

M88A1 Medium Recovery Vehicle Recapitalization (RECAP) Performance Plan and Agreement

The M88A1 is a tracked vehicle designed to provide recovery capabilities for combat vehicles and weapons systems. An initial multi-year contract for the M88A1 was awarded in 1960. The system is no longer in production. Total production was 2,311. At the present time, 1,588 M88A1 vehicles are in use.

Currently, the Army is improving the M88A1 by a Recapitalization Program. The program will bring selected, high-priority portions of an aging legacy fleet (23+ years), to a like new, near zero hour/zero mile vehicle, which will extend the M88A1's service life. In addition, a complete logistics engineering analysis will be performed to determine M88A2 Heavy Equipment Recovery Combat Utility Lift Evacuation System (HERCULES) improvements that could be included in the M88A1 Recapitalization Program based on improved performance and/or reduction of Operating and Support (O&S) costs.

The M88A1 Recapitalization goal is to attain operational readiness for the M88A1's within the Counterattack Corps at or above the Department of the Army goal of 90 percent. This is an Operation and Maintenance, Army (OMA)-funded Recapitalization initiative, which will be performed at Anniston Army Depot (ANAD). The cost drivers identified under this effort are the result of analysis by both the U.S. Tank-automotive and Armaments Command (TACOM) and the Army Management Systems Analysis Activity (AMSAA).

This initiative contains performance-based measurements that will be used to track its success, and will form the basis for high-level tracking. Additionally, this initiative develops a unique performance-based agreement between all involved organizations; and signatories attest to what is expected from each organization to meet the intended outcome of the agreement. By focusing on a sample of the fleet, the Army will be able to use the measurements to gauge the benefits of the Recapitalization Program and show how this would affect the entire fleet performance.

Business Process Improvement (BPI), TACOM, Army G-4, Army G-8, and Defense Logistics Agency (DLA) will track the M88A1 System through information provided by AMSAA. The information will be entered into the Predictive Maintenance Module (PMM) formerly Failure Analysis and Maintenance Planning System (FAMPS) and compared against information collected on the legacy M88A1 fleet.

The recapitalization scope of work at ANAD consists of the teardown and overhaul of all major assemblies of the M88A1 (i.e., engine, transmission, generator, final drives), the reconditioning/replacement of assembly components to Original Equipment Manufacturer (OEM) standards, the replacement of 100 percent of the brake components, hoses, batteries, electrical harnesses, etc. Selected Engineering Change Proposals (ECP) to baseline fleet configuration (i.e., pressurized fixed fire extinguisher actuating system, dual voltage regulator, and night vision viewer), along with the insertion of new technology, (i.e., a new Auxiliary Power Unit (APU), the latest Vehicular Intercommunication System (VIS), and a new Vehicle Master Lighting Switch (VMLS). This will provide a near zero mile/zero hour end-state for each vehicle. The Recapitalization Program began in 1st Quarter Fiscal Year 2002.

INITIATIVE: M88A1 Recapitalization Program

The M88A1 Recapitalization Program will overhaul 212 vehicles in the Counter Attack Corp and 104 vehicles in Active and Reserve Components, applying all applicable Modification Work Orders (MWO). Estimated recapitalization rate is 53 systems per year. The Recapitalization production will be performed at ANAD.

Methods of Performance Measurement

Benefits of the M88A1 Recapitalization Program are an extended useful life, reduced maintenance man-hours especially through the use of pit stop engineering techniques, increased system reliability, timely incorporation of technical insertions, and improved operational readiness.

The following data will be collected by AMSAA, based upon metrics agreed upon by TACOM and AMSAA, and supplied to BPI for analysis using the Army Recapitalization Tracking Information System (ARTIS).

Component	NSN	MMBR
a. Engine	2815-00-124-5387	707.0
b. Transmission	2520-00-140-7531	1,262.5
c. Final Drive	2510-00-896-9020	1,767.5
d. Final Drive	2520-00-896-9021	2,525.0

All signatories agree to the following:

- a. This is a living document and is current as of: October 1, 2002. Any changes to the Performance Plan Agreement will be coordinated with all parties concerned.
- b. The Methods of Performance Measurements outlined above.
- c. The Headquarters, Department of the Army (HQDA) BPI, in coordination with all parties, to include the Army G-4, the Army G-8, and DLA, will track results of TACOM's recapitalization performance metrics established in this agreement.
- d. The BPI will supply tracking results to participating organizations via the BPI website (www.webportal.saalt.army.mil/armytoc/) and tailored reports.
- e. The BPI will report tracking results to Army Senior Staff, as required.
- f. The TACOM, in coordination with all parties, will assist with metric development to be used in tracking execution.
- g. The warfighter will ensure continued emphasis on accurate data reporting.
- h. The warfighter will facilitate/authorize HQDA liaison visits when necessary.
- i. Component/sub-component serial numbers will be linked prior to fielding.
- j. The PM will provide updates to performance standards and baselines whenever necessary to BPI.
- k. The HQDA will furnish funding details as requested.
- l. Deputy Assistant Secretary of the Army Cost and Economics will validate cost and economic analyses of recapitalization efforts that have been reviewed and accepted by the Major Command (MACOM) and Major Subordinate Command (MSC) cost analysis organizations and perform independent evaluations and analyses when applicable.
- m. The AMSAA supports PM, Cost Monitoring Specialist (CMS)/TACOM Commodity Business Unit (CBU) with data and analysis using Sample Data Collection (SDC) for tracking replacement data on cost and readiness drivers. The AMSAA is also identified as the independent evaluator for recapitalization performance.

AGREEMENT DATE: October 1, 2002

APPROVED BY:

PM, Recovery Mr. William P. White/s-October 10, 2002

PM, CMS COL Michael K. Asada/s-October 11, 2002

Training and Doctrine
Command (TRADOC)
System Manager (No TSM)

AMC COL Moses Whitehurst, Jr./s-October 18, 2002

FORSCOM Mr. James P. DeMartini/s-August 5, 2002
(Representing Warfighters)

USACEAC Mr. Robert Conley/s-August 15, 2002

PEO, CS&CSS Mr. Randal C. Gaereminck/s-December 18, 2002

 ASA(ALT)


Randal C. Gaereminck, March 11, 2003