



III MEF

CORROSION PREVENTION AND CONTROL UPDATE

18 MAY 2004



III MEF CPAC ACTIVITIES

- Corrosion Rehabilitation Facilities (CRFs)
 - Okinawa
 - Iwakuni
 - Hawaii
- NSWC TOCR / ESM Program Participation
- Wash racks & Pressure Washers
- Corrosion Control Tool Kits



Current State of III MEF CRFs

➤ Okinawa

- Currently employs 12 Marines as QC and equip operators
- Supervised by 3d FSSG, MRBn, GSM Co
- **\$1.2M** contract w/ Tamaki Service Co
- Repaired & repainted over 1,500 PEIs in FY-03

➤ Iwakuni

- Currently operated by CSSD-36
- Employs 4 – 6 Marines (including (2) FAPs from MWSS-171)
- Limited facility: Average 1 – 2 PEIs per month utilizing one booth for both blasting and painting. In FY-03, the facility repaired 15 items @ approx **\$40k**

➤ Hawaii

- Currently supervised by CSSG-3 and operated by DynCorp
- In 2001, CSSG-3 wrote a SOW and was added as a deliver order (M109) to an existing Air Force contract (F34601-97-D-0422) with DynCorp (approx **\$250k**)
- Limited Facility, but will service any Marine Corps equipment on island
- Repaired & repainted 87 PEIs in FY-03

CORROSION REHABILITATION FACILITY



**General Support
Maintenance Company**



MISSION

The mission of the Corrosion Rehabilitation Facility (CRF) is to provide 3d through limited 5th echelon corrosion repair and protection, as well as complete painting and spot painting of all Ground Combat and Support Equipment of the III MEF. The initial corrosion rehabilitation Contract was established in the early 1970s using local vendors, and was moved to U.S. Government facilities in 1981. This service has provided a cost effective alternative to sending the equipment back to the Marine Corps Logistics Bases (MCLB), Albany, Ga. or Barstow, Ca. In order for the CRF to accomplish this mission, we must:

- Minimize maintenance cycle time for equipment inducted for rehabilitation.
- Provide quality Intermediate Maintenance Activity (IMA) support.
- Provide technical advice for the III MEF on matters related to corrosion protection and prevention.

CRF repairs a variety of equipment, from Motor Transport, Engineers, Communications, and Ordnance.



Components that are normally replaced can be repaired to meet the original specifications at CRF.

Sometimes the level of corrosion can be quite extensive, however CRF does repair these assets with an average turn-around period of about 25 days once the equipment enters into the maintenance phase. In addition to supporting III MEF aboard Okinawa, CRF provides support for the ARMY, Navy, and Air Force.

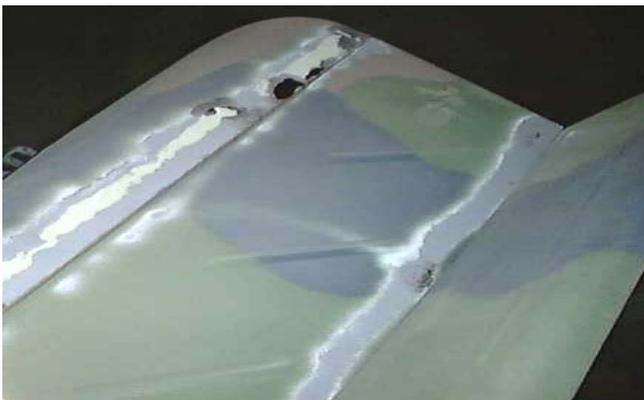


Stage One

Sandblasting



All equipment will proceed to the sandblasting area for the first step in the corrosion rehabilitation process. Sandblasting first will reveal any body repair required that may be hidden under the paint. Weak metal will not withstand the sandblast process thereby exposing necessary body repair. Sandblasting also removes old paint providing a smoother surface to work with in the paint and preparation stage.





Stage Two

Body Repair Shop

Most equipment will require some degree of body repair work. The levels range from minor to extreme. Equipment may remain at this stage from one to several days depending on the level of corrosion. A wide range of tools and special materials, which are provided by the contractor, may be utilized in the body shop.

Body putty, sheet metal, grinders, and welders are among some of the materials used.



Stage Three

Paint Preparation & Undercoat

All equipment will be hand sanded prior to any paint application. This smooths the edges of any remaining old paint so that no chipping or flaking will occur once the new paint is applied.



Most assets receive undercoating. This is a tar-like substance that seals and protects the undercarriage from the elements. The products utilized meet or exceed Ziebart specifications.





Stage Four

Primer & Painting

Once sanded, all equipment receives a coating of Epoxy Primer. Once the Primer has dried, the Camouflage Paint process begins. First, a coat of Green paint is applied. Once the Green paint dries the painters will chalk out the camouflage pattern in preparation for the Brown and Black paint.



Currently, the CRF utilizes the new Water Reducible Chemical Agent Resistant Coating (WRCARC) Type I and will start using the Type II soon. The new WRCARC paint is far superior To previous paints utilized and will Provide better mare resistance and less Fade, and better corrosion protection.



Stage Five

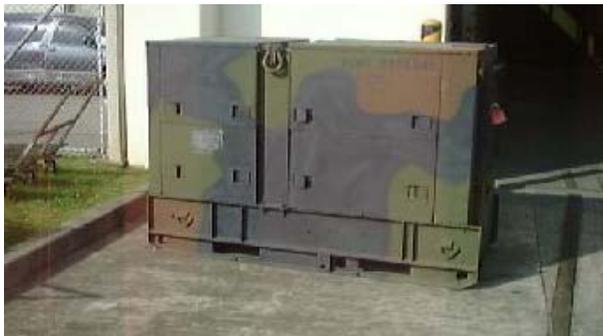
Final Paint & Preparation

In this stage all equipment undergoes a thorough quality assurance inspection process. Any area that may have been overlooked in previous stages will be identified here and will be corrected prior to returning to the owning unit. This is the final and most important stage. Good customer service depends on a quality product, and this stage ensures that our customers will be satisfied with the results.

The Final Product



The final product is one that looks good and is structurally sound. Owning units can rest assured that the final product meets all requirements and specifications and is one that will ensure their mission capability. The process in reaching the final product is a rigid set of requirements and the Marines and their civilian counterparts work together in a joint effort to achieve quality results.



MCBH C-3 PROGRAM



CPAC 2004

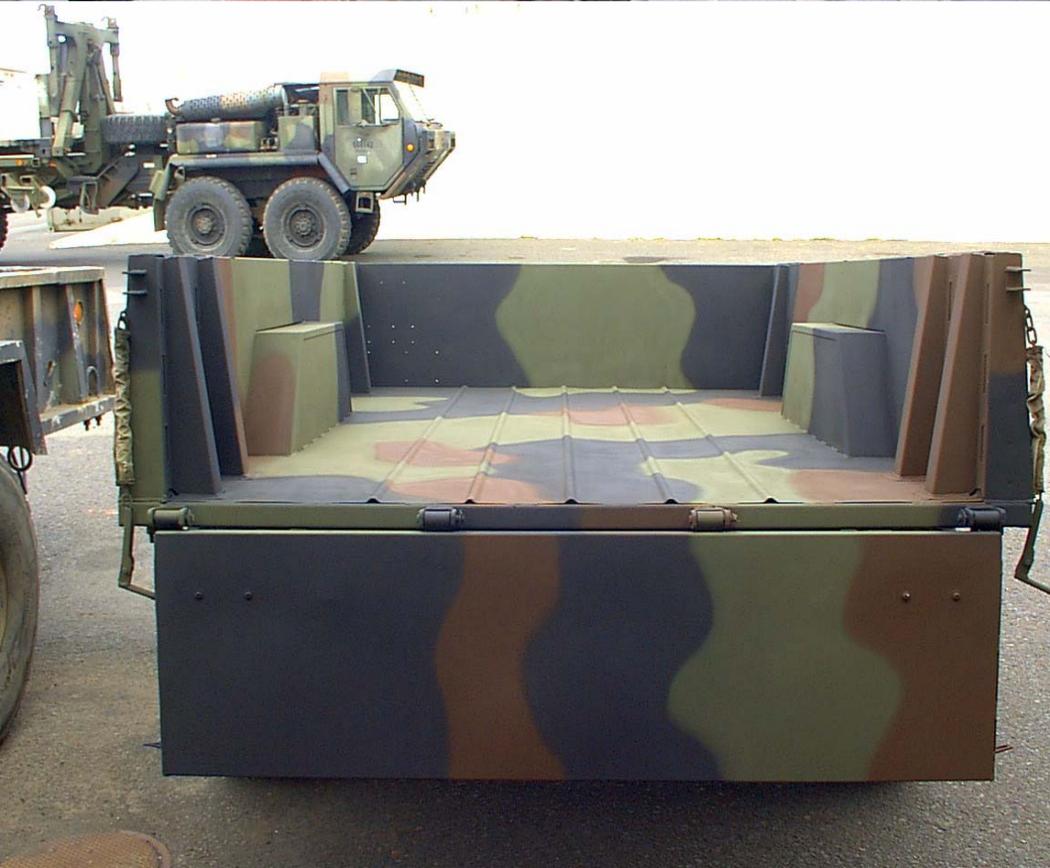




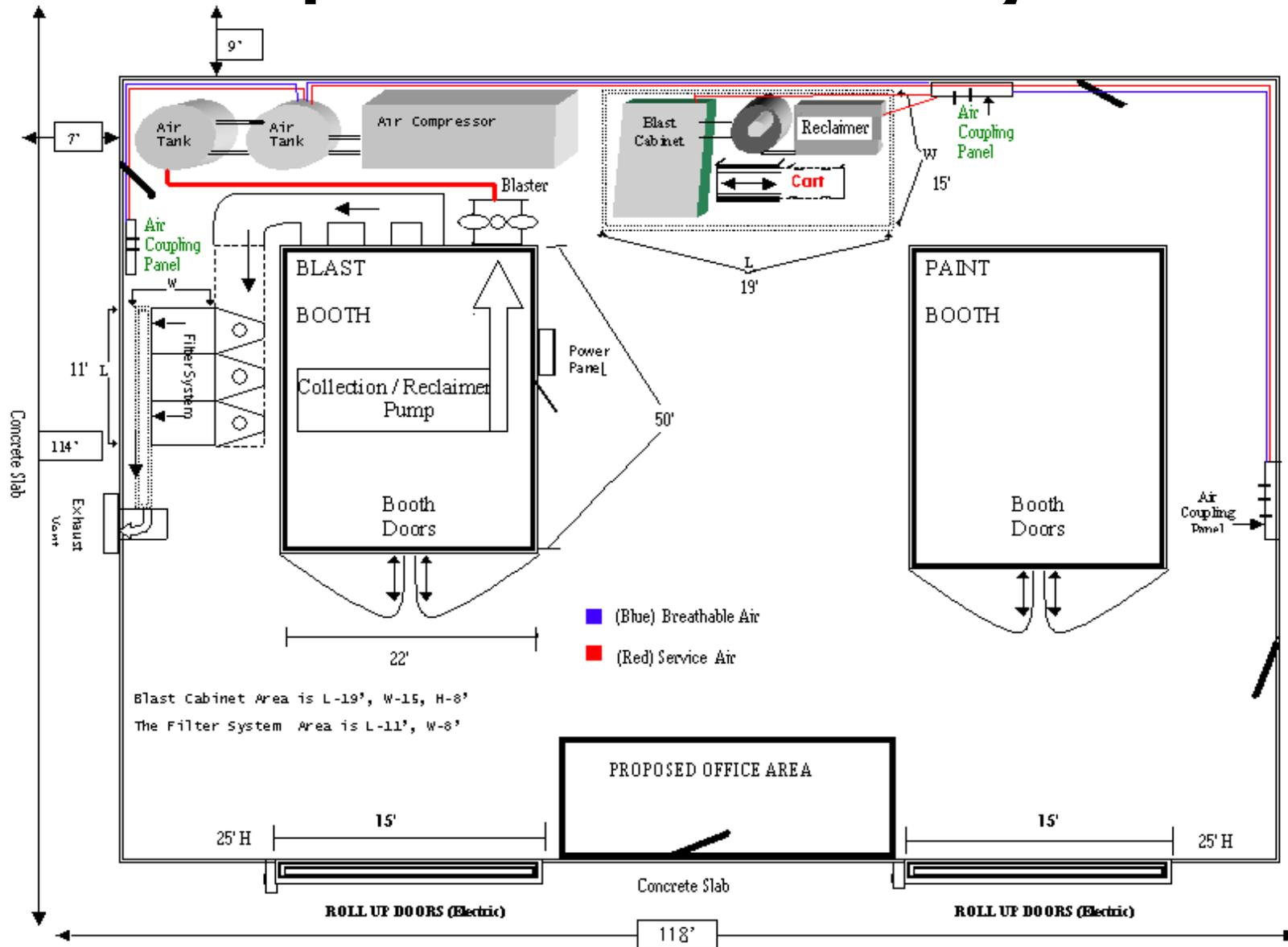
**UNDERCOATING
A-2'S**







Proposed Kaneohe Bay CRF



- Maintenance Ops Sect (MOS) & DynCorp CRF proposed floor plan.
- Meets essential rqts IOT conduct proper repairs w/ room to expand.



CRFs: Where We're Headed

➤ Okinawa CRF

- MOA between MEF and MCB to migrate CRF from FSSG to MCB and hire 5 Civ employees to send 12 Marines back to their intended billets (FY-04)

➤ Iwakuni CRF

- Exploring opportunity for ground equipment add-on to existing aviation corrosion control contract
- New Intermediate Maintenance Activity (IMA) facility scheduled (JFIP) to be built for CSSD-36 in FY-05. Will include separate paint and blast booths.

➤ Hawaii CRF

- Exploring opportunity for ground equipment add-on to existing aviation corrosion control contract
- Working w/ CSSG-3, MCBH, and FSSG to upgrade / expand existing facility in FY-04 utilizing CPAC funding



Other Corrosion Control related Issues

Total Ownership Cost Reduction (TOCR) & Equipment Storage Methods (ESM)

- III MEF has cooperated with Naval Surface Warfare Center (Carderock Division) in support of Total Ownership Cost Reduction (TOCR) program by installing corrosion racks on **36 HMMWVs & 5 MTRVs** in **FY-02** and **24 HMMWVs & 28 MTRVs** in **Sep 03**.
- The FY-03 fittings include 6 Corrosion Racks on HMMWVs & 6 on MTRVs for the Equipment Storage Methods (**ESM**) effort. This effort is separate from those related to the TOCR effort. The difference between the TOCR and the ESM efforts is the requirement to have the designated vehicles stored in the predetermined ESM scenario (i.e., warehouse, open lot).
- The TOCR / ESM project is, for the most part, transparent to III MEF



Other Corrosion Control related Issues

- Okinawa wash rack survey conducted Nov 03 w/ III MEF G-4, MCB, & Unit representation
 - Present condition of wash racks is good, a few exceptions will be handled via work requests to MCB FE





Other Corrosion Control related Issues

(CONTINUED)

➤ Pressure Washer purchase

- End-of-FY-03 funds were used to purchase 49 Landa pressure washers
- Landa has a 3d Party Logistics provider (3PL) on Okinawa & mainland Japan for parts & service. Hawaii has a Landa authorized dealer on Island





Other Corrosion Control related Issues

(CONTINUED)

- III MEF G-4 initiating request for centralized washing facilities
 - Proposal to have “car wash” for tactical vehicles at each camp (responsibility of Camp Commander & maintained by MCB FE)





Questions ?

- CPAC funding expected to continue at current rates (w/ inflationary adjustments)?
- Does LogCom plan to eventually assume responsibility for all Marine Corps Corrosion Rehabilitation Facilities?
- What does III MEF need to do to get Kaneohe Bay a robust CRF (similar to Okinawa)?
- Does HQMC have Controlled Humidity Protection (CPH) plans for Operating Forces storage programs?



III MEF CPAC POINTS OF CONTACT

III MEF CPAC Coordinators

III MEF MMO	Capt Schoen	622-7766 / 7860
III MEF MMC	MGySgt Calvin	622-7141 / 7033

Corrosion Rehabilitation Facility

SNCOIC	GySgt Jackson	637-1524/2004
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Material Readiness Bn

CO GSM Company	CWO3 Wilkinson	637-4415/1974
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Combat Service Support Group-3 (Hawaii)

CO, Maint. Company	CWO3 Clyne	
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Combat Service Support Detachment-36 (Iwakuni)

CSSD-36 MMO	SSgt Pena	253-5355
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