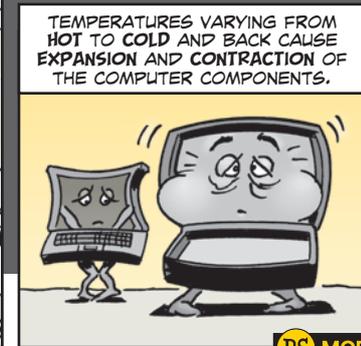
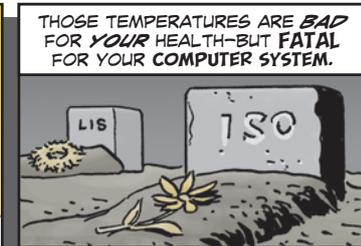


Pack LIS Properly for Transport





THAT CAN LEAD TO DISLODGED COMPONENTS AND A COMPUTER THAT WON'T WORK, JUST AS YOU'RE TRYING TO ORDER THE SUPPLIES AND REPAIR PARTS YOU NEED AS YOU ARRIVE IN THEATER.



THE HEAT CAN ALSO DRAGSTICALLY DRAIN LIFE FROM YOUR COMPUTER'S BATTERIES.



LIS LAPTOPS TRAVEL ON THE PLANE WITH YOU.

THE DAMAGING EFFECTS OF HEAT ARE JUST ONE REASON UNITS ARE TOLD TO DEPLOY THEIR LIS ON THE SAME AIRCRAFT AS THEIR TAMMS CLERK OR SUPPLY NCO.



BUT IF YOUR UNIT'S LIS IS PACKED AWAY IN ISO CONTAINERS, IT CAN **DISRUPT** YOUR ARRIVAL IN THEATER.

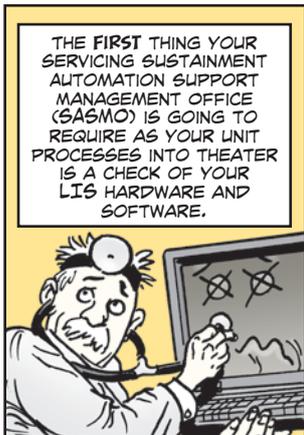
THAT'S WHY TAKING THE **RIGHT** STEPS NOW CAN SAVE TIME AND HEADACHES LATER.



ANOTHER REASON IS THAT AMONG THE FIRST TASKS ANY UNIT MUST DO WHEN ARRIVING IN THEATER IS TO ESTABLISH ACCESS TO THE LOGISTICS PIPELINE.

WITHOUT LIS, THERE AREN'T ANY BEANS OR BULLETS, WATER OR LUBRICANTS, OR SPARE PARTS.

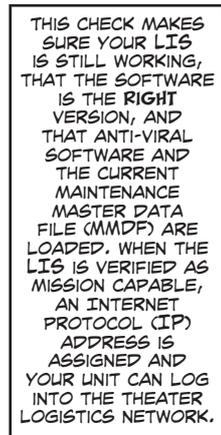
WHERE'S ALL OUR STUFF!?



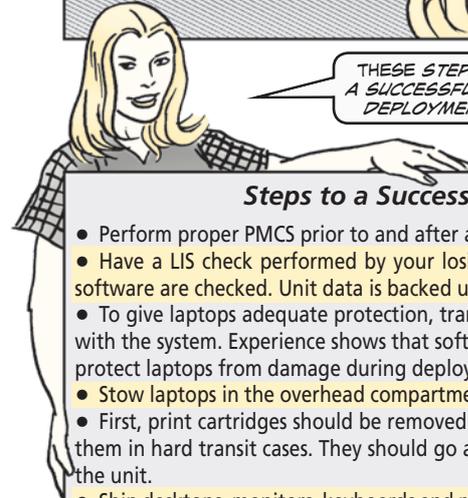
THE FIRST THING YOUR SERVICING SUSTAINMENT AUTOMATION SUPPORT MANAGEMENT OFFICE (SASMO) IS GOING TO REQUIRE AS YOUR UNIT PROCESSES INTO THEATER IS A CHECK OF YOUR LIS HARDWARE AND SOFTWARE.



THE THEATER SASMO WILL MAKE SURE YOUR LIS SYSTEM WORKS BEFORE YOU LOG IN TO THEIR NETWORK.



THIS CHECK MAKES SURE YOUR LIS IS STILL WORKING, THAT THE SOFTWARE IS THE RIGHT VERSION, AND THAT ANTI-VIRAL SOFTWARE AND THE CURRENT MAINTENANCE MASTER DATA FILE (MMPDF) ARE LOADED. WHEN THE LIS IS VERIFIED AS MISSION CAPABLE, AN INTERNET PROTOCOL (IP) ADDRESS IS ASSIGNED AND YOUR UNIT CAN LOG INTO THE THEATER LOGISTICS NETWORK.

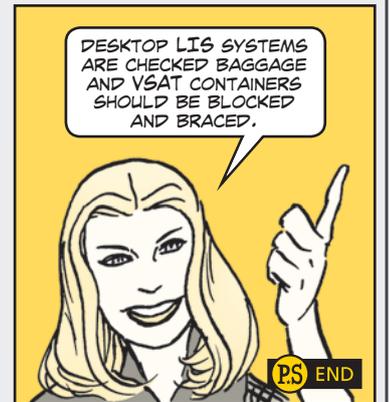


THESE STEPS TO A SUCCESSFUL LIS DEPLOYMENT...

...OFFER WAYS YOU CAN REDUCE THE TURMOIL OF DEPLOYING YOUR LIS.

Steps to a Successful LIS Deployment

- Perform proper PMCS prior to and after arriving in theater.
- Have a LIS check performed by your losing SASMO, during which the hardware and software are checked. Unit data is backed up and the LIS is cleared for deployment.
- To give laptops adequate protection, transport them in the hard-shell cases that came with the system. Experience shows that soft-sided padded backpacks or briefcases do not protect laptops from damage during deployments.
- Stow laptops in the overhead compartment of your plane.
- First, print cartridges should be removed from printers. Bubble-wrap printers and ship them in hard transit cases. They should go as checked baggage on the aircraft deploying the unit.
- Ship desktops, monitors, keyboards and mice in hard/transit cases. These cases require a four-man lift. Bubble-wrap the monitors and desktops for extra protection, even though the hard-shell case has built-in foam protection.
- Ship self-protected Combat Service Support Automated Information Systems Interfaces (CAISIs) as checked baggage.
- Ship Very Small Aperture Terminals (VSATS) in their own hard/transit cases as checked baggage. Block and brace them properly with 2x4s to prevent damage due to shifting during shipment.
- For all desktop computers and printers, change the power selector from 110 volts to 220 volts just before closing the hard/transit case for shipment. Then make sure the voltage is set for 220 volts before plugging into the power grid in theater. Plugging a system set at 110 volts into a 220-volt power grid is a sure way to burn out the system's power supply.
- Once the unit arrives, get a LIS inspection done by the gaining SASMO.



DESKTOP LIS SYSTEMS ARE CHECKED BAGGAGE AND VSAT CONTAINERS SHOULD BE BLOCKED AND BRACED.

PS END