

Maintenance Collection Point*

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Maintenance officers need to plan and train for NBC warfare. It's not enough to practice survival skills, MOPP wear, and hasty decontamination. Maintenance companies must be prepared to repair systems on contaminated battlefields and to conduct sustained maintenance operations under NBC conditions.

The key to effective NBC maintenance operations is the contaminated maintenance collection point (MCP). Located as far forward as the tactical situation will permit, the contaminated MCP serves both to limit contamination and to consolidate contaminated repair assets.

A good contaminated MCP is characterized by three things: a

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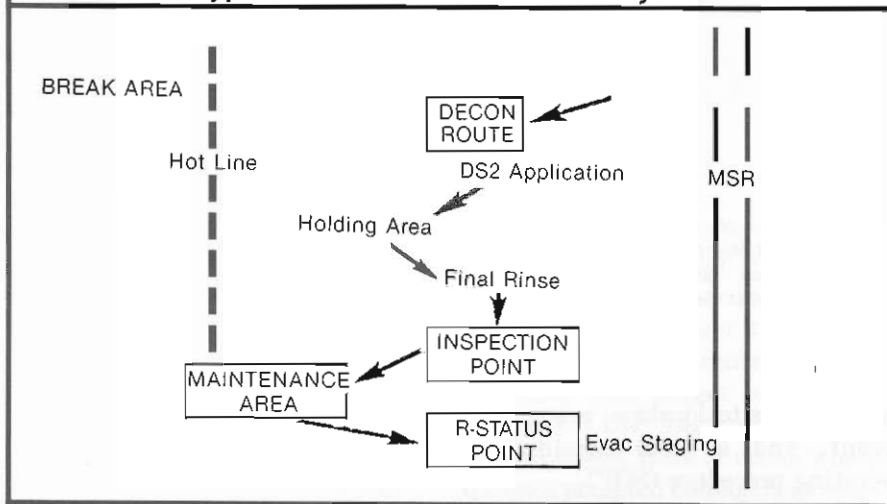
well-chosen site location, a sound layout, and a clear standing operating procedure (SOP).

Site location is critical. No layout, no SOP, no level of dedication is sufficient, if the contaminated MCP is poorly situated. The maintenance company shop officer should ensure that every designated site is properly reconnoitered. What looks good on a map to the G4 may not look so good on the ground to the mechanics performing repairs.

Contaminated MCPs are similar to deliberate decontamination sites, and so are many of the selection criteria. A contaminated MCP, for example, ought to have good overhead concealment. It should be immediately accessible to a main supply route (MSR), and it ought to have some kind of internal road network. Sufficient space for maintenance operations and a source of water for decon apparatus are also considerations.

Generally, the contaminated MCP ought to be located in the field trains area. This is far enough forward to limit the spread of contamination, yet far enough back to buy time for MOPP4-clad mechanics. Terrain and the enemy situa-

Typical contaminated MCP layout.



Typical maintenance support team for a contaminated MCP

OIC (MOS 91B3R) NCOIC (MOS 63H38/40)

ARMAMENT MST

MOS 45K30 - Team Leader
MOS 45K20 - 3
MOS 45K10 - 6
MOS 45G20 - 1
MOS 41C20 - 1

AUTOMOTIVE MST

MOS 63H30 - Team leader
MOS 63h20 - 3
MOS 63H10 - 6

MCP SUPPORT TEAM

MOS 54B20 - Team leader
MOS 63HF8 - 3
NBC recon personnel w/M256, IM - 174A/PD - 2
Detail personnel w/MOPP gear, water,
(optional: collective shelter), M8A1 ACAAS - 2

tion, of course, may require the contaminated MCP to be established farther forward or farther back.

Layout should be as simple as possible. This minimizes set-up time and reduces confusion during MCP operations. A contaminated MCP is divided into four points: decon, inspection, repair, and R-status.

At the decon point, personnel from division or corps chemical units perform deliberate decon on all equipment entering the site. Vehicles are sprayed with DS2, held for 30 minutes, then rinsed with water. Deliberate decon reduces the contact hazard for repairers working in MOPP4 gear. It may or may not enable them to perform repairs in reduced MOPP; even the most complete decon procedures will leave contaminated residue in bolt threads, lubricants, and air filters.

From the decon point, systems move to the inspection point. Here, skilled inspectors perform battle damage assessment on each system. The system operator is given a copy of the damage assessment (DA Form 2404 and the BDAR checklist from the appropriate -BD technical manual) and directed to the appropriate repair station.

At the repair site, a maintenance support team operating in MOPP4 gear performs routine or battle damage repairs, as required. If BDAR is authorized, the system is marked "BDAR" above the operator's controls, and the DA Form 2404 and BDAR checklist go in the system's logbook when repairs are complete.

At the R-status site, systems ready for customer pick-up are parked until their crews return

from MOPP exchange or perimeter guard. Vehicles that cannot be repaired at the MCP are marked with NATO NBC signs and parked adjacent to the R-status site for evacuation per the unit SOP.

A short walk upwind of the site is the break area. Here, after crossing a "hot line," soldiers perform the MOPP gear exchange and advance to a non-contaminated zone (a collective shelter, if available). The rest area gives hot, tired mechanics needed rest and allows them to replenish their fluids. Battle dress overgarments provide protection for 24 hours/22 days.

Clear, precise guidelines are needed to pull the contaminated MCP together. BDAR checklists, -BD technical manuals, NBC markers, and NBC detection equipment must be stockpiled in every contact truck. Extra MOPP protective overgarments and decon apparatuses must be set aside for contaminated MCP operations. The contaminated MCP SOP must specify inspection procedures, maintenance time limits, first-aid procedures, rest area operations, contaminated runoff control, site closure and site security. Traffic control points must be designated, and procedures for rotating traffic controllers into and out of the break area specified.

Effective use of contaminated MCPs enables the maintenance company commander to keep contamination away from his base shop, even as he returns battle-damaged systems to combat. It is one tool in the company's inventory which the commander must master.

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