Top 10 Equipment Supply Line Connection Quality Drivers Impacting Upgrade/Repair Simulation Work Orders

08/21/2016

Equipment Upgrade/repair Site Visit Executive has invested considerable time & effort dedicated to addressing outdated logistics techniques still relied upon DoD still for supply route design. Current actions are mostly based on undefined field-level demand signals for spare parts contributing to barriers in establishment of quality contract quotes for supply line connections.

In particular, amid the fragmented nature, rigid specification & lack of logistics information regarding contract quotes, spare parts tracking/acquisition protocols have not been adequately defined by DoD to mitigate against inability to establish concrete goals for supply line routing connections.

In addition, lack of consistent logistics policy, long lists of contract quote stakeholders & profound deficit in resource dedication all contribute to marked inability of DoD to properly account for important factors highlighted by Site Visit Executive. New initiatives must be designed with potential to reach ambitious logistics enterprise goals set out by Site Visit Executive so success can be achieved in future upgrade/repair simulated operations.

Chief among barriers to establishment of accountability at DoD include lack of attention to establishment of realistic field-level mission demand signals alongside failure to establish acquisition protocols & track spare parts boarding supply routes derived from equipment status updates between installations requesting service. Goals for contract quote assessments include definition of solid supply line connection project problem definitions, new/improved sources of real-time information & verification/validation of logistics techniques.

Equipment upgrade/repair site occupation, redesign as well as fiscal/ physical parameters integrated in work orders are all key factors to be considered by Site Visit Executive charged with identification of operational & security constraints to be addressed so DoD logistics goals can be met.

Creative techniques promoted by Site Visit Executive draw upon work order establishment moving beyond what DoD considers merely physical factors and even physical mock-ups are usually not explicitly incorporated into logistics systems aiming to address construction of supply line connections.

However, some work orders will always share common implementation characteristics with what could be considered uniquely physical supply routes: 1) tracking of changing requirements & predicting consequences of changes, 2) creation/optimisation of effective supply line construction policies, and 3) estimation/tracking of DoD investments in logistics operations & schedule /location uncertainties impacting requirements levels arrived at by supply line connection determination of accurate contract quotes.

Without DoD establishing firm notions of how major components of work orders interact, little likelihood exists logistics systems will reflect performance effectively. Early on, when supply line connections are derived, attributes such as how routes are deemed reliable, reusable, useful for upgrade/repair operations, transit oriented, as well as performance & modification factors must be measured by quality of input above benchmark levels established by Site Visit Executive.

Complex dependencies exist between these attributes, for example, in improving performance, reuse might be sacrificed, or for changes in transit, upgrade/repair might require increased effort. Site Visit Executive assessments of these tradeoffs in multi-dimensional space is not trivial, and if DoD does not design status updates at high levels of logistics system design, there is little chance they will be addressed once update sequencing of supply line connections begins.

Upgrade/Repair simulations function as tool used to examine some of these logistics tradeoffs, providing for timely insights, such as spare parts tracking/acquisition bottlenecks & also into dispatcher user parameters at multiple installations. DoD must move towards systems with updated knowledge of equipment design change notification when implications of running upgrade/repair simulations with varying degrees of independent parameters are addressed.

Scanning menu lists of field-level mission demand signals is new object-oriented approach employed by Site Visit Executive during Upgrade/Repair simulations utilising work orders at key installations to track spare parts acquisition parameters, display structure of dispatcher communications & establish checkpoints designed to meet supply line connection. Additionally, routes are authorised & flexibility provided in creation/alteration of logistics dispatcher behaviour. All these issues are key factors to be considered by DoD in establishing goal-directed supply route connections.

Upgrade/repair simulations are only effective if both supply route quality & spare parts tracking/acquisition input parameters accurately reflect field-level mission demand signals. Upgrade/repair simulations can only be executed by DoD logistics units if supply line connections are assessed, forcing Site Visit Executive to identify points where drivers are required.

For example, it may be necessary for DoD to determine what percentage of spare part tracking/acquisition protocols pass review & what percentage do not achieve priority status. Such an approach forces dispatchers to collect supply line connection information in consistent manner from logistics systems perspective. Often, too much or too little supply line connection information is collected because no clear guidelines exist at DoD on what is essential for reporting field-level mission demand signals.

Upgrade/Repair simulations play pivotal role in field-level mission demand signal penetration & retention of spare parts tracking/acquisition protocols derived from work orders. Acquisition, representation & verification of equipment status updates represent time consuming tasks for dispatchers aimed at contributing to establishment of supply line connections, given great distance between DoD administration & Site visit executive descriptions of logistics

requirements detailing directly supported representation of work order content.

Field-level mission demand signals have been created largely in terms of supply line connection quality, and are complex in terms of decision-making processes for critical logistics issues & levels of detail. Important questions must be asked by DoD as to existence of supply route frequency representation to be adjusted in either breadth or depth. Quick adjustments can be performed automatically provided field-level mission demand signals have created knowledge-based framework for the task at hand.

Equipment Upgrade/repair simulations can be viewed as being composed by series of tasks, where each task represents how field-level mission demand signals are optimised to one or more supply line connections. To begin with, DoD must provide specification of supply line connection sets so instrumentation of field-level mission demand signals can be established in order to gain input information for work orders. Work orders must always be rated with attention/discipline as to how well supply line connections are represented, composed of logistics goal metric aggregates viewed as constraints.

In conclusion, work orders have been designed as testbed for representing knowledge-based spare parts tracking/acquisition techniques for building execution-based protocols based on field-level mission demand signals and has proved valuable in identifying testing requirements established by Site Visit Executive at multiple installations for solving upgrade/repair problems. Perhaps most relevant function for establishing knowledge-based logistics architecture is identification of barriers at DoD to supply line connection quality.

Central purpose in performing upgrade/repair simulations is to produce spare parts tracking/acquisition information, however, often times the logistics case input at DoD is voluminous & dispatchers have not yet received requisite training circuits. In such cases, embedding automated knowledge into work orders can establish expertise in defining supply line connection quality to be uniformly/consistently transmitted to decision makers by route tracker application utilised by multiple installations.

New smart logistics system actions have been designed by Site Visit Executive as direct result of supplier connection episode establishment requiring immediate implementation at DoD to ensure spare parts system integration is effective to meet field-level mission requirements of the Force. Top 10 Mandates for systematic logistics actions in building work orders designed to integrate spare parts systems are as follows:

1. Establish logistics auto system operations control, transform service level supplier contract architecture, portfolio process & active work order monitor report

2. Solve logistics auto system scope problems w/ directed action for supplier visibility & situational awareness, auto operations root cause, work order upgrades

3. Satisfy logistics auto system requirements & work order goals to identify supplier solutions, establish quant for evaluation, assess ability of alternate measures to provide value

4. State logistics auto system scope for cost/benefit estimate, work order information sources & supplier risk rationale results

5. Implement supplier characteristics of high-quality, reliable logistics auto system cost/benefit estimates, document comprehensive, accurate, credible work orders

6. Authorise logistics auto system deploy to support supplier testing for achieving capable mission to verify with independent testing of work orders

7. Plan supplier programme requirements, budget & execute logistics auto system process w/ work order goals conform to fiscal, security, architecture & investment areas

8. Assess current supplier reporting tool capable for logistics auto system support, establish work order service process, design requirements, tool integration specs

9. Evaluate & validate current logistics auto system supplier infrastructure consist of tech, assets, configuration items & work order evaluation components

10. Disclose logistics auto system ground rules & work order assumptions for supplier register notes, tech refresh baseline & implement at installations