

DEPARTMENT OF THE NAVY

Memorandum

NAV 5216/1448 (Rev. 8-81)
N 0107-LF-062-2322

DATE: 2/3/87

COM: Gary Casserol

TO: Billy Elston

MIP 85-023

OBJ: Per our TELCON the attached is returned for your review as appropriate. If I can be of any assistance in determining the benefits please don't hesitate to call

v/r

Gary

HEADQUARTERS, MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

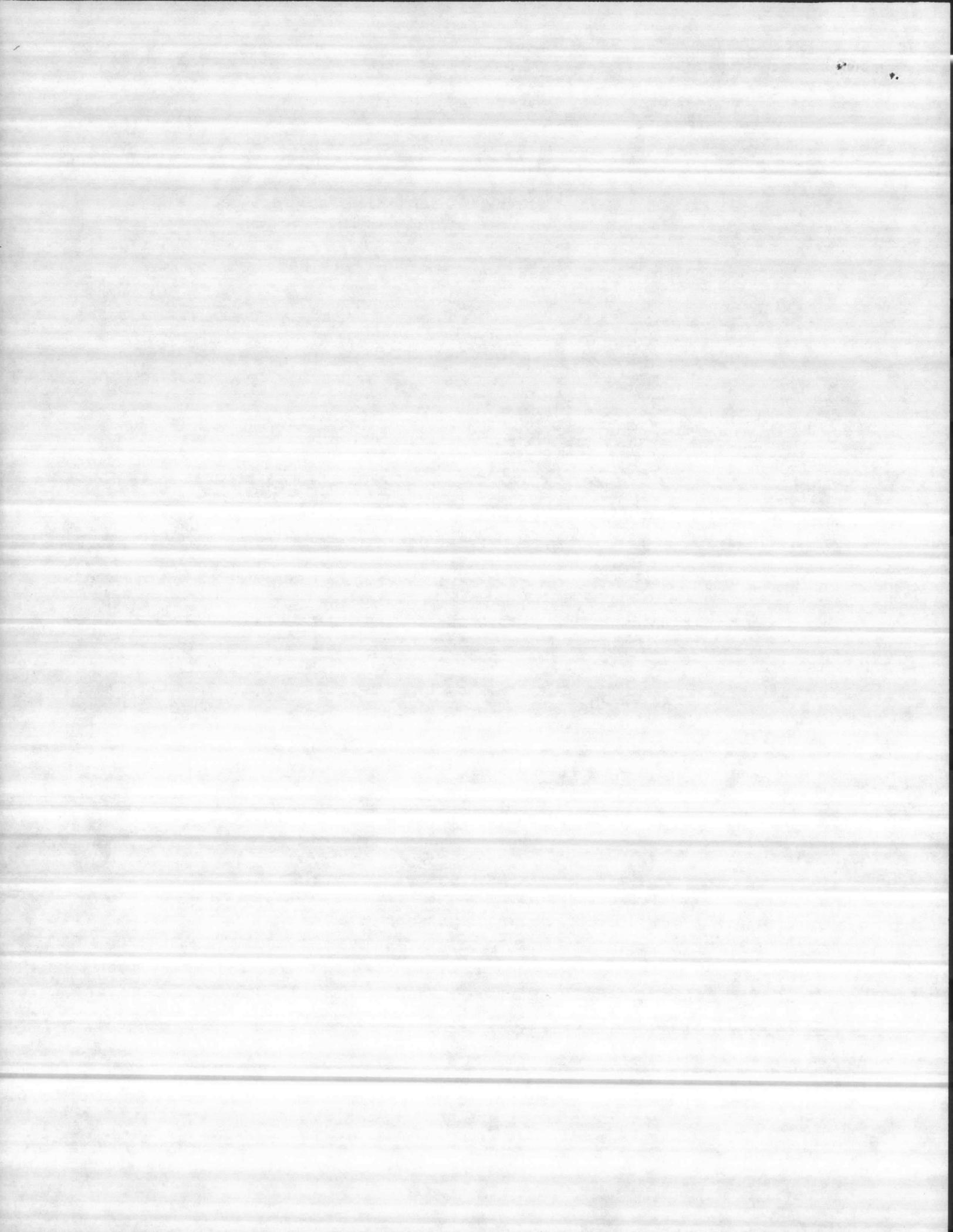
Date: 2/24/87

From: Deputy AC/S F&E
To: Deputy BMO
Subj: MIP

Cliff,

Attached MIP shows a savings of \$100K plus. In view of the sizable savings and the potential award, request you review to ensure accurate analysis, rationale and sound logic.

Thank
W. Elton



Memorandum

11800

FAC

DATE: 19 DEC 1986

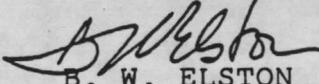
FROM: Assistant Chief of Staff, Facilities, Marine Corps Base, Camp Lejeune

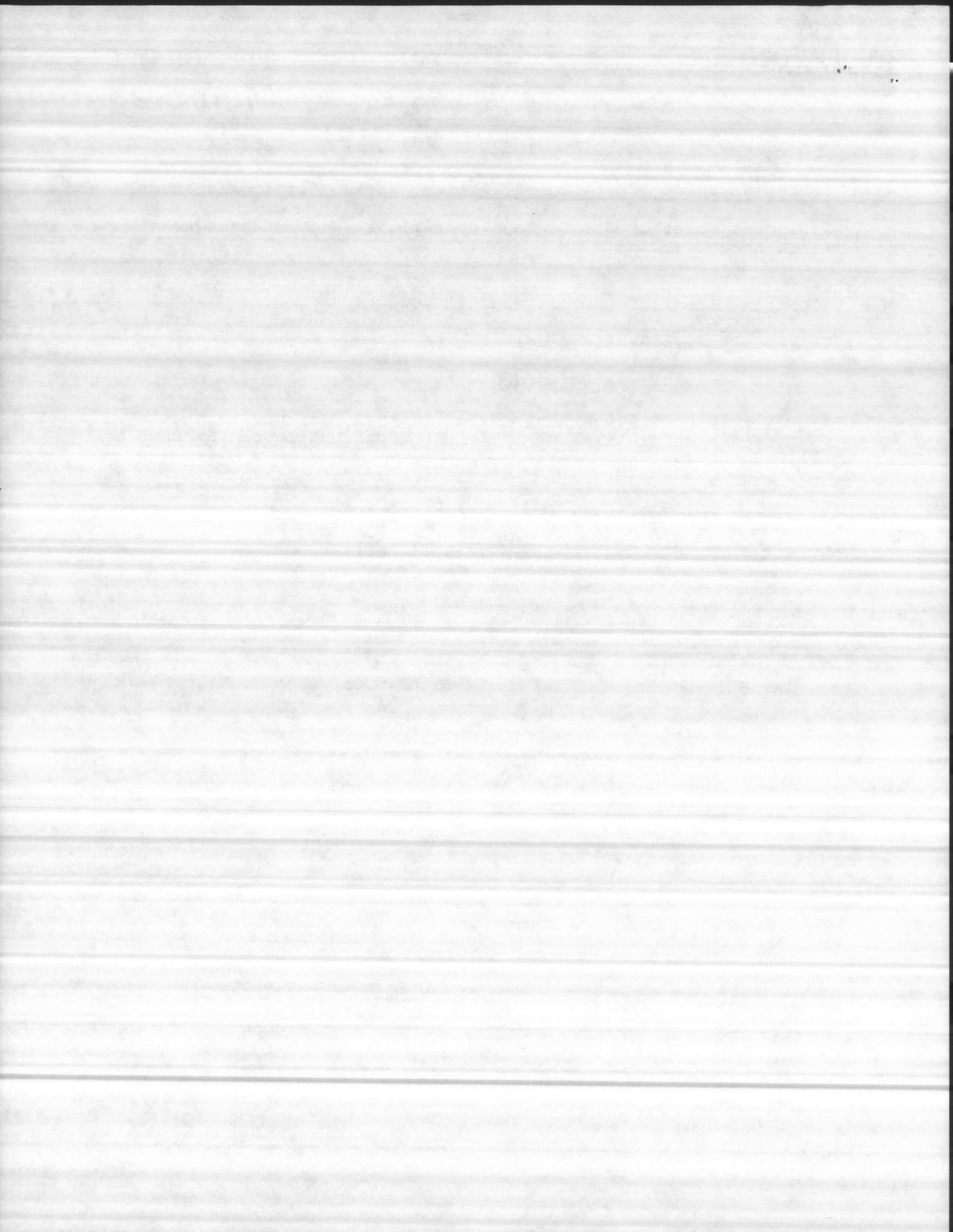
TO: Assistant Chief of Staff, Base Operational Support Management Assistance Division

SUBJ: MODEL INSTALLATION PROPOSAL 86-CLNC-023-LOG

Encl: (1) BMO ltr 11800 MAIN dtd 11 Dec 86

1. The enclosure is forwarded with concurrence.
2. It should be noted that these findings only deal with the Base Maintenance Division. This MIP contribution can be used by all Base units.


B. W. ELSTON
By direction





UNITED STATES MARINE CORPS
BASE MAINTENANCE DIVISION
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542-5000

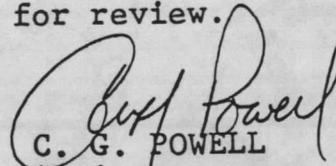
IN REPLY REFER TO:

11800
MAIN

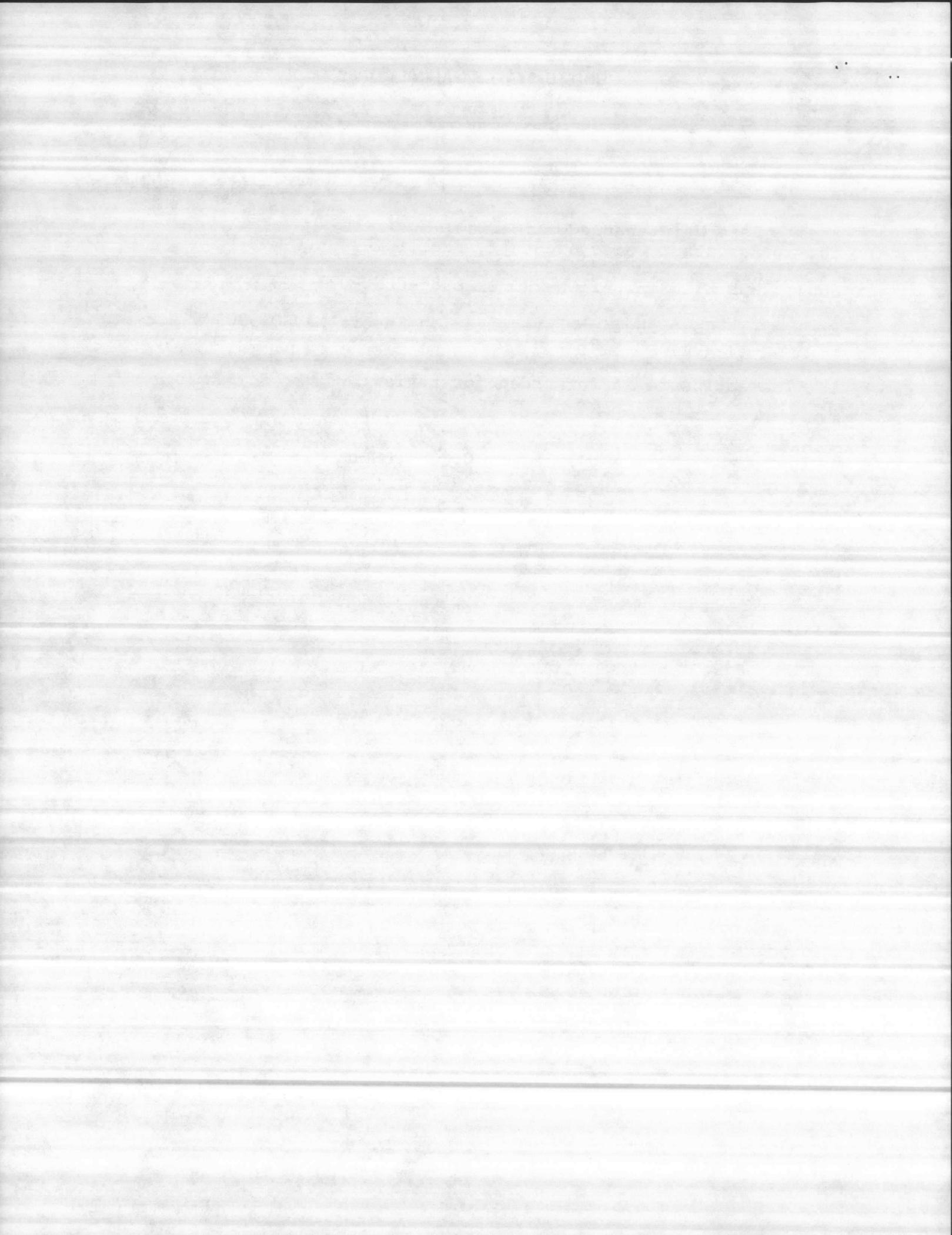
11 DEC 1986

From: Base Maintenance Officer
To: Assistant Chief of Staff, Facilities
Subj: MODEL INSTALLATION PROPOSAL 86-CLNC-023-LOG
Encl: (1) Contribution Investigation Report NAVSO 5305/5 for
subject MIP

1. The enclosure is forwarded for review.


C. G. POWELL
Acting

Enclosure (1)



MIP AWARDS DETERMINATION

CONTRIBUTOR(S) (Name: Last, first, M.I.) DAVIS JR., M. D.	CONTRIBUTION (Number and title) MIP 85-CLNC-023-LOG REDUCE MAINTENANCE TIME EXPENDED ON TRUCK REPAIRS	DATE RECEIVED _____
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POSITION TITLE, AND GRADE OR RANK/RATE WS-10	ACTIVITY OF CONTRIBUTOR(S) (Name and location) Marine Corps Base Camp Lejeune, NC 28542
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ORGANIZATIONAL CODE AND TITLE
Facilities Department (Base Maintenance)

TO:	DATE FORWARDED OCT 24 1985	DUE DATE 30 Days After Receipt
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AC/S, Logistics

A complete evaluation of this contribution is necessary and all questions that apply should be answered. Although you may not have authority to implement the contribution, you are requested to give your opinion on its value. Do not merely state that authority to adopt the contribution is under the cognizance of GSA, VA, Treasury, etc. YOUR REPLY MAY BE USED VERBATIM IN NOTIFYING THE CONTRIBUTOR(S) OF THE RESULTS.

SIGNATURE OF AWARDS ADMINISTRATOR <i>D. R. Casserah</i>	ACTIVITY AND LOCATION AC/S, BOSMAD
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INVESTIGATION REPORT

- | | YES | NO |
|---|-------------------------------------|--------------------------|
| 1. WILL CONTRIBUTION BE ADOPTED LOCALLY? (If "NO" give reason for nonadoption in space 4 and answer questions 5 and 6 only) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. IS CONTRIBUTION IN OPERATION? (Complete items below) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- IF "YES" GIVE DATE INSTALLED 1 Apr 85 IF "NO" INDICATE BELOW THE ACTION TAKEN TOWARD ADOPTION
- COMMITMENT TO ADOPT HAS BEEN MADE
 PROJECT OR JOB ORDER HAS BEEN ISSUED
 EXPERIMENTAL WORK OR TRIAL TEST IS UNDER WAY
 APPROVAL HAS BEEN REQUESTED

3. ESTIMATE OF BENEFITS

A. INTANGIBLE BENEFITS

VALUE MODERATE SUBSTANTIAL HIGH EXCEPTIONAL

EXTENT OF APPLICATION LIMITED EXTENDED BROAD GENERAL

B. TANGIBLE BENEFITS (In table below compute labor savings at actual cost.)

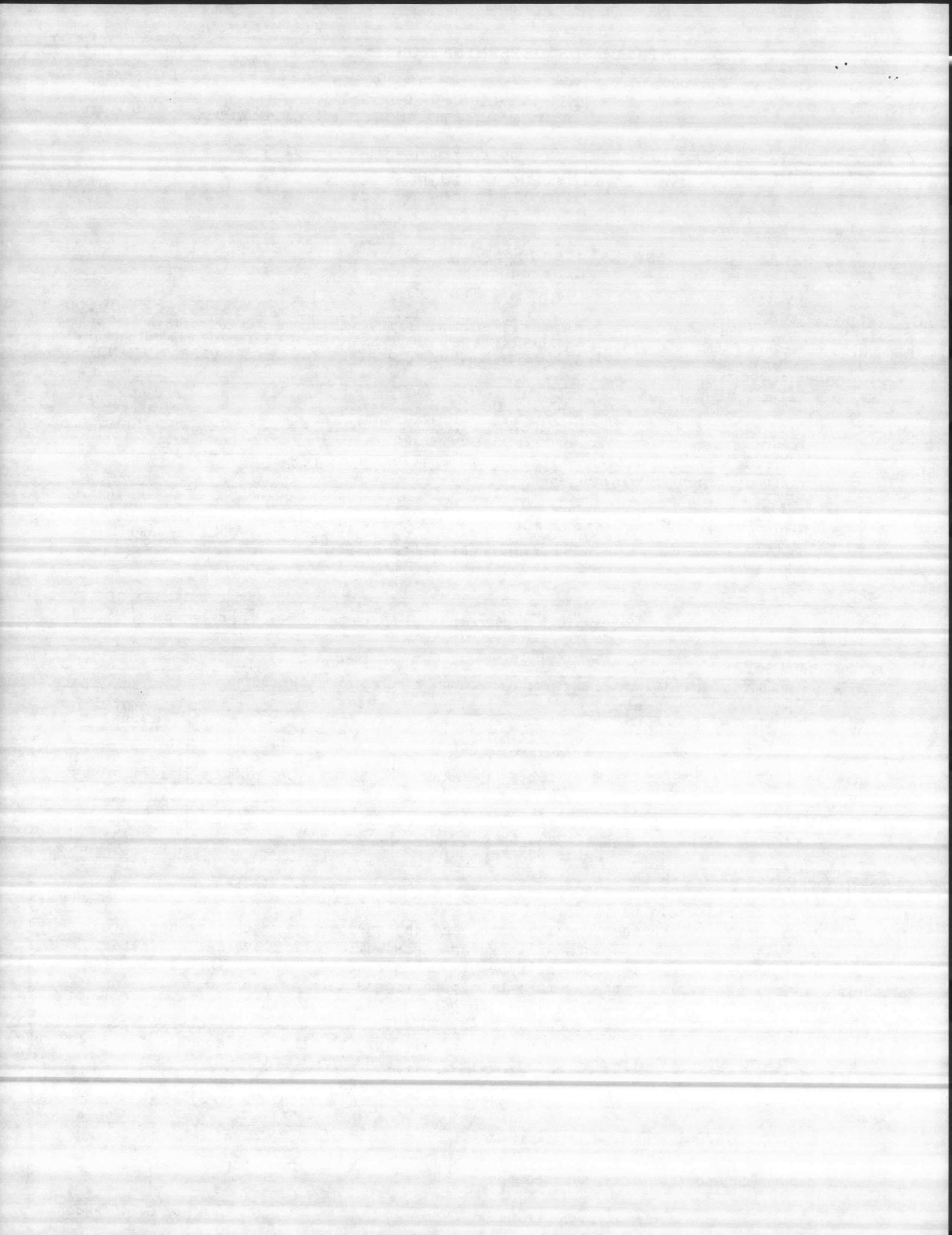
ITEM	LABOR			MATERIAL			TOTAL (LABOR AND MATERIALS)
	Hours Per Week	Dollars Per Hour	TOTAL	Units Per	Cost Per Unit	TOTAL	
FORMER METHOD	37½	\$ 10.59	\$ 397.13	N/A	\$ N/A	\$ N/A	\$ 397.13
NEW METHOD	25	10.59	264.75	N/A	N/A	N/A	264.75
SAVINGS			132.38			N/A	132.38 per vehicle

4. ADDITIONAL INFORMATION AND COMMENTS

Labor savings incurred would be \$132.38 per vehicle. At an average of 15 vehicles per week, total savings incurred would be \$1985.70.

The suggestion has been in effect for 18 months and the savings a substantial one. The savings will vary as some participants will average less while others average a greater savings due to the shop function and the type of work performed. The rationale used for computing savings is utilizing the average type performance with an average production using two employees riding one vehicle vice one person riding one vehicle. The one person-one vehicle concept will increase productivity by 33 1/3%. A 40 hour workweek averages 37 1/2 hours of productive work per week. The new method will produce the same amount of productivity for 25 hours performance creating an annual savings of \$103,256.40.

5. IS PATENT INVESTIGATION RECOMMENDED?	YES	NO	SIGNATURE OF INVESTIGATOR <i>R. E. AVANT</i>	DATE 2 Dec 86
6. IF CONTRIBUTION CAN BE USED ELSEWHERE, INDICATE WHERE: Any other Motor Transport vehicle maintenance operations.			ACTIVITY AND LOCATION OF INVESTIGATOR Base Main Div. APPROVING OFFICIAL	
			DATE	



MODEL INSTALLATION PROGRAM



PROPOSAL
MARINE CORPS BASE
CAMP LEJEUNE

INSTRUCTIONS:

1. COMPLETE ALL INFORMATION REQUESTED.
2. PLEASE PRINT OR TYPE LEGIBLY.
3. USE ADDITIONAL SHEETS IF NECESSARY.
4. FORWARD COMPLETED PROPOSAL TO AC/S, BOSMAD, MCB

DO NOT WRITE IN THIS SPACE

DATE RECEIVED

JAN 27 1985

PROPOSAL NUMBER

85-CLINC-023-LOG

TITLE OR SUBJECT OF PROPOSAL

Reduce Maintenance Time Expanded on truck repairs

NAME, TITLE, GRADE/RANK OF SUBMITTER(S)

M. D. Davis, JR. WS-10 FAC

PHONE

2069

CURRENT PROCEDURE

Truck PM being done on 8-430 shift, requiring journeyman to be without a truck and having to ride with another journeyman, or wait for the truck to be P.M'd.

PROPOSED PROCEDURE (If a directive/order must be waived to implement proposal-Identify the specific reference.)

Have Maintenance Mechanics park trucks in parking lot at end of work day. Motor Transport pick up trucks, do routine pm, Oil changes, tire replacement, minor repairs, on 4/12 and return truck back to Maintenance lot. Truck will be ready to go the next morning.

BENEFITS/ADVANTAGES

Trucks will be running on 4/12 shift when mechanics & journeyman need them.

I (WE) UNDERSTAND THAT THE ACCEPTANCE OF A CASH AWARD FOR THE USE OF THIS PROPOSAL BY THE UNITED STATES GOVERNMENT SHALL NOT FORM THE BASIS OF A FURTHER CLAIM OF ANY NATURE UPON THE UNITED STATES BY ME (US), MY (OUR) HEIRS, OR ASSIGNS.

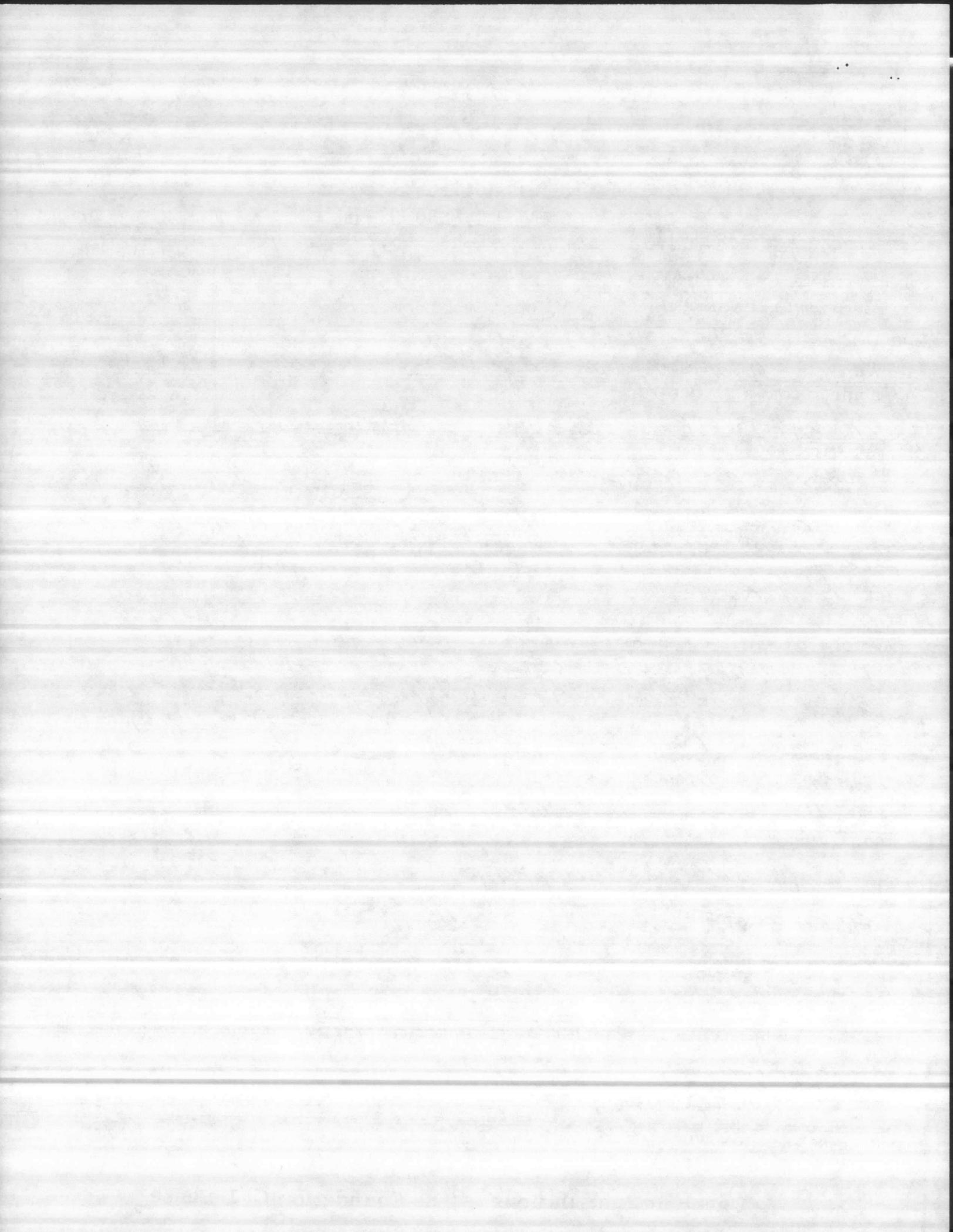
M. D. Davis, Jr.
 (SIGNATURE AND DATE)

1-10-85

(SIGNATURE AND DATE)

MODEL INSTALLATION PROPOSAL
 MCBCL 11800

Excellent Installations — The Foundation Of Defense



UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

4600
LOG
11 Jun85

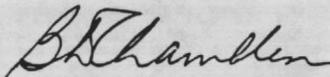
From: Assistant Chief of Staff, Logistics
To: Commanding General
Via: Chief of Staff

Subj: MIP-023 TRUCK REPAIR (TICKLER #289-85)

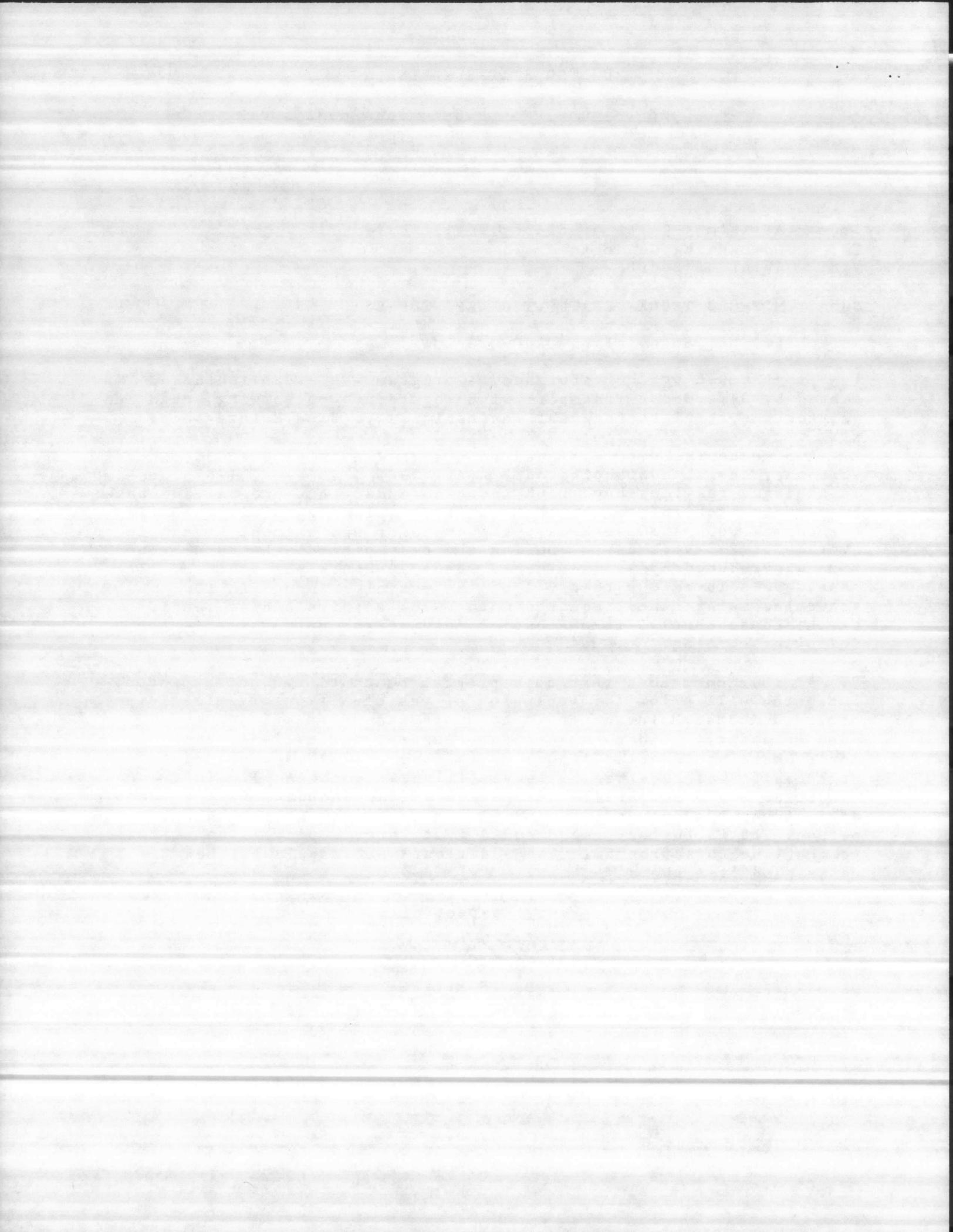
Ref: (a) MIP Proposal 85-CLNC-023-LOG

1. As directed by the reference, a program was established and tested by Base Motor Transport with regards to performing scheduled maintenance at night for vehicles assigned to Base Maintenance.
2. Two mechanics were assigned to a night shift (1600-0030), on a voluntary basis, commencing on 1 April 1985. To date, 176 scheduled maintenance services have been inducted under this program and have had a return of 76% to the customer the following morning. During the normal 0800-1630 work-day, the customer was without a vehicle an average of 2-3 work-days. During the test period, the turn-around time was reduced by as much as 15 work-day hours per vehicle. It should be pointed out that 24% of the vehicles turned in for scheduled maintenance required unforeseen repairs and/or repair parts; consequently, it was out of service and not available the following morning.
3. It is recommended that this program be continued and expanded. Expansion will allow for inclusion of vehicles from organizations other than Base Maintenance in this program and simultaneously enhance safety. Under the present program, an unsafe working environment would exist if one of the two employees assigned to the night shift was required to leave (illness, emergency). This condition would only leave one person in the shop and in the event of an accident, no-one would be available to assist or get help for the person. It is further recommended that three employees be utilized to continue this program. The additional personnel will be reassigned from the day shift.

Very Respectfully,



B. D. CHAMBLESS



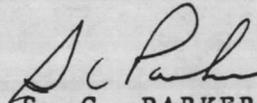
UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

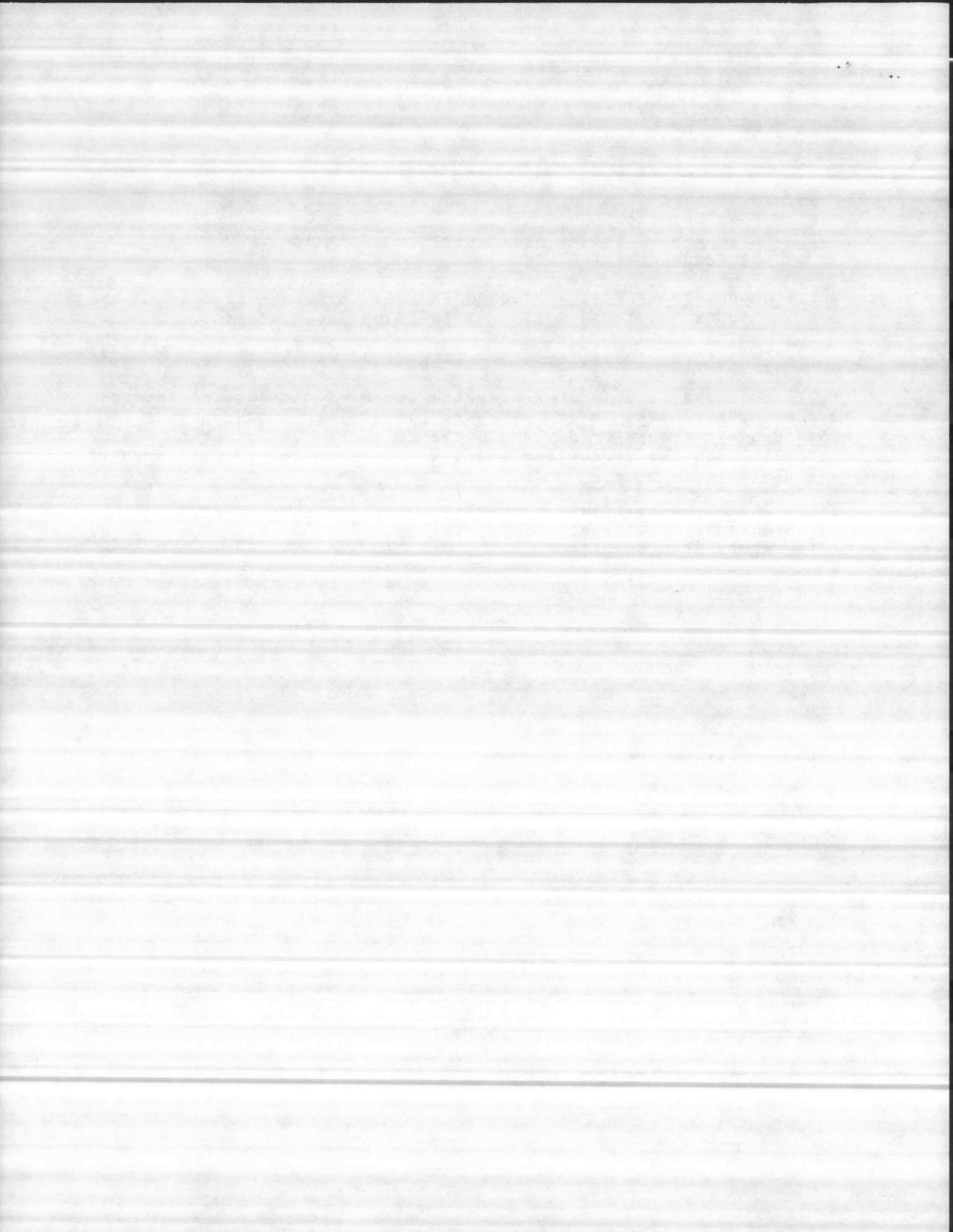
11800
LOG
3 Apr 85

From: Assistant Chief of Staff, Logistics, Marine Corps Base,
Camp Lejeune
To: Assistant Chief of Staff, Base Operational Support
Management Assistance
Subj: MODEL INSTALLATION PROGRAM PROPOSAL 85-CLNC-023-LOG,
REDUCE MAINTENANCE TIME EXPENDED ON TRUCK REPAIRS
Ref: (a) AC/S, BOSMA ltr 11800 BOSM of 26 Mar 85

1. In response to the reference, the approved MIP was implemented 1 April 1985. Base Motor Transport has two mechanics working 1600 - 0030 Monday through Friday to do the PM work. Records are being maintained on the production and the effect on the overall support by the Division.

2. The Chief of Staff has asked for a report on this MIP by 15 June 1985 (Tickler #289-185 applies). Will provide you copy of this report when submitted.


S. C. PARKER
By direction





UNITED STATES MARINE CORPS
Marine Corps Base
Camp Lejeune, North Carolina 28542-5001

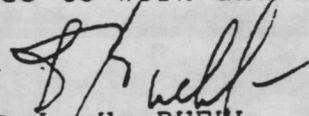
IN REPLY REFER TO:
11800
BOSM
28 MAR 1995

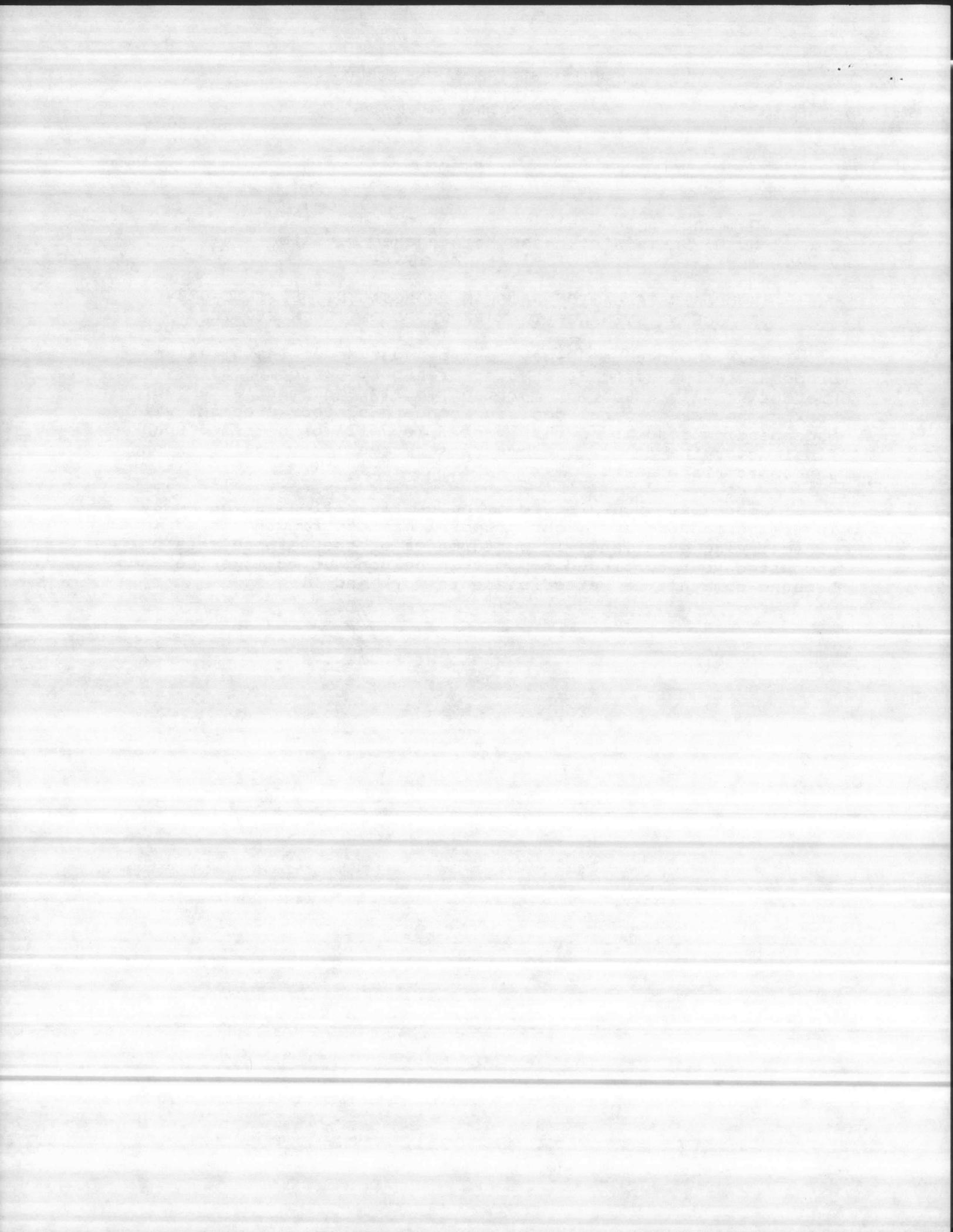
From: Commanding General
To: M. D. Davis, Jr., Base Maintenance Division
Via: Assistant Chief of Staff, Facilities

Subj: MODEL INSTALLATION PROGRAM PROPOSAL NO. 85-CLNC-023-LOG,
REDUCE MAINTENANCE TIME EXPENDED ON TRUCK REPAIRS

1. I have approved a 90-day test of your Model Installation proposal recommending Base Motor Transport perform routine preventive maintenance of garrison mobile equipment after normal working hours. A final decision concerning your proposal will be made pending results of that test. You will be notified upon final determination of the benefits derived from your idea and of any appropriate award.

2. I appreciate your interest and participation in the Model Installation Program. Your proposal has contributed to the goal of achieving excellence in performance of the Defense mission. I encourage your continued support in helping us to make the Camp Lejeune community a better place to work and live.


L. H. BUEHL

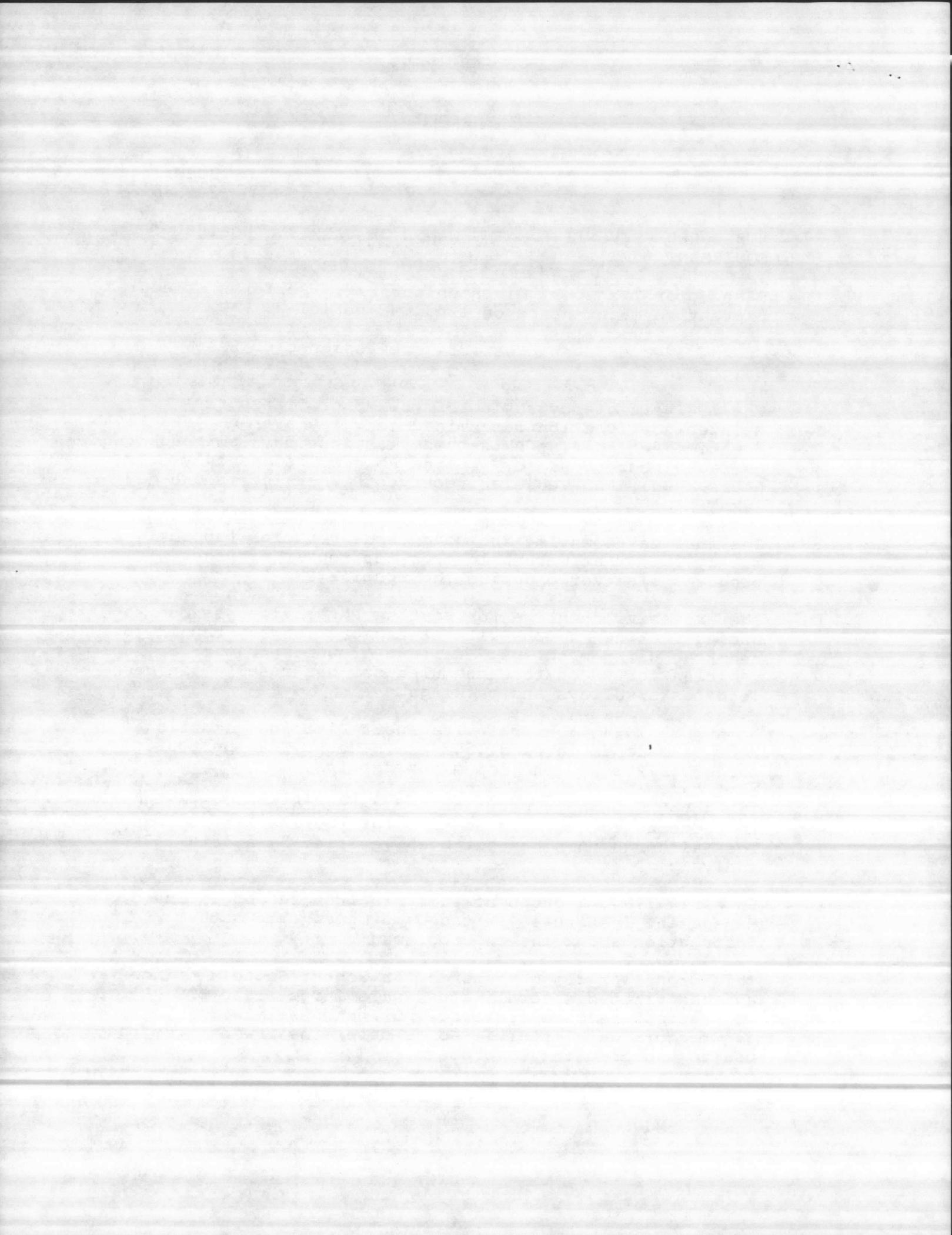


POINT PAPER

BOSM
20 Feb 85

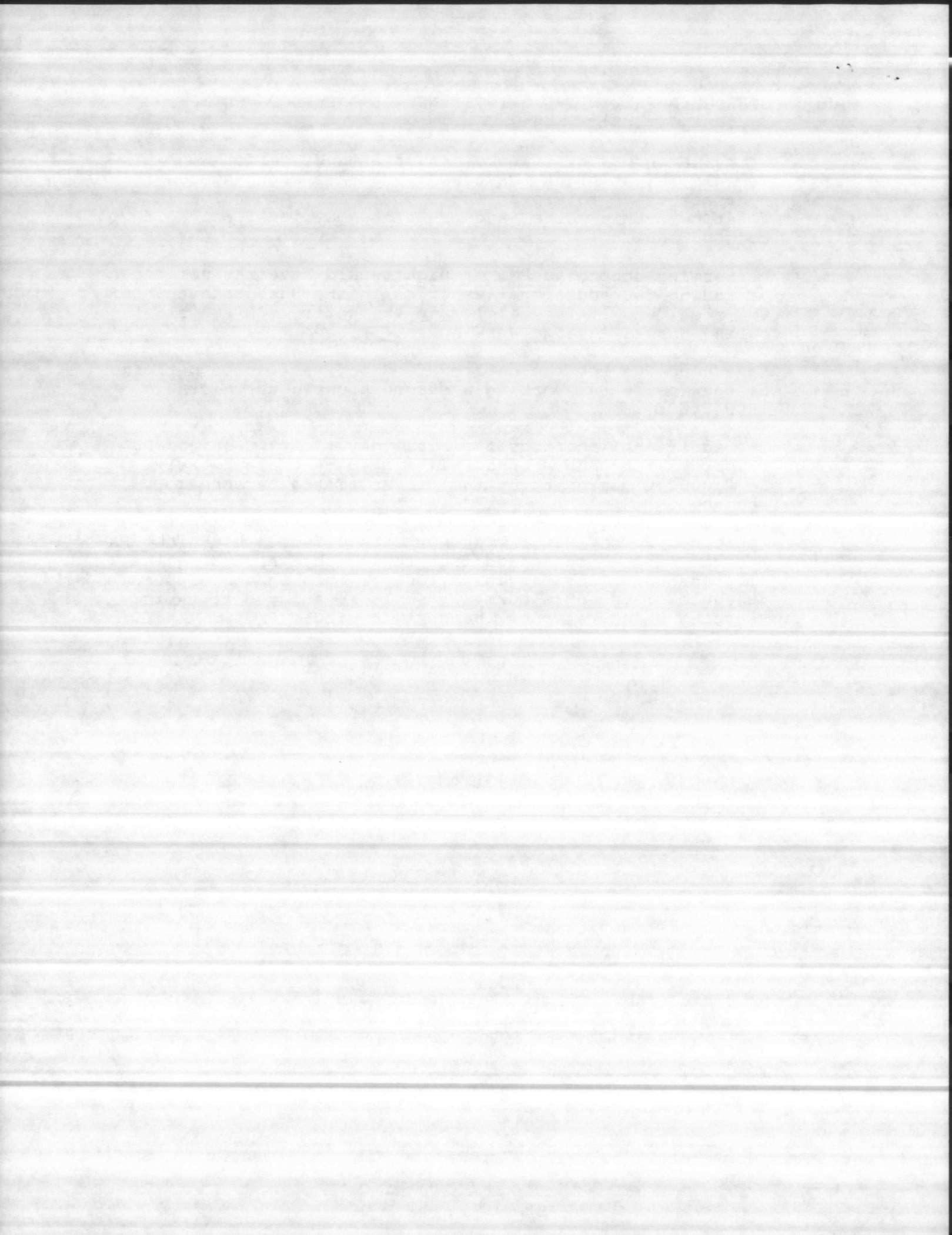
Subj: SCHEDULED PREVENTIVE MAINTENANCE OF GARRISON MOBILE EQUIPMENT (GME)

- Base Motor Transport Division currently performs scheduled preventive maintenance on 1243 GME vehicles.
- Of the 1243 GME vehicles, 334 are assigned to Base Maintenance.
- The 1982 efficiency review of the Motor Transport Maintenance function determined that the average vehicle downtime for routine PM service was four days although the average labor hours for routine PM service was only 3.79 hours. Only PMO vehicles received PM service in one day or less.
- The four day downtime included those vehicles (approximately 25%) that were held over for repair of other problems discovered during the routine PM.
- The excessive downtime for routine PM service was due to queuing routine PM jobs with other more lengthy repair jobs and scheduling problems. Failure of units to turn in vehicles for PM on the scheduled day has resulted in workload peaks/valleys and backlogs.
- In August 1984, the Motor Transport Division established four fast lanes in Bldg 1502 (Main Motor Transport Bldg), three for PMs and one for minor repairs.
- The Motor Transport Division indicates this new procedure is reducing the turnaround time for routine PMs to 1 day or less although this has not been verified by a detailed analysis.
- In early 1984, a group of analysts from the Logistics Management Institute visited Camp Lejeune to gather information about the CA Program.
- This group was doing research for Robert Stone's office and had visited several Bases where large scale BOS contracts were in operation. During these visits, CA contractors were interviewed to determine the methods they use to underbid the Government.



Subj: SCHEDULED PREVENTIVE MAINTENANCE OF GARRISON MOBILE EQUIPMENT (GME)

- Of the numerous efficiency measures used, performing vehicle PMs at night was common practice among successful contractors as this practice reduces fleet downtime and fleet ownership costs, and preserves maximum flexibility in work scheduling.
- Performing scheduled PMs at night would have the net effect of adding 6-8 additional vehicles to the Base Maintenance GME fleet and 15-20 vehicles to the entire MCB GME fleet during normal daytime work hours.
- Scheduled PMs for the entire MCB GME fleet can be performed by four personnel working a second eight hour shift e.g. 1600-2400.
- The additional shift differential pay (7.5%) required to support a four man second shift would be approximately \$6-7,000.00 depending on the grades of the personnel assigned.
- Personnel in the Motor Transport field indicate a night PM program may reduce scheduling problems by increasing the willingness of Base organizations to turn in vehicles on schedule since units normally would be assured of their vehicles being returned the next morning.



DEPARTMENT OF THE NAVY

Memorandum

DATE: 7 Feb 1984

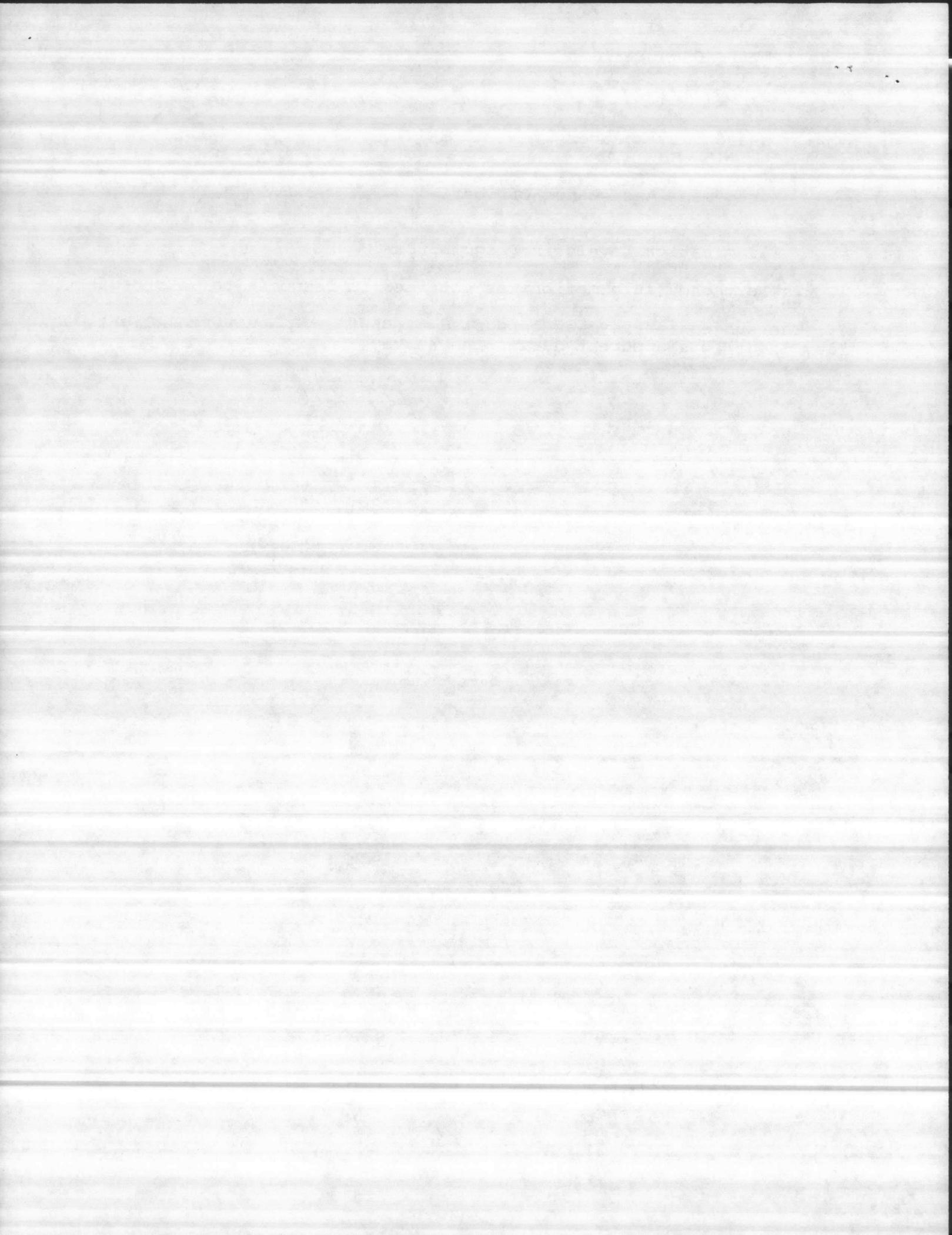
FROM: Base Safety Manager

TO: Management Assistance Officer

SUBJ: Illumination Levels in Bldg. 1502

1. The attached information was obtained in response to your request.
2. The subject survey was conducted at 0600 am. No natural light (day light) was apparent during the survey.

R. J. Andrews
R. J. ANDREWS



DATE: 7 February 1984

FROM: Industrial Hygiene Officer

TO: Safety Manager, MCB, Camp Lejeune, NC

SUBJ: Illumination Levels in Bldg. 1502; report of

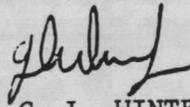
REF: (a) FONECON request btwn Mr. Andrews, MCB Safety and LT Winters, O&PMD of
16 Jan 84
(b) Illuminating Engineering Society Handbook, 1975

1. Reference (a) requested that a lighting level survey be performed in Bldg. 1502 in order to determine evening illumination levels available to personnel performing maintenance activities during evening hours or early morning hours of darkness. Accordingly, the subject survey was performed on 23 January 1984 utilizing the GE Light Level Meter.

2. With all available illumination turned on the lighting levels in the maintenance bays were as follows:

- a. Eastern bank of overhead lighting: 7-15 footcandles
- b. Western bank of overhead lighting: 7-15 footcandles
- c. Center workbenches with overhead lighting: 20 footcandles
- d. Illumination between overhead lights: 1-2 footcandles
- e. Trouble light (75 watts): 10-~~15~~50 footcandles

3. Reference (b) provides recommended illumination levels for service bay and workbench operations. For safe work practices the recommended levels are 30 footcandles and 100 footcandles respectively. Presently, only the trouble lights when placed in the immediate vicinity of work will meet these levels. Accordingly, in the interest of a safe and healthful working environment it is strongly recommended that the lighting system be upgraded to meet the specified levels in reference (b).



G. L. WINTERS
LT, MSC, USN

