

# PLANNED MAINTENANCE SYSTEM SERVICE BRIEF



## **VOL 72**

## **SFR 2-98**

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\*\*\*\*\*IN THIS ISSUE\*\*\*\*\*

Surface Ship Maintenance Effectiveness  
Review (SURFMER) Update  
FTSCPAC Reorganization and New  
Mailing Address  
Safety Shorting Probe in PMS  
Shore Activity Feedback Reports  
Lack of Adequate Technical Description (LATD)  
Metrology Information and Document  
Automation System (MIDAS)  
Tech Rep on a Disk  
Standard Parts Material Information Guide  
(SPMIG) Access  
Point of Contact for CD ROM  
Technical Support for PMS Scheduler  
PMS Scheduler Notes  
Windows NT/PMS CD ROM Print Errors  
PMS CD ROMs on Local Area Networks

Trimesterly Planned Maintenance Program  
Customer Survey  
New Look Maintenance Index Page (MIP), &  
Maintenance Requirement Card (MRC)  
Electronic TFBR  
Feedback Reports on Classified Maintenance  
Requirement Cards (MRCS)  
Stand Alone Advanced Technical Information  
Support (ATIS) Help Desk  
Planned Maintenance System Web Page  
Monthly ACN Report Available on the Internet  
Point of Contact for Ships 3-M Admin  
Information  
Sked/Skedport Training  
CD ROM Installation and Operation  
Troubleshooting Guide  
Creating a LOEP From PMS CD ROM

**SURFACE SHIP MAINTENANCE  
EFFECTIVENESS REVIEW (SURFMER)  
UPDATE**

Last SFR you heard about NAVSEA’s SURFMER program and how it is working to reduce the maintenance workload for sailors, while preserving equipment reliability. SURFMER applies Reliability Centered Maintenance (RCM) principles during a review of existing maintenance with the goal of deleting the MRC, or extending the periodicity, or modifying the procedure.

To date, 24 systems have been reviewed, some with dramatic reductions in manhours. The following table summarizes some of those results:

SURFMER CYCLE	SYSTEM EXAMINED	ESTIMATE % REDUCTION
2	MK-86 GUNFIRE CONTROL	12
2	PHALANX CIWS	5
2	PROPULSION BOILERS	29
3	BOAT HANDLING & STOWAGE	41
3	BOAT DAVITS & WINCHES	32
3	FLASH TYPE DISTILLING PLANTS	58
4	ANCHOR HANDLING & STOWAGE	37
4	WASTE HEAT BOILERS	16
4	SONAR DOMES	15
4	SQQ-89 SONAR	24
5	JP-5 FUEL	8
5	HPAC & LPAC	40
5	WEAPONS ELEVATORS (non CV)	75
5	POTABLE WATER	16
6	MOORING & TOWING	55
6	FUEL OIL FILL & TRANSFER	47
6	LUBE OIL FILL & TRANSFER	33

Systems that are in progress in Cycles 7-9 include: Steering Systems, Small Boats, UNREP gear, SSDGs, Dehydrators, DFTs, Surface and Air Search RADARs, SLQ-25A, Bleed Air, Firemain, Ventilation and more.

As changes are made to the PMS, Navy In Service Engineering Agencies (ISEAs) forward them to the applicable FTSC’s for implementation in an upcoming SFR. This is done in a rolling fashion so that some systems from a SURFMER cycle will appear in one SFR and the rest for that cycle in the next SFR. This method ensures continuous improvement to the PMS deck. Reductions in PMS workload for SURFMER cycles 2 and 3 made their

appearance in SFR 1-98. Cycles 4 and 5 should start appearing in this SFR (2-98) and continue into 1-99. Look for changes resulting from Cycle 6 and beyond to start appearing in SFR 1-99 and later.

Fleet response to the SURFMER program has been excellent, with a number of active ships and squadrons providing the SURFMER sponsor, NAVSEA 04M, with valuable input regarding suggested future SURFMER systems and recommendations for periodicity changes in current reviews. We will continue to publish updates to the progress of the SURFMER system.

As always, Fleet input is solicited. Recommended systems for future SURFMER cycles, or comments regarding SURFMER should be forwarded directly to COMNAVSEASYSKOM 04M1 via naval message or letter.

**TRIMESTERLY PLANNED MAINTENANCE PROGRAM**

- Ref: (a) PHONECON COMSUBRON SEVEN (Deputy Commander for Readiness) CDR Cox/COMSUBPAC (4513) MMC (SS) Casto of 16 Jun 98  
 (b) PHONCON NAVSEA (0433) Phil Hans/COMSUBPAC (4071) MMC (SS) Casto of 17 Jun 98  
 (c) OPNAVINST 4790.4C

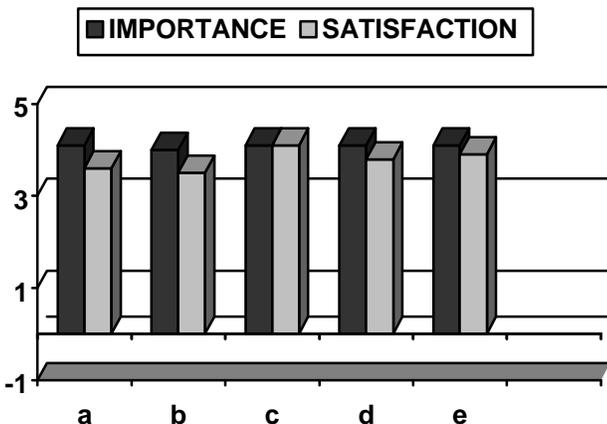
The Trimesterly Planned Maintenance System program has been determined to be too costly for Navywide implementation compared to savings in manhours and materials. Per references (a) and (b), the program is terminated, effective immediately. All SUBRON SEVEN units will use the Planned Maintenance System per reference (c). All applicable Trimesterly Documentation is being replaced and/or deleted. Dual periodicity mips will be revised and the Trimesterly Periodicity deleted. In the interim holders of dual periodicity mips should use the conventional periodicity.

## CUSTOMER SURVEY

The Fleet Technical Support Center Pacific conducts random surveys after each mailing of the Semi-Annual Force Revisions. The survey was revised for SFR 1-98 to give us a broader view of the importance and satisfaction with our products. Survey recipients were asked the following and the percentage of **YES** answers follow each question.

1. Received what you need to update your PMS?
  - Hard Copy Documents (Ships Only) 100%
  - CD-ROMs 100%
  - Service Briefs 91%
  - Reports 100%
  
2. Which of the following best describes your job? All of those who responded to the survey indicated that they are 3-M Coordinators.
  
3. Survey recipients were also asked to rate the items listed below for importance and satisfaction of PMS products using a scale of 1 to 5; 1 being very unimportant or very unsatisfied and 5 being very important or very satisfied.
  - a. Technical Feedback Reporting Process?
  - b. Quality and Timeliness of TFBR Response?
  - c. PMS CD-ROM Installation Operating Instructions Adequate?
  - d. PMS CD-ROM Functionality and Features Adequate?
  - e. Ease of Contacting FTSCPAC for Resolving Problems?

The questions were rated as shown in the chart below:



The results of this survey will be used when developing future enhancements to our products. The FTSCPAC point of contact is Mr. Larry Olinger, Commercial (619) 524-2402; DSN 524-2402, or e-mail [olingerl@mailhost.ftscpac.navy.mil](mailto:olingerl@mailhost.ftscpac.navy.mil).

### FTSCPAC REORGANIZATION AND NEW MAILING ADDRESS

Due to consolidating, the FTSCPAC PMS Division was reorganized and Code 401C, the PMS Distribution Branch has been abolished. The functions and personnel of the Distribution Branch were reassigned to Codes 401B and 401A. Telephone numbers did not change and FTSCPAC will continue to provide PMS distribution support for our customers. We are still located at 4297 Pacific Highway, however our mailing address has changed as follows:

COMMANDING OFFICER                      55304  
 FTSCPAC (Code    ) - enter 401, 401A, or 401B  
 3375 SENN RD, SUITE #1  
 SAN DIEGO, CA 92136-5002

The FTSCPAC point of contact is Mr. Larry Olinger, Commercial (619) 524-2402; DSN 524-2402, or e-mail [olingerl@mailhost.ftscpac.navy.mil](mailto:olingerl@mailhost.ftscpac.navy.mil).

### NEW LOOK MAINTENANCE INDEX PAGE (MIP) & MAINTENANCE REQUIREMENT CARD (MRC)

The PMS program is testing a "New Look" PMS MIP/MRC format for future fleet implementation. The following page contains reduced example of the new format. With the change to standard 8 1/2 x 11 bond paper since 1994, we are evaluating the idea of going to full-page format (8 1/2 x 11) for the MRC and modifying the MIP to eliminate some of the white space.

The USS Rushmore (LSD 47), the West Coast Smart Ship, has received full replacement New Look PMS documentation and CD-ROM for shipboard evaluation purposes. We have requested the ship periodically provide their comments.

OTHER	SYSDOM CODE	MAINTENANCE REQUIREMENT DESCRIPTION	PERIODICITY CODE	UNIT	MAN HOURS	RELATED WORK CENTER
41	EWLD B	1. Lubricate standby jacket water pump bearings.	Q-4	EN3	0.7	8038
43	EWLD B	1. Lubricate standby jacket water pump motor bearings.	Q-5	EN3	0.5	None
44	EWLD Y	1. Replace starting air filter element.	Q-6	FR	0.1	None
45	EWLD B	1. TEST DRIFTING DEVICE INTERLOCK.	Q-7	EN1 EN2	0.2 0.2	8039
47	EWLD Y	1. Inspect starting device drive assembly lube oil level.	Q-8	EN3	0.1	8039
47	EWLD B	1. Flush and change air start distributor filter oil.	Q-9	EN2 FR	0.3 0.5	Q-4
47	EWLD Y	1. Deepen fuel pump coupling.	Q-10	EN3 EN2	0.4 1.5	None
48	EWLD Y	1. Inspect fuel pump coupling.	Q-11	EN3 EN2	0.5 1.5	None
47	EWLD B	1. Obtain and forward rocker arm tube oil sample for spectrographic, physical, and chemical analysis. <b>NOTE:</b> Accomplish quarterly and at time intervals specified in table 1 of this MRC.	Q-15B	EN3 EN2	0.5 0.5	None
46	YQD B	1. Provide lubricating oil sample for spectrographic, physical, and chemical analysis. <b>NOTE:</b> Accomplish quarterly and at time intervals specified in table 1 of this MRC, whichever comes first.	Q-16B	EN3 EN2	0.5 0.5	None
42	EWLD B	1. Test engine remote emergency shutdown system.	Q-17	EN3 EN2 EN3	0.5 0.5 1.0	None
42	EWLD B	1. Obtain and forward turbocharger turbine end and compressor end oil samples for spectrographic, physical, and chemical analysis. <b>NOTE:</b> Accomplish quarterly and at 500 hour intervals with every other 500 hour sample to coincide with the 1900 hour overhaul turbocharger lube oil renewal. At the 1900 hour renewal a sample of oil being removed should be taken. Additional samples shall be taken at time intervals specified in table 1 of this MRC.	Q-18B	EN3	0.5	None
42	EWLD B	1. Conduct trend analysis. <b>NOTE:</b> Accomplish quarterly or every 400-500 hours of engine operation, whichever occurs first.	Q-19B	EN3 EN3 EN3	1.5 2.0 4.0	None
40	EWLD B	1. Inspect flexible hoses/pipes and fittings.	Q-2	EN3	1.0	None
40	EWLD B	1. Inspect flexible coupling for leaks.	Q-3	EN3	0.4	None
37	EWLD B	1. Adjust valve clearances.	Q-4	EN3 EN3	3.0 1.0	None
35	EWLD B	1. Test turbocharger anti-surge bypass valve and waste gate valve operation. <b>NOTE:</b> Accomplish semiannually or every 1200 hours of operation, whichever occurs first.	Q-5B	EN3 IC3 EN3	0.8 0.4 0.8	None

MANUFACTURE (MFR) PART NUMBER (MFR) 2331/001-C7  
DATE: December 1997

SHIP SYSTEM, SYSTEM, SUBSYSTEM, OR EQUIPMENT  
Propulsion Diesel Engine 2331

REFERENCE PUBLICATIONS  
95211-AB-MRC-011/010/030

CONFIGURATION  
This revision supersedes assemblies furnished by MERED 8888 Ltr. Ser.

SCHEDULING AIDS  
1. Devise Maintenance Requirements Q-11, Q-11, and A-116. (air MRC which do not apply to feedback report) required.  
2. MRCs B-20, B-210, and B-220 apply to balls which may have ICS installed or have oil test sensors. review and omit oil analysis MRCs that are not applicable.  
# Mandatory scheduling required.  
\*\* For scheduling purposes only; no MRC is provided.

DISTRIBUTION STATEMENT D  
Distribution authorized to DOD components and DOD contractors only; critical technology; December 1997. Other requests for this document shall be referred to Naval Sea Systems Command (NSA 04TD). Destroy by any method that will prevent disclosure of contents or reconstruction of the document.

MANUFACTURE (MFR) PART NUMBER (MFR) 2331/001-C7  
DATE: April 1994

SYSDOM 44 EWLD B

LOCATION:  
SHIP SYSTEM: Propulsion Plant 200  
SYSTEM: Propulsion Units 230  
SUB-SYSTEM: Propulsion Diesel Engine 2331  
EQUIPMENT: Diesel Engine 2331ES

MP SERIES PERIODICITY  
2331 A-12R

RATES	MAN-HOURS	DATES	MAN-HOURS	RATES	MAN-HOURS
EN3	4.0	EN1	4.0	FN	4.0
TOTAL MAN-HOURS:	12.0	ELAPSED TIME:	4.0		

MAINTENANCE REQUIREMENT DESCRIPTION  
1. Measure and record crankshaft deflection readings.

SAFETY PRECAUTIONS  
1. Personnel afloat comply with NAVOSH Program Manual for Forces Afloat, OPNAV/INST 3100.19 series.  
2. Ensure all tag-out procedures are in accordance with current shipboard instructions.  
3. Secure the ends of the hose assembly so that hose is restrained if it falls.  
4. Do not open crankcase inspection covers until at least 30 minutes after shutdown of an engine after a known or suspected crankcase explosion or overheated part in the crankcase.  
5. Do not use any hydraulic jack other than that specified. A different diameter hydraulic cylinder could provide more force than necessary, cause damage to equipment and injure personnel.  
6. Do not exceed the hose safety limit of 10,000 psi.

TOOLS, PARTS, MATERIALS, TEST EQUIPMENT  
MATERIALS  
1. [0094] Pen, ball-point  
2. [0294] Cloth, cleaning  
3. [1144] Tag, safety  
4. [1277] Pad, writing paper

TOOLS  
1. [0892] Mirror, inspection, 2-1/4" dia glass, adjustable length handle  
2. [1271] Flashlight, Type 2, style 1, explosive proof  
3. Gage, crankshaft distortion, MFR Part No. P12612809  
4. Indicator dial, MFR Part No. P12614236, PSCM 82796  
5. Base, magnetic, indicator holder, MFR Part No. P12612807, PSCM 82796  
6. Tool, measure, crankshaft journal clearance, MFR Part No. P1262503, PSCM 82796  
7. Pump assembly, hydraulic, hand, MFR Part No. P12612624, PSCM 82796  
8. Screen, protective, crankcase drain, provided by shipholder

SPECIAL TOOLS  
1. [0763] Light, extension, 50'-cord, sym 286

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MANUFACTURE (MFR) PART NUMBER (MFR) 44 EWLD B  
DATE: April 1994

PROCEDURE (CONT)

q. Repeat steps i.-j. through l.-p. for each main bearing. Take readings on both sides of bearings 2 through 6.  
r. When all web movements have been recorded, determine each main bearing clearance from graph shown in figure 5, or by the formula:  $bc = (a - .03) \times 1.375$ . Record all main bearing clearances (bc) on chart in figure 8.

NOTE 9: Clearance must not exceed 0.06mm/0.002in at any main bearing.

CAUTION: Ensure no tools or materials are dropped or left in crankcase.

g. Remove crankcase drain protective screens from both ends of crankcase dry sump.  
h. Reinstall crankcase inspection covers.  
i. Shut all cylinder test cocks.  
j. Remove safety tags; open starting and control air supply valves.  
k. Remove safety tags and energize starting circuit/system.  
l. Return equipment to readiness condition.  
m. Deliver readings to Work Center Supervisor.

NOTE 10: Work Center Supervisor record web movement, bearing clearances and crankshaft deflection readings on calculation/record sheet, figure 6. Calculate and plot the corrected crankshaft deflections on figures 6 and 7. Record the corrected crankshaft deflection readings in the machinery history records and analyze the readings in conjunction with the engine technical manual. Determine if corrective actions are required based on the acceptable alignment criteria for in service use in table 1; or significant changes noted in comparison to previous readings.

FIGURE 1. LOCATION OF STRAIN GAGE

Figure 1. Location of Strain Gage

MANUFACTURE (MFR) PART NUMBER (MFR) 44 EWLD B  
DATE: April 1994

## **SAFETY SHORTING PROBE IN PMS**

As a result of fleet feedback concerning inspection of safety shorting probes prior to use during PMS and discussions with the Naval Safety Center, a note will be added to MRCs (as other technical revisions are incorporated) listing the safety shorting probe that states:

“NOTE: Ensure safety probe has been inspected as described on MIP 3000/001”.

This will preclude having MIP 3000/001 listed on MIPs as mandatory related maintenance. The FTSC/LANT point of contact is Robert Delbridge, DSN 961-6138, commercial (757)485-6138, or email robert\_delbridge@ftsclant.navy.mil

## **ELECTRONIC TFBR**

OPNAVINST 4790.4C chapter 3-4.15 heading states: PMS Feedback Report (FBR) Form (OPNAV 4790/7B or approved automated form). To accommodate an Automated form and to eliminate the problems associated with hardcopy TFBR's, the PMS program is testing an Electronic TFBR process whereby TFBR's (Category A and B) can be submitted electronically. The form is "Under Construction" as of this writing but should be available by SFR 2-98 implementation. Initially the form will be available via the internet by accessing the FTSC websites. Until a means for electronic signature can be incorporated All FBRs requesting a shift of maintenance responsibility must be annotated with approval by the Executive Officer. Utilization of the Electronic TFBR will be at the discretion of local directives. Routing of Electronic/Hardcopy TFBR will be in accordance with local directives. Processing of TFBR's will remain unchanged once received by FTSC.

## **SHORE ACTIVITY FEEDBACK REPORTS**

Recently, there has been an increase in the number of TFBRs originated by shore activities. Many of these TFBRs have been received with missing Unit Identification Codes (UIC). Before processing can

be accomplished, incomplete feedback reports must be researched to insert the missing data. All Shore Activity PMS users are requested to ensure that correct UIC information is present and properly identified as the UIC number (not to be confused with ZIP code). Because of the limited personnel resources available to provide research, incomplete TFBRs will be returned to the originator.

FTSC/PAC POC is Anne Cotcher at DSN 524-2662, or COMM (619) 524-2662, or e-mail:cotchera@mailhost.ftscpac.navy.mil

## **FEEDBACK REPORTS ON CLASSIFIED MAINTENANCE REQUIREMENT CARDS (MRCS)**

PMS Feedback reports containing classified information are arriving at the FTSCs without the proper wrapping and markings. When submitting PMS feedback reports on Classified Maintenance Requirement Cards (MRCs), precautions must be taken to ensure classified information is not compromised. Some Classified MRCs have a classification marking at each paragraph, table, and figure using (U) for Unclassified, (C) for Confidential, or (S) for Secret. When quoting from a paragraph, table, or figure identified as classified with a (C) or (S) on the MRC, the feedback report becomes classified and must be handled accordingly. If a MRC does not contain the (U), (C), or (S) markings, all information must be handled at the classification level of the MRC. Please review PMS feedback reports for Classified MRCs to insure proper procedures are followed.

Feedback reports referencing classified MRCs that DO NOT contain classified information are unclassified and do not require special handling or wrapping.

FTSCLANT POC is Jim Melton DSN 961-6131, COMM (757) 485-6131, or e-mail: Jim\_melton@imail.ftsclant.navy.mil

## **STAND ALONE ADVANCED TECHNICAL INFORMATION SUPPORT (ATIS) HELP DESK**

### **LACK OF ADEQUATE TECHNICAL DESCRIPTION (LATD)**

Many Technical Feedback Reports (OPNAV 4790/7B) are being received at the FTSC's lacking adequate technical description (LATD).

Information required by FTSC's to identify the equipment requiring PMS should include as many of the following data elements as possible:

1. APL/CID/AN Nomenclature/MK & MOD
2. Technical Publication Number
3. NAVCOM Plan Number (s)
4. Name Plate Data
5. Service application & applicable work centers
6. SHIPALT, MACHALT, BLUEPRINT, and CONFIGURATION CHANGE DATA
7. Provide a copy of the EOI report provided by the installing activity if available

### **METROLOGY INFORMATION AND DOCUMENT AUTOMATION SYSTEM (MIDAS)**

Beginning with Force Revision 1-98 the MIDAS discs was included as part of the ships PMS package where applicable. Upon receipt of MIDAS disc by the 3-M Coordinator please distribute the disc to the gage calibration work center supervisor or the Chief Engineer.

FTSCLANT POC for any questions concerning the distribution of the MIDAS disc is Rowland Woodard DSN 961-6105, COMM (757) 485-6105.

FTSCPAC POC for any questions concerning the distribution of the MIDAS disc is Jeanette Gonzales DSN 524-3518, COMM (619) 524-3518.

Point of Contact for questions concerning technical data contained on the MIDAS disc is Randy Austin Naval Warfare Assessment Division (NWAD) Corona Ca. DSN 933-5057, COMM (909) 273-5057

FTSCLANT is able to assist the holders of the standalone ATIS Computer systems. For additional information contact Mrs. Pat Molleen, Comm. (757) 485-6413, DSN 961-6413, Internet Address Pat\_Molleen@FTSCLANT.NAVY.MIL., Mr. Michael Manlove, Comm. (757) 485-6221, DSN 961-6221, Internet address Michael\_Manlove@FTSCLANT.NAVY.MIL., or Mr. Tony Adams, Comm. (757) 485-6208, DSN 961-6208, Anthony\_Adams@FTSCLANT.NAVY.MIL

### **TECH REP ON A DISK**

Expert Systems, also known as Technical Representative on a Disk (TROD), are diagnostic software programs developed to provide fleet personnel with an affordable stand-alone tool that can be utilized without special equipment or procedures to enhance the ability to maintain operational readiness. Executive of TROD software will also attain maintenance self-sufficiency and capture machinery history. For those ships with TROD installed, feedbacks may be submitted using the TFBR process.

Point of Contact is Bruce Brennan (757) 445-9044.

### **PLANNED MAINTENANCE SYSTEM WEB PAGE**

Information pertaining to the Planned Maintenance System (PMS) is now available on the Fleet Technical Support Centers, Web Sites. The FTSCLANT Web Site offers a link to download the SPMIG. The FTSCPAC Web Site offers the latest version of the Service Brief, Points of Contact, link to download the SPMIG and Electronic TFBR submittal.

The FTSCPAC Web Site may be accessed at [www.ftscpac.navy.mil](http://www.ftscpac.navy.mil). The PMS information is located in the Programs Department portion of the

Web Site under 401-PMS. The FTSCCLANT Web Site may be accessed at [www.ftscclant.navy.mil](http://www.ftscclant.navy.mil)

FTSCPAC point of contact is Mr. Tom Durham at DSN 524-2408, COMM (619) 524-2408, or e-mail: [durhamt@mailhost.ftscpac.navy.mil](mailto:durhamt@mailhost.ftscpac.navy.mil)

### **STANDARD PARTS MATERIAL INFORMATION GUIDE (SPMIG) ACCESS**

1. Several recent inquiries regarding availability of information on new SPMIG items listed on MRCs indicates that some personnel may not be aware that the printed version of the SPMIG is out of date and no further printed updates are planned. All personnel should be aware that SPMIG data is available through 3 different sources.

a. The first source is via the Hyper-Link when viewing the MRC on CD-ROM. To use the link, place the cursor on the SPMIG number. The cursor should change to a hand with a pointing finger. Clicking the mouse button at this point will bring up the complete display of data for this item.

b. The second source is available when installing the PMS CD ROM. By selecting "Yes" when asked if the SPMIG is desired to be placed on your hard drive, you will have the entire SPMIG database placed on the computer hard drive. You should be aware that this will require as much as 20 Megabytes of available hard disk space.

c. The third source is via the World Wide Web. By following the procedures below the complete SPMIG database is available for download as a self-extracting zip-file at the following Internet addresses:  
[www.ftscclant.navy.mil](http://www.ftscclant.navy.mil),  
[www.ftscpac.navy.mil](http://www.ftscpac.navy.mil)

For LANT:

1. Go into the internet and search for FTSCCLANT's homepage.  
([www.ftscclant.navy.mil](http://www.ftscclant.navy.mil))
2. Select Down load area.

3. Select PMS.
4. Select SPMIG.
5. Click on SPMIGSET.exe and save it to the your C:\\*\Temp directory.
6. Go out of the Internet , and open your C:\\*\Temp directory .
7. Double-click on SPMIG.EXE to extract the files.
8. Double-click on Setup.exe to build the SPMIG database.
9. Then follow the screen instructions.

For PAC:

Go to Programs/ Select 401-PMS/go to Product select SPMIG Info.

For additional information or assistance contact: Mr. Robert Delbridge, FTSCCLANT Code 4131G, Comm (757) 485-6138, DSN 961-6138, Fax (757) 485-6261, or Internet Address [robert\\_delbridge@ftscclant.navy.mil](mailto:robert_delbridge@ftscclant.navy.mil) .

### **MONTHLY ACN REPORT AVAILABLE ON THE INTERNET**

The latest Advanced Change Notice (ACN) report from TDMIS is now available on the Internet. This report is run on the 3<sup>rd</sup> of each month and will be posted shortly thereafter. This report contains all of the active ACNs on the run date. To access, visit the Web at <http://log04.nswses.navy.mil>

-TDMIS

-Download latest Advance Change Notice (ACN) report  
username-acn  
password-monthly\_acn

When you are in the web page, the report will be displayed on your screen. If you want to save the report you should use your save frame (file) option within your browser.

This report is unclassified and is meaningless without TDMIS or a publication number and title.

FTSCPAC POC is Mr. Tom Durham at DSN 524-2408, or COMM (619) 524-2408, or e-mail:[durhamt@mailhost.ftscpac.navy.mil](mailto:durhamt@mailhost.ftscpac.navy.mil)

If you have a question about Sked, first look in the Sked for Windows User's Guide or consult on-line help. If you cannot find the answer, contact:

### **POINT OF CONTACT FOR SHIPS 3-M ADMIN INFORMATION**

**R. WOODARD/JOAN STEWART** are the Ships 3-M Admin Information distribution point of contact for **ADDITIONS/CHANGES/DELETIONS** to Ships 3-M Admin Information. Also for distribution of Password Utility Disk, Users Guide for Skedport and Sked. His telephone number is: DSN 961-6105, Commercial (757) 485-6105. Her telephone number is: DSN 961-6110, Commercial (757) 485-6110.

#### **FTSCLANT**

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Percy Saunders (757) 485-6109  
DSN 961-6109

#### **FTSCPAC**

Thomas Durham (619) 524-2408  
DSN 524-2408  
H. Gabrintina (619) 524-2391  
DSN 524-2391

### **POINT OF CONTACT FOR CD ROM**

For questions regarding problems with installation, printing, etc., or with the CD-ROM DISK itself contact one of the following:

**THOMAS DURHAM** is FTSCPAC point of contact. His telephone number is: DSN 524-2408, COMM (619) 524-2408.

**R. WOODARD** is FTSCLANT point of contact. His telephone number is: DSN 961-6105, COMM (757) 485-6105.

**JEANETTE GONZALES** is the PMS CD-ROM distribution point of contact for **ADDITIONS/CHANGES/DELETIONS** to CD-ROM distribution for FTSCPAC. Her telephone number is DSN 524-3518, Commercial (619) 524-3518.

**D. STRAWHAND** is the PMS CD-ROM distribution point of contact for **ADDITIONS/CHANGES/DELETIONS** TO CD-ROM distribution for FTSCLANT. Her telephone number is DSN 961-6473, Commercial (757) 485-6473

### **TECHNICAL SUPPORT FOR PMS SCHEDULER**

### **SKED/SKEDPORT TRAINING**

FTSCPAC provides onboard training and onsite classroom (up to twelve students) training for the Automated PMS scheduler programs Sked and Skedport. Hands on training is conducted for ships/activities in the San Diego area. Length of training is based upon number of participants. Minimum required computer equipment for onboard training is: 386+ PC running at 33+mhz; 8+MB ram with at least 512k lower memory free during operation; 6+MB free hard disk space; VGA resolution monitor; keyboard; mouse; HpII/III or compatible laser printer; Microsoft windows 3.1,3.11,95.  
Length: 8-12hours  
POC: Tom Durham,  
durhamt@mailhost.ftscpac.navy.mil  
Telephone: DSN 524-2408/2647 (619) 524-2408/2647

### **PMS SCHEDULER NOTES**

1. The following paragraph describes data base entry errors that have been identified, and provides examples of the error, an example of the proper entry technique, and the associated reference in the SKED for WINDOWS user manual.

a. Invalid MRC SYSCOM number. When maintenance requirements are indicated, and no MRC has been developed, as indicated by the

marking "double asterisk" printed on the MIP adjacent to the periodicity code, the program will accept and schedule the maintenance if the user enters NA in place of the MRC SYSCOM. Entering "double asterisk" has the potential for misinterpretation by the program database as a possible "wildcard" function.

(1) example of improper entry in the data entry form:

MRC	Periodicity	Quarter
**	OT-1	1

(2) example of proper entry in the data entry form:

NA	OT-1	1
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(SKED version 1.4.1 user manual, page 2-2, figure 2-8.)

b. Improper entry of related maintenance requirements. When related maintenance is indicated, the user may append the related maintenance periodicity codes during the data entry process by appending the Related periodicity code(s) to the parent MRC in standard PMS notation. The program acts on those periodicity codes within parentheses and automatically schedules the related maintenance with the parent MRC. In order for the program to properly schedule these MRCs, those MRCs listed as related maintenance must exist as data entries in the same **MIP/COMPONENT RECORD**. Simply put, listed related Maintenance must exist as a separate MRC on that row of cycle Schedule. For example: if in processing MIP 1111/222-33, the user added data entry rows (MRC SYSCON control number, periodicity code and starting quarter) for W-1, M-1, Q-1 and S-1, those are the only periodicities that can be listed as related maintenance in that MIP/component combination.

(1) example of improper entries in the data entry form:

MRC	Periodicity	Quarter
33 ABCD N	W-1	1
33 ABCE N	M-1	1
33 ABCF N	Q-1(#M-3R)	1
33 ABCG N	S-1	2

(2) example of proper entries in the data entry form:

33 ABCD N	W-1	1
33 ABCE N	M-1	1
33 ABCF N	Q-1(#M-3R)	1
33 ABCG N	S-1	2
33 ABCH N	M-3R	1

Note that if M-3R is included as a related maintenance item, a MRC for M-3R must be entered.

(SKED version 1.4.1 user manual, page 2-17, paragraphs 2-6.)

2. Another situation that has the potential for serious program errors and database corruption is initiating modifications/revisions (FR, ACN, DIT, FBR) to be effective during a quarter that has not been finalized. SKED users are cautioned to ensure that the target revision date is a Monday in an existing finalized quarter, prior to initiating any revision action in either SKED or SKEDPORT. If this error has already occurred, and resulted in error conditions, the user must take the following steps:

- A. Abandon the FR action.
- B. Restore the work center to its pre-revision status through backup/restore procedures.
- C. Generate, revise and finalize the quarter during which the revision will become effective.
- D. Re-initiate the change.

3. Database backup procedures. The on-line help system and users manual recommends procedures for backup of data to allow for recovery in case of database corruption. The backup program within SKED will replace any previous backup files if the same file name is used each time it is performed. Retention of usable backups prior to major operations (prior to finalizing quarter, prior to FR, etc.) can only be accomplished by creating different names for the backup file, moving the file to a floppy diskette, or moving the file to another hard disk subdirectory.

4. Ships that have corrupted databases and cannot finalize Cycle or Quarterly schedules due to errors (typically a subscript out of range error) can correct the problem by restarting (restoring) the Cycle Schedule and using the following procedure, if normal backup procedures do not resolve the

problem or backup databases are not available. Before proceeding, ensure paper copies of all previous Cycle, Quarterly, and Weekly schedules are available as restarting a Cycle schedule will delete previous quarterly schedules. Previous FR data can be re-entered using the print outs. A utility to facilitate a print out of the cycle database can be obtained by contacting tech Support for SKED.

Step 1 - Was there an FR before the current one (4/1/96)? Check the left section of the status bar to determine date of a previous FR. Abandon any FR in progress (force revision/abandon FR menu choices). Be prepared to re-enter previously completed revisions after the cycle has been restarted.

Step 2 - Restart cycle. Restart cycle using cycle/restart menu choices. (SKED version 1.4.1 user manual page 2-37)

Was restart successful?

Yes - go to step 3

No - was your original version of SKED earlier than 1.4?

Yes - rebuild from backup or beginning.

No - does the archive file exist? (it will be named with your work center plus arch - for example, CO02arch.zip).

Yes - call help desk.

No - rebuild from backup or beginning.

Step 3 - check data for input errors.

A. Use setup ship data menu option to set starting quarter value to the quarter currently under revision.

B. Verify that the starting date is the correct start date for the cycle.

C. Use cycle/data entry menu option to display the data entry grid.

D. Edit the data as necessary to remove the errors listed in Paragraph 4 above and IAW SKED version 1.4.1 user manual chapter 2. Make sure any entries which do not have an MRC SYSCON control number use NA in the MRC column, not "double asterisk" other codes, as Described in para 4.a.

E. Edit the data as necessary to eliminate duplicate components under the same MIP. Check for components which are the same except for inconsistent spacing or capitalization (the data is case sensitive).

F. Edit the data as necessary to make sure that all MRC entries have legitimate periodicity codes. Only those codes listed in SKED Version 1.4.1 user manual page 2-38, table 2-3 may be used.

Step 4 - Ensure that all changes from previous FR action are reentered.

Step 5 - Add in any required EGLs, additional MIPs and MRCs that are not listed.

Step 6 - Validate data by selecting the validate option on the data entry grid. Among the problems that the validate process will check for are invalid starting quarters and incorrect related maintenance data. You will be prompted to fix any invalid data which is found. If necessary refer to SKED version 1.4.1 user manual page 2-38, table 2-3 for valid starting quarter entries. Related maintenance items should be separated by commas without any spaces. Also, related maintenance items must point to maintenance checks which exist as part of the same MIP/component as described in para 4.b.

Step 7 - Display quarter and cycle boards to make sure data appears correctly.

Step 8 - Rearrange cycle schedule to match the currently existing paper schedule.

Step 9 - Finalize data by selecting cycle/finalize menu option. If you get a message saying that there is no Department Head Pass-word, you must exit the work center and use password utility to assign a department head password.

Step 10 - After finalizing the cycle, regenerate and revise the quarterly schedule, ensure that deferred maintenance is carried over from the previous quarterly schedule.

Step 11 - Finalize and print the quarterly schedule.

Step 12 - Implement any pending revisions (FR, ACN, etc.) IAW SKED version 1.4.1 user manual.

5. All activities desiring training and/or assistance in correcting problems in utilization of SKEDPORT/SKED for WINDOWS, or are experiencing difficulty which may negate PMS accomplishment, should contact the appropriate Technical Support Desk.

## **CD ROM INSTALLATION AND OPERATION TROUBLESHOOTING GUIDE**

The following explains how to deal with common problems that have been reported while you are using the NAVY PMS CD-ROM. If you cannot find the answers to your question or problem, call FTSC for technical support. The POCs and their phone numbers are contained in the READ.ME file on the CD-ROM and on the back of the CD-ROM jewel box.

### **GENERAL TIPS**

**SYSTEM:** There are several things you can do to make the CD-ROM run better on your system. Use a 386 or better computer with at least 6MB of RAM. It is possible to run on a machine with only 4MB of RAM. However, the performance may not be acceptable. Refer to the "System Requirements" on the back of the CD jewel box for additional requirements.

**STARTING:** The password is "NAVYPMS".

### **INSTALLATION TIPS:**

Remember to treat each new CD ROM as if it were being installed on your machine for the first time each SFR/QFR. Old indexes must be overwritten so the new CD will work and not appear defective. Follow the "Installation Procedure" on the back of the CD jewel box.

We recommend you delete the old "NAVYPMS" directory and all sub-directories within. To accomplish from the Windows Program Manager - (Main):

- a) Select File Manager  
Go to the "NAVYPMS"  
Directory
- b) Click File  
Click Delete
- c) To Delete  
Click OK
- d) To Confirm  
Click YES TO All

- e) Select File  
Click Exit

### **PRINTER TIPS:**

When printing 2-up, if the image comes out "OVERLAPPED" then the printer resolution (print Quality) is probably set incorrectly. Verify the printer is set to 300dpi and retry.

Shifting the paper from portrait to landscape when printing MRCs 2 UP.

- 1) Go back into the printer group , PAPER/OUTPUT, change the paper from portrait to landscape.
- 2) The easiest method is to select Print Batch mode after selecting the MRC you want to print. This automatically change the printer to landscape, without having to change Windows printer settings.

## **WINDOWS NT/ PMS CD-ROM PRINT ERRORS**

The problem with printing from Windows NT has been identified and will be corrected with installation of SFR 2-98 CD-ROMS.

### **PMS EDIT TIPS:**

When selecting the print function, do not expect the printer to begin immediately. Once "P" is selected and associated options are determined, the data will be written to a file named PMSEDIT.TXT in the NAVYPMS directory. This file is accessible with the Windows write program and can be printed from there.

## **PMS CD-ROMs ON LOCAL AREA NETWORKS**

The PMS CD-ROMs were originally designed as a stand alone application. However, these CDs can be operated from Local Area Networks (LAN). Since most networks have their own operating peculiarities, the following general information is furnished:

For Novell based systems each PMS CD must have a single drive map. e.g. Combat Systems 1 and Combat Systems 2 must each have their own drive letter mapped.

For UNIX based systems, a single drive is not required to be mapped for each CD. The CDs are mounted based on the individuals login.

For additional assistance contact your local LAN Administrator or Tom Durham at DSN 524-2408, Commercial (619) 524-2408 or e-mail: [durhamt@mailhost.ftspac.navy.mil](mailto:durhamt@mailhost.ftspac.navy.mil)

### **CREATING A LOEP FROM PMS CD ROMS**

Currently the PMS CD-ROM does not allow for the capability to directly print LOEPs. However, LOEP information can be created by clicking on the Edit Icon, after you have performed the SET Hull function. You can then move, copy, and delete maintenance from one workcenter to another and have it printed. For additional information on this feature click the installation and user manual Icon.

FTSCPAC POC is Mr. Tom Durham at DSN 524-2408, COMM (619) 524-2408, or e-mail: [durhamt@mailhost.ftspac.navy.mil](mailto:durhamt@mailhost.ftspac.navy.mil)

