	15306001175913	73842	NUT, SELF LOCKING	12	EA							
	1.1		9536203	1630001063310	73842	SCREW, SELF-LOCKING	12	EA							
	1.1		9535359	1563000878994	73842	INSULATOR, DISK	12	EA							
	1.1		9535358	1630008703742	73842	PISTON	12	EA							
	1.1		9525504	1536500897579	73842	PIN, COTTER	12	EA							
	1.1		1627465-88	153150006197976	96906	PACKING, O-RING	12	EA							
	1.1		16281-15-10	1531500019124	88044	RETAINER, PACKING	12	EA							
	1.1		9535356	1630008542122	73842	SCRAPER, PISTON	12	EA							
	1.1		16212-02	15310008087026	56878	SLEEVE, CYLINDER	12	EA							
	1.1		16243-13	15305001227702LE	73842	PACKING, O-RING	12	EA							
	1.1		9536207	1630001066794	73842	BUSHING, THREADED	18	EA							
	1.1		9536208	1630001066793	73842	SCREW, MACHINE	18	EA							
	1.1		1628775-215	15330009134708	96906	WASHER, FLAT	12	EA							
	1.1		1628774-215	15330006186845	96906	VALVE, BLEEDER	12	EA							
	1.1		9536204	1630004853744	73842	RUSHING, BLEEDER	12	EA							
	1.1		9535359	15365001066792LE	73842	PACKING, PREFORMED	12	EA							
	1.1		1628775-224	15330006413407	96906	INSERT, SCREW THREAD	12	EA							
	1.1		1628187-18	1630008805017	73842	PLUG, PROTECTIVE	12	EA							
	1.1		1628366-60	15305007208429	96906	INSULATING ELEMENT, V BRN	12	EA							
	1.1		1511846-4	15310002987478	73842		12	EA							
	1.1		1628204-1	16300005168438	88044		12	EA							
	1.1		9511157	14730004837959	73842		12	EA							
	1.1		1628278-8	15330008880794	96906		14	EA							
	1.1		1512054	15340004837834	73842		12	EA							
	1.1		11604-73	15340006875077	79555		12	EA							
	1.1		1628178-4	15330008052966	96906		12	EA							

Backing Pressure 100 PSI

BLDG 505/507

BILL OF MATERIALS

FB-111 NLB PRESSURE PLATE

13321A

* = MTL

30-Oct-89

- STL-STEEL
- AL-ALUMINUM
- MAG-MAGNESIUM
- TITA-TITANIUM
- SS-S STL
- SYM-SYNTHEMIC
- LN-LEAD

ROUTED ITEMS	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT	YIELD	SCRAP	PART	IMTC	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING	
						PER	OF	RATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	CNS	103	252	AFTD	22	ACTION	
						ASSY	HEAS			R,D,C			DATE	NUMBER	ACTION	ACTION	ACTION	ACTION		
	0	19333542	1163000562073	173942	PRESSURE PLATE SUBASSEMBLY	11	EA	1												
	1.1	197189-13	1532000123942	173942	RIVET, TUBULAR	132	EA	1												
	1.2	19333106	11630001066795	173942	PLATE, PRESSURE	116	EA	1												
	1.1	IN.P.L.	IN.S.L.	1....6	PLATE, PRESSURE	11	EA	1												

250
EWS
SYSTEM
SOLD SEPARATE

BLDG 506/507

F-111 JLG BRNCE ASSY.

BILL OF MATERIALS

62275A

30-Oct-69

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYM-SYNTHETIC
LW-LEAD

ROUTED ITEM	QTY	LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	PER ASSY	YIELD	SCRAP	PART	IR, D, C	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING	PENDING	AFTD	Z2
																		NUMBER	DATE	CONTROL	CHG	103	ACTION	ACTION
0	1	2	966-9		163000082795	197153	BRNCE, MULTIPLE DISK	1	1	1														
	1	1	50-187		N.S.L.	121622	PLATE, INSTRUCTION																	
	1	1	153-7		N.S.L.		BLEEDER VALVE ASSY																	
STL	2	2	MS32266-60		N.S.L.	196906	SCREEN																	
STL	2	2	MS3338-81		N.S.L.	196906	WASHER																	
STL	2	2	MS32266-60		N.S.L.		VALVE, HYD BLEEDER																	
STL	2	2	MS3338-81		N.S.L.		VALVE, HYD BLEEDER																	
STL	1	1	MS32266-60		N.S.L.	196906	FITTING, REDUCER																	
STL	1	1	MS3338-81		N.S.L.	196906	PACKING																	
STL	1	1	MS32266-60		N.S.L.	196906	PLUG, SHIPPING																	
STL	1	1	MS3338-81		N.S.L.	196906	PACKING																	
STL	1	1	MS32266-60		N.S.L.	196906	BUSHING																	
STL	1	1	MS3338-81		N.S.L.	196906	PACKING																	
STL	1	1	MS32266-60		N.S.L.	196906	PLUG																	
STL	1	1	MS3338-81		N.S.L.	196906	BOLT																	
STL	1	1	MS32266-60		N.S.L.	196906	WASHER																	
STL	1	1	MS3338-81		N.S.L.	196906	ROTOR DISK																	
STL	1	1	MS32266-60		N.S.L.	196906	STATOR DISK																	
STL	1	1	MS3338-81		N.S.L.	196906	DISK, BEBMENTED																	
STL	1	1	MS32266-60		N.S.L.	196906	RIVET																	
STL	1	1	MS3338-81		N.S.L.	196906	RIVET																	
STL	1	1	MS32266-60		N.S.L.	196906	PLATE, STATOR																	
STL	1	1	MS3338-81		N.S.L.	196906	PLATE, STATOR																	
STL	1	1	MS32266-60		N.S.L.	196906	BACK PLATE ASSY																	
STL	1	1	MS3338-81		N.S.L.	196906	DISK, BEBMENTED																	
STL	1	1	MS32266-60		N.S.L.	196906	RIVET, FLATHEAD																	
STL	1	1	MS3338-81		N.S.L.	196906	RIVET																	
STL	1	1	MS32266-60		N.S.L.	196906	RIVET																	
STL	1	1	MS3338-81		N.S.L.	196906	PLATE, BACKING																	
STL	1	1	MS32266-60		N.S.L.	196906	PLATE, TORQUE ASSY																	
STL	1	1	MS3338-81		N.S.L.	196906	INSERT																	
STL	1	1	MS32266-60		N.S.L.	196906	PLATE, TORQUE																	
STL	1	1	MS3338-81		N.S.L.	196906	PRESSURE PLATE ASSY																	
STL	1	1	MS32266-60		N.S.L.	196906	INSULATOR																	
STL	1	1	MS3338-81		N.S.L.	196906	INSULATOR																	
STL	1	1	MS32266-60		N.S.L.	196906	RIVET, DRIVE																	
STL	1	1	MS3338-81		N.S.L.	196906	RIVET, DRIVE																	
STL	1	1	MS32266-60		N.S.L.	196906	DISK, BEBMENTED																	
STL	1	1	MS3338-81		N.S.L.	196906	RIVET, FLATHEAD																	
STL	1	1	MS32266-60		N.S.L.	196906	RIVET																	
STL	1	1	MS3338-81		N.S.L.	196906	RIVET																	
STL	1	1	MS32266-60		N.S.L.	196906	PLATE, PRESSURE																	
STL	1	1	MS3338-81		N.S.L.	196906	INSULATOR, PISTON																	
STL	1	1	MS32266-60		N.S.L.	196906	PISTON																	
STL	1	1	MS3338-81		N.S.L.	196906	PISTON																	
STL	1	1	MS32266-60		N.S.L.	196906	SEAL ASSY																	
STL	1	1	MS3338-81		N.S.L.	196906	BACKUP RING																	
STL	1	1	MS32266-60		N.S.L.	196906	SEAL																	

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BLDG 505/507

F-111 MLB BRAKE ASSY

BILL OF MATERIALS

15295A

30-OCT-89

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STL
SYN=SYNTHETIC
LD=LEAD

ROUTED ITEM	ILDM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENOR CODE	NOMENCLATURE	UNITS PER ASSY	OF RATE	IR,D,C	REV	EFFECTIVITY	TECH DRG	PENDING	PENDING	PENDING	PENDING
:STL	:1	:107-226-1		1163000890013	197153	..ADJUSTER ASSY	10	EA								
:STL	:2	:U143C		:53650002855A1	180756	..RING, RETAINING	11	EA								
:STL	:2	:56-564		:5340008450908	197153	..RETAINING SPRING	11	EA								
:STL	:2	:40-439		:5360000702452	197153	..RING, HELICAL	11	EA								
:STL	:2	:85T39C		:5365005849025	180756	..RING, RETAINING	11	EA								
:STL	:2	:M181998-33		:5305009837430	196906	..BUSH	11	EA								
:STL	:2	:80-486		:5310009733268	197153	..WASHER	11	EA								
:STL	:2	:54-216		:11630008692328	197153	..SLEEVE, ADJUSTER	11	EA								
:STL	:2	:20-240-1		:11630000234796	197193	..PIN, STRAIGHT HEAD	11	EA								
:STL	:2	:M521209F1-15		:5340008007874	196906	..COIL, HELICAL	11	EA								
:AL	:2	:56-568-1		:1163000890014	197153	..RETAINER, PIN	11	EA								
:STL	:2	:260-418		:11630008692326	197153	..HOUSING, ADJUSTER	11	EA								
:STL	:1	:M516624-1137		:53650008037316	196906	..RING	10	EA								
	:1	:266-43		N.S.L.	.....*	..HOUSING	11									
	:2	:M521209D420		:5340008274024	196906	..INSERT	20	EA								
	:2	:281001		:5340005703600	192385	..PLUG	120	EA								
	:2	:206-329-1		N.S.L.	.....*	..HOUSING	11									

STL-STEEL
 AL-ALUMINUM
 MAG-MAGNESIUM
 TITAN-TITANIUM
 SS-S STEEL
 SYN-SYNTHETIC
 LH-LEAD

F-5 HLG BRAKE ASSEMBLY
 BILL OF MATERIALS
 15576A

* = PMI

ROUTED ITEM	LOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS	PER ASSY	OF RATE	REV	TECH	PENDING	PENDING	PENDING	PENDING
		10	16	1601111-1	1630001473854	173842	11	1EA						
				1633266-60	1630007208429	196906	11	1EA						
				1511846-4	15310002967478	173842	11	1EA						
				16271611	14820002049596	196906	11	1EA						
				1628775-011	15330005822133	196906	11	1EA						
				1627162-7	11630010996736	196906	11	1EA						
				12605793	15330008045495	196906	12	1EA						
				1628778-6	14730001421899	173842	12	1EA						
				1511589	IN.S.L.	196906	12	AREA						
				1628778-10	15330008080794	196906	12	1EA						
				1628778-8	15340002907234	103330	11	1EA						
				142FL4720	IN.S.L.	156878	15	1EA						
				1671187	15310008252945	173842	15	1EA						
				16418-7	15310001518930	173842	15	1EA						
				16715187-68H	15306001698439	173842	15	1EA						
				15001705	11630000972720	173842	11	1EA						
				16718810	15320008512871	173842	130	1EA						
				15001704	11630000999546	173842	118	1EA						
				15001160	IN.S.L.	156878	15	1EA						
				15001702	1163000326102	173842	14	1EA						
				15001703	1163000223074	173842	14	1EA						
				18718A17	1532000957459	173842	13	1EA						
				15001704	11630000999546	173842	130	1EA						
				15001154	IN.S.L.	156878	15	1EA						
				15001152	1163000068705	173842	11	1EA						
				167112-02	15310008087026	156878	14	1EA						
				1627162-3	15310008071467	196906	14	1EA						
				15001184	11630000999550	173842	14	1EA						
				15001184	15306004371278	173842	14	1EA						
				15001701	11630000223434	173842	11	1EA						
				18718B14	15320001007876	173842	130	1EA						
				15001704	11630000999546	173842	115	1EA						
				15001158	IN.S.L.	156878	15	1EA						
				16716625-1112	15345008012500	196906	14	1EA						
				15001180	11630000999545	173842	14	1EA						
				15001182	15340000971853	173842	14	1EA						
				15001181	11630000999549	173842	14	1EA						
				15003411	11630010737463	125500	14	1EA						
				16K5-3A	15306001509721	188044	11	1EA						
				15001269	15340001856310	173842	11	1EA						
				15001241	11630000999553	173842	15	1EA						
				15002012	11630005629139	173842	15	AREA						
				1628775-126	15330007021048	196906	15	1EA						
				1628774-126	15330008099721	196906	15	1EA						
				15001178	11630000996042	173842	15	1EA						
				1628775-212	15330005798156	196906	15	1EA						
				1628774-717	15340004437888	196906	14	1EA						

Buy some new spacers.
 The key ways will not

BLDG 505/507

F-5 MLB BRAKE ASSEMBLY

BILL OF MATERIALS

15576A

* * * * *

30-Oct-89

STL=STEEL
AL=ALUMINUM
Mg=MAGNESIUM
TITA=TITANIUM
SS-S STEEL
SW=SYNTHETIC
L=LEAD

ROUTED ITEM	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT	FIELD	SCRAP	PART	MIC	REV	EFFECTIVITY	TECH	DRD	PENDING	PENDING	PENDING	
						PER	OF	RATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	CNS	103	252	AFTD	Z2	
						ASSY	MEAS				R,D,C		DATE	NUMBER	ACTION	ACTION	ACTION	ACTION	
	1.1	5001179	1163000096043	173842	INSULATOR, PISTON	15	EA												
	1.1	MS28775-116	15330005793156	96906	PACKING, PREFORMED	15	EA												
	1.1	S11065-4010	1163000099548	197820	RINGS, PISTON SCRAPER	15	EA												
	1.1	5001113	11630000048704	173842	HOUSING ASSY, BRAKE	11	EA												
	1.2	5002047	13120010065053	173842	BUSHING (HOUSING REPAIR ONLY)	15	AR1EA												
	1.2	5002046	11630005639470	173842	SEBMENT (REPAIR ONLY)	14	AR1EA												
	1.2	M.P.L.	M.S.L.	.....*	HOUSING, BRAKE	11													

BL08 505/507

F-4 BRACE PRESSURE PLATE

BILL OF MATERIALS

89257A

30-Oct-89

- STL-STEEL
- AL-ALUMINUM
- MAG-MAGNESIUM
- TIT-TITANIUM
- SS-S STEEL
- SYN-SYNTHETIC
- LD-LEAD

ROUTED ITEMS	ITEMS	QTY	LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UOM	PER ASSY	YIELD	SCRAP	PART TYPE	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING	
	0				5000254	1630004983225	173942	F-4 PRESSURE PLATE ASSY		1												
	1				18118810	5320000612871	173942	1. RIVET (WEAR PAD)		132												
	1				18118810	N.S.L.	121849	1. RIVET (WEAR PAD)		132												
	1				5003157	1630010779771	123000	1. PAD, WEAR		116												
	1				18115818	5320000463844	173942	1. RIVET (PRESSURE PAD)		19												
	1				18115818	N.S.L.	121849	1. RIVET (PRESSURE PAD)		19												
	1				5000253	1630000304372	173942	1. PAD, PRESSURE		11												
	1				N.P.L.	N.S.L.	.....	1. PRESSURE PLATE		11												

END ITEM PRODUCT

30-Oct-69

BLDG 505/307

PAGE 5

KC-135 MLB BRAKE ASSY
BILL OF MATERIALS

150544

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYN-SYNTHETIC
LD-LEAD

• = MTL

ROUTED ITEM	QTY	LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS	PER ASSY	YIELD	SCRAP	PART MIC	REV	EFFECTIVITY	TECH ORD	PENDING	PENDING	PENDING	PENDING		
		1.1	149623	N.S.L.		PLATE, STATOR	EA	1												
		1.1	149618	1630005244271	55284	ROTOR, SEGMENT ASSY	EA	5												
		1.1	149620	N.S.L.		SEGMENT, ROTOR	EA	9												
		1.1	130344	N.S.L.	04848	RIVET, SOLID	EA	127												
		1.1	131312	N.B.L.	21849	RIVET, SOLID	EA	127												
		1.1	132291	N.S.L.		STRAP, ROTOR	EA	18												
		1.1	149619	N.S.L.		SPIDER, ROTOR	EA	1												
STL		1.1	2600238	1630006540881	55284	PIN, ECCENTRIC	EA	17												
STL		1.1	513509	1630006540881	21849	PIN, ECCENTRIC	EA	17												
		1.1	2600387	5365008781619	55284	SPACER, BACKING PLATE	EA	1												

BLD6 505/507

KC-135 NLR BRK ASBY

BILL OF MATERIALS

ASIS/CAZ

30-Oct-69

- STL-STEEL
- AL-ALUMINUM
- MG-MAGNESIUM
- TITA-TITANIUM
- SS-S STL
- SYN-SYNTHETIC
- LN-LEAD

Q = INT

ROUTED ITEM	FLM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS		REV	EFFECTIVITY	TECH ORD	PENDNG		PENDNG		PENDNG			
							PER	OF				DATE	CONTR	CNG	NUMBER	103	ACTION	252	ACTION	AFTD	22	ACTION
10			149499-4	1630002692622	35284	BRK ASBY (4-ROTOR)	EA	1											
			146937	1630003704919	35284	BLEEDER SCREW ASSY	EA	1											
			MS3207-261	530009904444	96906	SCREW, MACHINE	EA	1											
			902370K1	N.S.L.	06848	SCREW, MACHINE	EA	1		INT									
			MS3338-43	5310000453296	96906	WASHER, LOCK	EA	1		INT									
			901004K1	5310000878880	06848	WASHER, LOCK	EA	1		INT									
STL			146938	1630003704970	35284	SCREW, BLEEDER	EA	1											
STL			146936	1630004349242	35284	ADAPTER, BLEEDER SCREW	EA	1											
			MS28778-3	5330008357485	96906	PACKING, PREFORMED	EA	1		INT									
			147031	5330008337491	35284	PACKING, PREFORMED	EA	1		INT									
			1604-78	5330002907234	97945	PLUG, SHIPPING	EA	1		INT									
			59361	5340005588834	35284	PLUG, SHIPPING	EA	1		INT									
			PHL-C-3501	5340010735434	81349	PLUG, SHIPPING	EA	1		SLB									
			149197	53300003829686E	35284	GASKET, DORK	EA	1											
			145405	4730004837401BF	35284	BUSHING, MACHINE	EA	1											
			174522	5330004026876	06853	GASKET, COPPER	EA	1											
			2600938	N.S.L.	35284	CARRIER ASSY	EA	1											
			281101	5340012125961	97255	PLUG, FLUID PASSAGE	EA	1		INT									
			953318-22	534001191006	35284	PLUG, FLUID PASSAGE	EA	1		INT									
			291101	5340004393298	97255	PLUG, FLUID PASSAGE OVERSIZE	EA	1		INT									
			953318-24	5340004393298	06848	PLUG, FLUID PASSAGE OVERSIZE	EA	1		INT									
			8754810-01	53120012645566	98747	BUSHING, BOLT HOLES (RPT) (1ST D/S)	EA	1		INT									
			8745810-08	N.S.L.	98747	BUSHING, BOLT HOLES (RPT) (2ND D/S)	EA	1		INT									
			2600209	N.S.L.	35284	CARRIER	EA	1											
			2600973	1630006898902	35284	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT	EA	1											
			2600384	1630011875457	35284	INSULATOR, PISTON	EA	1											
			149629	N.S.L.	35284	INSERT, PISTON	EA	1											
			149479	N.S.L.	35284	PISTON	EA	1		INT									
			65203	N.S.L.	35284	PISTON	EA	1		INT									
			153373	N.S.L.	35284	PISTON	EA	1		INT									
			1513502	1630006898902	21849	PISTON & HEAT SHIELD ASSY	EA	1		IT									
			149609	531501085390LE	06848	PIN, INSULATOR HOLD DOWN	EA	1											
			149293	2940011004899	30076	COVER, INSULATOR	EA	1											
			2600814	1630004793726	35284	SHIELD, PISTON HEAT													

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STL
SYN=SYNTHETIC
L=LEAD

KC-135 HELIUM BRAKE ASSY
BILL OF MATERIALS
15162A

* * INT

ROUTED ITEM	UOM LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNIT OF MEASURE	PERCENTAGE	IR, D, C	INVT	DATE	CONTROL NUMBER	PENDING ACTION	PENDING ACTION	PENDING ACTION
STL	:1	2600288	:5365008781620LE	:53284	...BUSHING, MACHINE THREAD	EA								
STL	:1	1616562-72	:5315008445830	:98906	...PIN, SPRING (SMALL)	EA								
STL	:1	1616562-90	:5315008445834	:98906	...PIN, SPRING (LARGE)	EA								
STL	:1	147631	:7690008542778	:53284	...DECAL, FLUID	EA								
STL	:1	149726	:7690000228653	:106848	...DECAL, NAME	EA								
STL	:1	149918	:5366005244280LE	:53284	...SPRING, HELICAL COMPRESSION	EA								
STL	:1	24600336	:1630009233195	:53284	...HOLDER, SPRING	EA								
STL	:1	2600237	:5310009270110	:53284	...NUT, SLEEVE	EA								
STL	:1	14030-2-1	:5315010443194	:88044	...PIN, CUTTER	EA								
STL	:1	149611	:1630005321436	:53284	...SLEEVE, STATOR DRIVE	EA								
STL	:1	1801-070	:5310009566861	:72962	...NUT, SELF-LOCKING, HEX	EA								
STL	:1	145390	NSL	:106848	...NUT, SELF-LOCKING, HEX	EA			INT					
STL	:1	149610	:5310001670822	:106848	...WASHER, FLAT	EA								
STL	:1	191261	IN.S.L.	:106848	...WASHER, RECESSED	EA			SUB					
STL	:1	145390	:531000957079	:98906	...WASHER, RECESSED	EA								
STL	:1	145390	:531000957079	:53284	...WASHER, RECESSED	EA			INT					
STL	:1	149610	:5306005244268	:53284	...BOLT, SPECIAL	EA								
STL	:1	149729	:163000918349	:106848	...BUSHING PLATE ASSEMBLY	EA			SUB					
STL	:1	137080	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	18-6712	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	1820427-6C7	:5320002334832	:98906	...RIVET, SOLID STEEL	EA								
STL	:1	1820427-6-7	:5320005504738	:98906	...RIVET, ALT STEEL	EA								
STL	:1	152216	IN.S.L.	:106848	...RIVET, ALT STEEL	EA			SUB					
STL	:1	153223	:5310002291236	:53284	...WASHER, RECESSED	EA								
STL	:1	189724	IN.S.L.	:106848	...PLATE, BUSHING	EA								
STL	:1	2160206	:1630012874168	:53284	...BUSHING PLATE ASSEMBLY	EA								
STL	:1	137080	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	18-6712	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	1820427-6C7	:5320002334832	:98906	...RIVET, SOLID	EA								
STL	:1	1820427-6-7	:5320005504738	:98906	...RIVET, SOLID	EA			SUB					
STL	:1	152216	IN.S.L.	:106848	...RIVET, SOLID	EA			SUB					
STL	:1	153223	:5310002291236	:53284	...WASHER, RECESSED	EA								
STL	:1	2601843	IN.S.L.	:53284	...PLATE, BUSHING	EA								
STL	:1	2601854	:163000877445	:53284	...PRESSURE PLATE ASSEMBLY	EA								
STL	:1	18-6712	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	1820427-6C7	:5320002334832	:98906	...RIVET, SOLID	EA								
STL	:1	1820427-6-7	:5320002334832	:98906	...RIVET, SOLID	EA								
STL	:1	152216	IN.S.L.	:106848	...RIVET, SOLID	EA			SUB					
STL	:1	153223	:5310002291236	:53284	...WASHER, RECESSED	EA								
STL	:1	2600343	IN.S.L.	:53284	...PLATE, PRESSURE	EA								
STL	:1	150624	:1630005899163	:53284	...STATOR PLATE ASSY	EA								
STL	:1	137080	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	18-6712	:1630005272865	:53284	...LINING, CERAMETALLIC	EA								
STL	:1	1820427-6C7	:5320002334832	:98906	...RIVET, SOLID STEEL	EA			INT					
STL	:1	1820427-6-7	:5320005504738	:98906	...RIVET, ALT STEEL	EA			SUB					
STL	:1	152216	IN.S.L.	:106848	...RIVET, ALT STEEL	EA			SUB					

BLDG 5067507

KC-135 HLG BRAKE ASSY

BILL OF MATERIALS

151626

* = MTL

30-DEC-89

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=SS STL
SYN=SYNTHETIC
LD=LEAD

ROUTED ITEM	LOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	OF RATE	FACTORY TYPE	SCRAP	PART MTC	REV EFFECTIVITY	TECH DRG	PENDING 103	PENDING 252	PENDING AFTD 22	
													ACTION	ACTION	ACTION	
:1	:1	:149618	:11630005244271	:55284	:ROTOR, SEGMENT ASSY	:4	:EA									
:2	:2	:149620	:N.S.L.	:....*	:...SEGMENT, ROTOR	:9										
:2	:2	:150344	:N.S.L.	:104848	:...RIVET, SOLID	:27										
:2	:2	:151312	:N.S.L.	:21849	:...RIVET, SOLID	:27				:SUB						
:2	:2	:152291	:N.S.L.	:....*	:...STRAP, ROTOR	:18										
:2	:2	:149619	:N.S.L.	:....*	:...SPIDER, ROTOR	:11										
:1	:1	:2600238	:11630006540881	:55284	:...PIN, ECCENTRIC	:7	:EA									
:1	:1	:151309	:11630006540881	:21849	:...PIN, ECCENTRIC	:7	:EA									

BLDG 505/507

71-39 ALS DRIVE MOTOR

BILL OF MATERIALS

15387N

30-OCT-89

STEEL
ALUM
196
1717A
5 STL

ROUTED ITEM	BLM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS PER ASSEMBLY	UNIT/TYPE	FIELD/SCAP	PART MIC	REV	EFFECTIVITY	TECH DRD	CHG NUMBER	CONTROL DATE	PENDING ACTION	PENDING ACTION	PENDING ACTION
1	1	1	15387N			ENGINE, MULTIPLE DISK DRIVE	1	EA										
1	1	1	15387N			SCREEN, MACHINE	12	EA										
1	1	1	15387N			NUT, SELF LOCKING	12	EA										
1	1	1	15387N			CARRIER AND LUNAR, MOTOR	13	EA										
1	1	1	15387N			DISK, STATOR	12	EA										
1	1	1	15387N			NUT, SELF LOCKING	16	EA										
1	1	1	15387N			WASHER, FLAT	18	EA										
1	1	1	15387N			SCREEN, MACHINE	18	EA										
1	1	1	15387N			SCREEN, MACHINE	18	EA										
1	1	1	15387N			PLATE, HEAR	11	EA										
1	1	1	15387N			TORQUE PLATE	11	EA										
1	1	1	15387N			OUTER SPRING	8	EA										
1	1	1	15387N			SPRING, HELICAL	18	EA										
1	1	1	15387N			WASHER, FLAT	18	EA										
1	1	1	15387N			SCREEN, SHOULDER	18	EA										
1	1	1	15387N			PLATE (C P O L S S U B S)	11	EA										
1	1	1	15387N			PISTON ASSY	6	EA										
1	1	1	15387N			SCREEN, MACHINE	11	EA										
1	1	1	15387N			INSULATOR, PISTON	11	EA										
1	1	1	15387N			PISTON AND INSERT ASSY	11	EA										
1	1	1	15387N			INSERT, HELICOIL	11	EA										
1	1	1	15387N			PISTON	11	EA										
1	1	1	15387N			RING, BACKUP	16	EA										
1	1	1	15387N			PACKING, O-RING	16	EA										
1	1	1	15387N			PACKING, O-RING	16	EA										
1	1	1	15387N			CAP, PRESSURE	11	EA										
1	1	1	15387N			VALVE, CHECK	11	EA										
1	1	1	15387N			PACKING, O-RING	12	EA										
1	1	1	15387N			UNION, FLARED TUBE	11	EA										
1	1	1	15387N			UNION, FLARED TUBE	11	EA										
1	1	1	15387N			SCREEN, ADJUSTING	13	EA										
1	1	1	15387N			SCREEN, ADJUSTING	13	EA										
1	1	1	15387N			PISTON HOUSING ASSY	11	EA										
1	1	1	15387N			HOUSING, PISTON	11	EA										
1	1	1	15387N			INSERT, SELF LOCKING	13	EA										
1	1	1	15387N			INSERT, HELICOIL (REPAIR ONLY)	12	EA										
1	1	1	15387N			SEAL (REPAIR ONLY)	16	EA										
1	1	1	15387N			SLEEVE (PISTON CAVITY)	16	EA										
1	1	1	15387N			SLEEVE, REPAIR	16	EA										
1	1	1	15387N			BAG, MAILING	11	EA										
1	1	1	15387N			PLUG, SHIPPING	11	EA										
1	1	1	15387N			SCREEN, MACHINE	12	EA										

Rolling
Roller

DO NOT
DO MUCH WITH
THIS ONLY

BLDG 505/507

A37 MLB BRAKE ASSEMBLY

BILL OF MATERIALS

16776A

MI

Finishing 90/124

30-01-89

STL-STEEL
AL-ALUMINUM
MG-MAGNESIUM
TI-TITANIUM
SS-S STL
SYN-SYNTHETIC
LP-LEAD

ROUTED ITEM	LOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS PER ASSY	YIELD	SCRAP	PART MIC	REV	EFFECTIVITY	TECH	ORD	PENDING 103	PENDING 252	PENDING AFTO 22
														NUMBER	ACTION	ACTION	ACTION
	0																
STL	01		95S0404	11630008973731	73842	BRAKE ASSEMBLY	11										
STL	02		95N145	5310000430818	73842	NUT, SELF-LOCKING	15										
STL	03		95S0408	5306000976894	73842	BOLT, INTERNAL	15										
STL	04		95S0025	53100005957078	96906	WASHER RECESSED	15										
STL	05		95S0047	11630008850518	73842	PLATE SUBASSY, BACKING	11										
STL	06		951887	53200008908454	73842	RIVET	112										
STL	07		9518815	5320001300323	73842	PAD, WEAR	112										
STL	08		95S0035	11630010273394	73842	PAD, WEAR	112										
STL	09		95003160	11630010273394	73842	PAD, WEAR	112										
STL	10		95S0028	N.S.L.	73842	PLATE, BACKING	11										
STL	11		95003162	11630010359042	73842	PLATE, BACKING	11										
STL	12		951887	53200008908454	73842	RIVET	112										
STL	13		9518815	5320001300323	73842	PAD, WEAR	112										
STL	14		95S0035	11630010273394	73842	PAD, WEAR	112										
STL	15		95003160	11630010273394	73842	PAD, WEAR	112										
STL	16		95S0028	N.S.L.	73842	PLATE, BACKING	11										
STL	17		95A3348	11630006347537	73842	DISK, ROTATING	12										
STL	18		95S0026	11630008347538	73842	DISK, STATIONARY	11										
STL	19		95S0026	5310000017823	96906	NUT, LOCKING	11										
STL	20		95S0026	11630002444624	73842	BUSHING, THREADED	11										
STL	21		95S0026	1163000291544	73842	PIN, WEAR INDICATOR	11										
STL	22		95S0026	11630008347535	73842	PLATE SUBASSY, PRESSURE	11										
STL	23		95A3617	53200008888537	73842	RIVET	20										
STL	24		95S0039	11630008850520	73842	PAD, WEAR	12										
STL	25		95003161	11630010170837	73842	PAD, WEAR	12										
STL	26		95S0035	11630010273394	73842	PAD, WEAR	18										
STL	27		95003160	11630010273394	73842	PAD, WEAR	18										
STL	28		95A3618	N.S.L.	73842	PLATE, PRESSURE	11										
STL	29		95003159	11630010170854	73842	PLATE SUBASSY, PRESSURE	11										
STL	30		951889	53200008888537	73842	RIVET	120										
STL	31		95S0039	11630008850520	73842	PAD, WEAR	12										
STL	32		95003161	11630010170837	73842	PAD, WEAR	12										
STL	33		95S0035	11630010273394	73842	PAD, WEAR	18										
STL	34		95003160	11630010273394	73842	PAD, WEAR	18										
STL	35		95A3618	N.S.L.	73842	PLATE, PRESSURE	11										
STL	36		95A3618	11630008339630	73842	TUBE, TORQUE	11										
STL	37		95S0035	11630008339627	73842	INSULATOR DISC, THERMAL	16										
STL	38		95S0034	11630008947563	73842	PISTON	16										
STL	39		95S0034	5330005821536	96906	RETAINER, PACKING	16										
STL	40		95S0034	5330002979990	96906	PACKING, O-RING	16										
STL	41		95S0034	5330002630704	96949	PACKING, O-RING O.S.	16										
STL	42		95S0034	5330012745625	72902	RING, SEAL 2 (O.S.)	16										
STL	43		95S0034	5330007208429	96906	SCREW	11										
STL	44		95S0034	5310002987478	73842	WASHER	11										
STL	45		95S0034	5310001670662	98044	WASHER	11										
STL	46		95S0034	5310000453296	96906	WASHER	11										
STL	47		95S0034	11630005168438	98044	VALVE, BLEEDER	11										
STL	48		95S0034	1163000895703	73842	ADAPTER, BLEEDER	11										

Buy New

Buy New

Buy New

Buy New

25

BLDG 505/507

102 PRESSURE PLATE ASSEMBLY

BILL OF MATERIALS

36192A

* = MFI

30-Oct-89

- STL=STEEL
- AL=ALUMINUM
- MAG=MAGNESIUM
- TITA=TITANIUM
- SS-S STEEL
- SYN=SYNTHETIC
- LP=LEAD

ROUTED ITEM	LOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT	YIELD	SCRAP	PART	MIC	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING
							PER	OF	RATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	CNG	NUMBER	ACTION	ACTION	ACTION	ACTION
							ASSY	HEAS			R.D.C.			DATE						
	0		2600312		153284	PRESSURE PLATE ASSEMBLY	11		1EA											
	1.1		1370A5	11630008691784	153284	LINING, CERAMETALLIC	12		1EA											
	1.1		2600313	11630005615022	153284	PLATE, PRESSURE	13		1EA											
	1.1		149799	IN.S.L.	153284	RIVET, BOLID	12		1EA											
	1.1		IN.P.L.	IN.S.L.	153284	RIVET W WASER ASSY	12		AR											
	1.1		149799	15320005004170	153284	RIVET, BOLID	11		1EA											
	1.1		1166419	15310003417039	153284	WASHER, RECESSED	11		1EA											

74521A 1620001877445 C T NLG 24495.00 1620001877445
 FSSD PTC WTC S F FCN DFC FRI MIEC DMC DSM PMS IMS EI-LBR-STD EI EI
 MNP9SX MANELK MAWWT 2 4 AJEDJE T 2D 00 P IAC LHA 104.800 65 55
 O/P DAQTY FAGTY GAQTY SFD AFD CONZ-S CONZ-M CQCON-S CQCON-M CQCOG NQCOG
 A 29 51 28 18
 RACQ ORD-Q INT-M CQAWMS CQAWMM CQAWM CQAWFS CQAWFM CQAMP B01-3 B04-15
 6 15 1

74521A
 6663.00
 EI-SALE

F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT EI F13 - HELP SF16 -- LOGOFF

QR22612: END ITEM RECORD LISTED
 QR2071 PRODUCTION HISTORY REVIEW DATE: 89/10/26 12:02:39

LIST BY: * PRODUCTION-NBR: 74521A FYQ: ---
 - FYQ: 974 PRODUCTION-NBR: ---
 - P86D1 PRODUCTION-NBR: ---

FDN	FYQ	IND-S	IND-M	CMF-S	CMF-M	OWD-S	OWD-M	COND-S	COND-M	EI-LAB-STD
74521A	874	8	0	2	0	10	0	0	0	179.0
74521A	881	7	0	17	0	0	0	0	0	179.0
74521A	882	28	0	13	0	15	0	0	0	165.4
74521A	883	8	0	18	0	5	0	0	0	165.2
74521A	884	10	0	9	0	6	0	0	0	165.2
74521A	891	17	0	15	0	8	0	0	0	171.8
74521A	892	23	0	23	0	8	0	0	0	172.3
74521A	893	14	0	22	0	0	0	0	0	171.5
74521A	894	17	0	13	0	4	0	0	0	170.9
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0

F4 - LIST PROD HISTORY F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT PROD HST F13 - HELP SF16 - LOGOFF
 QR22713: END OF SELECTED DATA HAS BEEN REACHED

OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 11:59:49
 LIST BY: * PRODUCTION-NBR: 74521A
 - RCC: MNEGE

FDN	OPN	RCC	LL	STD	LBR	A I	C	LL	UC	STD	HRS	CH	CD	SUPP	FDN	QTY	SUFF	OC	IND	S	LBR	STD	DATE
74521A	00010	MNFGP	5	HB	100	EA			EA	6.67	J					1	100			N	7349		
74521A	00020	MNFGP	2	DB	100	EA			EA							1	100			E	7337		
74521A	00030	MNFGP	2	DB	100	EA			EA	1.18	J					1	100			E	7336		
74521A	00040	MNFGP	2	DB	100	EA			EA	.98	J					1	100			E	7335		
74521A	00050	MNFGP	2	DB	100	EA			EA	.94	J					1	100			E	7335		
74521A	00060	MNFGP	2	DB	100	EA			EA	.33	J					1	100			E	7334		
74521A	00070	MNFGP	2	DB	100	EA			EA	1.33	J					1	100			E	7334		
74521A	00080	MNFGP	2	DB	100	EA			EA	.05	J					1	100			E	7334		
74521A	00090	MNFGP	2	DB	100	EA			EA	.92	J					1	100			E	7336		
74521A	00100	MNFGP	2	DB	100	EA			EA	.26	J					1	100			E	7331		
74521A	00110	MNFGP	2	DB	100	EA			EA	.14	J					1	100			E	9265		
74521A	00120	MNFGW	5	DJ	100	EA			EA	1.46	J					1	100			E	7349		
74521A	00130	MNFGP	5	CS	100	EA			EA	.55	J					1	100			E	7343		

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:06

FDN	OPN	RCC	LL	STD	LBR	A I	C	LL	UC	STD	HRS	CH	CD	SUPP	FDN	QTY	SUFF	OC	IND	S	LBR	STD	DATE
74521A	00010	MNFGP	5	CS	100	EA			EA	.55	J					1	100			E	7345		
74521A	00020	MNFGP	5	CS	100	EA			EA	1.09	J					1	100			E	7344		
74521A	00030	MNFGP	5	CS	100	EA			EA	.37	J					1	100			E	7344		
74521A	00040	MNFGP	5	CS	100	EA			EA	1.37	J					1	100			E	7344		
74521A	00050	MNFGP	5	CS	100	EA			EA	1.37	J					1	100			E	7344		
74521A	00060	MNFGP	5	CS	100	EA			EA	2.26	J					1	100			N	7348		
74521A	00070	MNFGP	1	JA	86	EA			EA	1.76	J					1	100			E	4154		
74521A	00080	MNFGP	1	JA	89	EA			EA	2.12	J					1	100			E	4154		
74521A	00090	MNFGP	1	JA	36	EA			EA	2.12	J					1	100			E	4154		
74521A	00100	MNFGP	1	JA	21	EA			EA	28.67	J					1	100			E	4154		
74521A	00110	MNFGP	1	JA	29	EA			EA	2.04	J					1	100			E	4154		
74521A	00120	MNFGP	1	JA	96	EA			EA	2.27	J					1	100			E	4154		
74521A	00130	MNFGP	1	JA	96	EA			EA	2.79	J					1	100			E	4154		
74521A	00140	MNFGP	1	JA	100	EA			EA	.78	J					1	100			E	7342		

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:19

FDN	OPN	RCC	LL	STD	LBR	A I	C	LL	UC	STD	HRS	CH	CD	SUPP	FDN	QTY	SUFF	OC	IND	S	LBR	STD	DATE
74521A	00010	MNFGP	1	JA	100	EA			EA	1.34	J					1	100			E	7342		
74521A	00020	MNFGP	3	JA	75	EA			EA	1.14	H					1	100			E	4154		
74521A	00030	MNFGP	3	JA	50	EA			EA	5.04	J					1	100			N	4194		

Inspe

Teardown

3629

1.16 H

640

26.80

33.20

564.00

1.7 Actual Repayment

340.00

05: 74521A RE505 MNFRB 3 JA 100 100
 14 74521A RB511 MNFRB 3 JA 100 100
 25 74521A RB512 MNFRB 3 JA 100 100
 100 74521A RB512 MNFRB 3 JA 100 100
 62 74521A RC502 MNFRB 3 JA 100 100
 93 74521A RC503 MNFRB 3 JA 100 100
 05 74521A RC504 MNFRB 3 JA 100 100
 38 74521A RC505 MNFRB 3 JA 100 100

F4 - LIST LBR-STD
 F5 - LIST NEXT LBR-STD
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:33
 LIST BY: * PRODUCTION-NBR: 74521A
 MNFRB
 - RCC:

PDN	OPN	RCC	CLL	UC	STD HRS	CH CD	SUPP PDN	QTY PER ASY	SUPP OCC	PR OC-IND	S LBR STD DATE
74521A	RC505			EA	1.77	J	16726 MW	1	100	N	9268
74521A	RC510			EA	.34	J		1	100	E	7341
74521A	RC511			EA	2.05	J		1	100	N	4194
74521A	RC512			EA	1.43	J		1	100	N	4194
74521A	WC001			EA	1.71	K		1	100	E	4154
74521A	WD001			EA	5.43	K		1	100	E	4154
74521A	WE502			EA	1.77	K		1	100	N	7337
74521A	WE503			EA	1.74	K		1	100	E	7335
74521A	WE504			EA	.98	K		1	100	E	7335
74521A	WE505			EA	.45	K		1	100	N	7334
74521A	WE508			EA	.45	J		1	100	N	7334
74521A	WE510			EA	.37	K		1	100	E	7334

F4 - LIST LBR-STD
 F5 - LIST NEXT LBR-STD
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:51
 LIST BY: * PRODUCTION-NBR: 74521A
 MNFRB
 - RCC:

PDN	OPN	RCC	CLL	UC	STD HRS	CH CD	SUPP PDN	QTY PER ASY	SUPP OCC	PR OC-IND	S LBR STD DATE
74521A	WE511			EA	.40	K		1	100	N	7336
74521A	WE512			EA	.37	K		1	100	E	7331
74521A	WE520			EA	.07	K		1	100	E	7338
74521A	WE524			EA	.37	K		1	100	E	7338
74521A	WF502			EA	3.84	J		1	100	N	9128
74521A	WF504			EA	5.51	J		1	100	N	4088
74521A	WF510			EA	1.55	J		1	100	N	4088
74521A	XNFGW			EA	2.73	J		1	100	X	8348
74521A	XNPNB			EA	1.51	J		1	100	X	8348
74521A	XNPRC			EA	.51	J		1	100	X	8349
74521A	XNFWW			EA	.06	J		1	100	X	4362

F4 - LIST LBR-STD
 F5 - LIST NEXT LBR-STD
 OR22692: END OF SELECTED DATA HAS BEEN REACHED
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:01:50
 LIST BY: * EI-IDENT 1520001077445...
 PRODUCTION-NBR 74521A
 END ITEM RECORD

Plate

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364

GR2069 LBROR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:52

LIST BY: * PRODUCTION-NBR: 17575A
- RCC: MNPWW

PDN	OPN	RCC	C	LL	OCC	UC	STD HRS	CH CD	SUFF F/DN	QTY PER ASY	SUFF OCC	FR OC- IND	S T D D	LBR STD DATE
17575A	WH093	MNPWW	A	WF	100	EA	.57	K		1	100		N	9073
17575A	XKPRW	MKPRW	6	4N	100	EA	.54	A		1	100		X	1161
17575A	XNPGP	MNPGP	5	3S	100	EA	19.64	J		1	100		X	9024
17575A	XNPGW	MNPGW	5	DI	100	EA	5.32	J		1	100		X	9024
17575A	XNPMG	MNPMG	1	JB	10	EA	2.00	K		1	100		X	7288
17575A	XNPNA	MNPNA	2	DB	100	EA	7.38	J		1	100		X	9044
17575A	XNPRB	MNPRB	3	JA	100	EA	.03	K		1	100		X	7278

F4 - LIST LBR-STD
F5 - LIST NEXT LBR-STD

F12 - CLEAR SCREEN
F13 - HELP

QR22693: END OF SELECTED DATA HAS BEEN REACHED

F14 - RETURN
SF16 - LOGOFF

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:44
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFC

FDN	OPN	RCC	C	LL	OC	UC	STD	HRS	CH	CD	SUFF	PDN	AS	QTY	SUFF	OC	IND	S	LBR	STD	DATE
17575A	RC038	MNPRC	B	UP	50	EA	.84	J						1	100				E	9018	
17575A	RC039	MNPRC	B	UP	21	EA	.14	J						1	100				E	8174	
17575A	RC040	MNPRC	B	UP	05	EA	.14	J						1	100				E	9017	
17575A	RC043	MNPRC	B	UP	21	EA	.75	J						1	100				E	8319	
17575A	RC046	MNPRC	B	UP	13	EA	.17	J						1	100				E	9044	
17575A	RC047	MNPRC	B	UP	17	EA	.49	J						1	100				E	8174	
17575A	RC048	MNPRC	B	UP	100	EA	1.46	J						1	100				E	8334	
17575A	RC049	MNPRC	B	UP	83	EA	.56	J						1	100				E	8175	
17575A	RC051	MNPRC	B	UP	63	EA	1.59	J						1	100				N	9012	
17575A	RC052	MNPRC	B	UP	16	EA	.36	J						1	100				E	8175	
17575A	RC053	MNPRC	B	UP	58	EA	1.79	J						1	100				N	8321	
17575A	RC060	MNPRC	B	UP	13	EA	.64	J						1	100				E	8175	
17575A	RC062	MNPRC	B	UP	54	EA	1.10	J						1	100				E	8354	

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:56
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFC

FDN	OPN	RCC	C	LL	OC	UC	STD	HRS	CH	CD	SUFF	PDN	AS	QTY	SUFF	OC	IND	S	LBR	STD	DATE
17575A	RC091	MNPRC	B	UP	50	EA	.38	J						1	100				E	8286	
17575A	RC092	MNPRC	B	UP	50	EA	.38	J						1	100				E	8286	
17575A	RC093	MNPRC	B	UP	05	EA	.38	J						1	100				E	8286	
17575A	WC001	MNPGW	S	DI	100	EA	16.70	J						1	100				N	2205	
17575A	WE001	MNPGW	S	DI	100	EA	.94	J						1	100				E	8349	
17575A	WE002	MNPGW	S	DI	100	EA	4.32	J						1	100				N	8042	
17575A	WE005	MNPGW	S	DI	100	EA	.28	J						1	100				N	8099	
17575A	WE006	MNPGW	S	DI	100	EA	.28	J						1	100				N	8099	
17575A	WE007	MNPGW	S	DI	100	EA	.42	J						1	100				E	8330	
17575A	WE009	MNPGW	S	DI	100	EA	.31	J						1	100				N	8099	
17575A	WE011	MNPGW	S	DI	100	EA	.18	J						1	100				N	9017	
17575A	WE012	MNPGW	S	DI	100	EA	.30	J						1	100				N	8099	
17575A	WE013	MNPGW	S	DI	100	EA	.23	J						1	100				N	8099	

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:09
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFC

FDN	OPN	RCC	C	LL	OC	UC	STD	HRS	CH	CD	SUFF	PDN	AS	QTY	SUFF	OC	IND	S	LBR	STD	DATE
17575A	WE014	MNPGW	S	DI	100	EA	.53	J						1	100				N	8099	
17575A	WE015	MNPGW	S	DI	100	EA	1.16	J						1	100				E	8042	
17575A	WE016	MNPGW	S	DI	100	EA	.25	J						1	100				N	9026	
17575A	WE017	MNPGW	S	DI	100	EA	.19	J						1	100				N	8099	
17575A	WE018	MNPGW	S	DI	100	EA	.69	J						1	100				E	9017	

17575A WE019 MNPWG 5 DI 100 EA .44 J 1 100 N 9006
 17575A WE020 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE021 MNPWG 5 DI 100 EA .31 J 1 100 N 8099
 17575A WE024 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE025 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE026 MNPWG 5 DI 100 EA .27 J 1 100 N 8099
 17575A WE031 MNPWG 5 DI 100 EA .18 J 1 100 N 9017
 17575A WE032 MNPWG 5 DI 100 EA .28 J 1 100 N 8099

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 GR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:25
 LIST BY: * PRODUCTION-NBR: 17575A

F DN	OPN	RCC	C	LL	OCC	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OCC	IND	D	LBR	STD	DATE
17575A	WE033	MNPWG	5	DI	100	EA	.30	J	1	100	N	9040										
17575A	WE034	MNPWG	5	DI	200	EA	.17	J	1	100	N	8099										
17575A	WE035	MNPWG	5	DI	100	EA	.18	J	1	100	N	8099										
17575A	WE036	MNPWG	5	DI	100	EA	.18	J	1	100	N	8099										
17575A	WE037	MNPWG	5	DI	100	EA	.34	J	1	100	N	9026										
17575A	WE038	MNPWG	5	DI	100	EA	.19	J	1	100	N	8099										
17575A	WE039	MNPWG	5	DI	100	EA	.17	J	1	100	N	8099										
17575A	WE040	MNPWG	5	DI	100	EA	.27	J	1	100	N	9017										
17575A	WE041	MNPWG	5	DI	100	EA	.15	J	1	100	N	8099										
17575A	WE043	MNPWG	5	DI	100	EA	.26	J	1	100	N	8321										
17575A	WE046	MNPWG	5	DI	100	EA	.29	J	1	100	N	8099										
17575A	WE047	MNPWG	5	DI	100	EA	.27	J	1	100	N	8099										
17575A	WE048	MNPWG	5	DI	100	EA	.26	J	1	100	N	8099										

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 GR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:37
 LIST BY: * PRODUCTION-NBR: 17575A

F DN	OPN	RCC	C	LL	OCC	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OCC	IND	D	LBR	STD	DATE
17575A	WE049	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099										
17575A	WE051	MNPWG	5	DI	100	EA	.38	J	1	100	N	8099										
17575A	WE052	MNPWG	5	DI	100	EA	.25	J	1	100	N	8099										
17575A	WE053	MNPWG	5	DI	100	EA	.17	J	1	100	N	8321										
17575A	WE055	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099										
17575A	WE060	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099										
17575A	WE062	MNPWG	5	DI	100	EA	.26	J	1	100	N	8099										
17575A	WE091	MNPWG	5	DI	100	EA	.30	J	1	100	N	8285										
17575A	WE092	MNPWG	5	DI	100	EA	.29	J	1	100	N	8286										
17575A	WF048	MNPWG	9	WF	100	EA	1.14	J	1	100	N	8363										
17575A	WH091	MNPWG	A	WF	100	EA	.57	J	1	100	N	9073										
17575A	WH092	MNPWG	A	WF	100	EA	.57	J	1	100	N	9073										

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:19

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNFRA

PDN	OPN	RCC	C	LL	OCC	UC	STD HRS	CH CD	SUPP PDN	QTY PER ASY	SUPP OCC	FR OC-	S IND	LBR D	STD DATE
17575A	RA018	MNFRA	1	JA	83	EA	7.34	J		1	100	E			9017
17575A	RA021	MNFRA	1	JA	100	EA	2.93	J		1	100	E			8173
17575A	RA024	MNFRA	1	JA	50	EA	.54	J		1	100	E			8335
17575A	RA025	MNFRA	1	JA	08	EA	.54	J		1	100	E			8335
17575A	RA026	MNFRA	1	JA	63	EA	1.45	J		1	100	E			8173
17575A	RA030	MNFRA	1	JA	41	EA	3.55	J		1	100	N			9026
17575A	RA031	MNFRA	1	JA	92	EA	.20	J		1	100	N			9017
17575A	RA032	MNFRA	1	JA	100	EA	.26	J		1	100	N			8280
17575A	RA033	MNFRA	1	JA	54	EA	3.49	J		1	100	E			9037
17575A	RA038	MNFRA	1	JA	09	EA	4.70	J		1	100	E			9018
17575A	RA041	MNFRA	1	JA	05	EA	.87	J		1	100	E			8337
17575A	RA043	MNFRA	1	JA	09	EA	.88	J		1	100	E			8319
17575A	RA047	MNFRA	1	JA	13	EA	.09	J		1	100	E			8174

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:42

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNFRA

PDN	OPN	RCC	C	LL	OCC	UC	STD HRS	CH CD	SUPP PDN	QTY PER ASY	SUPP OCC	FR OC-	S IND	LBR D	STD DATE
17575A	RA048	MNFRA	1	JA	100	EA	3.08	J		1	100	E			8334
17575A	RA049	MNFRA	1	JA	100	EA	.11	J		1	100	N			8175
17575A	RA051	MNFRA	1	JA	79	EA	.54	J		1	100	E			9012
17575A	RA059	MNFRA	1	JA	100	EA	1.15	J		1	100	N			4316
17575A	RA091	MNFRA	1	JA	15	EA	3.41	J		1	100	N			8351
17575A	RA092	MNFRA	1	JA	05	EA	3.41	J		1	100	N			8351
17575A	RA093	MNFRA	1	JA	15	EA	3.41	J		1	100	N			8351
17575A	RB001	MNPRB	3	JA	79	EA	29.29	J		1	100	E			7092
17575A	RB002	MNPRB	3	JA	67	EA	23.19	J		1	100	E			6030
17575A	RB005	MNPRB	3	JA	17	EA	3.78	J		1	100	E			9012
17575A	RB006	MNPRB	3	JA	21	EA	4.89	J		1	100	E			9006
17575A	RB007	MNPRB	3	JA	100	EA	1.87	J		1	100	E			6015
17575A	RB014	MNPRB	3	JA	100	EA	5.75	J		1	100	E			8271

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:54

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPRB

PDN	OPN	RCC	C	LL	OCC	UC	STD HRS	CH CD	SUPP PDN	QTY PER ASY	SUPP OCC	FR OC-	S IND	LBR D	STD DATE
17575A	RB015	MNPRB	3	JA	20	EA	4.05	J		1	100	E			5019
17575A	RB016	MNPRB	3	JA	58	EA	7.96	J		1	100	E			9026
17575A	RB017	MNPRB	3	JA	17	EA	2.06	J		1	100	E			8364
17575A	RB018	MNPRB	3	JA	17	EA	8.31	J		1	100	E			9017
17575A	RB019	MNPRB	3	JA	05	EA	10.23	J		1	100	E			9006

17575A RB020 MNPFB 3 JA 100 EA 1.78 J 1 100 E 8270
 17575A RB024 MNPFB 3 JA 50 EA 3.36 J 1 100 E 8344
 17575A RB025 MNPFB 3 JA 29 EA 3.48 J 1 100 E 9017
 17575A RB032 MNPFB 3 JA 67 EA 2.55 J 1 100 E 5345
 17575A RB034 MNPFB 3 JA 97 EA 2.80 J 1 100 E 8174
 17575A RB048 MNPFB 3 JA 100 EA .60 J 1 100 N 8334
 17575A RB051 MNPFB 3 JA 79 EA 1.76 J 1 100 E 9012
 17575A RB053 MNPFB 3 JA 50 EA 1.28 J 1 100 E 9068

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP F16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:11
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	LL	STD	UC	STH	CH	SUPP	QTY	FR	S	LBR
A	I	C	L	O	C	H	D	P	PER	OC	T	STD
F	S	K	L	S	C	R	R	D	AS	IND	D	DATE
17575A	RC001	MNPFC	B	UP	100	EA	8.29	J	1	100	N	8305
17575A	RC002	MNPFC	B	UP	100	EA	1.681	J	1	100	N	8263
17575A	RC005	MNPFC	B	UP	71	EA	1.25	J	1	100	E	9012
17575A	RC006	MNPFC	B	UP	75	EA	1.33	J	1	100	E	9006
17575A	RC007	MNPFC	B	UP	100	EA	3.37	J	1	100	E	8277
17575A	RC009	MNPFC	B	UP	63	EA	1.67	J	1	100	N	8337
17575A	RC011	MNPFC	B	UP	21	EA	.52	J	1	100	E	9017
17575A	RC012	MNPFC	B	UP	100	EA	.21	J	1	100	E	9017
17575A	RC013	MNPFC	B	UP	18	EA	2.22	J	1	100	E	9018
17575A	RC014	MNPFC	B	UP	100	EA	6.40	J	1	100	N	8271
17575A	RC015	MNPFC	B	UP	100	EA	4.51	J	1	100	E	8285
17575A	RC016	MNPFC	B	UP	63	EA	2.90	J	1	100	E	9026
17575A	RC017	MNPFC	B	UP	67	EA	1.16	J	1	100	N	8334

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP F16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:24
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	LL	STD	UC	STH	CH	SUPP	QTY	FR	S	LBR
A	I	C	L	O	C	H	D	P	PER	OC	T	STD
F	S	K	L	S	C	R	R	D	AS	IND	D	DATE
17575A	RC018	MNPFC	B	UP	84	EA	2.82	J	1	100	E	9017
17575A	RC019	MNPFC	B	UP	16	EA	2.30	J	1	100	E	9006
17575A	RC020	MNPFC	B	UP	150	EA	1.41	J	1	100	N	8270
17575A	RC021	MNPFC	B	UP	79	EA	1.82	J	1	100	E	8173
17575A	RC024	MNPFC	B	UP	85	EA	.75	J	1	100	E	8335
17575A	RC025	MNPFC	B	UP	79	EA	1.35	J	1	100	N	8335
17575A	RC026	MNPFC	B	UP	67	EA	1.73	J	1	100	E	8173
17575A	RC032	MNPFC	B	UP	100	EA	2.18	J	1	100	N	8280
17575A	RC033	MNPFC	B	UP	54	EA	.62	J	1	100	E	5364
17575A	RC034	MNPFC	B	UP	97	EA	2.50	J	1	100	N	8174
17575A	RC035	MNPFC	B	UP	100	EA	.66	J	1	100	E	8337
17575A	RC036	MNPFC	B	UP	79	EA	1.16	J	1	100	E	8335
17575A	RC037	MNPFC	B	UP	163	EA	.57	J	1	100	E	9026

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP F16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:58
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFA

FDN	OPN	RCC	LL	SK	LBR	A	I	STD	UC	STH	CH	SUPP	QTY	PR	S	LBR
										HRS	CD	FDN	PER	OC-	T	STD
													ASY	IND	D	DATE
17575A	NA046	MNPNA	2	DB	EA			100	EA	.04	J		1	100		E 9234
17575A	NA047	MNPNA	2	DB	EA			100	EA	.49	J		1	100		E 8103
17575A	NA048	MNPNA	2	DB	EA			100	EA	.07	J		1	100		E 8048
17575A	NA049	MNPNA	2	DB	EA			05	EA	.26	J		1	100		E 8042
17575A	NA051	MNPNA	2	DB	EA			100	EA	.14	J		1	100		E 8048
17575A	NA052	MNPNA	2	DB	EA			05	EA	.05	J		1	100		E 8048
17575A	NA053	MNPNA	2	DB	EA			16	EA	.31	J		1	100		E 8321
17575A	NA060	MNPNA	2	DB	EA			100	EA	.17	J		1	100		E 8081
17575A	NA062	MNPNA	2	DB	EA			100	EA	.30	J		1	100		E 8354
17575A	NA305	MNPNA	2	DB	EA			100	EA	.58	J		1	100		E 9073
17575A	NA363	MNPNA	2	DB	EA			100	EA	.08	J		1	100		E 9073
17575A	PA020	MNPGP	5	YK	EA			100	EA	48.40	A		1	100		N 5373
17575A	PD058	MNPGP	5	YK	EA			100	EA	126.02	J		1	100		N 9031

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE DATE: 89/10/26 15:41:15
 QR2069 LABOR STANDARD RECORD REVIEW

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFA

FDN	OPN	RCC	LL	SK	LBR	A	I	STD	UC	STH	CH	SUPP	QTY	PR	S	LBR
										HRS	CD	FDN	PER	OC-	T	STD
													ASY	IND	D	DATE
17575A	PD374	MNPGP	5	YK	EA			100	EA	.02	J		1	100		E 9069
17575A	PH045	MNPGP	5	YK	EA			100	EA	.50	J		1	100		N 9032
17575A	PH058	MNPGP	5	YK	EA			100	EA	8.92	J		1	100		N 9040
17575A	PH088	MNPGP	5	YK	EA			100	EA	1.03	J		1	100		E 8312
17575A	PP001	MNPGP	5	3S	EA			100	EA	2.51	J		1	100		E 8305
17575A	PP005	MNPGP	5	3S	EA			100	EA	.54	J		1	100		E 9012
17575A	PP006	MNPGP	5	3S	EA			100	EA	.42	J		1	100		E 9006
17575A	PP009	MNPGP	5	3S	EA			100	EA	.40	J		1	100		E 8337
17575A	PP011	MNPGP	5	3S	EA			100	EA	.45	J		1	100		E 9017
17575A	PP013	MNPGP	5	3S	EA			100	EA	1.18	J		1	100		E 9018
17575A	PP014	MNPGP	5	3S	EA			100	EA	.85	J		1	100		E 8271
17575A	PP015	MNPGP	5	3S	EA			100	EA	1.26	J		1	100		E 8285
17575A	PP016	MNPGP	5	3S	EA			100	EA	.81	J		1	100		E 9026

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE DATE: 89/10/26 15:41:28
 QR2069 LABOR STANDARD RECORD REVIEW

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNEFA

FDN	OPN	RCC	LL	SK	LBR	A	I	STD	UC	STH	CH	SUPP	QTY	PR	S	LBR
										HRS	CD	FDN	PER	OC-	T	STD
													ASY	IND	D	DATE
17575A	PP017	MNPGP	5	3S	EA			100	EA	.54	J		1	100		E 8334
17575A	PP018	MNPGP	5	3S	EA			100	EA	1.61	J		1	100		E 9017
17575A	PP019	MNPGP	5	3S	EA			100	EA	.35	J		1	100		E 9006
17575A	PP020	MNPGP	5	3S	EA			100	EA	.40	J		1	100		E 8370
17575A	PP021	MNPGP	5	3S	EA			100	EA	.40	J		1	100		E 8173

17575A PP024 MNPFG 5 3S 100 EA .87 J 1 100 E 8335
 17575A PP025 MNPFG 5 3S 100 EA .62 J 1 100 E 8335
 17575A PP026 MNPFG 5 3S 100 EA .40 J 1 100 E 8173
 17575A PP034 MNPFG 5 3S 200 EA .33 J 1 100 E 8174
 17575A PP038 MNPFG 5 3S 100 EA .33 J 1 100 E 9018
 17575A PP048 MNPFG 5 3S 100 EA .54 J 1 100 E 8334
 17575A PP053 MNPFG 5 3S 58 EA .54 J 1 100 E 8321
 17575A PP059 MNPFG 5 3S 100 EA .41 J 1 100 N 8314

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:41:56
 LIST BY: * PRODUCTION-NBR: 17575B

PDN	OPN	RCC	C	LL	UC	STD	CH	CD	SUPP	QTY	PR	S	LBR
						HRS			PDN	PER	OC	T	STD
										ASY	IND	D	DATE
17575A	PP060	MNPFG	5	3S	EA	.33	J			1	100	E	8175
17575A	PP062	MNPFG	5	3S	EA	.82	J			1	100	E	8354
17575A	PP088	MNPFG	5	3S	EA	1.23	J			1	100	E	8312
17575A	PP091	MNPFG	5	3S	EA	.54	J			1	100	E	8285
17575A	PP092	MNPFG	5	3S	EA	.54	J			1	100	E	8286
17575A	PP093	MNPFG	5	3S	EA	.54	J			1	100	E	8285
17575A	PS000	MNPFG	5	YK	EA	.50	J			1	100	N	8272
17575A	PS001	MNPFG	5	YK	EA	.25	J			1	100	N	8305
17575A	PS014	MNPFG	5	YK	EA	1.21	J			1	100	N	8277
17575A	PS015	MNPFG	5	YK	EA	.26	J			1	100	N	8281
17575A	PS045	MNPFG	5	YK	EA	2.00	J			1	100	N	9032
17575A	PS048	MNPFG	5	YK	EA	.40	J			1	100	N	8334
17575A	PS059	MNPFG	5	YK	EA	.55	J			1	100	N	8314

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:02
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	C	LL	UC	STD	CH	CD	SUPP	QTY	PR	S	LBR
						HRS			PDN	PER	OC	T	STD
										ASY	IND	D	DATE
17575A	PS062	MNPFG	5	YK	EA	.25	J			1	100	N	8354
17575A	PS088	MNPFG	5	YK	EA	7.60	J			1	100	N	8312
17575A	RA000	MNRA	1	JA	EA	1.60	J			1	100	E	8357
17575A	RA001	MNRA	1	JA	EA	33.69	J			1	100	E	8305
17575A	RA002	MNRA	1	JA	EA	22.13	J			1	100	E	8280
17575A	RA007	MNRA	1	JA	EA	.92	J			1	100	E	8277
17575A	RA009	MNRA	1	JA	EA	6.50	J			1	100	E	8337
17575A	RA012	MNRA	1	JA	EA	2.62	J			1	100	E	9017
17575A	RA013	MNRA	1	JA	EA	7.95	J			1	100	E	9018
17575A	RA014	MNRA	1	JA	EA	7.35	J			1	100	E	9018
17575A	RA015	MNRA	1	JA	EA	46.96	J			1	100	E	8292
17575A	RA016	MNRA	1	JA	EA	2.41	J			1	100	E	9026
17575A	RA017	MNRA	1	JA	EA	.54	J			1	100	E	8334

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:39:32
 LIST BY: * PRODUCTION-NBR: 16915A *
 - RCC: MNPGE

PDN	OPN	RCC	LL	STD	UC	CH	SUPP	QTY	FR	S	LBR
A I	C	L	OCC	UC	CD	PDN	PER	FR	OC	T	STD
F SK	RCC	LL	OCC	UC	CD	PDN	ASY	OCC	IND	D	DATE
16915A	00010	MNPGP	5	35	EA	2.34	J	1	100	E	8132
16915A	NA023	MNPNA	2	DB	EA	1.28	J	1	100	E	8090
16915A	NA024	MNPNA	2	DB	EA	1.07	J	1	100	E	8091
16915A	NA025	MNPNA	2	DB	EA	1.55	J	1	100	E	8091
16915A	FP023	MNPGP	5	HB	EA	.40	J	1	100	E	8223
16915A	RA023	MNPRA	1	JA	EA	1.82	J	1	100	E	3062
16915A	RA024	MNPRA	1	JA	EA	.81	J	1	100	E	5110
16915A	RA025	MNPRA	1	JA	EA	1.94	J	1	100	E	5110
16915A	RA096	MNPRA	1	JA	EA	2.11	K	1	100	E	8207
16915A	RB023	MNPRB	3	JA	EA	3.29	J	1	100	N	8214
16915A	RB024	MNPRB	3	JA	EA	2.03	J	1	100	E	5109
16915A	RB025	MNPRB	3	JA	EA	13.17	J	1	100	E	5109
16915A	RC023	MNPRC	B	UP	EA	4.02	J	1	100	E	8133

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR226921 MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:01
 LIST BY: * PRODUCTION-NBR: 16915A *
 - RCC: MNPGE

PDN	OPN	RCC	LL	STD	UC	CH	SUPP	QTY	FR	S	LBR
A I	C	L	OCC	UC	CD	PDN	PER	FR	OC	T	STD
F SK	RCC	LL	OCC	UC	CD	PDN	ASY	OCC	IND	D	DATE
16915A	RC024	MNPRC	B	UP	EA	2.82	J	1	100	E	8132
16915A	RC025	MNPRC	B	UP	EA	4.50	J	1	100	N	8132
16915A	WC001	MNPGW	5	KI	EA	2.54	K	1	100	N	5110
16915A	WD001	MNPGW	5	HB	EA	2.61	J	1	100	E	5110
16915A	WE023	MNPGW	5	DI	EA	1.09	J	1	100	E	8090
16915A	WE024	MNPGW	5	DI	EA	.58	J	1	100	N	8091
16915A	WF024	MNPGW	9	WF	EA	3.80	J	1	100	N	3027
16915A	WF025	MNPGW	9	WF	EA	3.83	J	1	100	N	3027
16915A	XNPNA	MNPNA	2	DB	EA	1.70	J	1	100	X	8089

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22693: END OF SELECTED DATA HAS BEEN REACHED

OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:24
 LIST BY: * PRODUCTION-NBR: 17575A *
 - RCC: MNPGE

PDN	OPN	RCC	LL	STD	UC	CH	SUPP	QTY	FR	S	LBR
A I	C	L	OCC	UC	CD	PDN	PER	FR	OC	T	STD
F SK	RCC	LL	OCC	UC	CD	PDN	ASY	OCC	IND	D	DATE
17575A	00010	MNPGP	5	YK	EA	110.60	J	1	100	N	9038
17575A	00100	MNPKK	1	YF	EA	4.00	J	1	100	N	9202
17575A	HB374	MNFCB	6	HB	EA	.93	J	1	100	N	9068
17575A	HC305	MNFCB	6	HC	EA	5.05	J	1	100	N	9073
17575A	HC363	MNFCB	6	HB	EA	5.29	K	1	100	N	9073

17575A HP305 MNPCK 6 BS 100 EA 1.10 J 1 100 N 9073
 17575A KH010 MNPCK 6 YA 100 EA 30.00 K 1 100 N 9179
 17575A MN062 MNPKN 1 JA 100 EA 1.00 J 1 100 N 5233
 17575A NAO01 MNPNA 2 DB 100 EA 2.14 J 1 100 E 8343
 17575A NAO09 MNPNA 2 DB 100 EA 1.95 J 1 100 E 8323
 17575A NAO05 MNPNA 2 DB 100 EA .56 J 1 100 E 9012
 17575A NAO06 MNPNA 2 DB 100 EA .53 J 1 100 E 8042
 17575A NAO07 MNPNA 2 DB 100 EA .73 J 1 100 E 8350

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:32
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	C	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	SUPP	OC	T	STD
F SK LBR																
A	I	STD	OCC	UC	HRS	CD	PDN	ASV	OCC	IND	D	DATE	FR	S	LBR	DATE
17575A	NA009	MNPNA	2	DB	100	EA	.91	J	1	100	E	9018				
17575A	NA011	MNPNA	2	DB	95	EA	.20	J	1	100	E	9017				
17575A	NA012	MNPNA	2	DB	100	EA	.17	J	1	100	E	8048				
17575A	NA013	MNPNA	2	DB	100	EA	.33	J	1	100	E	9018				
17575A	NA014	MNPNA	2	DB	100	EA	.54	J	1	100	E	8042				
17575A	NA015	MNPNA	2	DB	100	EA	1.64	J	1	100	E	8358				
17575A	NA016	MNPNA	2	DB	69	EA	.83	J	1	100	E	9026				
17575A	NA017	MNPNA	2	DB	100	EA	.11	J	1	100	E	8364				
17575A	NA018	MNPNA	2	DB	100	EA	.90	J	1	100	E	9017				
17575A	NA019	MNPNA	2	DB	100	EA	.16	J	1	100	E	9006				
17575A	NA020	MNPNA	2	DB	200	EA	.16	J	1	100	E	8344				
17575A	NA021	MNPNA	2	DB	100	EA	.57	J	1	100	E	8173				
17575A	NA024	MNPNA	2	DB	200	EA	.30	J	1	100	E	8344				

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:45
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	C	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	SUPP	OC	T	STD
F SK LBR																
A	I	STD	OCC	UC	HRS	CD	PDN	ASV	OCC	IND	D	DATE	FR	S	LBR	DATE
17575A	NA025	MNPNA	2	DB	100	EA	.28	J	1	100	E	9017				
17575A	NA026	MNPNA	2	DB	100	EA	.78	J	1	100	E	8042				
17575A	NA031	MNPNA	2	DB	100	EA	.06	J	1	100	E	9017				
17575A	NA032	MNPNA	2	DB	100	EA	.11	J	1	100	E	8351				
17575A	NA033	MNPNA	2	DB	100	EA	.69	J	1	100	E	9040				
17575A	NA034	MNPNA	2	DB	200	EA	.28	J	1	100	E	8174				
17575A	NA035	MNPNA	2	DB	100	EA	.06	J	1	100	E	9004				
17575A	NA036	MNPNA	2	DB	100	EA	.23	J	1	100	E	8344				
17575A	NA037	MNPNA	2	DB	63	EA	.24	J	1	100	E	9026				
17575A	NA038	MNPNA	2	DB	100	EA	.22	J	1	100	E	9018				
17575A	NA039	MNPNA	2	DB	100	EA	.05	J	1	100	E	9268				
17575A	NA041	MNPNA	2	DB	100	EA	.07	J	1	100	E	8048				
17575A	NA043	MNPNA	2	DB	100	EA	.48	J	1	100	E	8321				

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 GR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

User ID: ZAB ***** S T O C K N U M B E R D E E P L O C I *****
STOCK NUMBER: 1620007575889
26-OCT-89 12:11

* MIC CONTROL RECORDS:

STOCK NUMBER	MIC	SRC	UI	UNIT-COST	ERRC	FRZ	BIN-LOCATION	I/S	CRD	D-I	DSM	ON-HAND	SUP-INT	MIC-INT	SPC-LVL	BCK-ORD
1620007575889	MFF	D	EA	118.44	N		FF52D01A C141N	B	A	D	DD	4	5	0	0	0
REC-STS	ON-ORDR	CNT-STD	30D-REQ	Q1-REQ	Q2-REQ	Q3-REQ	ISS-MTD	ISS-M1	ISS-M2	ISS-M3	ISS-M4	ISS-M5	ISS-M6			
2	0	2	5	12	11	11	4	0	0	0	3	5	5	0	0	0

* SUPPLY MASTER BALANCE:

STOCK NUMBER	ERRC	FUND	CRD	UNIT-COST	A-ACCT-BAL	AX-ACCT-BAL
1620007575889	N	6H	A	118.44	14	55

* MANUFACTURE PART NUMBER RECORDS:

STOCK NUMBER	MFG PART NUMBER	NOUN/DESCRIPTION	FPMC	SOURCE	DATE-LAST-ACT
1620007575889	3661029-101	PIN, TRUNNION END	98897	M	6059

* MATERIAL STANDARD RECORDS:

STOCK NUMBER	MIC	PROD-NR	END-ITEM	OPER	RCC	OCC	UPA	REP %	CST-CD	UTL	30D-REQ	QTR1-REQ	QTR2-REQ	QTR3-REQ
1620007575889	MFF	17565A	1620010204973	00010	MNPGPX	1.00	1	.10	A		0	2	2	2
1620007575889	MFF	74521A	1620001877445	00010	MNPGPX	1.00	1	.47	A		3	8	8	8

* INTRANSIT SUSPENSE:

STOCK NUMBER	DOC	MIC	UI	QTY	DOCUMENT NR	DS	BIN LOCATION	DEL-DT	ISS-FROM	OPC	CND
1620007575889	INT	MFF	EA	6	MNMMFT92991381		FF52D01A C141N	9299	WHS	A	A

User ID: ZAB

***** S T O C K N U M B E R D E F L O O P *****

Page 1

STOCK NUMBER: 162000271196
26-OCT-89 12:11

* MIC CONTROL RECORDS:

STOCK NUMBER	MIC	SRC	UI	UNIT-COST	ERRC	FRZ	BIN-LOCATION	I&S	CRD	D-I	DSM	ON-HAND	SUP-INT	MIC-INT	SFC-LVL	BCK-ORD
162000271196	MFF	D	EA	122.54	N		FF39C01A C141N	B	D	D	DC	0	10	0	0	0

* SUPPLY MASTER BALANCE:

STOCK NUMBER	ERRC	FUND	CRD	UNIT-COST	A-ACCT-BAL	AX-ACCT-BAL
162000271196	N	6H	D	122.54	17	106

* MANUFACTURE PART NUMBER RECORDS:

STOCK NUMBER	MFG PART NUMBER	QUANTITY	DESCRIPTION	F5MC	SOURCE	DATE-LAST-ACT
162000271196	3661014-101		IRUNION LANDING GEA	98897	M	6059

* MATERIAL STANDARD RECORDS:

STOCK NUMBER	MIC	PROD-NR	END-ITEM	OPER	RCC	OCC	UFA	REP-%	CST-CD	UTL	30D-REQ	QTR1-REQ	QTR2-REQ	QTR3-REQ
162000271196	MFF	17565A	1620010204973	00010	MNFGPX	1.00	1	.10	A		0	2	2	2
162000271196	MFF	74521A	1620001877445	00010	MNFGPX	1.00	1	.68	A		5	12	12	12

* INTRANSIT SUSPENSE:

STOCK NUMBER	DOC	MIC	UI	QTY	DOCUMENT NR	DS	BIN LOCATION	DEL-DT	ISS-FROM	OPC	CND
162000271196	INT	MFF	EA	3	MNMMFF92981036		FF39C01A C141N	9298	WHS	A	A
162000271196	INT	MFF	EA	7	MNMMFF92991378		FF39C01A C141N	9299	WHS	A	A

(6402A-CHUCKTI) 25, OCT, 80

PROD NBR EI IDENTITY

74521A 1620001877445

WS APPL

0000141

SUM CUMP

73

REPAIR COST

6663.00

REPLACEMENT COST

105223.77

REPLACEMENT COST

24495.00

PROD NBR	RCC	OPER NBR	TYP STD	SI	FAC	STAND HOURS	OCC FAC	FAC TORED STAND HOURS
74521A	MNFCP	00010	N	HB	5	6.67	1.00	6.67
		FF502	E	CS	5	.55	1.00	.55
		FF503	E	CS	5	.55	1.00	.55
		FF504	E	CS	5	1.09	1.00	1.09
		FF505	E	CS	5	.37	1.00	.37
		FF508	E	CS	5	.37	1.00	.37
		FF510	N	CS	5	2.26	1.00	2.26
	*							11.86
	MNFSW	PMS30	E	DJ	5	1.46	1.00	1.46
		WC001	E	FI	5	1.71	1.00	1.71
		WD001	E	HB	5	5.43	1.00	5.43
		WE501	N	DI	5	.95	1.00	.95
		WE502	E	DI	5	.99	1.00	.99
		WE503	E	DI	5	1.74	1.00	1.74
		WE504	E	DI	5	.98	1.00	.98
		WE505	N	DI	5	.45	1.00	.45
		WE508	N	DI	5	.45	1.00	.45
		WE510	E	DI	5	.37	1.00	.37
		WE511	N	DI	5	.40	1.00	.40
		WE512	E	DI	5	.38	1.00	.38
		WE520	E	DI	5	.07	1.00	.07
		WE524	E	DI	5	.37	1.00	.37
		XNFGW	X	DI	5	2.73	1.00	2.73
	*							18.48
	MNFINA	NA501	E	DB	2	1.60	1.00	1.60
		NA502	E	DB	2	1.18	1.00	1.18
		NA503	E	DB	2	.98	1.00	.98
		NA504	E	DB	2	.94	1.00	.94
		NA505	E	DB	2	.33	1.00	.33
		NA508	E	DB	2	.33	1.00	.33
		NA510	E	DR	2	.05	1.00	.05
		NA511	E	DB	2	.92	1.00	.92
		NA512	E	DB	2	.26	1.00	.26
		NA524	E	DB	2	.14	1.00	.14
		XNFINA	X	DB	2	1.51	1.00	1.51
	*							8.24
	MNFKA	RA501	E	JA	1	14.00	.86	12.04
		RA502	E	JA	1	9.70	.89	8.67
		RA503	E	JA	1	2.12	.36	1.76
		RA504	E	JA	1	28.67	.21	28.46
		RA510	E	JA	1	2.00	.29	1.71
		RA511	E	JA	1	2.27	.96	1.31
		RA512	E	JA	1	2.79	.96	1.83
		RA520	E	JA	1	.78	1.00	.78
		RA524	E	JA	1	.34	1.00	.34
	*							34.00

(G402A-TIF001) *MAN* LABOR STD REVIEW 27, OCT, 89 8:12 AM

PROD NR	RCC	QFLP NR	TYF STD	SE	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
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74501A	MNFRB	RB501	E	JA	1	14.47	.75	10.85
		RB502	N	JA	2	5.04	.50	2.52
		RB503	E	JA	2	4.04	.75	1.33
		RB505	E	JA	2	3.19	.05	15
		RB508	E	JA	2	3.19	.05	15
		RB511	E	JA	2	9.49	.14	1.22
		RB512	E	JA	3	.87	.25	21
								16.53

*

MNFRC	RC501	N	UP	B	3.59	1.00	3.59
	RC502	E	UP	B	3.22	.62	1.99
	RC503	E	UP	B	2.42	.93	2.25
	RC504	E	UP	B	1.14	.05	5
	RC505	N	UP	B	1.77	.38	67
	RC508	N	UP	B	1.77	.38	67
	RC510	E	UP	B	.34	1.00	34
	RC511	N	UP	B	2.05	.90	1.84
	RC512	N	UP	B	1.43	.89	1.27
	XNFRD	X	UP	B	.51	1.00	51
							17.18

*

MNFWW	WF501	N	WF	9	3.34	.25	83
	WF502	N	WF	9	3.84	.21	80
	WF504	N	WF	9	5.51	.07	38
	WF510	N	WF	9	1.55	.21	32
	XNFWW	X	WF	A	.06	1.00	6
							2.39

*

*

104.68

(G402A-TIP001) MAN LABOR STD REVIEW 27, OCT, 89 8:12 AM

PROD NBR	REC	OFFR NBR	TYF STD	SI	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	NINFA	NA053	E	DB	2	.11	.16	4
		NA050	E	DB	2	.17	1.00	17
		NA062	E	DB	3	.30	1.00	30
		NA305	E	DB	2	.58	1.00	58
		NA363	E	DB	2	.98	1.00	8
		XNFA	X	DB	2	7.38	1.00	7.38
								25.86
								40
		RA000	E	JA	1	1.60	.25	26.61
		RA001	E	JA	1	22.69	.67	14.82
		RA002	E	JA	1	22.13	.05	4
		RA007	E	JA	1	.92	1.00	6.50
		RA009	E	JA	1	6.50	.13	34
		RA012	E	JA	1	2.62	1.00	7.95
		RA014	E	JA	1	7.95	.67	4.92
		RA015	E	JA	1	46.96	.79	27.09
		RA016	E	JA	1	2.41	.58	1.39
		RA017	E	JA	1	.54	.67	36
		RA018	E	JA	1	7.34	.83	6.09
		RA021	E	JA	1	2.93	1.00	2.93
		RA024	E	JA	1	.54	.50	27
		RA025	E	JA	1	.54	.08	4
		RA026	E	JA	1	1.45	.63	91
		RA030	N	JA	1	2.55	.41	1.45
		RA031	N	JA	1	.20	.92	18
		RA032	N	JA	1	1.26	1.00	26
		RA033	E	JA	1	7.69	.64	1.99
		RA038	E	JA	1	4.70	.09	4
		RA041	E	JA	1	.87	.05	4
		RA042	E	JA	1	.83	.09	7
		RA047	E	JA	1	.09	.13	1
		RA048	E	JA	1	3.08	1.00	3.08
		RA049	N	JA	1	.11	1.00	11
		RA051	E	JA	1	.54	.79	42
		RA052	N	JA	1	1.15	1.00	1.15
		RA071	N	JA	1	2.41	.15	61
		RA092	N	JA	1	2.41	.05	17
		RA093	N	JA	1	2.41	.15	51
								121.03
		RE001	E	JA	3	29.29	.79	22.13
		RE002	E	JA	3	27.19	.67	15.52
		RE003	E	JA	3	7.78	.17	64
		RE006	E	JA	3	4.89	.21	1.02
		RE007	E	JA	3	1.87	1.00	1.87
		RE014	E	JA	3	5.75	1.00	5.75
		RE015	E	JA	3	4.05	.00	01
		RE016	E	JA	3	7.95	.58	4.61
		RE017	E	JA	3	2.06	.17	25
		RE018	E	JA	3	8.31	.17	1.41

PROD NBR	R/C	OFFR NBR	TYP STD	SI	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17525A	NMF8B	RB019	E	JA	3	10.21	.05	51
		RB020	E	JA	3	1.78	1.00	1.78
		RB024	E	JA	3	3.36	.50	1.68
		RB025	E	JA	3	3.48	.29	1.00
		RB032	E	JA	3	2.55	.67	1.70
		RB034	E	JA	3	2.80	.97	2.71
		RB048	N	JA	3	.60	1.00	.60
		RB051	E	JA	3	1.76	.79	1.39
		RB053	E	JA	3	1.28	.50	.64
		YNFRB	X	JA	3	.03	1.00	.03
								67.16
		RC001	N	UP	B	8.29	1.00	8.29
		RC002	N	UP	B	21.68	1.00	21.68
		RC005	E	UP	B	1.25	.71	.88
		RC006	E	UP	B	1.23	.75	.99
		RC007	E	UP	B	3.37	1.00	3.37
		RC009	N	UP	B	1.67	.63	1.05
		RC011	E	UP	B	.52	.21	.10
		RC012	E	UP	B	.21	1.00	.21
		RC013	E	UP	B	2.22	.18	.39
		RC014	N	UP	B	6.40	1.00	6.40
		RC015	E	UP	B	4.51	1.00	4.51
		RC016	E	UP	B	2.90	.63	1.82
		RC017	N	UP	B	1.16	.67	.77
		RC018	E	UP	B	2.82	.84	2.36
		RC019	E	UP	B	2.20	.16	.36
		RC020	N	UP	B	1.41	1.50	2.11
		RC021	E	UP	B	1.82	.79	1.42
		RC024	E	UP	B	.75	.85	.63
		RC025	N	UP	B	1.25	.79	1.06
		RC026	E	UP	B	1.72	.67	1.15
		RC027	E	UP	B	2.18	1.00	2.18
		RC033	E	UP	B	.52	.54	.33
		RC034	N	UP	B	2.50	.97	2.42
		RC035	E	UP	B	.66	1.00	.66
		RC036	E	UP	B	1.16	.79	.91
		RC037	E	UP	B	.57	1.63	.92
		RC038	E	UP	B	.84	.50	.42
		RC039	E	UP	B	.14	.21	.07
		RC040	E	UP	B	.14	.05	.07
		RC043	E	UP	B	.75	.21	.14
		RC046	E	UP	B	.17	.13	.08
		RC047	E	UP	B	.49	.17	.17
		RC048	E	UP	B	1.46	1.00	1.46
		RC049	E	UP	B	.56	.83	.46
		RC051	N	UP	B	1.59	.63	1.00
		RC052	E	UP	B	.76	.15	.15
		RC053	N	UP	B	1.79	.58	1.03
		RC060	E	UP	B	.74	.13	.13
		RC062	E	UP	B	1.10	.74	.97
		RC091	E	UP	B	.78	.50	.39

(S402A-TIP001) MGR L. ENR STD REVIEW 27.OCT.89 8:12 AM

PROD NER	RCC	OPER NER	TYP STD	SK	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	MNFAC	RC092	E	UP	B	.38	.50	19
		RC093	E	UP	B	.38	.05	1
								72.65
	MNFWW	WFO4B	N	WF	9	1.14	1.00	1.14
		WH091	N	WF	A	.57	1.00	57
		WH092	N	WF	A	.57	1.00	57
		WH093	N	WF	A	.57	1.00	57
								2.85
								730.93

(6402A-TIP001) 'MAN' LABOR STD REVIEW 27,OCT,89 3:12 AM

PROD NBR	RCC	OPER NBR	TYP STD	SH	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	MNF6W	WE062	N	DI	5	.26	1.00	26
		WE091	N	DI	5	.30	1.00	30
		WE092	N	DI	5	.29	1.00	29
		WE093	N	DI	5	.30	1.00	30
		XNF6W	X	DI	5	5.32	1.00	5.32
								39.97
								20
								20
								1.00
								1.00
								2.14
								1.95
								1.00
								.56
								.53
								.73
								.81
								.95
								.17
								.33
								.54
								1.64
								.83
								.11
								.90
								.16
								.16
								.57
								.30
								.78
								.78
								.06
								.11
								.69
								.28
								.06
								.23
								.24
								.22
								.07
								.48
								.04
								.49
								.07
								.26
								.14
								.05
								.05

(6492A-110001) 19687 COROR STD REVIEW 27.OCT.69 8:12 AM

PROD NBR	RCD	OFFC NBR	TYE STD	SI	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
1752-A	MRFGP	FS014	N	Y	5	1.21	1.00	1.21
		FS015	N	Y	5	.26	1.00	.26
		FS045	N	Y	5	2.00	1.00	2.00
		FS048	N	Y	5	.40	1.00	.40
		FS059	N	Y	5	.55	1.00	.55
		FS062	N	Y	5	.25	1.00	.25
		FS088	N	Y	5	7.60	1.00	7.60
		XNFGP	X	30	5	19.64	1.00	19.64
								348.01
		WC001	N	K	5	16.70	1.00	16.70
		WE001	E	D	5	.94	1.00	.94
		WE002	N	D	5	4.32	1.00	4.32
		WE005	N	D	5	.28	1.00	.28
		WE005	N	D	5	.28	1.00	.28
		WE007	E	D	5	.42	1.00	.42
		WE009	N	D	5	.31	1.00	.31
		WE011	N	D	5	.18	1.00	.18
		WE012	N	D	5	.20	1.00	.20
		WE012	N	D	5	.23	1.00	.23
		WE014	N	D	5	.53	1.00	.53
		WE015	E	D	5	1.16	1.00	1.16
		WE016	N	D	5	.25	1.00	.25
		WE017	N	D	5	.19	1.00	.19
		WE018	E	D	5	.69	1.00	.69
		WE019	N	D	5	.44	1.00	.44
		WE020	N	D	5	.19	2.00	.38
		WE021	N	D	5	.21	1.00	.21
		WE024	N	D	5	.19	1.00	.19
		WE025	N	D	5	.19	1.00	.19
		WE026	N	D	5	.27	1.00	.27
		WE031	N	D	5	.18	1.00	.18
		WE032	N	D	5	.28	1.00	.28
		WE033	N	D	5	.20	1.00	.20
		WE034	N	D	5	.17	2.00	.34
		WE035	N	D	5	.18	1.00	.18
		WE036	N	D	5	.18	1.00	.18
		WE037	N	D	5	.34	1.00	.34
		WE038	N	D	5	.19	1.00	.19
		WE039	N	D	5	.17	1.00	.17
		WE040	N	D	5	.27	1.00	.27
		WE041	N	D	5	.15	1.00	.15
		WE042	N	D	5	.26	1.00	.26
		WE046	N	D	5	.29	1.00	.29
		WE047	N	D	5	.27	1.00	.27
		WE048	N	D	5	.26	1.00	.26
		WE049	N	D	5	.16	1.00	.16
		WE051	N	D	5	.38	1.00	.38
		WE052	N	D	5	.25	1.00	.25
		WE053	N	D	5	.17	1.00	.17
		WE055	N	D	5	.16	1.00	.16
		WE060	N	D	5	.16	1.00	.16

FROD NER	ACC	OPER NBR	TYP STD	SH	FAC	STAND HOURS	OCC FAC	FACTURED STAND HOURS
17575A	MI FRW	XI FRW	X	4N	6	.54	1.00	54
	*							54
	MINICR	HB374	N	HR	6	.93	1.00	93
		HC305	N	HC	6	5.05	1.00	5.05
		HC343	N	HB	6	5.29	2.00	10.58
		HF305	N	TS	6	1.10	1.00	1.10
	*							17.65
	MINICE	00100	N	YE	1	4.00	1.00	4.00
		PH010	N	YA	6	30.00	1.00	30.00
	*							34.00
	MINIFR	00010	N	YI	5	110.60	1.00	110.60
		FA700	N	YI	5	48.40	1.00	48.40
		FI703	N	YI	5	126.02	1.00	126.02
		FD774	E	YI	5	.02	1.00	.02
		PH045	N	YI	5	.50	1.00	.50
		PH058	N	YI	5	8.92	1.00	8.92
		PH088	E	YI	5	1.03	1.00	1.03
		FF001	E	TS	5	2.51	1.00	2.51
		FF005	E	TS	5	.54	1.00	.54
		FF006	E	TS	5	.42	1.00	.42
		FF009	E	TS	5	.40	1.00	.40
		FF011	E	TS	5	.45	1.00	.45
		FF012	E	TS	5	1.18	1.00	1.18
		FF013	E	TS	5	.85	1.00	.85
		FF015	E	TS	5	1.26	1.00	1.26
		FF016	E	TS	5	.81	1.00	.81
		FF017	E	TS	5	.54	1.00	.54
		FF018	E	TS	5	1.61	1.00	1.61
		FF019	E	TS	5	.35	1.00	.35
		FF020	E	TS	5	.40	1.00	.40
		FF021	E	TS	5	.40	1.00	.40
		FF024	E	TS	5	.87	1.00	.87
		FF025	E	TS	5	.62	1.00	.62
		FF026	E	TS	5	.40	1.00	.40
		FF074	E	TS	5	.73	2.00	1.46
		FF078	E	TS	5	.73	1.00	.73
		FF048	E	TS	5	.54	1.00	.54
		FF053	E	TS	5	.54	.58	.31
		FF059	N	TS	5	.41	1.00	.41
		FF060	E	TS	5	.73	1.00	.73
		FF062	E	TS	5	.02	1.00	.02
		FF088	E	TS	5	1.23	1.00	1.23
		FF091	E	TS	5	.54	1.00	.54
		FF092	E	TS	5	.54	1.00	.54
		FF097	E	TS	5	.54	1.00	.54
		FF099	N	YI	5	.50	1.00	.50
		FF091	U	YI	5	.25	1.00	.25

PROD NR	SOC	OPER NR	JYF STD	SI	FAC	STAND HOURS	OCC FAC	FAC TORED STAND HOURS
15915A	MNF00	00010	E	35	5	2.34	1.00	2.34
		PF023	E	HB	5	.40	1.00	.40
								2.74
	MNF00	WD001	N	FI	5	2.54	1.00	2.54
		WD001	E	HB	5	2.61	1.00	2.61
		WE023	E	DI	5	1.09	1.00	1.09
		WE024	N	DI	5	.58	2.00	1.16
		WE025	E	DI	5	.50	1.00	.50
								7.90
	MNF00	NA023	E	DB	2	1.28	1.00	1.28
		NA024	E	DB	2	1.07	2.00	2.14
		NA025	E	DB	2	1.55	1.00	1.55
		XNF0A	X	DB	2	1.70	1.00	1.70
								6.67
	MNF00	FA023	E	JA	1	1.82	1.00	1.82
		FA024	E	JA	1	.81	1.75	1.41
		FA025	E	JA	1	1.94	.96	1.86
		FA026	F	JA	1	2.11	1.00	2.11
								7.20
	MNF00	RS023	N	JA	3	3.29	.86	2.82
		RS024	E	JA	3	2.02	1.71	3.47
		RS025	E	JA	3	13.17	.79	10.40
								16.69
	MNF00	RF023	E	UP	B	4.02	1.00	4.02
		RF024	E	UP	B	2.82	1.89	5.22
		RF025	N	UP	B	4.50	1.00	4.50
								13.64
	MNF00	WF024	N	WF	9	3.80	.97	3.68
		WF025	N	WF	9	3.82	.41	1.57
								5.25
								60.29

BLDG 505/507

CSA BRAKE ASSEMBLY

BILL OF MATERIALS

15698A

30-Oct-89

- STL=STEEL
- AL=ALUMINUM
- MAG=MAGNESIUM
- TITA=TITANIUM
- SS-S STL
- SYN=SYNTHETIC
- LD=LEAD

ROUTED ITEM	UOM LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UOM	PER OF ASSY	YIELD	SCRAP	PART NAME	REV	EFFECTIVITY	TECH DRW	PENDING	PENDING	PENDING	PENDING	PENDING		
STL	10	12-1179-4	163001041570	97153	BRAKE, MULT. DISK	EA	1													
STL	1	143-723	5306002293837	97153	BOLT	EA	22													
STL	1	162000206	5310001499146	96906	WASHER	EA	17													
STL	1	131-3	1163000436691	97153	LOCK	EA	12													
STL	1	1244-294-1	1163000449162LH	97153	END PLATE (CARRIER & LINING ASSY)	EA	12													
STL	1	178-101	1520001921679	97153	RIVET, BENT-TUBULAR	EA	111													
STL	1	180-527	15310002207968	97153	WASHER	EA	111													
STL	1	1620027-4C7	1520002099632	96906	RIVET, SOLID	EA	111													
STL	1	1342-43-2	11630001508944	97153	LINING, CARRIER	EA	111													
STL	1	154-249-1	1312000472059ALE	97153	SLEEVE, STEPPED	EA	111													
STL	1	1261-285	M.S.L.	97153	CARRIER	EA	1													
STL	1	1244-295-1	1163000449162LH	97153	ROTOR (CARRIER & LINING ASSY)	EA	14													
STL	1	180-49	1520001543216	97153	RIVET, BENT-TUBULAR	EA	19													
STL	1	180-527	15310002207968	97153	WASHER	EA	19													
STL	1	1620027-4C8	1520002416016	96906	RIVET, SOLID	EA	19													
STL	1	1342-44-2	11630001508946	97153	LINING, CARRIER	EA	118													
STL	1	154-230	13120004866611	97153	SLEEVE, BUSHING	EA	19													
STL	1	153-123	11630004227015	97153	CLIP, ROTOR	EA	19													
STL	1	153-147	11630010323942	97153	CLIP, ROTOR	EA	19													
STL	1	1261-247	M.S.L.	97153	CARRIER	EA	1													
STL	1	1244-292-1	1163000449162LH	97153	STATOR (CARRIER & LINING ASSY)	EA	13													
STL	1	178-100	1520004333581	97153	RIVET, BENT-TUBULAR	EA	111													
STL	1	180-627	15310002207968	97153	WASHER	EA	122													
STL	1	1620027-4C9	1520002865847	96906	RIVET, SOLID	EA	111													
STL	1	1342-43-2	11630001508944	97153	LINING, CARRIER	EA	122													
STL	1	154-230	13120004866611	97153	SLEEVE, BUSHING-Replace	EA	111													
STL	1	153-104	1163000436697	97153	CLIP, STATOR	EA	111													
STL	1	1261-262	M.S.L.	97153	CARRIER	EA	1													
STL	1	195-383	11630004542386	97153	PLATE, BACKUP	EA	1													
STL	1	1340-5-5	11630004015902	97153	TORQUE TUBE ASSY	EA	1													
STL	1	186129008	M.S.L.	96205	NUT	EA	111													
STL	1	1824494C12	1520009022132	96906	SCREEN	EA	111													
STL	1	170-131	11630004336992	97153	INSERT CAP	EA	111													
STL	1	1319-17	M.S.L.	97153	TORQUE TUBE SUBASSEMBLY	EA	1													
STL	1	1821209FF-6-15	15340006808768	96906	INSERT, SCREEN	EA	122													
STL	1	1821209FF-6-15	M.S.L.	96906	TORQUE TUBE	EA	1													
STL	1	1319-8-3	M.S.L.	97153	TORQUE TUBE SUBASSEMBLY	EA	1													
STL	1	1821209FF-6-15	15340006808768	96906	INSERT, SCREEN	EA	122													
STL	1	1821209FF-6-15	M.S.L.	96906	TORQUE TUBE	EA	1													
STL	1	1821209FF-6-15	M.S.L.	96906	SHIM	EA	19													
STL	1	1821031-120	15305010946228LE	96906	SCREEN	EA	14													
STL	1	301-4	11630004638730	97153	PRESSURE PLATE ASSY	EA	1													
STL	1	193-325	M.S.L.	97153	PLATE, PRESSURE	EA	1													
STL	1	1821209FF-1-15	153400068087674	96906	INSERT, SCREEN	EA	12													
STL	1	1115-161	11630005090324	96897	INSULATOR	EA	18													
STL	1	193-375	M.S.L.	97153	PLATE, INS. BACKUP	EA	18													
STL	1	18516624-1137	15340008037316	96906	RING, RETAINING	EA	14													

REPLACE CLIPS & PODS

WHERE IS THE LINING

400

CSA BRAKE ASSEMBLY

BILL OF MATERIALS

15698A

STL=STEEL
 AL=ALUMINUM
 ING=INCONEL
 TIT=TITANIUM
 SS=STAINLESS
 SYN=SYNTHETIC
 LDR=LEAD

ROUTED ITEM	LOM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS		REV	EFFECTIVE DATE	TECH DRW NUMBER	PENDING ACTION	PENDING ACTION	PENDING ACTION
							PER ASSY	OF PERS						
	..2		UR-143C	N.S.L.		..RING, RETAINING	11	EA						
	..2		PR1-39C	N.S.L.	190754	..RING, RETAINING	11	EA						
STL	..2		56-602	1630004336101	197153	..RETAINER, SPRING	11	EA						
STL	..2		40-521	5360004412477	197153	..SPRING, HELICAL	11	EA						
STL	..2		80-486	5310009353685	197153	..WASHER	11	EA						
SS	..2		56-568-1	1630008090014	197153	..RETAINER, PIN	11	EA						
STL	..2		20-466	53150010468445	197153	..PIN	11	EA						
STL	..2		54-231-1	1630010412234	197153	..SLEEVE	11	EA						
STL	..1		63-478	5310010432448LE	197153	..NUT	11	EA						
	..1		MS21042-4	5310008071468	190906	..NUT	11	EA						
	..2		260-462-1	1630011829876	197153	..HOUSING, ADJUSTER	11	EA						
RTL	..1		43-1182	5308010432441	197153	..SCREW	11	EA						
AL	..1		155-9	1620004649174	197153	..VALVE ASSY, HYD	11	EA						
	..2		MS28778-3	5330008357485	196906	..PACKING, PREFORMED	11	EA						
	..2		MS28778-6	5330008045695	196906	..PACKING, PREFORMED	11	EA						
SS	..2		AN729AAJ	53655012214369	111243	..CAP ASSEMBLY	11	EA						
	..1		2605794	1630010480633	55284	..VALVE ASSY	11	EA						
	..2		2605793	1630010996736	55284	..ADAPTER, HYD	11	EA						
	..2		MS28778-3	53300068357485	196906	..PACKING, PREFORMED	11	EA						
	..2		MS28778-6	5330008045695	196906	..PACKING, PREFORMED	11	EA						
	..2		AN729AAJ	53655012214369	.....*	..CAP ASSEMBLY	11	EA						
STL	..1		AN814-AL	5365002788800	188044	..PLUG AND BLEEDER	13	EA						
	..1		MS28778-6	5330008045695	196906	..PACKING, PREFORMED	13	EA						
STL	..1		274-43	4730004842184	197153	..FITTING	12	EA						
	..1		MS28778-8	5330008080794	196906	..PACKING, PREFORMED	12	EA						
AL	..1		32-374	1630004356093	197153	..CAP, PISTON	18	EA						
	..1		68-740	5330004995896	197153	..PACKING, PREFORMED	18	EA						
	..1		68-725	5330001377006	197153	..PACKING, PREFORMED	18	EA						
	..1		54-232-1	3120004649470LH	197153	..SLEEVE	18	EA						
AL	..1		68-724	5330001370665	197153	..PACKING, PREFORMED	116	EA						
	..1		68-739	5330001378266	197153	..PACKING, PREFORMED	18	EA						
	..1		511085-11-1	16300080867636	197820	..SCRAPER RING	18	EA						
AL	..1		74-554	1630002529228	197153	..PISTON	18	EA						
	..1		68-726	N.S.L.	197153	..PACKING, PREFORMED	116	EA						
	..1		MS28775-218	5330005840253	190906	..PACKING, O-RING	18	EA						
	..1		38-204-04-13	532000824636ALE	194222	..RIVET	12	EA						
	..1		50-299	N.S.L.	.....*	..IDENTIFICATION PLATE	11	EA						
	..1		266-36	1630004649167	197153	..PISTON HOUSING ASSY	11	EA						
	..2		281001	5340005703600	192535	..LEE PLUG	18	EA						
	..2		311001	N.S.L.	.....*	..LEE PLUG O.S.	18	EA						
	..2		IN.P.L.	.....*	.....*	..PISTON HOUSING	11	EA						
	..1		305-140	1630004534888	197153	..PARTS KIT, BRAKE, FIELD	11	EA						
	..2		115-161	1630005090324	198897	..INSULATOR	18	EA						
	..2		93-375	N.S.L.	197153	..PLATE, INS. BACKUP	18	EA						
	..2		68-740	5330004995896	197153	..PACKING, PREFORMED	18	EA						
	..2		68-725	5330001377006	197153	..PACKING, PREFORMED	116	EA						
	..2		68-724	5330001390665	197153	..PACKING, PREFORMED	116	EA						
	..2		68-719	5330001378266	197153	..PACKING, PREFORMED	18	EA						

30-Oct-89

BLDG 505/507

STL-STEEL
AL-ALUMINUM
MNS-MANGNESE/UA
TITA-TITANIUM
SS-S STL
SYN-SYNTHET'C
LN-LEAD

CSA BRAKE ASSEMBLY
BILL OF MATERIALS
15698A

ROUTED ITEM	LOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS PER ASSY	YIELD	SCRAP	PART M/C	REV	EFFECTIVITY	TECH ORD	PENDING	PENDING	PENDING	PENDING	PENDING
	1:2	68-726	IN.S.L.	97153	...PACKING, PERFORMED	116	EA										
	1:2	MS28775-218	5330005840263	90906	...PACKING, O-RING	18	EA										

30-Oct-89

BLD# 505/507

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TIT-TITANIUM
SS-S STEEL
SYN-SYNTHETIC
LP-LEAD

A-10 MLB BRAKE ASSY
BILL OF MATERIALS

15752A

* - PRT

ROUTED ITEM	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	YIELD	SCRAP	PART MIC	REV	EFFECTIVITY	TECH DRG	PENDING
									R,D,C	LEVEL	CONTROL	DATE	
											NUMBER		
	10	5002372-5	11A30010427046	25500	BRAKE ASSY, MLB, TUBULAR, DISC	1							
	11	MS33266-60	5305007208429	96906	SCREW, BLEEDER	12							
	11	311846-4	5310007987478	73842	WASHER, BLEEDER	12							
	11	MS33-0L	5310001670462	98044	WASHER, BLEEDER	12				INT			
	11	MS33338-43	5310000453276	96906	WASHER, BLEEDER	12				INT			
	11	BY V6	11630011429111	25500	VALVE BLEEDER	12							
	11	MS28775-008	5330005793158	96906	PACKING, PREFORMED	12							
	11	BY V49	11630011429112	25500	ADAPTER, BLEEDER	12							
	11	MS28778-6	5330008045695	96906	PACKING, O-RING	12							
	11	MS28778-8	5330008080794	96906	PACKING, O-RING (REPAIR ONLY)	12				ALT			
	11	87942Z	5304010041205	73842	BOLT, HELI HEAD	12							
	11	5002526	11630010038925	25500	PLATE COVER INLET	11							
	11	MS28774-012	5330005437090	96906	RETAINER, PACKING	11							
	11	MS28775-012	5330005840265	96906	PACKING PREFORMED	11							
	11	10 CAP LUG	IN-S.L.	99017	CAP, PROTECTIVE	12							
	11	15 CAP LUG	IN-S.L.	99017	CAP, PROTECTIVE	11							
	11	MS14156-07	5310010783665	96906	NUT, SELF-LOCKING	17							
	11	MSA18-7	5310001518930	72842	WASHER, FLAT	17							
	11	MS187-80	5306010690488	25500	BOLT, BRAKE	17							
	11	5002472	1163001009486	73842	PLATE SUBASSY, ROTOR	14							
	11	BY 18910	5320006512871	73842	RIVET, TUBULAR	128							
	11	5002746	1163001006358	73842	PLATE, FRICTION LINING	14							
	11	5002471	IN-S.L.	73842	PLATE, BRACKING	11							
	11	5003457	11630010632145	25500	DISC SUBASSY, ROTOR	14							
	11	BY 18A14	532000914068	73842	DISC SUBASSY, STATOR	13							
	11	BY 18A15	5320008245099	73842	RIVET, TUBULAR	128							
	11	5002746	1163001006358	73842	PLATE, FRICTION LINING	128				SUB			
	11	5002514	IN-S.L.	73842	PLATE, STATOR	11							
	11	5003495	11630010445004	25500	TUBE, TORQUE	11							
	11	FN12-02	5310008087026	54878	NUT, SELF LOCKING	17							
	11	MS21042-3	5310008071467	96906	NUT, SELF LOCKING	17							
	11	5002498	11630010038921	73842	GRIP/TUBE SUBASSY	17							
	11	9525506	IN-S.L.	99017	TUBE, ADJUSTING PIN	11							
	11	9535018	1168001192897	25500	GRIP SUBASSY	12							
	11	9535024	IN-S.L.	99017	GRIP, PILOT PIN SUBASSY	12							
	11	5002496	5306010046411	73842	PIN, BRAKE RETURN	17							
	11	5002513	11630010039104	73842	PLATE SUBASSY, PRESSURE	11							
	11	BY 18B10	5320006512871	73842	RIVET, TUBULAR	128							
	11	8902746	1163001006358	73842	PLATE, FRICTION LINING	114							
	11	5002512	IN-S.L.	73842	PLATE, PRESSURE	11							
	11	MS24665-153	5315002341864	96906	PIN, COITER	17							
	11	5002503	11630010038923	73842	RING, ADJUSTING	17							
	11	5002855	11630010135288	25500	HOLDER, SPRING	17							
	11	5002501	536001647523	73842	SPRING, HELICOIL COMPRESSION	17							
	11	5002502	11630010038922	73842	HOUSING, RETURN SPRING	17							
	11	5003106	5365010157358	25500	SLEEVE, CYLINDER	17							

NEEDS ROTOR

HAS BOND GO ROTORS

A-10 MLG BRAKE ASSY

BILL OF MATERIALS

15752A

* = MFI

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STEEL
SYN-SYNTHETIC
LD-LEAD

ROUTED ITEM	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	INVENTORY	UNITS PER ASSEMBLY	YIELD	SCRAP	PART NAME	REV	EFFECTIVITY	TECH	ORD	PENDING	AF TO	ZZ
SYN	..1	5002452	1630010676053	25300	INSULATOR,DISK THERMAL	17	EA									
AL	..1	MS28775-019	5330005318441	96906	PACKING,PREFORMED	17	EA									
AL	..1	5003107	1630010135918	73842	PISTON,BRAKE	17	EA									
	..1	MS28775-213	5330005841038	96906	PACKING,PREFORMED	17	EA									
	..1	513122-213-1	5330010389587	97820	RETAINER,PACKING	14	EA									
	..1	511065-4020	163010260044	97820	RING,SCRAPER	17	EA									
	..1	5003113	5330010134437	73842	PACKING,PREFORMED	17	EA									
	..1	5003114	5330010134445	73842	RETAINER,PACKING	17	EA									
	..1	MS33207-279	530009932463	96906	SCREEN	12	EA									
	..1	AMP60-416	5310001411795	88044	WASHER	12	EA									
	..1	5002454	N.S.L.	73842	HOUSING, ASSY	11										
	..2	MS21209F4-15	5340008272141	96906	INSERT,THREADED	16	EA									
	..2	5K208L	5340006140267	81324	SLIP INSERT,O.S.(REPAIR ONLY)	16	AP:EA									
	..2	MS35914-110	5340006165017	96906	TAP LOCK INSERT,O.S.(REPAIR ONLY)	16	AP:EA									
	..2	5002452	N.S.L.	73842	HOUSING	11										

STL=STEEL
 AL=ALUMINUM
 IN6=INCONEL
 TIT=TI TANIUM
 SS=S STEEL
 SYN=SYNTHETIC
 LP=LEAD

FIELD OF PATENTS
 14034

ROUTED ITEM	FLDM LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	QUANTITY	UNIT	DATE	REVISION	REASON	ACTIVITY
0		02-1215-2	163004100858	97153	BRG, MULTIPLE DISK	11	EA				
1		MS21250404018	5320004642639	96906	BOLT	16	EA				
1	STL	MS200002026	5310001499146	96906	WASHER	16	EA				
1	STL	148-182-2	1630001274036	97153	BRACKET	1	EA				
1		134-49	16300006800342	97153	ROTOR DISK AND LINING ASSEMBLY	15	EA				
1		244-306	1630001274038	97153	STATOR DISK AND LINING ASSEMBLY	14	EA				
1		264-15	N.S.L.	97153	TORQUE PLATE AND LINING ASSEMBLY	14	EA				
2		MS20427-608	5320002334824	96906	RIVET	11	EA				
2		244-307	1630001274039	97153	LINING, SEGMENT	14	EA				
2		184-323	1630001274037A	97153	TORQUE PLATE	11	EA				
1		262-38-2	N.S.L.	97153	PRESSURE PLATE AND LINING ASSEMBLY	11	EA				
1		153223	5310002291236	95284	WASHER, SHOULDER (BUTTON)	11	EA				
2		MS20427-608	5320002334824	96906	RIVET	14	EA				
2		344-207	1630001274039	94153	LINING SEGMENT	14	EA				
2		93-394-2	1630004223005	97153	PLATE, PRESSURE	12	EA				
1		MS16998-29	5330009836652	96906	CAPSCREW	12	EA				
1	STL	80-506	5310001359648	97153	WASHER	12	EA				
1	AL	54-259	1630001274041	97153	SLEEVE	16	EA				
1	AL	77009	N.S.L.	21649	SLEEVE	16	EA				
1		MS28775-225	5330005797927	96906	PACKING	16	EA				
1		S11065-17-1	1630004103531	97820	RING, SCAPER	16	EA				
1	BYN	115-162	1630001260812	97153	INSULATOR	16	EA				
1		MS28775-221	5330006413763	96906	PACKING	16	EA				
1		56-612	5330002411211	97153	RETAINER, PACKING	16	EA				
1	AL	74-579	163001274042	97153	PISTON	16	EA				
1		MS16624-1143	5365005307957	96906	RING, RETAINING	14	EA				
1	STL	107-240-3	1630001300528	97153	ADJUSTER ASSEMBLY	14	EA				
2		MS600-137F	5365002524735	97153	RING, RETAINING	11	EA				
2	STL	26-214	3120008719258	97153	BUSHING, SLEEVE	11	EA				
2	STL	56-617	1630001200993	97153	RETAINER	11	EA				
2	STL	28-192	3120007636280	97153	BUSHING, SLEEVE	11	EA				
2	STL	40-509-1	5365001811406	97153	SPRING, HELICAL	11	EA				
2	STL	20-380-2	5315064991497	97153	PLIN	11	EA				
2		50-333	990500743320	97153	PLATE, INSTRUCTION	11	EA				
2	AL	260-434	1630004808183	97153	HOUSING, ADJUSTER	11	EA				
2	AL	260-454-1	1630004808183	97153	HOUSING, ADJUSTER	11	EA				
1		A155-1	1630005168297	97153	BLEEDER SCREW ASSY	12	EA				
2		MS35256-60	5305007208429	96906	SCREW	11	EA				
2		MS35256-60	53100004057296	88044	WASHER	11	EA				
2	STL	MS35256-60	1630005168478	88044	VALVE	11	EA				
2	STL	274-17	1630009208176	97153	FITTING, REDUCER	12	EA				
2		266-28-3	N.S.L.	97153	PISTON HOUSING ASSY	11	EA				
2		MS1209F1-20	534000217653	96906	INSERT, HELICOL	12	EA				
2		N.P.L.	N.S.L.	97153	BUSHING, PLUNTING BOLT HOLE	11	EA				
2		260-439-3	N.S.L.	97153	HOUSING	11	EA				
2		MS28778-6	5320008080794	96906	PACKING, PREFORMED	12	EA				
1	AL	MS14-8C	526500392191	88044	PLUG AND BLEEDER	11	EA				
1		MS28778-6	5320008045695	96906	PACKING, PREFORMED	12	EA				

20162

DISK LINING ASSY
 GEARING AND LINING
 BOUND TO BE REPLACED
 WHEN IT
 WEARS OFF THIS TOOTH METAL

THE CLIP WEARS
 DO NOT CAUSE THE FAILURE
 OF THE DISC FAILURE

30-Oct-89

BLDG 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TIT=TITANIUM
SS=5 STEEL
SYN=SYNTHETIC
LD=LEAD

A7D MLB BRAKE ASSY

BILL OF MATERIALS

74568A

ROUTED ITEM	UOM LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	UNIT OF MEAS	YIELD RATE	SCAP FACTOR	WIP TYPE	PART INIC	REV	EFFECTIVITY	TECH DRO	CONTROL	DATE	NUMBER	PENDING ACTION	PENDING ACTION	PENDING ACTION
STL	1	1	274-78	4730001274040	97153	..FITTING, REDUCER	1	EA													
	1	1	266-28-2	N.S.L.	97153	..PISTON HOUSING ASSY	1	EA													
	1	2	M821209F1-20	534000721653	96906	..INSERT, HELICOIL	112	EA													
	1	2	N.P.L.	N.S.L.	.....	..BUSHING MOUNTING BOLT HOLE	1	AR:EA													
	1	2	260-439-3	N.S.L.	97153	..HOUSING	1	EA													
STL	1	1	M89015-09	5365000802162	88044	..PLUG AND BLEEDER	1	EA													
	1	1	M89020-09	51330008035898	96906	..PACKING, PREFORMED	12	EA													
STL	1	1	274-81	4730010033296	97153	..FITTING, REDUCER	1	EA													

W 2

F-106 MLB BRAKE ASSEMBLY

BILL OF MATERIALS

155854

* - MRI

STL-STEEL
 AL-ALUMINUM
 MAG-MAGNESIUM
 TITA-TITANIUM
 SS-S STL
 SYN-SYNTHETIC
 LD-LEAD

ITEM	FLOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	PER OF	YIELD	SCRAP	PART	MFG	REV	EFFECTIVITY	TECH	ORD	PENDING	103	Z52	ACTION	PENDING	AFTD	Z2	ACTION		
																									ASSEMBLY	MEAS	DATE	CONTROL	CNG	NUMBER
:STL	:10	:	:151804-2		:55284	:BRAKE ASSEMBLY	:11	:EA																		
:STL	:1	:	:M621-42-6	:5310008101786	:96906	:NUT, SELF-LOCKING	:10	:EA																		
:STL	:1	:	:148347	:5310005589851	:55284	:NUT, SELF-LOCKING	:10	:EA																		
:STL	:1	:	:Z271624	:5310008875143	:73842	:NUT, SELF-LOCKING	:10	:EA																		
:STL	:1	:	:M6542H12-8	:5310005509438	:80205	:WASHER	:10	:EA																		
:STL	:1	:	:151804	:53100068712838	:55284	:PRESSURE PLATE ASSEMBLY	:11	:EA																		
:STL	:2	:	:357109	:11630007113077	:55284	:LIMING, CERAMETALLIC	:112	:EA																		
:STL	:2	:	:150476	:N.S.L.	:.....*	:PLATE, PRESSURE	:11	:EA																		
:STL	:2	:	:148588	:11630006623487	:55284	:FASTENER	:112	:EA																		
:STL	:2	:	:151807	:116300068712840	:55284	:BACKING PLATE/LIMING ASSEMBLY	:11	:EA																		
:STL	:2	:	:357109	:11630007113077	:55284	:LIMING, CERAMETALLIC	:112	:EA																		
:STL	:2	:	:148588	:11630006623487	:55284	:FASTENER	:112	:EA																		
:STL	:2	:	:151194	:N.S.L.	:.....*	:PLATE, BACKING	:11	:EA																		
:STL	:2	:	:149652	:11630003417076	:55284	:ROTOR SEGMENT ASSEMBLY	:14	:EA																		
:STL	:2	:	:149653	:N.S.L.	:.....*	:SPIDER, TORQUE	:11	:EA																		
:STL	:2	:	:149397	:11630006468825	:55284	:STRAP, ROTOR	:112	:EA																		
:STL	:2	:	:149398	:N.S.L.	:.....*	:RIVET, SOLID	:16	:EA																		
:STL	:2	:	:149654	:N.S.L.	:.....*	:ROTOR, SEGMENT	:16	:EA																		
:STL	:1	:	:149652-H	:11630003417076	:04848	:ROTOR SEGMENT ASSEMBLY	:14	:EA																		
:STL	:2	:	:148575	:11630003045367	:55284	:ROTOR ASSEMBLY /GROUND-REWORKED	:11	:EA																		
:STL	:2	:	:151805	:116300068712839	:55284	:STATOR PLATE ASSEMBLY	:13	:EA																		
:STL	:1	:	:357109	:11630007113077	:55284	:LIMING, CERAMETALLIC	:124	:EA																		
:STL	:2	:	:148587	:5320003074507	:55284	:FASTENER	:112	:EA																		
:STL	:2	:	:151139	:N.S.L.	:.....*	:PLATE, STATOR	:11	:EA																		
:STL	:1	:	:Z605116	:N.S.L.	:.....*	:CARRIER ASSEMBLY	:11	:EA																		
:STL	:2	:	:7926364-03	:11620010873425	:96747	:BUSHING (1ST REPAIR)	:110	:AR/EA																		
:STL	:2	:	:7926364-05	:11620010877283	:96747	:BUSHING (2ND REPAIR)	:110	:AR/EA																		
:STL	:2	:	:150832	:N.S.L.	:.....*	:HELICOID	:11	:AR																		
:STL	:2	:	:Z605115	:N.S.L.	:.....*	:CARRIER	:11	:AR																		
:STL	:1	:	:150474	:11630006308271	:55284	:SLEEVE, STATOR DRIVE	:110	:EA																		
:STL	:1	:	:149380	:N.S.L.	:.....*	:NUT, SELF-LOCKING	:18	:EA																		
:STL	:1	:	:M621045-7	:5310002749364	:96906	:NUT, SELF-LOCKING	:18	:EA																		
:STL	:1	:	:M660-716	:5310001670822	:88044	:WASHER, FLAT	:18	:EA																		
:STL	:1	:	:150467	:5307006315476	:55284	:BOLT & PIN ASSEMBLY	:18	:EA																		
:STL	:2	:	:909141K1	:N.S.L.	:.....*	:PIN, SPRING	:11	:EA																		
:STL	:2	:	:150468	:N.S.L.	:.....*	:BOLT, DRIVE SLEEVE	:11	:EA																		
:STL	:1	:	:150469	:5360006315477	:55284	:BOLT & PIN ASSEMBLY	:12	:EA																		
:STL	:2	:	:909141K1	:N.S.L.	:.....*	:PIN, SPRING	:11	:EA																		
:STL	:2	:	:150473	:N.S.L.	:.....*	:BOLT, DRIVE SLEEVE	:11	:EA																		
:STL	:1	:	:132906	:53630004394284	:06848	:PLUG, MACHINE THREAD	:12	:EA																		
:STL	:1	:	:M628778-4	:N.S.L.	:.....*	:PACKING, PREFORMED	:12	:EA																		
:STL	:1	:	:161874	:N.S.L.	:.....*	:PACKING, PREFORMED	:12	:EA																		
:STL	:1	:	:M624448-132	:15315010276416	:96906	:PIN, COTTER	:14	:EA																		
:STL	:1	:	:150479	:11630006312157	:06848	:HOLDER, SPRING	:14	:EA																		
:STL	:1	:	:149304	:5310003325647	:06848	:HOLDER, SPRING	:14	:EA																		
:STL	:1	:	:149372	:5360003399783	:55284	:SPRING, HELICAL	:14	:EA																		
:SS	:1	:	:150484	:N.S.L.	:.....*	:RING, RETAINING	:14	:EA																		
:SC	:1	:	:097180C	:1574900145147	:00764	:RING, RETAINING	:14	:EA																		

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BLDG 505/507

PAGE 2

STL=STEEL
 AL=ALUMINUM
 MG=MAGNESIUM
 TITA=TITANIUM
 SS-S STL
 SYN=SYNTHETIC
 LP=LEAD

F-106 PLG BRAKE ASSEMBLY
 BILL OF MATERIALS
 15107A

ROUTED ITEM	UOM	LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS PER ASSY	EFFECTIVE DATE	REV	INC	YIELD	TECH	ORD	PENDING	103	PENDING	202	PENDING	AFTD	22
							HEAS	DATE				NUMBER	ACTION		ACTION		ACTION			
STL		1	281-52-44-063	531000846347	43999	WASHER, ADJUSTER	14													
SS		1	149348	1630003399781	55284	ADJUSTER ASSEMBLY	14													
SS		2	149369			SLEEVE	11													
SS		2	149370			CLAMP & SCREW ASSEMBLY	11													
SS		3	148116			SCREW, CAP	11													
SS		3	149371			CLAMP, ADJUSTER	11													
SS		3	153844	5310008226583	55284	SPACER, ADJUSTER	14													
SS		1	150477	5306006312156	55284	PIN, ADJUSTER	14													
SS		1	150466			RING, RETAINER	16													
SS		1	18-175S	5365011430136	17258	RING, RETAINER	16													
SS		1	150465	5330006308270	55284	WIPER, PISTON	16													
SS		1	2601744	1630006308269	55284	PISTON ASSEMBLY	16													
SS		2	2601747			SCREW, INSULATOR	11													
SS		2	150463			COVER, INSULATOR	11													
SS		2	150462			INSULATOR, PISTON	11													
SS		2	2601745			PISTON & INSERT ASSEMBLY	11													
SS		3	152341			SCREW THREAD INSERT	11													
SS		3	18621209-F1-15			SCREW THREAD INSERT	11													
SS		3	2601746			PISTON	11													
SS		1	150458	1630006308269	55284	PISTON ASSEMBLY	16													
SS		2	2601747			SCREW, INSULATOR	11													
SS		2	150463			COVER, INSULATOR	11													
SS		2	150462			INSULATOR, PISTON	11													
SS		2	2601745			PISTON & INSERT ASSEMBLY	11													
SS		3	152341			SCREW THREAD INSERT	11													
SS		3	18621209-F1-15			SCREW THREAD INSERT	11													
SS		3	2601746			PISTON	11													
SS		1	1545218	5330010359489	06848	PACKING, PREFORMED	16													
SS		1	151436	5365004334687	55284	BUSHING, THREADED	16													
SS		1	1862875-223	5330001716449	19606	PACKING, PREFORMED	16													
SS		1	149168			PLUG, MACHINE THREADED	15													
SS		1	149169	1630003417067	55284	PLUG, PACKING	15													
SS		1	1561510	5330010359490	06848	PACKING, PREFORMED	15													
SS		1	147591	5340003704982	55284	ADAPTER, BRAKE INLET	12													
SS		1	1600-001-5-8	533006014934	183259	BASKET, COPPER	12													
SS		1	148131	5315005687169	55284	PIN, GROOVE	10													
SS		1	1859048-288	5315006165038	19606	PIN, SPRING	10													
SS		1	1992200K1	INOT STOCK LISTED:04840	19606	PIN, SPRING	10													
SS		1	1859048-173	INOT STOCK LISTED:04840	19606	PIN, SPRING	10													
SS		1	1991716K1	INOT STOCK LISTED:04840	19606	PIN, SPRING	10													
SS		1	140726	7690000258653	06848	DECAL, NAME PLATE	11													
SS		1	1357018	7690005151426	55284	DECAL, CERAMETALLIC	11													
SS		1	1149207	INOT STOCK LISTED:.....	55284	DECAL, AUTOMATIC ADJUSTER	11													
SS		1	1149460	INOT STOCK LISTED:.....	55284	DECAL, PNEUMATIC	11													

64 98

STL=STEEL
 AL=ALUMINUM
 MAG=MAGNESIUM
 TITAN=TITANIUM
 SS=S STEEL
 SYN=SYNTHETIC
 LB=LEAD

= UNIT

B52 WLG BRAKE ASSY
 BILL OF MATERIALS
 15048A

ROUTED ITEM	LOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT	FIELD	SCRAP	PART	MTC	REV	EFFECTIVITY	TECH	ORD	PENDING	103	PENDING	252	PENDING	APTO	22
							PER	OF	RATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	DATE	NUMBER	ACTION	ACTION	ACTION	ACTION	ACTION	ACTION	
							ASSY	HEAS			R,D,C												
	.1		117452	533000602876	53284	..GASKET, COPPER	1																
AL	.1		115128	5345007145599L	53284	..BUSHING, MACHINE THREAD	12																
	.1		12600346	139461		..BUSHING, MACHINE THREAD	12																
	.1		1622775-ZZ	5330002979990	94906	..PACKING, PREFORMED	12						INT										
	.1		1027448-01	5330002638704	98747	..PACKING, PREFORMED O.S.	12						ALT										
	.1		1147631	1769000854778	53284	..DECAL, FLUID	1																
	.1		140726	17690000258653	53284	..DECAL, NAMEPLATE	1																
	.1		12600764	16.S.L.	75662	..DECAL, MANUAL ADJUSTER	1																
	.1		169197	5330000382948L	53284	..GASKET, CORK	1																
	.1		11604-78	5340002907234	97945	..PLUG, SHIPPING	1																

30-Oct-89

BL08 505/507

STL=STEEL
 AL=ALUMINUM
 MG=MAGNESIUM
 TITA=TITANIUM
 SS=S STL
 SYN=SYNTHETIC
 LP=LEAD

F-106 NLB PRESSURE PLATE
 BILL OF MATERIALS
 15621A

ROUTED ITEM	LOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS	PER ASSY	YIELD	SCRAP	PART	MTC	REV	EFFECTIVITY	TECH	ORD	PENDING	103	252	AF TO	22
								HEAS			IR,D,C		LEVEL	CONTROL	DATE	NUMBER	ACTION	ACTION	ACTION	ACTION	
	0		151804	1630006712839	35284	PRESSURE PLATE ASSY	EA	1													
	1		1357109	1630007113077	35284	1. LINING, CERAMITALLIC	EA	12													
	1		1180476			1. PLATE, PRESSURE	EA	1													
	1		1148588	1630006623487	35284	1. FASTENER	EA	12													

30-Oct-89

BLDG 505/507

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYM-SYNTHETIC
LD-LEAD

F-104 M6 BRKE ASSEMBLY

BILL OF MATERIALS

15107A

ROUTED ITEM	LDN LEVEL	PART NUMBER	STOCK NUMBER	VEHIC CODE	NOMENCLATURE	UNITS PER ASSY	YIELD	SCRAP	PART INTC	REV	EFFECTIVITY	TECH ORD	PENDING	PENDING	PENDING	PENDING
									IR, D, C	LEVEL	CONTROL	ENG NUMBER	ACTION	ACTION	ACTION	ACTION
STL	0	151804-1	1630004588038	55284	BRKE ASSEMBLY	1										
STL	1	1621042-6	5310008101786	96906	NUT, SELF-LOCKING	10										
STL	1	148347	5310005589651	55284	NUT, SELF-LOCKING	10										
STL	1	22F1624	5310008875143	73842	NUT, SELF-LOCKING	10										
STL	1	146542H12-8	5310005509438	80205	WASHER	10										
STL	1	151804	1630006712838	55284	PRESSURE PLATE ASSEMBLY	1										
STL	2	357109	1630007113077	55284	LINING, CERAMETALLIC	12										
STL	2	146568	1630006623487	55284	FASTENER	12										
STL	2	150476	N.S.L.	....	PLATE, PRESSURE	11										
STL	1	151807	1630006712840	55284	BACKING PLATE LINING ASSEMBLY	1										
STL	2	357109	1630007113077	55284	LINING, CERAMETALLIC	12										
STL	2	146568	1630006623487	55284	FASTENER	12										
STL	2	151194	N.S.L.	....	PLATE, BACKING	11										
STL	1	149652	1630003417076	55284	ROTOR SEGMENT ASSEMBLY	14										
STL	2	149653	N.S.L.	....	SPIDER, TORQUE	11										
STL	2	149397	1630006468825	55284	STRAP, ROTOR	12										
STL	2	149398	N.S.L.	....	RIVET, SOLID	18										
STL	2	149654	N.S.L.	....	ROTOR, SEGMENT	16										
STL	1	149652-H	1630003417076	55284	ROTOR SEGMENT ASSEMBLY	14										
STL	1	146595	1630003045367	55284	ROTOR ASSEMBLY / GROUND-REWORKED	1										
STL	1	151805	1630006712839	55284	STATOR PLATE ASSEMBLY	13										
STL	2	357109	1630007113077	55284	LINING, CERAMETALLIC	124										
STL	2	146587	5330003074507	55284	FASTENER	12										
STL	2	151139	N.S.L.	....	PLATE, STATOR	11										
STL	1	150455	N.S.L.	....	CARRIER ASSEMBLY	11										
STL	2	150632	N.S.L.	06848	HELICOID	11										
STL	2	792634-03	1620010873425	98747	BUSHING (1ST REPAIR)	10										
STL	2	792634-05	1620010877283	98747	BUSHING (2ND REPAIR)	10										
STL	2	150457	N.S.L.	....	CARRIER	11										
STL	1	150474	1630006308271	55284	SLEEVE, STATOR DRIVE	10										
STL	1	149380	N.S.L.	....	NUT, SELF-LOCKING	18										
STL	1	1621045-7	5310002749364	96906	NUT, SELF LOCKING	18										
STL	1	449640-716	5310001670822	88044	WASHER, FLAT	18										
STL	1	150467	5307006315476	55284	BOLT & PIN ASSEMBLY	18										
STL	2	909141K1	N.S.L.	....	PIN, SPRING	11										
STL	2	150448	N.S.L.	....	BOLT, DRIVE SLEEVE	11										
STL	1	150449	5360006315477	55284	BOLT & PIN ASSEMBLY	12										
STL	1	909141K1	N.S.L.	....	PIN, SPRING	11										
STL	2	150473	N.S.L.	....	BOLT, DRIVE SLEEVE	11										
STL	1	132906	5365004394284	06848	PLUG, MACHINE THREAD	12										
STL	1	1628778-4	N.S.L.	06848	PACKING, PREFORMED	12										
STL	1	161874	N.S.L.	06848	PACKING, PREFORMED	12										
STL	1	1624665-132	5315010276616	96906	PIN, COTTER	14										
STL	1	150479	1630006312157	06848	HOLDER, SPRING	14										
STL	1	149204	5310000332547	06848	HOLDER, SPRING	14										
STL	1	149372	5366000399783	55284	SPRING, HELICAL	14										
SS	1	150484	N.S.L.	....	RINGS, RETAINING	14										

2 JOB ORDER NO 19266A		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER 5000262			8 TECH DATA 4B-1-32 4B1-2-1153			9 ITEM SERIAL NO			
10 MODEL-DESIGN SERIES E3A		11 STOCK NUMBER 1630010374959			12 OPTIONAL				
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC/OP NO.	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19	20	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561							
		BLAST MIL-STD-1504 HEAT TREAT MIL-H-6875F							
		ALL PERSONNEL INVONVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFLC FORM 959. THE APPLI-CABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
	001	5000262							

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN	
DISPATCH	FUNCTIONAL CODE	<i>Frank H Rigby</i> MANEL/1367689 <i>Edmund E. Ventick</i> MAR 02 1989		39203N	

39203N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

2 PAGE OF PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
34D	005 *REQD*	DISASSEMBLE *C/P MOVE		M	
34D	008 *REQD*	ROTO BLAST *C/P MOVE		M	
34E	020 *REQD*	E & I IAW T.O. PAGE 5-2 *C/P MOVE			
25	030	DRAW FLATTEN HEAT TO 1150 DEG F (621 DEG C) 1 HR REMOVE THIGHTEN BOLTS REHEAT 2-3 HRS *C/P MOVE		M	
8	040	GRIND SEATING SURFACE TO REMOVE DAMAGE OR CORROSION MIN .265 IN *C/P MOVE		M	
34M	050 *REQD*	F.M.P.I. *C/P MOVE	M	K	
13	060 *REQD*	PRE-FINAL INSPECTION *C/P MOVE		M	
13	070 *REQD*	PAINT *C/P MOVE		M	
13	080 *REQD*	INSTALL PADS *C/P MOVE P/N 5000260 P/N GY18B11		M	
8	090	GRIND NEW PADS .395 IN MAX FLAT WITHIN .010 IN *C/P MOVE		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	39203N
		B	D	

32203N WORK CONTROL DOCUMENT (MEDS)

1 DATE R9041

3 3
PAGE OF PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
34M	100	DEMAGNETIZE *C/P MOVE	M	K	
13	110 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
13	120 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	39203N
		B	D	

WORK CONTROL DOCUMENT (MEDS)

15204N

1 DATE

39040

PAGE 2 OF 2 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
------------------------	-----------------	-------------

13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19	20
34C	020 *REQD*	CLEAN/BLAST *C/P MOVE		M	
34E	030 *REQD*	E & I *C/P MOVE			
25A	040 *REQD*	HEAT TREAT *C/P MOVE*		M	
69	050	REPAIR ELONGATED HOLES I.A.W. FIG 2-7 *C/P MOVE		M	
69A	070 *REQD*	F.M.P.I *C/P MOVE	M	K	
13	080 *REQD*	PAINT *C/P MOVE		M	
13	085	SURFACE PLATE RIVET ROOM *C/P MOVE		M	
13	090 *REQD*	INSTALL WEAR PADS *C/P MOVE		M	
13	100 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
13	110 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE*		M	

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	15204N
		B	D	

33206N WORK CONTROL DOCUMENT (MEDS)

DATE

6631E

PAGE 1 OF 1 PAGES

2 JOB ORDER NO 15387A	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER 93-189	8 TECH DATA 4B-1-32 4F1-2-173	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES T-3E	11 STOCK NUMBER 1630006266272	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESS. PLATE
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15 DISPATCH STATION	16 PERF RCC OP NO	17	18 MECHANIC	19	20
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WORK TO BE ACCOMPLISHED

GOVERNING DIRECTIVES: AFLOR 66-51
MANCI 66-3
FMFI IAW MIL-STD-1949
P/O N01561
GRIND IAW MIL-STD-886

*****STEEL*****

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*****"W A R N I N G"*****

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REQ (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP

34I	003	DISASSEMBLE			
	REQ	*C/P MOVE			

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT SN
DISPATCH	FUNCTIONAL CODE	A	C	33206N
		B	D	

33206N WORK CONTROL DOCUMENT (MEDS)

1 DATE 8631E

PAGE 2 OF 2 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
------------------------	-----------------	-------------

13 SERIAL NUMBER	14 NCLN PRESS. PLATE
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15 DISPATCH STATION	16 REFERENCE NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 C
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340	220	CLEAN AS REQ'D *REQD* *C/P MOVE		C	
-----	-----	------------------------------------	--	---	--

340	210	E & I ROUTE FOR REPAIR AS T.O. DIRECTS. *REQD* *C/P MOVE			
-----	-----	--	--	--	--

250	220	HEAT TREAT - DRAW FLAT *REQD* *C/P MOVE			
-----	-----	--	--	--	--

290	230	F.M.P.I *REQD* *C/P MOVE	N		
-----	-----	-----------------------------	---	--	--

13	240	PAINT *REQD* *C/P MOVE			
----	-----	---------------------------	--	--	--

19	250	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY *REQD* OF ALL PRECEDING OPERATIONS THIS 958		C	
----	-----	---	--	---	--

19	260	FINAL PRODUCT VISUAL INSPECTION *REQD*		C	
----	-----	---	--	---	--

COORDINATED BY:					
-----------------	--	--	--	--	--

PLANNING: FRANK RIGBY
 MEASURE: KERRY COOP
 SCHEDULING: LOYAL WIENS

PRODUCTION: GRANT BULLOCK

QUALITY: MILC STONES

NO PADS

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT SN	
DISPATCH	FUNCTIONAL CODE	A	C	33206N	
		B	D		

WORK CONTROL DOCUMENT (MEDS)

1 DATE

PAGE ___ OF ___ PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
		MNPGW		

7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
	4B1-4-263	

10 MODEL DESIGN SERIES	11 STOCK NUMBER
KC135	4B1-4-263/4B1-32

13 SERIAL NUMBER	14 NOUN
	PRESSURE PLATE

15 DISPATCH STATION	16 PERFORM NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
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P/N	ASSEMBLY	NSN	C/N		
2600344		1630008727465			
2600343			15162A		
2601858			15054A		

GOVERNING DIRECTIVES:		AFLCR 66-51			
		MANOI 66-3			
EMPI		IAW MIL-STD-1949			
		P/C N01561			

*****UNIT COST \$406.13*****					
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*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.					
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*****WARNING*****					
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REQD (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP					
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DISASSEMBLE/REMOVE LININGS					
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34D	010	DISASSEMBLE/REMOVE LININGS		M	
	REQD	*C/P MOVE			

21 FINAL DESTINATION	22 COORDINATION/INITIATING RCC SIGNATURE/DATE	23 DOCUMENT/SN
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DISPATCH	FUNCTIONAL CODE	<i>Frank W. Rigby</i> MANEL / 9 Feb 89	<i>Edwin</i> MANSM 13 FEB 89	15204N
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		FEB 17 1989 <i>Edwin</i>		
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38207N WORK CONTROL DOCUMENT (MEDS)

DATE 39040

PAGE 1 OF 1 PAGES

2 JOB ORDER NO 15752A	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER 5002513	8 TECH DATA 4B-1-32 4B1-2-1143	9 ITEM SERIAL NO.
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10 MODEL-DESIGN-SERIES A-10	11 STOCK NUMBER 1630010039104	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 "P"	20 "Q"
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*****UNIT COST S 271.55****
 GOVERNING DIRECTIVES: AFLCR 66-51
 MANOI 66-3
 FMPI IAW MIL-STD-1949
 P/O N01561
 HEAT-TREAT MIL-H-6875F
 *****S T E E L*****

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REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.

21 FINAL DESTINATION	22 COORDINATION/INITIATING RCC SIGNATURE/DATE	23 DOCUMENT/SN
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DISPATCH	FUNCTIONAL CODE	A. <i>Frank H. Rigby</i> MANEL/17 FEB 89	C. <i>Colvin</i> MANSM 17 FEB 89	38207N
		<i>Joseph J. Murray</i>	<i>Edward J. ...</i>	MAR 02 1989

WORK CONTROL DOCUMENT (MEDS)

1 DATE 11/10/80

PAGE 3 OF 3 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO.
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10 MODEL-DESIGN-SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE GAUGE
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15. DISPATCH STATION	16. PERF RCC/OP NO.	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
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		PERF 100176 100102			
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13		FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT HAS COMPLETED IN ACCORDANCE OF ALL PENDING OPERATIONS AND		M	
----	--	---	--	---	--

13		FINAL PRODUCT VISUAL INSPECTION BY: MURRAY		N	
----	--	---	--	---	--

		COORDINATION BY: PLANNING: FRANK RIGBY WK MEASURE: FRANK RIGBY SCHEDULING: LOU ANN WALLACE			
--	--	---	--	--	--

		PRODUCTION: FRANK MURRAY QUALITY: ED OVERLIP			
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21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/EN
DISPATCH	FUNCTIONAL CODE	A	C	01/20/71
		B	D	

34209N WORK CONTROL DOCUMENT (MEDS)

1 DATE

88165

PAGE 1 OF 1 PAGES

2. JOB ORDER NO. 15576A	3. QUANTITY	4. PRODUCTION SEC/RCC MNPGW	5. DATE SCHED	6. DATE COMPLETED
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7. PART NUMBER 5001701	8. TECH DATA 4E-1-32 4E1-2-1113	9. ITEM SERIAL NO.
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10. MODEL-DESIGN-SERIES F-5E	11. STOCK NUMBER 1630000223634	12. OPTIONAL
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13. SERIAL NUMBER	14. NOUN PRESSURE PLATE
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15. DISPATCH STATION	16. PERF RCC/OP NO.	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.			
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.			
		*****"W A R N I N G"***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.			
		REQD (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP			
34D	001	DISASSEMBLE *REQD* *C/P MOVE			
34C	020	CLEAN/BLAST *REQD* *C/P MOVE		M	
34E	030	E & I KEY SLOT 1.020 MAX C/P MOVE *REQD*			

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	34209N
		B	D	

34209N WORK CONTROL DOCUMENT (MEDS)

1 DATE 88165

PAGE 2 OF 2 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7. PART NUMBER	8 TECH DATA	9. ITEM SERIAL NO.
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10 MODEL-DESIGN-SERIES	11 STOCK NUMBER	12 OPTIONAL
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13. SERIAL NUMBER	14 NOUN PRESSURE PLATE
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18. DISPATCH STATION	16. PERF RCC/OP NO.	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
25A	040	HEAT TREAT C/P MOVE			
69A	050 *REQD*	F.M.P.I. C/P MOVE	M	K	
13P	060 *REQD*	PAINT C/P MOVE			
13	070 *REQD*	INSTALL WEAR PADS C/P MOVE		M	
13	080 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958			
13	090 *REQD*	FINAL PRODUCT VISUAL INSPECTION		M	
19	997	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
19	998	FINAL PRODUCT VISUAL INSPECTION		M	
		COORDINATED BY; PLANNING: FRANK RIGBY WK MEASURE: KERRY COOP SCHEDULING: LOU ANN WALLACE			
		PRODUCTION: ROGER MURRAY QUALITY: ED OVERBIEK			

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/BN
DISPATCH	FUNCTIONAL CODE	A	C	34209N
		B	D	

WORK CONTROL DOCUMENT (MEDS)

1 DATE

PAGE ___ OF ___ PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO.
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10 MODEL-DESIGN-SERIES	11 STOCK NUMBER	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN PRESSURE PLATE	

15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
	000	5000000			
14E	000 *RQD*	DISASSEMBL REMOVE PARTS & REMOVE		M	
14D	000 *RQD*	FORCE BEAD CLEAN		M	
14E	000 *RQD*	E & L *O/P MOVE			
14A	000 *RQD*	HEAT TREAT DRAW HEAT *O/P MOVE		M	
14M	000 *RQD*	EMPI *O/P MOVE	M	M	
14M	000 *RQD*	DECREASE *O/P MOVE		M	
15	000 *RQD*	PRE-FINAL INSPECTION *O/P MOVE		M	
15	000 *RQD*	PAINT *O/P MOVE		M	
15	000 *RQD*	INSTALL PARTS *O/P MOVE P/N 0Y1B10 (CONTINUED)		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	150005
		B	D	

01200N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89248

PAGE 1 OF 1 PAGES

2 JOB ORDER NO 89257A	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER N.P.L.	8 TECH DATA 4B-1-32 4B1-2-1093	9 ITEM SERIAL NO
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10 MODEL-DESIGN-SERIES F-4	11 STOCK NUMBER N.S.L.	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 O
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GOVERNING DIRECTIVES: AFCCR 66-51
MANOI 66-3
E.M.P.L. LAW MIL-STD-1949

P/O N01561
BLAST LAW MIL-STD-1504
VAPOR DEGREASE LAW MIL-D-26847
GRIND LAW MIL-STD-866

***** STEEL *****

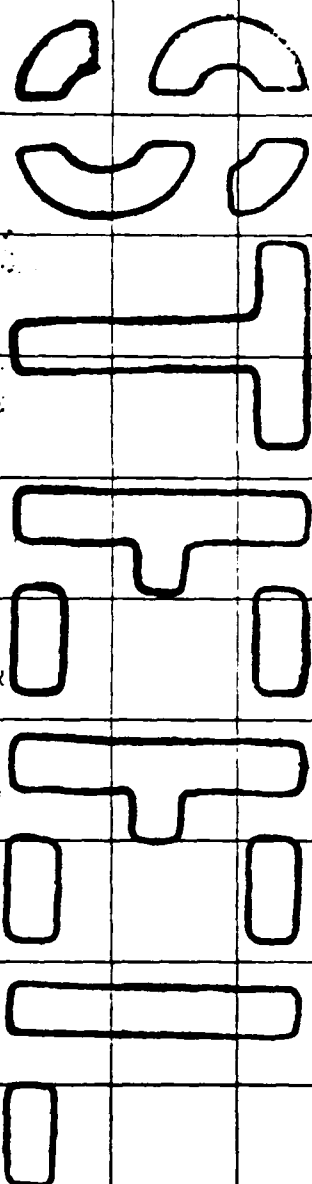
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***** W A R N I N G *****

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21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	<i>Frank H. Rigby</i> MANEL/12SEP89 12 SEP 1989		01200N
		<i>Ed Colvin</i> MANSM/12SEP89 12 SEP 89		
		<i>Edward Quindt</i> MANON/12SEP89 12 SEP 89		

01200N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89248

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2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
	001	N.P.L.			
34D	005	DISASSEMBLE-REMOVE PRESSURE PAD ***** NOTE ***** *REQU* * TO CONDEMN, USE P/N 5000254 * * NSL: 1630004983225 *		M	
		*C/P MOVE			
34D	008	ROTO BLAST *C/P MOVE		M	
		REQU			
34E	020	E & I *C/P MOVE ***** NOTE ***** *REQU* * TO CONDEMN, USE P/N 5000254 * * NSL: 1630004983225 *		M	
		*C/P MOVE			
25A	030	HEAT TREAT, DRAW FLAT *C/P MOVE		M	
B	040	GRIND BASE PLATE FLAT TO WITHIN 0.005 INCHES *C/P MOVE		M	
34M	050	F.M.P.I. *C/P MOVE ***** NOTE ***** *REQU* * IF LAST NDI OPERATION IS * * COMPLETED HERE, TAKE PRODUCTION * * COUNT *	M	K	
		*C/P MOVE			

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	01200N
		B	D	

01200N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89248

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2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP TIC	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 O
34M	060 *REQU*	DEGREASE *C/P MOVE			
13	070 *REQU*	PRE-FINAL INSPECTION *C/P MOVE		M	
13P	080 *REQU*	MASK, PRIME, PAINT *C/P MOVE		M	
13	090 *REQU*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
13	100 *REQU*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE		M	
<i>NO OPERATIONS FOR INSTALLING</i>					

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/EN
DISPATCH	FUNCTIONAL CODE	A	C	01200N
		B	D	

16202N WORK CONTROL DOCUMENT (MEDS)

DATE 89040

PAGE 1 OF 1 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SYMBOL MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA 481-4-123 48 1-1-77	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES B52	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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18 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 "P"	20 "Q"
P/N 2600312		NSN C/N 1690008691784 36192A P R E S / P L T 15001A			
		***** UNIT COST: \$83.00 ***** GOVERNING DIRECTIVES: AFMCR 66-51 MANDI 65-3			
		EMPI LAW MIL-STD-1949 EVO N01261			
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.			
		*COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.			
		WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.			
		PECN (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP			

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A Frank H. Rigby MANEL/6 June 89 B 5 June 89	C J. Collins MANSM 6 June 89 D MROK Edward O. Under 6 June 89	16202N

16202N WORK CONTROL DOCUMENT (MEDS)

1 DATE (3994)

PAGE 2 OF 2 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL-DESIGN-SERIES	11 STOCK NUMBER	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN PRESSURE PLATE	

15 DISPATCH STATION	16 PERFORM NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
	001	2600112			
34D	005 *REQD*	DISASSEMBLY *C/P MOVE		M	
67	007 *REQD*	REMOVE RIVETS *C/P MOVE		M	
34E	008 *REQD*	ROTO BLAST CLEAN *C/P MOVE		M	
34F	010 *REQD*	E & I DRIVE SLEEVE SLOT .743 INCH *C/P MOVE*			
34M	010 *REQD*	EMPI *C/P MOVE*	M	K	
25A	011 *REQD*	HEAT TREAT *C/P MOVE*		M	
67	050	REPAIR DAMAGED RIVET HOLES IAW FORM 252 N T.O. PAGE 2-16 PARA Q 1 A-B-C *C/P MOVE		M	
69	060 *REQD*	REAM FASTENER HOLES .970/.976 NOT TO EXCEED .070/.080 IN DEPTH *C/P MOVE*		M	
34M	070 *REQD*	EMPI *C/P MOVE*		M	

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	16202N
		B	D	

08205N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

PAGE 1 OF 1 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA 4B-1-32 4B1-2-4R3	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES F111 BRAKE	11 STOCK NUMBER	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN BACKING PLATE	

15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
F/N 329-15		NSN C/N 1630008578991 15536A 15295A			
		GOVERNING DIRECTIVES: AFMCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 PZO NU1561			
		*****S T E E L*****			
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFMCR FORM 958. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.			
		*COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/ DISPATCH STATIONS.			
		WARNING			
		MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.			
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.			

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	<i>Frank H Rigby</i> <i>MANEL/9 Feb 89</i> <i>Edward D. ...</i>		01:205N

03205N WORK CONTROL DOCUMENT (MEDS)

1 DATE 8-20-80

PAGE 1 OF 1 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN BACKING PLATE	

15 DISPATCH STATION	16 PERF RCC OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
34D	001 *REQD*	DISASSEMBLE *C/P MOVE		M	
34C	003 *REQD*	CLEAN AS REQ'D *C/P MOVE		M	
34	010 *REQD*	REMOVE WEAR PADS *C/P MOVE		M	
34	010 *REQD*	BLAST PLATE *C/P MOVE		M	
34	030 *REQD*	E AND I INSPECTION *C/P MOVE			
13	040 *REQD*	SURFACE PLATE AND STRAIGHTEN *C/P MOVE		M	
25A	045 *REQD*	HEAT TREAT *C/P MOVE		M	
69	047	SPOTFACE & DEBURR RIVET HOLES AS NEEDED *C/P MOVE			
69	048	NICK & BURR DRIVE KEYS TO REMOVE DAMAGED/SHARP EDGES. *C/P MOVE			
69A	050 *REQD*	EMPI *C/P MOVE	M	K	

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	03205N
		B	D	

08205N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

PAGE 3 OF 3 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN BACKING PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
13	060 *REQD*	PAINT *C/P MOVE		M	
13	070 *REQD*	INSTALL WEAR PADS *C/P MOVE		M	
8	080 *REQD*	GRIND *C/P MOVE		M	
8	090 *REQD*	DEMAGNETIZE *C/P MOVE	M	K	
13	095 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
13	100 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE		M	

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	08205N
		B	D	

08206N WORK CONTROL DOCUMENT (MEDS)

DATE 89040

PAGE 1 OF 1 PAGES

2. JOB ORDER NO	3. QUANTITY	4. PRODUCTION SEC/RCC MNPGW	5. DATE SCHED	6. DATE COMPLETED
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7. PART NUMBER	8. TECH DATA 4B-1-32 4B1-2-493	9. ITEM SERIAL NO.
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10. MODEL-DESIGN-SERIES FB111	11. STOCK NUMBER	12. OPTIONAL
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13. SERIAL NUMBER	14. NOUN PRESSURE PLATE
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18. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
P/N 9535542		NSN C/N 1630008562073 15521A 15583A			

GOVERNING DIRECTIVES: AFLCR 66-51
GRIND MIL-STD-866 MANOI 66-3
HEAT TREAT MIL-H-6875F
EMPT IAW MIL-STD-1949

BLAST MIL-STD-1504 P/O N01561
DEGREASE MIL-D-26847
ALL PERSONNEL INVOLVED IN THE WORK
PROCESSES SPECIFIED IN THIS DOCUMENT
HAVE BEEN THOROUGHLY TRAINED AND ARE
FAMILIAR WITH ALL PERTINENT SAFETY
PRACTICES AND HAZARDS CONTAINED IN
THE BASIC TECHNICAL ORDER (T.O.) AND
T.O. SUPPLEMENTS REFERENCED IN BLOCK
8 OF THIS AFLC FORM 958. THE APPLIC-
ABLE T.O.'S AND SUPPLEMENTS WILL
ALWAYS BE USED IN CONJUNCTION WITH
THIS DOCUMENT.

*COMPONENTS WILL BE THOROUGHLY
CLEANED & PROTECTED (C/P MOVE) FOR
MOVES BETWEEN OPERATIONS/DISPATCH
STATIONS.

WARNING
MANY OF THE FOLLOWING REPAIR
PROCEDURES REQUIRE THE USE OF
EQUIPMENT, PROCESSES & CHEMICALS
WHICH ARE POTENTIALLY DANGEROUS TO
PERSONNEL. ADEQUATE SAFEGUARDS AND
PRECAUTIONS MUST BE EMPLOYED TO
PRECLUDE INJURIES.

REQD (MANDATORY REQUIREMENT) IN
COLUMN 16 IS EQUIVALENT TO DELTA
STAMP.

21. FINAL DESTINATION DISPATCH FUNCTIONAL CODE	22. COORDINATION/INITIATING RCC SIGNATURE/DATE A Frank H Rigby 19 July 89/MANEL B [Signature] 20 July 89 C [Signature] 20 July 89	23. DOCUMENT/SN 08206N
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* U.S. GOVERNMENT PRINTING OFFICE: 1988-448-183

08206N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

PAGE 2 OF 2 PAGES

2. JOB ORDER NO	3. QUANTITY	4. PRODUCTION SEC/RCC	5. DATE SCHED	6. DATE COMPLETED
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7. PART NUMBER	8. TECH DATA	9. ITEM SERIAL NO.
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10. MODEL-DESIGN-SERIES	11. STOCK NUMBER	12. OPTIONAL
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13. SERIAL NUMBER	14. NOUN PRESSURE PLATE
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15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
	001	9535542			
34D	005 *REQD*	DISASSEMBLE *C/P MOVE		M	
34D	008 *REQD*	ROTO BLAST *C/P MOVE		M	
34E	020 *REQD*	E AND I INSPECTION *C/P MOVE			
25A	030 *REQD*	HEAT TREAT DRAW FLATTEN *C/P MOVE		M	
34M	040 *REQD*	FMPI *C/P MOVE	M	K	
34M	050 *REQD*	DEGREASE *C/P MOVE		M	
13	060 *REQD*	PRE-FINAL INSPECTION *C/P MOVE		M	
13P	070 *REQD*	MASK & PRIME *C/P MOVE		M	
13	080 *REQD*	INSTALL WEAR PADS *C/P MOVE P/N GY18B-13 P/N 9536106		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/BN
DISPATCH	FUNCTIONAL CODE	A	C	08206N
		B	D	

* U.S. GOVERNMENT PRINTING OFFICE: 1988-548-183

08206N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

PAGE 3 OF 3 PAGES

2. JOB ORDER NO	3. QUANTITY	4. PRODUCTION SEC/RCC	5. DATE SCHED	6. DATE COMPLETED
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7. PART NUMBER	8. TECH DATA	9. ITEM SERIAL NO.
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10. MODEL-DESIGN-SERIES	11. STOCK NUMBER	12. OPTIONAL
13. SERIAL NUMBER	14. NOUN PRESSURE PLATE	

18. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. "P"	20. "Q"
8	090	GRIND *C/P MOVE		M	
69A	100 *REQD*	DEMAGNETIZE *C/P MOVE	M	K	
13	110 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
13	120 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	08206N
		B	D	

* U.S. GOVERNMENT PRINTING OFFICE: 1988-046-185

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2 JOB ORDER NO 15161A	3 QUANTITY	4 PRODUCTION SEC/RCC MNEGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER 9533667	8 TECH DATA 4B-1-32 4B1-2-373	9 ITEM SERIAL NO
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10 MODEL-DESIGN-SERIES C141	11 STOCK NUMBER 1630005678164	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN PRESSURE PLATE	

15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 TO
		<p>*****UNIT COST \$243.00*****</p> <p>GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 EMPI IAW MIL-STD-1949 P/O N01561</p> <p>***** STEEL *****</p> <p>ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.</p> <p>*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.</p> <p>*****WARNING*****</p> <p>MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.</p> <p>*REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP</p>			
34D	001	DISASSEMBLE		M	
	REQD	*C/P MOVE			

21 FINAL DESTINATION	22 COORDINATION/INITIATING RCC SIGNATURE/DATE	23 DOCUMENT/SN
DISPATCH FUNCTIONAL CODE	<p>A Frank H. Rigby</p> <p>B MANEC/177689</p> <p>C [Signature]</p> <p>D MANSM 17 Feb 89</p> <p>E [Signature]</p> <p>F MAR 02, 1989</p>	19205N

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL-DESIGN-SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE
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15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
4C	002 *REQD*	CLEAN AS REQ'D *C/P MOVE		M	
34B	010	BLAST TO CLEAN AS NECESSARY		M	
34E	030 *REQD*	E & I I.D. 3.25 MIN KEY SLOT WIDTH 1.115 MAX			
25A	040 *REQD*	HEAT TREAT C/P MOVE		M	
15	050	GRIND IF REQUIRED, NOT TO EXCEED 0.235 O.D. & TO BE FLAT WITHIN 0.010 C/P MOVE		M	
18	060	IF GROUND; REMOVE BURRS FROM KEY SLOTS AS REQUIRED C/P MOVE			
29A	070 *REQD*	F.M.P.I.	M	K	
13	080 *REQD*	PAINT C/P MOVE		M	
13	090 *REQD*	ASSEMBLE PADS OVERALL MIN OF 0.350 MAX OF 0.378 FLAT WITHIN 0.015 C/P MOVE			
8G	100	GRIND PADS AS REQUIRED MIN OF 0.350 TO BE FLAT WITHIN 0.015 C/P MOVE		M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	19205N
		B	D	

18202N WORK CONTROL DOCUMENT (MEDS)

1 DATE 1990 30

PAGE 1 OF 1 PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA 4B-1-61 4B1-2-1003	9 ITEM SERIAL NO
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10 MODEL-DESIGN-SERIES C-130 BRAKE	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE C130
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15 DISPATCH STATION	16 PERFORM RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
P/N 5002564		NSN C/N 1630010054182 ✓ 15639A ✓ 15327A 26029A N A V Y 26030A N A V Y			
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561			
		BLAST IAW MIL-STD-1504 HEAT TREAT IAW MIL-H-6875F *****S T E E L***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFLC FORM 958. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.			
		WARNING			
		MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.			
		(CONTINUED)			

21 FINAL DESTINATION DISPATCH	FUNCTIONAL CODE	22 COORDINATION/INITIATING RCC SIGNATURE/DATE A Frank H. Rigby MANEL/MANEL B C D E	23 DOCUMENT/SN 18202N MANSM 13F009 FEB 17 1989
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18202N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89030

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2. JOB ORDER NO		3. QUANTITY		4. PRODUCTION SEC/RCC		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER			8. TECH DATA				9. ITEM SERIAL NO		
10. MODEL DESIGN SERIES			11. STOCK NUMBER			12. OPTIONAL			
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE C130						
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
	001	5002564							
34D	005	DISASSEMBLE		*C/P MOVE			M		
	REQD								
34B	009	ROTO-BLAST		*C/P MOVE			M		
	REQD								
34E	020	E & I ROUTE FOR REPAIR		*C/P MOVE					
	REQD								
25A	030	HEAT TREAT IAW T.O. PAGE 9 PARA E					M		
	REQD	*C/P MOVE							
34M	040	EMPI		*C/P MOVE		M	K		
	REQD								
13	050	PRE-FINAL INSPECTION		*C/P MOVE			M		
13	060	PAINT		*C/P MOVE			M		
	REQD								
13	070	INSTALL WEAR PADS		*C/P MOVE			M		
	REQD	P/N GY18B11 P/N 5000260							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/EN			
DISPATCH	FUNCTIONAL CODE	A	C		18202N				
		B	D						

21209N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

1 PAGE OF PAGES

2 JOB ORDER NO 15698A	3 QUANTITY	4 PRODUCTION SEC/RCC MNPGW	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER 301-4	8 TECH DATA 4B-1-32 4B1-2-1063	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES C-5A MAIN	11 STOCK NUMBER 1630004638730	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE ASSY.
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18 DISPATCH STATION	16 PERP RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 GRIND IAW MIL-STD-866			
		*****S T E E L***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. "WARNING" MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.			
	001	301-4			
34D	005 *REQD*	DISASSEMBLE	*C/P MOVE	M	

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	<i>Frank H. Rugby</i> <i>MANGL/29 March 89</i> <i>Edward D. ...</i>		21209N
		<i>Edwin ...</i> <i>30 Mar 89</i>		

21209N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

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PAGE OF PAGES

2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED
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7 PART NUMBER	8 TECH DATA	9 ITEM SERIAL NO
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10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
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13 SERIAL NUMBER	14 NOUN PRESSURE PLATE ASSY.
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15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED	18. MECHANIC	19. P	20. O
34D	007	CLEAN/WET BLAST *C/P MOVE*		M	
	REQD				
34D	008	ROTO-BLAST BLDG 507 *C/P MOVE*		M	
	REQD				
34M	014	FMPI *C/P MOVE*	M	K	
	REQD				
34E	020	E & I *C/P MOVE*			
	REQD				
69	030	REMOVE HELICOILS NOTE: INSTALLATION OF HELICOILS BACK INTO PRESSURE PLATE IS NO LONGER REQUIRED. *C/P MOVE*		M	
	REQD				
13A	040	PRE-FINAL INSPECTION *C/P MOVE*		M	
	REQD				
13	050	PAINT *C/P MOVE*		M	
	REQD				
13	060	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958		M	
	REQD				
13	070	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE*		M	
	REQD				

21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	21209N
		B	D	

12205N WORK CONTROL DOCUMENT (MEDS)

1 DATE 07120

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGW		5 DATE SCHED		6 DATE COMPLETED		
7 PART NUMBER				8 TECH DATA 4B-1-32 4P1-2-1023				9 ITEM SERIAL NO		
10 MODEL DESIGN SERIES A-37			11 STOCK NUMBER			12 OPTIONAL				
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE							
15 DISPATCH STATION		16 PERF RCC OP NO		17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q
P/N 5003159 5003159				NSN 1630010170854 1630010170854		C/N 16776A 15074A				
				GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561						
				***** ***** STEEL ***** ***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/BISPATCH STATIONS. ***** "W A R N I N G" ***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP						
34D		003		DISASSEMBLE						
		REQD		*C/P MOVE						
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN						
DISPATCH	FUNCTIONAL CODE	A	C	12205N						
		B	D							

12205N WORK CONTROL DOCUMENT (MEDS)

1 DATE 87128

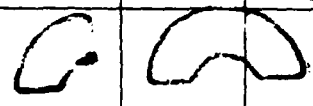

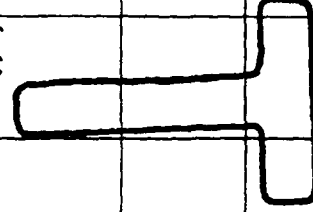
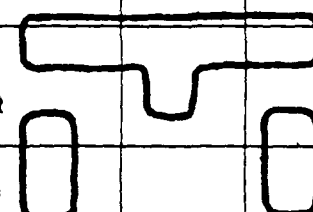

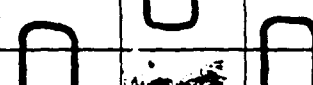

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7 ORDER NO		8 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA			9 ITEM SERIAL NO			
10 MODEL DESIGN SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERFORM NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34B	010	CLEAN - BLAST AS NECESSARY					M		
	REQD	*C/P MOVE							
34E	030	E & I							
	REQD	*C/P MOVE*							
25A	040	HEAT TREAT C/P MOVE							
	REQD								
69A	070	F.M.P.I. C/P MOVE				M	K		
	REQD								
13	075	PAINT *C/P MOVE*							
	REQD								
13	080	INSTALL PADS							
	REQD								
8G	090	GRIND PADS AS REQUIRED MIN THICKNESS 0.105 I.A.W T.O.					M		
	REQD	*C/P MOVE*							
69A	100	DEMAGNETIZE IF GROUND				M	K		
	REQD	*C/P MOVE							
13	110	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
	REQD								
13	120	FINAL PRODUCT VISUAL INSPECTION					M		
	REQD								
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A	C		12205N				
		B	D						

13204N WORK CONTROL DOCUMENT (MEDS)

DATE 89041

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2. JOB ORDER NO 74568A		3. QUANTITY		4. PRODUCTION SEC/RCC MNPGW		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER 262-38-2			8. TECH DATA 4B-1-32 4B1-2-1083			9. ITEM SERIAL NO			
10. MODEL-DESIGN SERIES A-7		11. STOCK NUMBER NSL			12. OPTIONAL				
13. SERIAL NUMBER		14. NOUN PRESSURE PLATE							
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561							
		***** ***** STEEL ***** ***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. *****"W A R N I N G"***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. *****"W A R N I N G"***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. *****"W A R N I N G"***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
	001	262-38-2							
34D	005	DISASSEMBLE		*C/P MOVE*			M		
	REQD								
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A <i>[Signature]</i> MANEL 5/5/89 5 MAY 1989 C <i>[Signature]</i> MANSM 5 MAY 89 5 May 89 D <i>[Signature]</i> MANEL				13204N			

438

13204N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19	20	
34D	008	ROTO BLAST CLEAN *C/P MOVE					M		
	REQD								
34E	020	E & I KEY MIN. 0.670 I.D. MIN. 6.960 *C/P MOVE							
	REQD								
25A	030	HEAT TREAT DRAW FLATTEN *C/P MOVE					M		
	REQD								
69	040	REPAIR ALL ELONGATED RIVET HOLES IN PRESSURE PLATE IAW AF DWG 8852835 *C/P MOVE					M		
	REQD								
34M	050	FMPI *C/P MOVE				M	K		
	REQD								
13	060	PRE-FINAL INSPECTION *C/P MOVE					M		
	REQD								
13P	070	MASK, PRIME *C/P MOVE					M		
	REQD								
13	080	INSTALL PADS P/N 153223 *REQD* P/N 93-394-2 P/N MS20427-6C8 P/N 244-307					M		
	REQD								
13	090	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958 *REQD*					M		
	REQD								
21. FINAL DESTINATION			22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN		
DISPATCH		FUNCTIONAL CODE	A	C		13204N			
			B	D					

