


The image shows the ABFC login screen. At the top, there is a header with the NAVFAC logo on the left, which includes a stylized globe icon. To the right of the logo, the text reads "Advanced Base Functional Component / Table of Allowance". Below this, it says "EXPEDITIONARY LOGISTICS CENTER" and "Web Manager". The main content area has a large "Login" heading. Below the heading, it says "Please Log in Below.". There are two input fields: "User Name:" and "Password:". Below the password field, there is a checkbox labeled "Change Password?" with "Yes" next to it. Below these fields, there are two buttons: "Log In" and "ABFCVIEW only". An arrow points to the "ABFCVIEW only" button. Below the buttons, there is a box that says "Developed by" followed by "NAVFAC INFORMATION TECHNOLOGY CENTER (NITC)", "Seabee Readiness Support Branch (Code IT22)", "Port Hueneme, Ca", and "Managed by NFELC". At the bottom of the page, there is a footer with links: "ABFCVIEW | Contact Us | Security Notice | Login". Below the links, it says "Data refreshed as of 23 AUG 2009".

Figure 1-19 – ABFC login screen.

2. Click on .

You will see the About ABFC/TOA Planning Information screen shown in *Figure 1-20*.

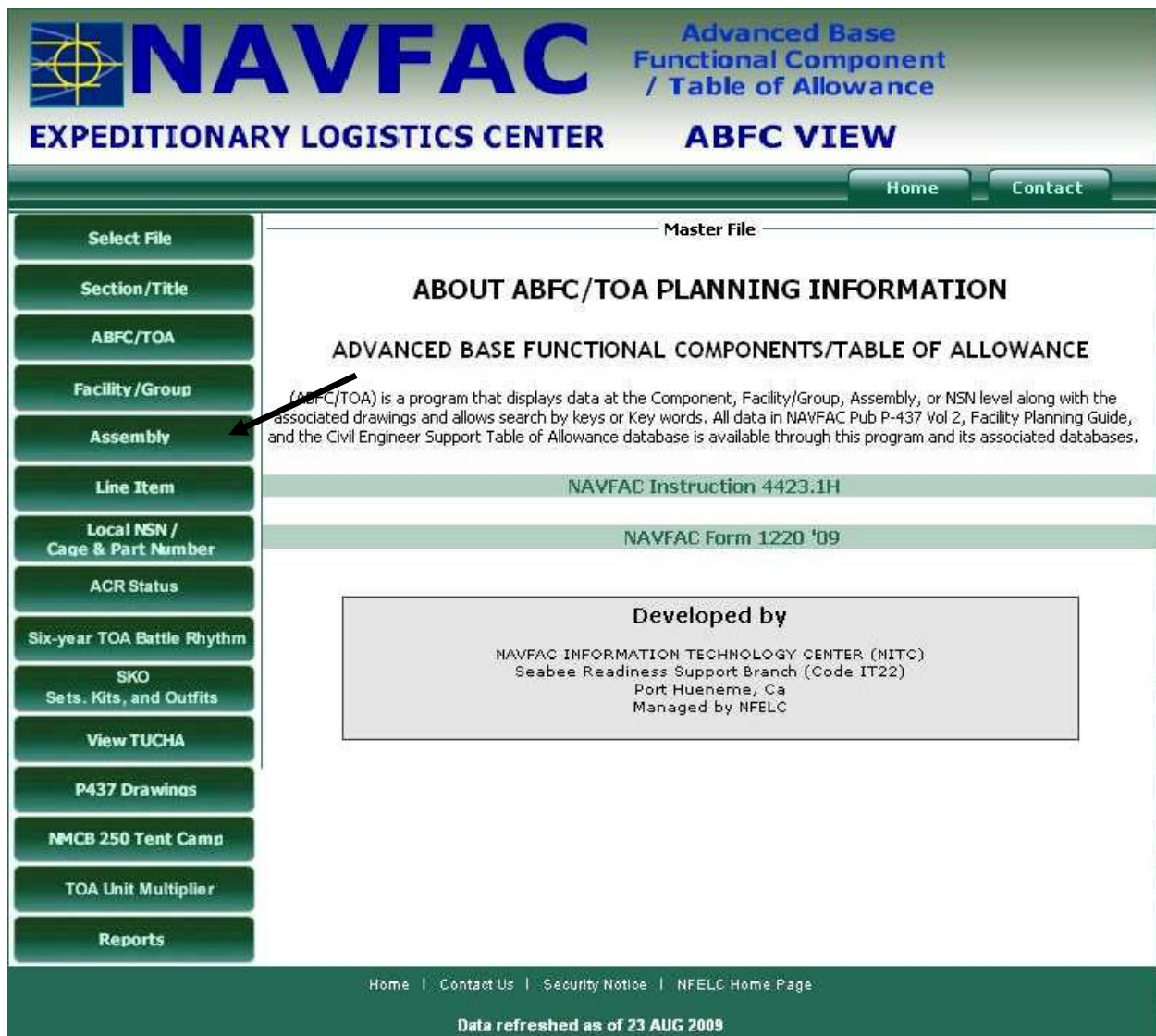


Figure 1-20 – About ABFC/TOA planning information screen.

3. Select the **Assembly** option.

You will see the ABFC Assembly screen shown in *Figure 1-21*.



NAVFAC

Advanced Base
Functional Component
/ Table of Allowance

EXPEDITIONARY LOGISTICS CENTER
ABFC VIEW

Home
Contact

Select File

Section/Title

ABFC/TOA

Facility/Group

Assembly

Line Item

Local NSN /
Cage & Part Number

ACR Status

Six-year TOA Battle Rhythm

SKO
Sets, Kits, and Outfits

View TUCHA

P437 Drawings

NMCB 250 Tent Camp

TOA Unit Multiplier

Reports

Master File

Assembly


Search by Number | Search for Word in Title | Assembly Summary

Select a Assembly Number to View

Assembly	Title
000000A	TEST
000012	TEST123
00102	GENERATOR SUPPORT MTRL
006303	BUS MOTOR BOC 36 PASSENGER 4X2 DED AUTOMATIC
006601	BUS AMBULANCE_CONVERSION FC
02000	INDIVIDUAL INFANTRY EQUIPMENT FOR 1 MAN
02000MESF	INDIVIDUAL INFANTRY EQUIPMENT FOR 1 PERSON
02001	INDIVIDUAL INFANTRY EQUIPMENT W/TCOP (NCF)
02001B	INFANTRY GEAR FOR 1 PERSON
02002A	PERSONAL GEAR ISSUE (PGI) F/1 PERS
02002B	PGI LEVEL ONE GENERAL F/ONE PERS (SEE GEN DATA)
02002C	MCAS PERSONAL GEAR ISSUE F/ONE PERSON
02002D	PERSONAL GEAR ISSUE F/VB55 F/1 PERSON
02002D1	MISC TEAM GEAR F/VB55
02002E	MIO PERSONAL GEAR ISSUE (PGI) F/1 PERSON
02002E1	MISC PGI GEAR F/MIO-IET
02002F	ETC PERSONAL GEAR ISSUE F/ONE PERSON
02002H	PERSONAL GEAR ISSUE F/ECRC
02002J	PGI LEVEL ONE GENERAL F/ONE PERS (SEE GEN DATA)
02002J1	PGI LEVEL TWO DIVER F/ONE PERSON
02002J2	PGI LEVEL THREE EOD TECH F/ONE PERS (GEN DATA)

Figure 1-21 – ABFC assembly screen.

- Two methods for searching for a specific kit include searching by assembly number or searching by a word in the assembly's title. *Figure 1-22* shows a search for Kit 80111, for the Yard Boss Program.



NAVFAC

Advanced Base
Functional Component
/ Table of Allowance

EXPEDITIONARY LOGISTICS CENTER
ABFC VIEW

Home
Contact

Select File

Section/Title

ABFC/TOA

Facility/Group

Assembly

Line Item

Local NSN /
Cage & Part Number

ACR Status

Six-year TOA Battle Rhythm

SKO
Sets, Kits, and Outfits

View TUCHA

P437 Drawings

NMCB 250 Tent Camp

TOA Unit Multiplier

Reports

Master File

Assembly

Search by Number | Search for Word in Title | Assembly Summary

Select a Assembly Number to View

Assembly	Title
000000A	TEST
000012	TEST123
00102	GENERATOR SUPPORT MTRL
006303	BUS MOTOR BOC 36 PASSENGER 4X2 DED AUTOMATIC
006601	BUS AMBULANCE_CONVERSION FC
02000	INDIVIDUAL INFANTRY EQUIPMENT FOR 1 MAN
02000MESF	INDIVIDUAL INFANTRY EQUIPMENT FOR 1 PERSON
02001	INDIVIDUAL INFANTRY EQUIPMENT W/TCOP (NCF)
02001B	INFANTRY GEAR FOR 1 PERSON
02002A	PERSONAL GEAR ISSUE (PGI) F/1 PERS
02002B	PGI LEVEL ONE GENERAL F/ONE PERS (SEE GEN DATA)
02002C	MCAS PERSONAL GEAR ISSUE F/ONE PERSON
02002D	PERSONAL GEAR ISSUE F/VB55 F/1 PERSON
02002D1	MISC TEAM GEAR F/VB55
02002E	MIO PERSONAL GEAR ISSUE (PGI) F/1 PERSON
02002E1	MISC PGI GEAR F/MIO-IET
02002F	ETC PERSONAL GEAR ISSUE F/ONE PERSON
02002H	PERSONAL GEAR ISSUE F/ECRC
02002J	PGI LEVEL ONE GENERAL F/ONE PERS (SEE GEN DATA)
02002J1	PGI LEVEL TWO DIVER F/ONE PERSON

Figure 1-22 – Searching for Kit 80111.

5. Click on

Figure 1-23 shows the details of what is included in this particular kit.

 NAVFAC		Advanced Base Functional Component / Table of Allowance	
EXPEDITIONARY LOGISTICS CENTER		ABFC VIEW	
		Home	Contact
Select File	Master File		
Section/Title	Assembly View		
ABFC/TOA	General Data WhereUsed Notes Create Excel Spreadsheet		
Facility/Group			
Assembly	Assembly: 80111 KIT ALFA CO YARD BOSS TOOLS & EQUIPMENT		
Line Item	NSN's: 42	WEIGHT: 471.21 LB	CUBE: 410.86 CF
Local NSN / Cage & Part Number			COST: \$4,607.12
ACR Status	COG	NSN	DESCRIPTION
Six-year TOA Battle Rhythm	9AD	2590-00-148-7961	CABLE EXT SLAVE START TACT VEH 20F
SKO Sets, Kits, and Outfits	9BD	4010-00-238-3472	WIRE STRAND SEIZE 1/16
View TUCHA	ONL	4240-LL-LCC-1781	SAFETY GLASS
P437 Drawings	9BD	4910-00-541-9739	GAUGE TIRE PRESURE F/STANDARD AND LARGE BORE VALVE
NMCB 250 Tent Camp	9BD	4930-01-179-5774	PUMP LUBRICANT TRANSFER; F/55 GAL DRUM ROTARY HAND
TOA Unit Multiplier	ONC	4930-LL-LCC-1794	LUBRICATING GUN HAND
Reports	9QG	5110-00-188-2524	CUTTER BOLT CLIPPER RIGID HEAD 9/16N DIA 36N OAL
	9QH	5110 00 221 1087	SHEAR METAL CUT 12
	9QG	5110-00-224-1532	PLIERS DIAGONAL CUTTING 6N OAL W/ STRIPPING NOTCH/
	9QG	5110-00-236-3272	CHISEL HAND COLD 3/4N W CUTTING 6-1/2N OAL
	9QG	5110-00-240-3094	SCRAPER SHIP 1-3/4N W BLADE 15N OAL ALL METAL
	9QG	5110-00-277-4591	BLADE HACKSAW HAND 12N L X .025N THK 24 TEETH/N
	9QJ	5110-01-040-8943	FRAME HACKSAW HAND ADJUSTABLE 10N/12N BLADE CAP

Figure 1-23 – Kit 80111 details.

- Click on **WhereUsed** option.

You will see what facilities are using such a kit (*Figure 1-24*).



NAVFAC
 EXPEDITIONARY LOGISTICS CENTER

Advanced Base
 Functional Component
 / Table of Allowance

ABFC VIEW

[Home](#)
[Contact](#)

Select File
 Section/Title
 ABFC/TOA
 Facility/Group
 Assembly
 Line Item
 Local NSN /
 Cage & Part Number
 ACR Status
 Six-year TOA Battle Rhythm
 SKO
 Sets, Kits, and Outfits
 View TUCHA
 P437 Drawings
 NMCB 250 Tent Camp
 TOA Unit Multiplier
 Reports

Master File

Assembly

General Data | Back - Assembly View | WhereUsed Excel

Where Used Data

Assembly 80111 KIT ALFA CO YARD BOSS TOOLS & EQUIPMENT (Used in 9 Facilities)		
Qty Required	Facility	Title
1	00800TC1	BMU SHORE ECH CTR TOOL KITS
1	00801ACU	CTR TOOLS FOR ACU
1	00801MN02	NEMSCOM TOOL KIT SUPPORT MOD 2
1	00801T40MH	NCHB CENTRAL TOOL ROOM
3	00810GC	TRADESMAN TOOL KITS
1	00811EM02	NMCB TOOL KITS (A-CO)
1	00811MH	HEAVY MOD TOOL KITS (A CO)
2	00811U	CBMU CTR TOOL KITS (A CO)
1	22D0007	MEDICAL REPAIR (EQUIPMENT)

Assembly 80111 KIT ALFA CO YARD BOSS TOOLS & EQUIPMENT (Used in 15 ABFC's)			
Qty Required	Abfc	Title	Cpt Type
1	B04H	BEACHMASTER UNIT (BMU)	Component
1	B05D	ASSAULT CRAFT UNIT (ACU)	Standalone
1	BMUSHORE	BMU SHORE ECH	Sub-Component

Figure 1-24 – Where used information.

2.6.0 Repair Parts Support

In the NCF a wide range of CESE is used. Because of the different design characteristics of each CESE item, different repair parts are required to meet the support requirements. The NCF initial outfitting repair parts is designed to support new or like-new CESE for the first 1,200 construction hours and is computed as two 10-hour shifts, seven days per week, for the first 60 days of deployment.

2.6.1 Allowance Parts List

The initial outfitting of repair parts is designed so that each CESE item has a list of parts referred to as an Allowance Parts List (APL). From this data a publication called a Consolidated Seabee Allowance List (COSAL) is prepared and distributed to the NCF unit being supported, plus one copy to the requesting Command and one copy to the NFELC who draws the required initial outfitting parts peculiar, called Modifier Code 98 kit, and parts common, called Modifier Code 96 kit and Modifier Code 97 kit, and packages and ships the parts to the unit.

2.6.2 COSAL Reference List

Each COSAL is arranged and divided into three separate parts.

Part I consists of three equipment cross reference lists used to determine which APL applies to which USN number, but they are sorted and printed in different sequences. Section A is printed in USN registration number sequence; Section B is in EC sequence; and Section C is in APL sequence.

Part II consists of APLs arranged in identification number sequence. The APL identification number is listed in both the upper and lower right corner of each APL page and consists of nine digits, such as 950004121. Part II is further divided into Major Sequence and Minor Sequence.

Part II, Major Sequence is based on the last four digits (95000**4121**) of the APL identification number (low to high), which are commonly referred to as the APL number. Normally, one APL number covers the complete vehicle. Exceptions are vehicles such as truck-mounted water distributors (one APL for the truck and another APL for the distributor), and mobile cranes (one APL for the carrier and another APL for the crane).

Part II, Minor Sequence is based on the preceding three digits, such as 950064121 for the fuel system group items. A list of groups covered in each APL is displayed on the first page of each APL, such as 950064121. The first two digits of the APL number (950044121) are consistent NCF COSALs because they identify the APL as NCF versus shipboard.

Part III consists of a stock number sequence list (SNSL) and two repair part cross reference lists. The SNSL lists the COSAL-provided repair parts arranged in National Item Identification Number (NIIN) sequence in the COSAL, to support a specified level of maintenance. The SNSL also lists the APL numbers each part is stocked for, the unit price, and the total COSAL quantity. The first cross referenced list is the manufacturer's part number to the NSN. The second list is NSN, in NIIN sequence to part number. If the NIIN is not included in the COSAL, it should not be on these lists.

2.6.3 Repair Parts

There are two basic types of repair parts: peculiar and common.

Repair Parts Peculiar – Repair Parts Peculiar are applicable to a specific make and model of equipment. Repair Parts Peculiar include military and commercial operator's manuals, parts manuals, and maintenance manuals. Such items are listed on the APL.

Repair Parts Common – Repair Parts Common are common and consumable supplies that can be used on numerous types of equipment. These items have been separated into a Repair Parts Common Assembly (NAVSUP Modifier 96 and Modifier 97 kits) to reduce overstocking that could occur if these items were carried within separate Repair Parts Peculiar APLs.

The Mod 96 and Mod 97 kits are designed to supplement Repair Parts Peculiar for the first 60 days or 1,200 construction hours of a contingency operation. The Mod 97 kits are packaged as Modular Assemblies. One Mod 97 kit consists of 29 different kits, whereas one Mod 96 kit consists of 19 different kits, each of which has been assigned an individual APL number. This allows Repair Parts Common Assemblies to be printed in the same COSAL format and arrangement as Mod 98 kits.

2.6.4 COSAL Deficiencies

Most COSAL deficiency reports result from errors on individual APL. Because these same APLs are frequently used in other COSALs, any identified error must be reported to NFELC immediately on an Allowance Change Request/Report, NAVSUP Form 1220-2 (*Figure 1-25*). If a NAVSUP Form 1220-2 is not available, the same information should be submitted by letter to NFELC. Instructions for completing this form are outlined in NAVFAC P-300.

Allowance Change Request NAVSUP 1220-2 (12-76) SIN 0108-LF-501-2206		Instructions on Reverse		Please Type or Print		
1. From: Commander, FIRST Naval Construction Division (N43) 1310 8th Street, Suite 100 Norfolk, Virginia 23521-2435		2. Date/Serial Number 14 October 2004/				
To: Commander, Naval Facilities Engineering Command (SRL) Washington Navy Yard 1322 Patterson Avenue SE, Suite 1000 Washington, D.C. 20374-5065		3. TOA/PL/AELRIC Number P25, P29, P31, P35, and P05				
Via: Commanding Officer, Naval Facilities Expeditionary Logistics Center 1000 23rd Avenue Port Hueneme, CA 93043-4301		4. Status of Requested/Allowed Item <input checked="" type="checkbox"/> Item Addition or <input type="checkbox"/> Item Deletion		<input type="checkbox"/> Item on Board or <input checked="" type="checkbox"/> Item Not on Board		
5. National Stock Number (NSN) or FSCM & Part Number	6. Equipment/Component (E/C) or Item Nomenclature	7. Unit of Issue	8. Unit Price	9. Present Qty Allowed	10. New Total Qty	11. Extended Value of Change
FSCM 6855 - PIN 95040-4	BLSS Kit (XS, S, M, & Lg Helmet (Green)) - P25	Ea	\$127.00	0	613	\$103,251.00/P25
FSCM 6855 - PIN 95040-4	BLSS Kit (XS, S, M, & Lg Helmet (Green)) - P29	Ea	\$127.00	0	106	\$13,462.00/P29
FSCM 6855 - PIN 95040-4	BLSS Kit (XS, S, M, & Lg Helmet (Green)) - P31	Ea	\$127.00	0	218	\$27,686.00/P31
FSCM 6855 - PIN 95040-4	BLSS Kit (XS, S, M, & Lg Helmet (Green)) - P35	Ea	\$127.00	0	80	\$10,160.00/P35
FSCM 6855 - PIN 95040-4	BLSS Kit (XS, S, M, & Lg Helmet (Green)) - P05	Ea	\$127.00	0	336	\$42,672.00/P05
12. Justification (Mandatory): A lesson learned during OIF2 is the need for the Oregon AERO Ballistic Liner and Suspension System (BLSS) Kit for the PASGT Helmet worn by our Seabees Navy, USMC, and Army troops have praised the BLSS kit as being a dramatic improvement over the standard liner that comes with the PASGT helmet. Test data, verified by actual use, show that helmet shock transmission is dramatically reduced when using the BLSS system (Too impact from 219.73Gs to 72.75Gs and side impact from 180.64 Gs to 74.22 Gs). Pain-free no matter how long worn, the visco-elastic, temperature- and pressure-sensitive padding system removes all pressure points. The pads also enable the helmet to remain stable whether the user is involved in construction or in a prone shooting position. Additionally, the BLSS kit is cooler because of the pads' air permeable, proprietary coating and self-wicking fabric that draws heat and perspiration away from the scalp. The kit is waterproof, positively buoyant, reduces sound reverberation, and is installed without any helmet shell modifications. The kit includes a four-point chin strap/harness with an integrated nape pad and seven highly engineered pads that replace the standard PASGT helmet liner.						
13. Copy To:		14. Signature:				
15. First Endorsement:		<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Disapproved <input type="checkbox"/> Other				

Figure 1-25 – Allowance change request/report, NAVSUP Form 1220-2.

2.7.0 Inactive Equipment Maintenance Program

Due to varying tasking from one deployment to the next, deployed units often have CESE and MHE on hand which are not used for extended periods during deployment. This extra equipment consumes maintenance man-hours and funds, and often suffers deterioration from exposure to the elements. Such equipment is placed in Inactive Equipment Maintenance (IEM) when there is no foreseeable operational need for the equipment for a period of thirty days or more.

The Department Head determines the equipment IEM status. Status I equipment remains inactive for thirty days or longer and is not scheduled for corrective maintenance or overhaul. Status II equipment is inactive for thirty days or longer and is directly subject to corrective maintenance, overhaul, or removal for safe storage/replacement.

Each WCS maintains the Inactive Equipment Maintenance Program using SKED and utilizing NAVSEAINST 4790.8B, and COMFIRSTNCDINST 4790.1. An EOCN or above with a license for all CESE is assigned to each shop to ensure timely maintenance of all IEM status CESE. Additionally, when performing MRC Periodic Maintenance (PM) on IEM assigned CESE, this person ensures that the cycling test is in accordance with NAVFAC P-300, which includes driving the vehicle at least 10 miles or for heavy equipment 30 minutes, at various speeds and operating all controls under a limited load. During this cycling test, the operation of the engine, brakes, power train components and steering mechanism are observed. If discrepancies are discovered and repairs are required, a 2K will be opened.

2.8.0 Storage of Petroleum Projects

Bulk petroleum products are stored, inventoried, and issued by the battalion supply department, and fuel products are stored in the Alfa Company yard. The Maintenance Supervisor maintains enough oil and lubricant supply in the mechanic's shop to perform maintenance operations.

The Transportation Supervisor is responsible for the storage of petroleum products used in the transportation pool. Storing petroleum products includes taking steps to prevent fires, water contamination, and ground pollution. Guidelines for storage and issue of flammable and combustible liquids are found in the U.S. Army Corps of Engineers, *Safety and Health Requirements Manual*, EM385-1-1.

NOTE

NAVFAC P-300 has an appendix titled "Fuels, Lubricants, Preservation, and Rustproofing Materials" that describes service classifications and military specifications of various engine oils.

2.9.0 Equipment Acquisition and Disposition

Equipment acquisition and disposition procedures for public works units are found in NAVFAC P-300. The procedures for NCF units are found in the COMFIRSTNCDINST 11200.2. NFELC handles the acquisition and disposition of equipment for special operation units (SOUs).

Test your Knowledge (Select the Correct Response)

5. With whom does the Maintenance Supervisor coordinate to make the equipment available?
 - A. Transportation Supervisor
 - B. Dispatcher
 - C. Inspectors
 - D. Operations Supervisor

6. What shop is responsible for the planned maintenance and breakdown repair of both Class "B"- and "C"-assigned CESE?
 - A. Heavy Shop
 - B. Light Shop
 - C. Crane Shop
 - D. Support Shop

3.0.0 LICENSE PROGRAM

A properly administered license program ensures only thoroughly trained personnel who are physically and mentally qualified are licensed as Equipment Operators.

3.1.0 License Examiner

The License Examiner, normally an EO1, is designated by the Commanding Officer to plan and administer the licensing program, maintain a comprehensive bank of license tests, investigate vehicular/equipment mishaps, and supervise the operator training program. To operate the program, he or she is assigned an EO2 as an assistant.

The License Examiner is experienced in all aspects of the operation, servicing and safety requirements of all equipment that he or she is designated to license in accordance with NAVFAC P-300. Additionally, the License Examiner is familiar with and maintains a library of current publications to include the following:

- *Storage and Materials Handling*, DODINST 4145.19-R-1
- *Management, Acquisition, and Use of Motor Vehicles*, OPNAVINST 11240.8G, DOD 4500.36R
- *Motor Vehicle Driver and Shipping Inspectors Manual for Ammunition, Explosives and Related Hazardous Materials*, NAVSEA SW020-AF-ABK-010
- *Management of Transportation Equipment*, NAVFAC P-300
- *Management of Weight-Handling Equipment*, NAVFAC P-307
- *Navy Drivers Handbook*, NAVFAC MO-403
- *Naval Construction Force Occupational Safety and Health Program*, COMSECONDNCB/COMTHIRDNCBINST 5100.1A series
- *Federal Motor Carrier Safety Regulations*, Parts 390-397

3.2.0 Training and Training License

The cumulative effects of poor operating habits are a cause of excessive downtime for repairs and mishaps that may result in loss of life, injury, financial liability, property damage and adverse public opinion. An active licensing program that consists of training and effective supervision substantially reduces the burden on maintenance personnel and the problem of re-supply for repair parts and replacement equipment.

Training before issuing a license is extremely important and must be conducted by qualified personnel. Training should include operator's responsibilities, rules, regulations, and traffic laws, traffic control signs, signals, and markings; mishap prevention through safe driving practices; mishap report procedures, forms, and reports; functions of major assemblies and attachments; operator maintenance, and fundamentals of vehicle operation; safety precautions; and road and skill tests.

Training licenses are issued to trainees who have been under the supervisor of a qualified operator for a minimum of 16 operating hours before testing for an operator's license. Graduating from EO "A" school does not constitute proficiency in equipment operation.

3.3.0 Application Forms

The Application for Vehicle Operator's Identification Card, NAVFAC Form 11240/10 is used to apply for an automotive or material-handling equipment license, known as the U.S. Government Motor Vehicle Operator's Identification Card, OF-346.

The Application for Construction Equipment Operator License, NAVFAC Form 11260/1 is used to apply for a construction equipment license, known as the Construction Equipment Operator License, NAVFAC Form 11260/2. Both application forms are completed by the applicants and signed by the Company Commander or Company Chief.

3.3.1 National Driver Register

The Department of Transportation (DOT) provides a central drivers record identification facility that contains information on drivers whose licenses have been denied, suspended, or revoked. License Examiners utilize the National Driver Register (NDR) to verify driving records on initial applicants for the OF-346 when the applicant does not possess a valid state driver's license or the issuing unit suspects a poor driving record of an applicant with a valid state license. More information on the NDR can be found in the NAVFAC P-300.

3.4.0 Physical Fitness Inquiry Form, Optional Form 345

Applicants for the OF-346 and the NAVFAC 11260/2 are required to complete a Physical Fitness Inquiry for Motor Vehicle Operators, Optional Form 345. The License Examiner reviews and evaluates this form and other available information regarding the physical condition of the applicant and determines if a physical examination is required. Operators must have no physical defects or emotional instability that renders them a hazard to themselves or others. The medical department conducts all physical examinations of applicants referred by the License Examiner, and the results are recorded in the appropriate portion of the application form. The OF-345 is retained in the applicant's file and replaced with a new one each time the license is renewed or upon request of the License Examiner. Physical examinations are required for operators assigned to transport explosives.

3.5.0 Written Examination

Applicants are given, and must successfully pass, a written examination for each specific piece of CESE based on traffic laws and regulations, safe driving habits, and safe operating practices on applicable equipment. The purpose of this examination is to determine the degree of preparedness of the applicant prior to the administration of performance qualification tests. The written examination also provides a means to determine the applicant's knowledge of data not generally evident in performance tests. Applicants are required to read the operator's manual prior to testing.

The License Examiner ensures that written examinations are approved by the Equipment Officer and every site has a minimum of two examinations for each specific piece of CESE maintained in a secured location and updated as needed. Additionally, the License Examiner ensures that blank licenses and answer sheets are stored in a secured location under lock and key.

3.6.0 Performance Test

The License Examiner must give all performance tests, excluding cranes. Applicants must successfully pass an operational performance. In addition to operating or driving qualifications, the applicants must perform pre- and post-operation operator's maintenance as outlined in the operator's manual and MRC for the specific piece of equipment for which the applicant is being tested.

The performance test enables a License Examiner to evaluate the operating skills of each applicant. The examiner must terminate any performance test that becomes hazardous or when an applicant demonstrates a lack of skill, undue nervousness, speeding, inattentiveness, or other unfavorable actions. Personnel failing to qualify for a license should not be reexamined until after further training or instruction. The specific reason for failure is noted on the application and filed in the license file of the applicant.

3.7.0 License Forms

After an applicant satisfactorily completes all the required tests, the examiner issues a license that lists each type of vehicle the license holder is authorized to operate. Any restrictions imposed on the license are also listed.

3.7.1 U.S. Government Motor Vehicle Operator's Identification Card, OF-346

The possession of an OF-346 (*Figure 1-26*) constitutes authorization to operate automotive motor vehicles and material-handling equipment. For on base operations, the possession of a valid state operator's license is not required for the issuance of an OF-346. However, for off base operations, the possession of a valid state operator's license is required, according to that state's requirements. Some states require a license for their state, and others recognize a license from another state, even when expired.

OF 346 11/85 USOPM FPM Chapter 930		U.S. Government Motor Vehicle Operator's Identification Card		Card No.	Restrictions
Name of Operator (Not Transferable)			Sex	Signature of Operator (Not valid until signed)	
Date of Birth			Social Security No.		QUALIFIED TO OPERATE
Height			Weight	Hair Color	Eye Color
Date Issued			Date Expires		Signature and Title of Issuing Official
					OTHER RECORDS (Optional)
The holder of this card is qualified to operate U.S. Government vehicles and/or equipment specified, subject to the restrictions set forth on the other half of this card. Card must be carried at all time when operating Government vehicles.					NSN 7540-00-034-3999 50346-101

Figure 1-26 – U.S. government motor vehicle operator's identification card, OF-346.

A properly completed and valid OF-346 must have the following entries:

- Card number: A two-part sequential number that is the actual license number. The first part of the number is the activity number or unit designation of the original license-issuing activity. The second part of the number is the appropriate sequential number in order of issue. For example, NMCB-3 license number 88 becomes 3-88; a 31ST NCR license number becomes 31-88. This number is indicated on the operator's record, NAVFAC 11240/10, or NAVFAC 11260/2, Construction Equipment Operator License. The License Examiner maintains a record of all licenses issued in ascending sequence.
- Restrictions: Physical limitations and restrictions. Typical notations are *glasses*, *daytime*, *hearing aid*, or *learner*.
- Types of vehicle or equipment: A description of equipment the operator is qualified to operate. Each separate item does not have to be listed; notations are used, like *trucks through 1 1/4 tons*, *tractor and trailer through 10 tons*, and so forth.
- Capacity: See Item 3.
- Qualifying official: Signature of examiner.
- Other records: This section is used for a type of license that requires specific notation. Examples are as follows: ambulance, fire truck, ammunition and explosive ordnance vehicles, and avgas refuelers. This entry can also be used as a continuation for Items 3 and 4.
- The OF-346 is valid for four years and may be renewed for additional periods of 4 years each. Expiration dates do not exceed four years from the date issued.

3 7.2 Construction Equipment Operator License, NAVFAC Form 11260/2

The possession of a NAVFAC Form 11260/2 (*Figure 1-27*) constitutes authorization to operate construction equipment.

CONSTRUCTION EQUIPMENT OPERATOR LICENSE NAVFAC 11260 2 (9 - 74) <i>Supersedes NAVDOCKS 2754</i> S / N 0105 - LF - 004 - 1510				CARD NO _____	
NAME OF OPERATOR _____				DATE ISSUED _____	
DATE OF BIRTH _____				DATE EXPIRES _____	
DATE OF BIRTH	COLOR OF HAIR	COLOR OF EYES	HEIGHT	WEIGHT	
THE HOLDER OF THIS CARD IS QUALIFIED TO OPERATE U.S. GOVERNMENT HEAVY EQUIPMENT AS SPECIFIED ON REVERSE OF THIS CARD					
SIGNATURE OF ISSUING OFFICIAL _____			TITLE <div style="text-align: center;"><i>CERTIFIED EXAMINER</i></div>		
SIGNATURE OF OPERATOR _____			TITLE OF POSITION _____		
<div style="display: flex; justify-content: space-between;"> NOT TRANSFERABLE <i>Card must be carried at all times when operating Government equipment.</i> </div>					

(Front)

_____ QUALIFIED TO OPERATE				
EQUIPMENT TYPE	SIZE AND CAPACITY	ATTACHMENT	TYPE CON- TROLS	EXAM
☆ U.S. GOVERNMENT PRINTING OFFICE: 1984-705-012/7317 2-1				

(Back)

Figure 1-27 – Construction equipment operator license, NAVFAC Form 11260/2.

A complete and valid NAVFAC 11260/2 must have the following entries:

- **Card number:** A two-part sequential number that is the actual license number. The first part of the number is the activity number or unit designation of the original license-issuing activity. The second part of the number is the appropriate sequential number in order of issue. For example NMCB-3 license number 88 becomes 3-88; a 31ST NCR license number becomes 31-88. This number is indicated on the operator's record, NAVFAC 11240/10 or NAVFAC 11260/2, Construction Equipment Operator License. The License Examiner maintains a record of all licenses issued in ascending sequence.
- **Date issued:** Abbreviated entries of the issuing date, month, and year.
- **Date expired:** Abbreviated entries of the expiration date, month, and year. The NAVFAC 11260/2 is valid for 4 years and may be renewed for additional periods of 4 years each. Expiration dates do not exceed four years from the date issued.
- **Name of operator:** The operator's name, as contained in official personnel records.
- **Equipment type:** Description of the basic units the operator is qualified to operate. Typical notations are *front-end loader*, *dozer*, *grader*, or *excavator*.
- **Size and capacity:** Make and model of equipment written as the equipment type. Typical notations are *Cat 924G*, *JD 200CLC*, and so forth.
- **Attachment:** Description of the attachment the operator is qualified to operate. Typical notations are *backhoe*, *forks*, *bucket*, *blade*, *winch*, *ripper*, or *all attachments*. This entry can also be used to denote gas- or diesel-powered equipment.

3.8.0 License Renewal

Prior to the expiration date of a license, the operator can renew his or her license by satisfactorily completing a physical examination, and a written examination, as deemed necessary. After the expiration date, the operator must be re-examined as a new applicant. Licenses that expire while the operators are assigned to a combat zone are automatically extended until their return to a non-combat area.

The License Examiner maintains a tickler file or electronic file of each operator's license expiration date. Renewal action should start approximately 90 days before the expiration date.

3.9.0 Lost or Mutilated Licenses

Lost, destroyed, or mutilated licenses may be replaced upon verification of the individual record. License verification can be accomplished by referring to either the NAVFAC Form 11240/10, or the Construction Equipment Operator License Record, NAVFAC Form 11260/3 (*Figure 1-28*). Both of these forms are maintained and filed in the License Examiner's records.

[illegible]

Figure 1-28 – Construction Equipment Operator License Record, NAVFAC Form 11260/3.

3.10.0 Suspended or Revoked Licenses

The Commanding Officer or the designed individual with the authority can suspend an operator's license at any time for cause. All revoked or suspended licenses should be returned to the license office without delay.

NOTE

In the interest of personnel safety, when an individual's state license is revoked, the OF-346 and NAVFAV Form 11260/2 are revoked.

Requests for re-examination of operators whose licenses have been suspended or revoked should specifically outline the incidents leading to the suspension or revocation. Special training emphasis should be placed on that portion of the re-examination.

3.11.0 License Files

Complying with Privacy Act of 1974, the License Examiner maintains a 6-part file for each person in the unit who possesses an OF 346 or an NAVFAC 11260/2. Files are secured under lock and key and are organized in the following manner:

On the left side of the license file:

- NAVFAC Form 11260/1, and all heavy equipment written and performance tests
- Old licenses (outdated) and copy of current license

On the right side:

- NAVFAC Form 11240/10 and all light equipment written and performance tests
- NAVFAC Form 11260/3
- Standard Form 47

- Locally generated Record of Government and Equipment Licenses, CBPAC (311) 1543/1 (*Figures 1-29 and 1-30*) and miscellaneous documentation (e.g., Privacy Act statement, mishap procedures, copy of certificates/schools)

RECORD OF GOVERNMENT VEHICLE AND EQUIPMENT LICENSE			
NAME		RATE	COMMAND/DIV. CO.
SF-46 NUMBER		DATE	
		ISSUED	EXPIRATION
EQUIPMENT ON LICENSE	SIZE/MODEL/MAKE		DATE & INITIAL
BELOW 1 ½ TON			
PICK-UP			
TRK CARGOS			
TRK DUMP			
TRACTOR TRAILER			
TRK WRECKER			
TRK FUEL			
BUSSES			
EMERGENCY VEH			
OTHER EQUIPMENT NOT LISTED			
MATERIAL HANDLING EQUIPMENT (MHE)			
		DATE ISSUED	EXPIRATION
EQUIPMENT ON LICENSE	SIZE/MODEL/MAKE		DATE & INITIAL
RESTRICTIONS			

**Figure 1-29 – Record of Government and Equipment Licenses,
CBPAC (311) 1543/1 (front).**

3.12.0 Administrative/Personnel Office

The Administrative/Personnel Office informs the License Examiner of all traffic violations and notices of license suspensions and revocations referred through official channels. The office also includes the License Examiner in the check-in or check-out process of personnel in the command. Personnel who check in a command possessing an OF-346 or NAVFAC 11260/2 must have their NAVFAC 11240/10 and the NAVFAC 11260/3 pulled from their service record and forwarded to the license examiner for processing. According to MILPERSMAN 1070-100, when personnel check out of a command, the examiner must ensure the NAVFAC 11260/3 and NAVFAC 11240/10 are forwarded for filing in the person's service record before transfer.

3.13.0 Mishap Investigation

Any suspected mishap is to be immediately investigated by the License Examiner, who is also assigned the responsibilities of Mishap Investigator/Roadmaster for the command.

On a monthly basis, all accidents are reported to respective Regimental (R43) Equipment Offices utilizing the licensing database's download features. Mishaps that require a JAG investigation or that resulted in deadlined CESE are reported to respective Equipment Offices within 72 hours.

Mishaps that involve COMTWENTYSECONDNCR/COMTHIRTIETHNCR vehicles and equipment are to be reported according to COMSECONDNCR/COMTHIRDNCRINST 5100.1A series. In addition to complying with these reporting instructions, mishaps that involve cranes must be reported to the Regimental Equipment Office, utilizing the licensing database. Additionally, such mishaps must be reported the Navy Crane Center, according to NAVFAC P-307.

3.14.0 Roadmaster

The Roadmaster assures the safe operation of the battalion's equipment and enforces regulations as directed by the Alfa Company Commander. Additionally, the Roadmaster should escort oversized loads and check prospective routes of travel for obstructions.

Test your Knowledge (Select the Correct Response)

7. (True or False) A properly administered license program ensures that only thoroughly trained personnel are licensed.
 - A. True
 - B. False

8. The license examiner must be appointed by what person?
 - A. Company Commander
 - B. Operations Supervisor
 - C. Respective Regimental Office
 - D. Commanding Officer

4.0.0 BATTALION EQUIPMENT EVALUATION PROGRAM

The purpose of the Battalion Equipment Evaluation Program (BEEP) is to use the full expertise and efforts of the two equipment forces to provide the relieving battalion the best possible turnover of Alfa Company operations--to pass on all special knowledge of CESE maintenance, operation techniques; provide a realistic in-depth condition evaluation of CESE allowance, facilities, tools, and materials; and provide the respective Regimental Equipment Office with current equipment condition codes for scheduling timely CESE replacements.

A joint approach between both equipment forces and the respective Regimental Equipment Office is necessary to successfully accomplish the purposes of BEEP and provide a continuous and uniform evaluation and accountability of all equipment, collateral equipment, attachments, records, and correspondence.

4.1.0 BEEP Preparations

The incoming battalion provides the outgoing battalion and respective Equipment Office a 30-day advanced notification of the commencement date of BEEP. It is recommended that BEEP is scheduled at the earliest date possible after the arrival of the advance party to ensure the completion prior to the arrival of the rest of the battalion. Ideally, BEEP should commence seven days prior to the arrival of the rest of the battalion. The advance party should consist of the following personnel assigned to evaluate and repair equipment with their outgoing counterparts.

- Alfa Company Commander/Department Head
- Alfa Company Operations Supervisor/Division Officer
- Alfa Company Maintenance Supervisor/Division Officer
- Light Shop Work Center Supervisor
- Heavy Shop Work Center Supervisor
- Support Shop Work Center Supervisor
- Work Center Group Supervisor
- Technical Librarian
- Lead Field Crew Mechanic
- Transportation Supervisor
- Crane Crew Supervisor and all crane certification personnel
- Crane Test Director
- Crane Mechanic
- Collateral Equipment Custodian
- Yard Boss
- Dispatcher
- License Examiner
- Equipment Inspectors
- Senior Machinery Repairman

- Construction Mechanic (28 personnel)
- Equipment Operator (15 personnel)
- Construction Electrician – (one personnel, to inspect and evaluate power generators, floodlight trailers and welders and to perform auto-electrical and battery work)
- Utilitiesman – (one personnel, must be qualified to inventory and evaluate water purification units, DECON sprayers, shower bath trailers, pumps and water tanks)
- Steelworker – (one personnel, must have welding capability; also desirable to be able to perform body and fender repairs to vehicles and equipment)
- RPPO per shop

Prior to the commencement of BEEP, the outgoing battalion cleans and stages all CESE, MHE and WHE, including attachments, for evaluations and repair to ensure the full use of all construction mechanics for two complete workdays. In addition, the outgoing battalion provides the incoming battalion its monthly CESE availability reports for the last three months prior to the commencement of BEEP.

4.2.0 Active CESE

In addition to active CESE already scheduled for PMS, operational checks and condition assessments are performed on at least 20 percent of active CESE and associated attachments not scheduled for PMS. The respective Regimental CESE Managers select such equipment and ensure checks are performed using the applicable 3-M "R" situational maintenance check or equivalent MRC.

After reviewing equipment and attachment evaluation inspection guides (also known as "BEEP Sheets") completed by the EO Equipment Inspectors, both the incoming and outgoing Maintenance Supervisors recommend equipment conditions codes to the respective Regimental CESE Managers for final assessment.

Figures 1-31 and 1-32 show the front and back of an Equipment Evaluation Inspection Guide. Figure 1-33 shows an Attachment Evaluation Inspection Guide. As shown in these figures, equipment condition codes are composed of two characters. The first character is an alpha Supply Condition Code, the second is an alpha numeric Disposal Condition Code. The first position determines serviceability and is coded with an "A," "F," "G," or "S." The second position determines relative condition or degree of serviceability and is coded with "1" through "6" for serviceability Code "A"; with a "7" through "9" for serviceability Code "F" or "G"; and an "X" or "S" for serviceability Code "S." Table 1-2 show the definitions of equipment condition codes.

Both Operations Supervisors visually inventory and, using BEEP sheets, recommend equipment condition codes for the remaining active CESE and associated attachments not scheduled for PMS. Recommendations are reviewed by the Maintenance Supervisors with final approval by the respective Regimental CESE Managers.

BATTALION EQUIPMENT EVALUATION PROGRAM (BEEP) CESE SHEET					
LOCATION:			DATE:		
Code:	USN:	Mileage:	Hours:	Engine Serial #:	
	INSPECTORS	Initials:	NMCB:	Initials:	NMCB:
	COOLING SYSTEM	Report all discrepancies:			
	LUBRICATION SYSTEM	Report all discrepancies:			
	CHARGING SYSTEM	Report all discrepancies:			
	LIGHTING SYSTEM	Report all discrepancies:			
	FUEL SYSTEM	Report all discrepancies:			
	TIRES	Report all discrepancies:			
	TRACKS	Report all discrepancies:			
	STEERING AND SUSPENSION	Report all discrepancies:			
	HYDRAULIC SYSTEM	Report all discrepancies:			
	SAFETY DEVICES	Report all discrepancies:			
	BRAKE SYSTEMS	Report all discrepancies:			
	OTHER REMARKS	Report all discrepancies:			
	ENGINE RUNNING	INSPECTORS	Initials:	NMCB:	Initials:
ACCESSORIES		Report all discrepancies:			
LEAKS		Report all discrepancies:			
ENGINE PERFORMANCE		Report all discrepancies:			
VEHICLE PERFORMANCE		Report all discrepancies:			
OTHER REMARKS		Report all discrepancies:			

Figure 1-31– Equipment Evaluation Inspection Guide (front).

BATTALION EQUIPMENT EVALUATION PROGRAM (BEEP) CESE SHEET					
INVENTORY	INSPECTORS	Initials:	NMCB:	Initials:	NMCB:
	COLLATERAL EQUIPMENT	Report equipment inventory status and condition:			
	OPERATIONS SUPERVISORS	Initials:	NMCB:	Initials:	NMCB:
	OTHER REMARKS	Report discrepancies not covered:			
SHOP INSPECTION AND REPAIR	INSPECTORS	Initials:	NMCB:	Initials:	NMCB:
	SYSTEM REPAIRED	Work Description and solution to the discrepancy:			
	SYSTEM REPAIRED	Work Description and solution to the discrepancy:			
	SYSTEM REPAIRED	Work Description and solution to the discrepancy:			
	SYSTEM REPAIRED	Work Description and solution to the discrepancy:			
	SYSTEM REPAIRED	Work Description and solution to the discrepancy:			
	SHOP SUPERVISOR	MAKE MINOR REPAIRS/ORDER PARTS (Initials)			
	SHOP SUPERVISOR	FINAL INSPECTION (Initials)			
CONDITION CODES	RECOMMENDED OVERALL CONDITIONS CODE				
	The following is a complete list of the possible codes with a brief description.				
	Place an "X" in the Applicable Code (below)				
	Code:	Description:	Code:	Description:	
	A1	Serviceable/Unused-Good	F8	Unserviceable Repairable-Repairs-Fair	
	A2	Serviceable/Unused-Fair	F9	Unserviceable Repairable-Repairs-Poor	
	A3	Serviceable/Unused-Poor	G8	Unserviceable Incomplete-Repairs-Good	
	A4	Serviceable/Used-Good	G9	Unserviceable Incomplete-Repairs-Fair	
	A5	Serviceable/Used-Fair	SX	Unserviceable Incomplete-Repairs-Poor	
	A6	Serviceable/Used-Poor	SS	Unserviceable Scrap/Salvage	
			Unserviceable Scrap/Scrap		
	F7	Unserviceable Repairable – Repairs Acquired – Good			
NMCB /NCR REVIEW	THE BELOW CONDITIONS CODES AGREED TO BY THE MAINTENANCE SUPERVISORS FROM BOTH BATTALIONS				
	NMCB:	ALFA 4 SIGNATURE			
	NMCB:	ALFA 4 SIGNATURE			
	Regimental Equip. Rep. Signature		DATE:	CONDITION CODE:	

Figure 1-32 – Equipment Evaluation Inspection Guide (back).

BATTALION EQUIPMENT EVALUATION PROGRAM (BEEP) CESE ATTACHMENT SHEET										
LOCATION:					DATE:					
I.D. Number:			Description:			Location:				
Assigned to Code:			USN NO.			Mounted/Unmounted				
PRE-STATRT	INSPECTORS		Initials:		NMCB:		Initials:		NMCB:	
	PRESTART INSPECTION:		Report all discrepancies:							
OPS TEST	INSPECTORS		Initials:		NMCB:		Initials:		NMCB:	
	OPERATIONAL INSPECTION:		Report all discrepancies:							
SHOP INSPECTION AND REPAIRS	INSPECTORS		Initials:		NMCB:		Initials:		NMCB:	
	SYSTEM REPAIRED		Work Description and solution to the discrepancy:							
	SYSTEM REPAIRED		Work Description and solution to the discrepancy:							
	SYSTEM REPAIRED		Work Description and solution to the discrepancy:							
	SYSTEM REPAIRED		Work Description and solution to the discrepancy:							
	SHOP SUPERVISOR		MAKE MINOR REPAIR/ORDER PARTS (Initials)							
	SHOP SUPERVISOR		FINAL INSPECTION SIGNATURE:							
CONDITION CODES	RECOMMENDED OVERALL CONDITIONS CODE									
	The following is a complete list of the possible codes with a brief description.									
	Place an "X" in the Applicable Code (below)									
	Code:		Description:			Code:		Description:		
	A1		Serviceable/Unused-Good			F8		Unserviceable Repairable-Repairs-Fair		
	A2		Serviceable/Unused-Fair			F9		Unserviceable Repairable-Repairs-Poor		
	A3		Serviceable/Unused-Poor			G8		Unserviceable Incomplete-Repairs-Good		
	A4		Serviceable/Used-Good			G9		Unserviceable Incomplete-Repairs-Fair		
	A5		Serviceable/Used-Fair			SX		Unserviceable Incomplete-Repairs-Poor		
	A6		Serviceable/Used-Poor			SS		Unserviceable Scrap/Salvage		
F7		Unserviceable Scrap/Scrap								
OPS REVIEW	OPERATIONS SUPERVISOR		Initials:		NMCB:		Recommended Condition Code:			
	REMARKS		Initials:		NMCB:		Recommended Condition Code			
NMCB / NCR REVIEW	THE BELOW CONDITIONS CODES AGREED TO BY THE MAINTENANCE SUPERVISORS FROM BOTH BATTALIONS									
	NMCB:		ALFA 4 SIGNATURE							
	NMCB:		ALFA 4 SIGNATURE							
	Regimental Equip. Rep. Signature					DATE:		CONDITION CODE:		

Figure 1-33 – Attachment Evaluation Inspection Guide.

Table 1-2 – Code definitions.

Code	Title	Definition
A	Serviceable (Issue without qualification)	New, used, repaired or reconditioned material which is serviceable and can be issued to all customers without limitation or restriction. Includes material with more than six months shelf life remaining.
F	Unserviceable (Repairable)	Economically repairable material which requires repair, overhaul, or reconditioning. Includes repairable items which are radioactively contaminated.
G	Unserviceable (Incomplete)	Material requiring additional parts or components to complete the end item prior to issue.
S	Unserviceable (Scrap)	Material that has no value except for its basic material content.
1	Unused-Good	Unused property that is usable without repairs and identical or interchangeable with new items from normal supply source.
2	Unused-Fair	Unused property that is usable without repairs but is deteriorated or damaged to the extent that utility is somewhat impaired.
3	Unused-Poor	Unused property that is usable without repairs but is considerably deteriorated or damaged. Enough utility remains to classify the property better than salvage.
4	Used-Good	Used property that is usable without repairs and most of its useful life remains.
5	Used-Fair	Used property that is usable without repairs but is somewhat worn or deteriorated and may soon require repairs.
6	Used-Poor	Used property that may be used without repairs, but is considerably worn or deteriorated to the degree that remaining utility is limited or major repairs will soon be required.
7	Repairs Required-Good	Required repairs are minor and should not exceed 15 percent of original acquisition cost.
8	Repairs Required-Fair	Required repairs are considerable and are estimated to range from 16 percent to 40 percent of original acquisition cost.
9	Repairs Required-Poor	Required repairs are major because the property is badly damaged, worn, or deteriorated, and estimated to range from 41 percent to 65 percent of original acquisition cost.
X	Salvage	Property has some value in excess of its basic material content, but repair or rehabilitation to use for the originally intended purpose is clearly impractical. Repair for any use would exceed 65 percent of the original acquisition cost.
S	Scrap	Material that has no value except for its basic material content.

NOTE: For additional codes see NAVFAC P-300.

4.3.0 Scheduled and Corrective Maintenance

Preventive maintenance continues as scheduled. Joint spot-checks of the 3-M maintenance process are performed by Work Center Supervisors, Maintenance Supervisors, Departmental 3-M Assistants, and Department Heads. Corrective maintenance should be documented as required using MICROS/NAP/OMMS. Only the repairs critical to the equipment's operation will be completed. Such repairs are completed with minimum deferred work depending on the availability of repair parts and allotted time; however, major body and paint work will be identified in the Current Seabee Maintenance Project (CSMP) using 2K and deferred during BEEP.

4.4.0 Inactive Equipment Maintenance

All inactive CESE and associated attachments not scheduled for PMS are operationally tested in accordance with the applicable 3-M (IEM) Periodic Maintenance Check(s).

Two days prior to the turnover, the outgoing battalion removes the CESE from IEM status I and performs IEM start-up maintenance, a specialized maintenance action that reactivates equipment that has been inactivated for a prolonged period. It consists of performing turn-on procedures and restoring the equipment to its ready-for-service condition. After start-up maintenance, the Maintenance Supervisors recommend equipment condition codes for all CESE removed from the IEM program to the respective Regimental CESE Managers.

4.5.0 Deadline Equipment

The Maintenance Supervisors and respective Regimental CESE Managers ensure that deadline equipment is maintained in accordance with COMMFIRSTNCDINST 11200.2, which includes covering all openings, preserving machine surfaces, tagging, covering and storing all disassembled components and ensuring no cannibalization has taken place since the last inspection. Additionally, the Maintenance Supervisors and respective Regimental CESE Managers ensure that the shop responsible for maintenance of the deadlined equipment has generated a 2K and has cycled the equipment to the fullest extent possible to prevent deterioration.

4.6.0 Collateral Equipment

All collateral equipment is inventoried. Supply status of outstanding line items is verified against the CSMP report. The Operations Supervisor coordinates with the Maintenance Supervisor to obtain a current copy of the Company CSMP report two weeks prior to the turnover. The Operations Supervisor ensures that the Collateral Equipment Custodian has verified all collateral shortages are on order and has updated all 1NCD CB 60 Forms.

Test your Knowledge (Select the Correct Response)

9. What does the acronym BEEP stand for?
- A. Battalion Engineer Equipment Program
 - B. Battalion Engineer Equipment Platoon
 - C. Battalion Equipment Evaluation Program
 - D. Battalion Evaluation Equipment Platoon

10. **(True or False)** One purpose of the BEEP is to provide a realistic in-depth condition evaluation of the CESE allowance.
- A. True
 - B. False

Summary

This chapter introduced the various responsibilities of the Transportation Supervisor, and identified instructions and publications that a Transportation Supervisor must be familiar with to manage and control CESE, collateral equipment, and attachments. Additionally, this chapter provided information regarding the organization and management of the Maintenance Program as well as its three maintenance levels. This chapter described a properly administered License Program that consists of training and effective supervision. Lastly, this chapter presented the purpose of the Battalion Equipment Evaluation Program (BEEP) and the responsibilities of both the incoming and outgoing battalions and respective Regimental CESE Managers.

Review Questions (Select the Correct Response)

1. What publication provides guidance for the management of equipment in a stable environment?
 - A. NAVFAC P-307
 - B. NAVFAC P-300
 - C. NAVFAC P-306
 - D. NAVFAC P-404

2. What publication is a compilation of directives issued by the SECNAV CNO and COMNAVFACENGCOM?
 - A. NAVFAC P-404
 - B. NAVFAC P-307
 - C. NAVFAC P-306
 - D. NAVFAC P-300

3. Procedures for the administration, operation, and maintenance of transportation equipment are contained in what publication?
 - A. NAVFAC P-404
 - B. NAVFAC P-307
 - C. NAVFAC P-306
 - D. NAVFAC P-300

4. What instruction establishes policy, assigns action and provides guidance for the NFC Equipment Management Program?
 - A. COMFIRSTNCDINST 11200.2
 - B. COMSECOND/COMTHIRDNCBINST 11200.1
 - C. COMSECONDNCB/COMTHIRDNCBINST 4400.3
 - D. COMSECONDNCB/COMTHIRDNCBINST 5600.1A

5. The Chief of Civil Engineers provides technical guidance regarding the organization and operation of the NCF in what publication?
 - A. NAVFAC P-404
 - B. NAVFAC P-307
 - C. NAVFAC P-306
 - D. NAVFAC P-300

6. What publication presents an overview of the NCF and describes the mission and concepts of operation for NCF units other than NMCB?
 - A. NAVFAC P-404
 - B. NAVFAC P-307
 - C. NAVFAC P-306
 - D. NAVFAC P-300

7. DD Form 1970s, Hard Cards, and Dispatcher's Logs are retained for a minimum of how many days?
- A. 60
 - B. 70
 - C. 80
 - D. 90
8. What type of list is a Tab A?
- A. Supply
 - B. Parts
 - C. Weapon
 - D. Equipment
9. The Tab A is initiated by what office?
- A. Alfa Company Operations Office
 - B. Alfa Company Maintenance Office
 - C. Dispatch Office
 - D. NFELC
10. The equipment code (EC) for each type of CESE is assigned by what command?
- A. CED
 - B. NMCB
 - C. NFELC
 - D. CESO
11. Any special procurement for a unit of CESE is designated by what number(s) in the equipment code?
- A. First
 - B. First two
 - C. Last
 - D. Last two
12. The Naval Supply System Command controls the inventory of equipment by what equipment codes?
- A. 0001/00-0999/99
 - B. 1000/00-1999/00
 - C. 2000/00-9999/99
 - D. 10000/00-99999/99
13. What pool service requires an operator to complete a request for a vehicle?
- A. On-call
 - B. U-Drive it Dispatch
 - C. Taxi Service
 - D. Scheduled Service

14. **(True or False)** Starting and running an engine cycles the vehicle.
- A. True
 - B. False
15. **(True or False)** Equipment availability is the percentage of time the equipment is available for dispatch compared to downtime.
- A. True
 - B. False
16. **(True or False)** Class "C"-assigned CESE can be issued to an operator with signature.
- A. True
 - B. False
17. Class "B"-assigned vehicles should not exceed what percentage of active assigned CESE?
- A. 5
 - B. 10
 - C. 15
 - D. 25
18. What form is prepared by the receiving unit when an attachment is transferred without equipment?
- A. NAVFAC Form 6-11200/45
 - B. NAVFAC Form 11260/1
 - C. NAVFAC Form 11260/2
 - D. NAVFAC Form 4790/2K
19. Which circumstance is NOT associated with poor equipment availability?
- A. Overworked or abused equipment
 - B. Inadequate part support
 - C. Shortage of mechanics
 - D. Strong Yard Boss Program
20. The segregated storage of all attachments and their associated accessories is the responsibility of what person?
- A. Transportation Supervisor
 - B. Dispatcher
 - C. Yard Boss
 - D. Attachments Custodian

21. **(True or False)** A poorly managed fuel program results in needless downtime of equipment and delays in production.
- A. True
 - B. False
22. What should the fuel truck operator review to determine the location of all CESE?
- A. Attachment status board
 - B. Equipment status board
 - C. Hard card log book
 - D. Equipment status log book
23. Records for fuel issues are maintained by which personnel?
- A. Field Maintenance Crew
 - B. Yard Boss
 - C. Fuel Truck Operator
 - D. Dispatcher
24. The fuel truck operator maintains the fuel truck by the standards outlined in what instruction?
- A. COMFIRSTNCDINST 11200.2
 - B. COMSECOND/COMTHIRDNCBINST 11200.1
 - C. COMSECONDNCB/COMTHIRDNCBINST 4400.3
 - D. COMSECONDNCB/COMTHIRDNCBINST 5600.1A
25. Lettering for the words NO SMOKING is marked on the fuel tanker in what size and color?
- A. 6-inch black
 - B. 6-inch yellow
 - C. 3-inch black
 - D. 6-inch yellow
26. Who ensures that fire extinguishers assigned to CESE are inspected in accordance with NFPA 10?
- A. Attachments Custodian
 - B. Collateral Equipment Custodian
 - C. Yard Boss
 - D. Transportation Supervisor
27. Fire extinguishers carried on a fuel truck should be no less than what size?
- A. 10 B:C
 - B. 20 B:C
 - C. 30 B:C
 - D. 40 B:C

28. Who assigns inexperienced operators with experienced operators for training to become future replacements?
- A. Collateral Equipment Custodian
 - B. Dispatcher
 - C. Transportation Supervisor
 - D. Maintenance Supervisor
29. During what period of time does the operational pace slow, possibly resulting in a reduced level of professionalism?
- A. Pre-deployment
 - B. Mid-deployment
 - C. Deployment
 - D. Homeport
30. Height and width limitations of loads are set by what agency?
- A. Congress
 - B. Each state
 - C. Highway patrol
 - D. Local police
31. As outlined in the COMFIRSTNCDINST 11200.2, the size of a nameplate for a tractor-trailer is constructed at what dimension, in inches?
- A. 3 by 18
 - B. 3 ½ by 18
 - C. 3 ½ by 17
 - D. 3 by 17
32. The load on every vehicle must be distributed, chocked, tied down or otherwise secured according to what publication?
- A. COMFIRSTNCDINST 11200.2
 - B. MTMCTEA Pamphlet 55-20
 - C. NAVFAC P-405
 - D. NACFAC P-315
33. The safe operation and the securing of cargo on tractor-trailers are the responsibilities of which personnel?
- A. Transportation Supervisor
 - B. Co-rider
 - C. Operator
 - D. Yard Boss
34. **(True or False)** The Heavy Shop WCS is responsible for the planned maintenance and breakdown repairs of cranes.
- A. True
 - B. False

35. Who is responsible for examining the equipment for additional required repairs when the CESE is scheduled for planned or corrective maintenance?
- A. Work Center Inspectors
 - B. Maintenance Supervisor
 - C. Mechanics
 - D. Inspector
36. The Technical Librarian establishes and enforces checkout procedures for all manuals, and maintains all required reference materials needed to research and initiate parts requisition in accordance to what instruction?
- A. COMFIRSTNCDINST 11200.2
 - B. COMSECOND/COMTHIRDNCBINST 11200.1
 - C. COMSECONDNCB/COMTHIRDNCBINST 4400.3
 - D. COMSECONDNCB/COMTHIRDNCBINST 5600.1A
37. What form is used to draw material from the storeroom or to request not in stock or not carried items from the unit supply?
- A. NAVFAC Form 11260/1
 - B. NAVFAC Form 11260/2
 - C. NAVFAC Form 4790/2K
 - D. NAVSUP Forms 1250-2
38. Who maintains the Repair Parts Summary Sheets?
- A. Maintenance Supervisor
 - B. Mechanic
 - C. Technical Librarian
 - D. Det Repair Part Petty Officer
39. **(True or False)** The goal of maintenance is to keep all CESE in a safe and serviceable condition at a reasonable cost and to detect minor deficiencies before they develop into costly repairs.
- A. True
 - B. False
40. What maintenance is the responsibility of and is performed by the operator?
- A. Organizational
 - B. Intermediate
 - C. Depot
 - D. First echelon

41. What level of maintenance is divided into operator maintenance and preventive maintenance?
- A. Organizational
 - B. Intermediate
 - C. Depot
 - D. First echelon
42. What level of maintenance requires major overhaul or comprehensive restoration to a degree necessary to restore the entire unite to a like-new condition?
- A. Organizational
 - B. Intermediate
 - C. Depot
 - D. First echelon
43. What form is used for determining when to service or change a component's oil and/or filter after reviewing the pertinent MCR and last recorded hours or mileage?
- A. NAVFAC Form 11260/2
 - B. NAVFAC Form 4790/2K
 - C. NAVSUP Form 1250-2
 - D. NAVFAC Form 11240/6
44. **(True or False)** Deferred maintenance is maintenance that requires body work.
- A. True
 - B. False
45. The table of allowance is designed to sustain operations for how many days without resupply?
- A. 15
 - B. 30
 - C. 60
 - D. 90
46. **(True or False)** The NCF initial outfitting repair parts are designed to support new or like-new CESE for the first 2,000 construction hours.
- A. True
 - B. False
47. What is the name of the repair parts list for each CESE item?
- A. Consolidated Seabee Allowance List
 - B. Allowance Part List
 - C. Repair Part Common List
 - D. Repair Part Peculiar List

48. **(True or False)** Operator's manuals are considered Repair Parts Peculiar.
- A. True
 - B. False
49. CESE should be placed in IEM when there is no foreseeable operational need for the equipment for a period of how many days?
- A. 30
 - B. 60
 - C. 90
 - D. 120
50. Who determines Inactive Equipment Maintenance (IEM) status?
- A. Department Head
 - B. Maintenance Supervisor
 - C. Work Center Supervisors
 - D. Inspectors
51. What supervisor is responsible for the storage of petroleum products used in the transportation pool?
- A. Maintenance Supervisor
 - B. Transportation Supervisor
 - C. Yard Boss
 - D. Light Shop WCS
52. Which publication is NOT required for the library that the License Examiner must maintain?
- A. NAVFAC P-404
 - B. NAVFAC MO-403
 - C. NAVFAC P-300
 - D. OPNAVINST 11240.8G
53. Training licenses are issued to trainees who have been under the supervision of a qualified operator for a minimum of how many operating hours?
- A. 10
 - B. 16
 - C. 18
 - D. 20
54. What form is used to apply for a material-handling equipment license?
- A. NAVFAC 11240/10
 - B. NAVFAC 11240/2
 - C. NAVFAC 11240/13
 - D. NAVFAC 11240/9

55. License application forms are completed by the applicants and must be signed by what person?
- A. License Examiner
 - B. Project Supervisor
 - C. Company Commander
 - D. Transportation Supervisor
56. The Standard Form 47 is retained in an applicant's license file and is replaced with a new one at what time?
- A. Once a year
 - B. When the license is renewed
 - C. When the license is lost
 - D. Every 4 years
57. The License Examiner should have a minimum of how many written examinations for each type of CESE?
- A. 1
 - B. 2
 - C. 3
 - D. 4
58. The License Examiner does NOT give a performance test for what type of equipment?
- A. Dozer
 - B. Rock drill
 - C. Grader
 - D. Crane
59. **(True or False)** For on base operations, the possession of a valid state operator's license is not required for the issuance of an OF-346.
- A. True
 - B. False
60. For how many years is the OF-346 valid?
- A. 1
 - B. 2
 - C. 3
 - D. 4
61. License renewal action should start a minimum of how many days before the expiration date?
- A. 30
 - B. 45
 - C. 60
 - D. 90

62. Under what condition is an operator's license automatically extended?
- A. While assigned to NCTC for training
 - B. While traveling under PSC order
 - C. While deployed with an air detachment
 - D. While assigned to a combat zone
63. By power of authority, an operator's license can be revoked by which person?
- A. License Examiner
 - B. Maintenance Supervisor
 - C. Transportation Supervisor
 - D. Commanding Officer
64. The maintenance procedures for the files on licensed operators must comply with the provisions of the Privacy Act of _____.
- A. 1972
 - B. 1974
 - C. 1977
 - D. 1997
65. **(True or False)** The Personnel Office is responsible for including the License Examiner in the check-in or out process in a command.
- A. True
 - B. False
66. Mishaps that require a JAG investigation or that resulted in deadlined CESE are reported to respective Equipment Offices within how many hours?
- A. 24
 - B. 48
 - C. 72
 - D. 96
67. Mishap investigation guidelines are presented in what instruction?
- A. COMFIRSTNCDINST 11200.2
 - B. COMSECONDNCB/COMTHIRDNCBINST 4400.3
 - C. COMSECONDNCB/COMTHIRDNCBINST 5100.1.
 - D. OPNAVINST 11240.8G
68. In an NMCB, who checks the route before moving an oversized load on a public highway?
- A. Operator
 - B. Yard Boss
 - C. Roadmaster
 - D. Dispatcher

69. **(True or False)** The outgoing battalion provides the ingoing battalion and respective Equipment Office a 30-day advanced notification of the commencement date of BEEP.
- A. True
 - B. False
70. The outgoing battalion provides the incoming battalion its monthly CESE availability reports for the last _____ months prior to the commencement of BEEP.
- A. 2
 - B. 3
 - C. 4
 - D. 5
71. The outgoing battalion cleans and stages all CESE, including attachments, for evaluations and repair to ensure the full use of all construction mechanics for how many complete workdays?
- A. 1
 - B. 2
 - C. 3
 - D. 4
72. Operational checks and condition assessments are conducted on what percentage of active CESE not scheduled for PMS?
- A. 10
 - B. 20
 - C. 30
 - D. 40
73. Who recommends equipment condition codes for the remaining active CESE not scheduled for PMS?
- A. Both Maintenance Supervisors
 - B. Both Operations Supervisors
 - C. Inspectors
 - D. Respective Regimental CESE Managers
74. **(True or False)** Five days prior to the turnover, the outgoing battalion removes the CESE from IEM status I and performs IEM start-up maintenance.
- A. True
 - B. False
75. **(True or False)** The second character of an equipment condition code is an alpha Supply Condition Code.
- A. True
 - B. False

Additional Resources and References

This chapter is intended to present thorough resources for task training. The following reference works are suggested for further study. This is optional material for continued education rather than for task training.

Naval Construction Force Manual, NAVFAC P-315, Department of the Navy Naval Facilities Engineering Command, 1985.

Naval Construction Force (NCF) Equipment Management Instruction, COMFIRSTNCDINST 11200.2, Department of Navy, First Naval Construction Division, 2006.

Management of Civil Engineering Support Equipment, NAVFAC P-300, Department of Navy, Naval Facilities Engineer Command, 2003.

Management, Acquisition, and Use of Motor Vehicles, OPNAVINST 11240.8G, Department of Navy, Office of the Chief of Naval Operations, 1995.

Tiedown Handbook for Truck Movement, MTMC TEA Pamphlet 55-20, Military Traffic Management Command Transportation Engineering Agency, 2001.

Instructions for Initial Outfitting and Maintenance of Civil Engineer Support Equipment Technical Manuals, COMSECONDN CB/COMTHIRDNC DINST 5600.1 (Series).

Seabee Supply Manual, COMSECONDN CB/COMTHIRDNC BINST 4400.3, Department of Navy, Second Naval Construction Brigade, 1998.

Ship's Maintenance and Material Management (3M Manual), NAVSEAINST 4790.8B, Department of Navy, Naval Sea Systems Command, 2003.

Naval Construction Force Occupational Safety and Health Program, COMFIRSTNCDINST 1500.1A series, Department of Navy, First Naval Construction Division, 2006.

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