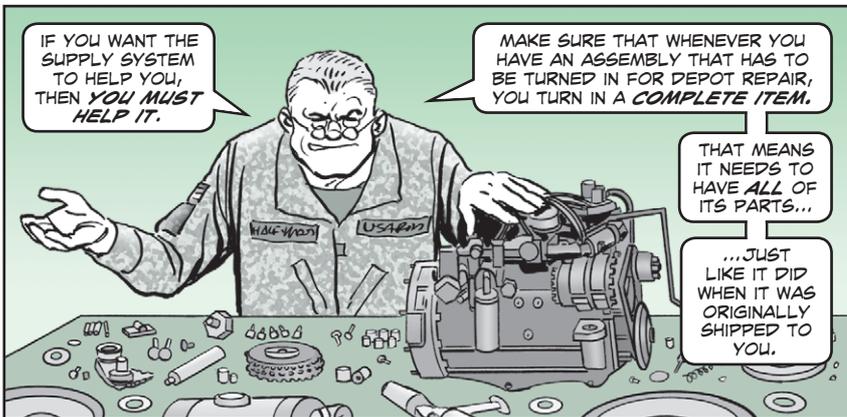
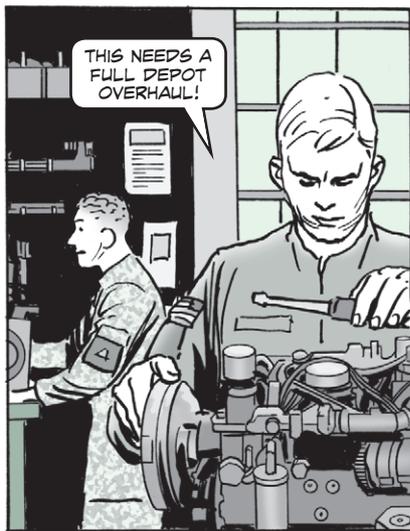
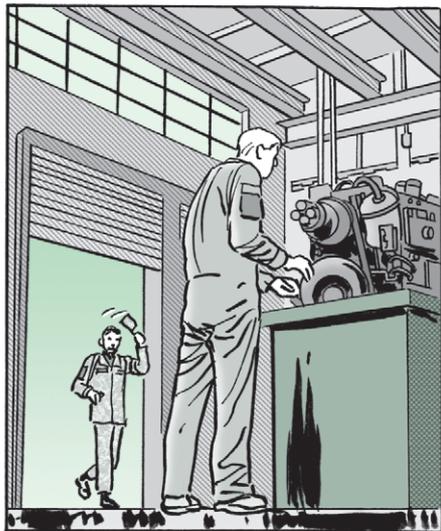


# How to Get Parts Faster



IF YOU WANT THE SUPPLY SYSTEM TO HELP YOU, THEN YOU MUST HELP IT.

MAKE SURE THAT WHENEVER YOU HAVE AN ASSEMBLY THAT HAS TO BE TURNED IN FOR DEPOT REPAIR, YOU TURN IN A COMPLETE ITEM.

THAT MEANS IT NEEDS TO HAVE ALL OF ITS PARTS...

...JUST LIKE IT DID WHEN IT WAS ORIGINALLY SHIPPED TO YOU.

But turning in incomplete assemblies throws a monkey wrench in their plan. Plus, the Army has to pay a fee whenever assemblies arrive at the depot or contractor facility with missing items. Then contract adjustments have to be made to cover the added cost of replacing parts. This increases the cost and the length of time to rebuild assemblies. So prevent this by turning in **complete** assemblies and doing one more thing.

What's that? Pay attention to detail when completing DD Form 1577-2, *Unserviceable (reparable) tag - materiel*. Ensure that the **reason** for the repair is completely filled in before signing it.

This gives the depot an idea of what's wrong with the assembly before they start working on it, saving time and money. Then they can complete the easiest work first, which allows the part to get returned to the supply system more quickly and cuts down on back orders.

FILLING THE TAG OUT COMPLETELY ALSO PREVENTS THE DEPOT FROM WASTING TIME TEARING DOWN EQUIPMENT...



...ONLY TO FIND THAT PART OF IT IS BEYOND REPAIR.

THEN THEY CAN DEVOTE SCARCE MAN-HOURS TO REPAIRING ITEMS AND PUTTING THEM INTO THE SUPPLY PIPELINE.

**A**s tempting as it is, **don't** remove items that make up an assembly. Or if you do remove a part, at least do a controlled exchange and return an inoperable item as part of an assembly you need to turn in.

TACOM writes contracts for the repair of **complete** assemblies. That way, you can replace an assembly without having to remove and install the parts needed to make your vehicle run. Simple.