
CHAPTER 6

Combat Service Support

The platoon's CSS is determined by its supply requirements. The platoon leader and sergeant decide what CSS the platoon needs for an operation and initiate a request. Their request is forwarded to the 1SG of either their parent engineer company or supported maneuver unit, depending on their command and support relationships. For more information on command and support relationships, see *Chapter 2*. The platoon's CSS is normally delivered in a scheduled logistical package (LOGPAC).

RESUPPLY OPERATIONS

A LOGPAC is a resupply element that is formed on the basis of a unit's logistic requirements. Normally, it consists of a petroleum, oils, and lubricants (POL) truck; an ammunition truck (Class IV/Class V supplies); and a supply truck that carries rations, repair parts, and other requested items and pulls a water trailer. LOGPACs are—

- Assembled in the BSA and then moved forward under the control of the support-platoon leader to a logistics release point (LRP).
- Picked up by the 1SG at the LRP and moved forward to a secure area behind the company's position to feed, fuel, and resupply the company.
- Returned by the 1SG to the LRP where the support-platoon leader takes control of it and moves it back to the BSA.

LOGPACs are usually distributed by one of the following methods:

- Service-station method.
- Tailgate method.
- Modification of both.

In the service-station method, the 1SG establishes the LOGPAC in a centrally located and secure site. Successively, each platoon moves to the LOGPAC site. Each squad or crew passes through the various stations before the final inspection and returns to the work sites. Normally, the stations include maintenance support, fuel (POL), food, water, mail, administrative support, medics, and other CSS assets

as required by the SOP and the mission, enemy, terrain, troops, and time available (METT-T). *Figure 6-1* shows the service-station method.

The tailgate method differs from the service-station method in two major aspects (see *Figure 6-2*). In the tailgate method, the LOGPACs—

- Are brought to each platoon's general location by the 1SG.
- Are usually not as comprehensive as the service-station LOGPACs because they are more mobile and spend more time in transit.

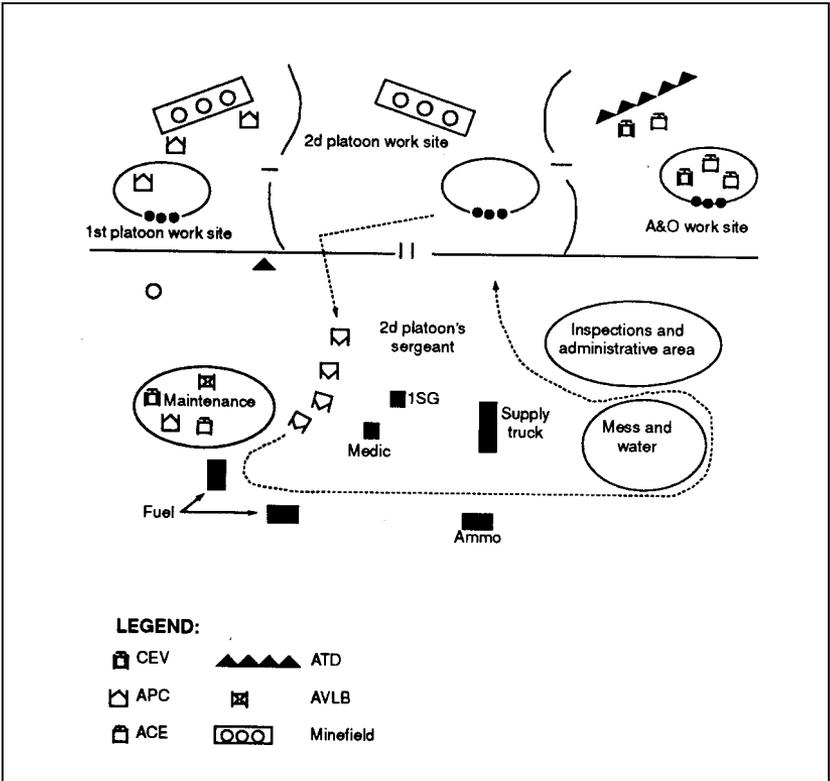


Figure 6-1. Service-station method

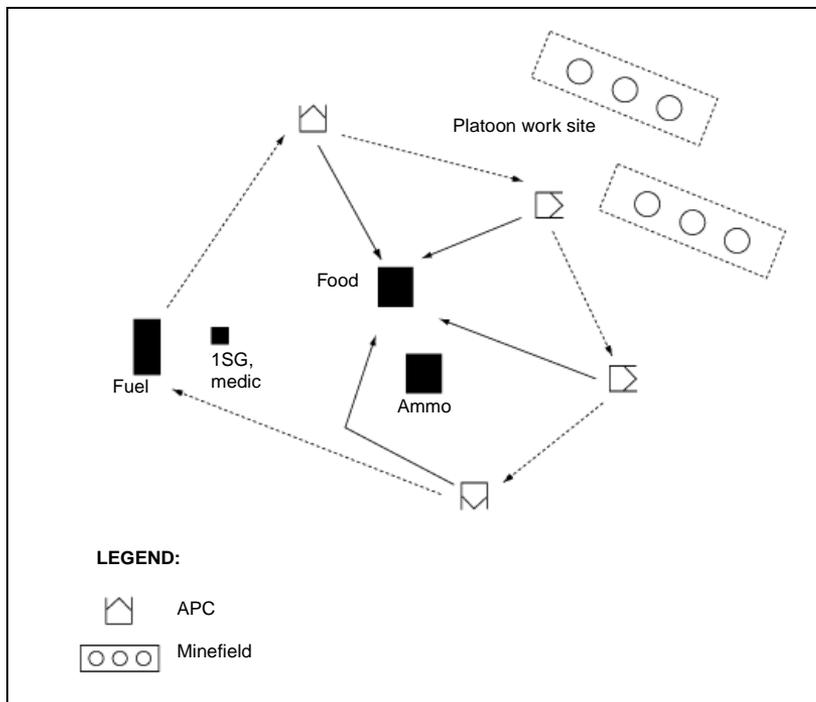


Figure 6-2. Tailgate method

The tailgate method takes more time for the 1SG but is the least interfering of the platoon's work effort. The platoon does not have to spend time moving to the LOGPAC.

Platoons often get resupplied from the maneuver company's/team's LOGPAC using the service-station or tailgate method. For security reasons, maneuver units normally provide LOGPACs to individual vehicles. Therefore, the squad rather than the platoon gets resupplied.

Even when being logistically supported by maneuver elements, platoons sometimes need engineer-specific resupply. Logistics-support responsibilities for command and support relationships are shown in *Table 6-1, page 6-4*.

Table 6-1. Command and support relationships

Relationship	Command and Task Organize	Assign Tasks	Provide Logistics Support	Reorganize as Infantry
Attached	Supported unit	Supported unit	Supported unit	Supported unit
OPCON	Supported unit	Supported unit	Parent unit	Supported unit
DS	Parent unit	Supported unit	Parent unit	Parent unit
GS	Parent unit	Parent unit	Parent unit	Parent unit

SUPPLY CLASSES

Normally, there are 10 classes of supplies; however, during defensive operations, Class IV/Class V supplies require special engineer considerations. Some supply classes require special considerations in resupplying the engineers. Supplies can either be pushed or pulled through the system. Supplies are pushed by predicted requirements and pulled by the needs of the user via a request for resupply.

CLASS I

Class I consists of subsistence and gratuitous health and welfare items. The platoon allocates Class I supplies based on unit strength. Class I supplies are normally pushed. The following are the amounts of water required for a soldier per day for—

- Drinking - 6 gallons.
- Personal hygiene - 2.5 gallons.
- Food preparation - 1.0 gallon.
- Vehicle radiators - 25 percent of the radiator's capacity.

CLASS II

Class II consists of such items as clothing, individual equipment, tentage, hand tools, administrative and housekeeping supplies, chemical-defense and decontamination items, and wet- and cold-weather contingency items. The company allocates Class II supplies based on need. It is normally pulled.

CLASS III

Class III consists of POL, including petroleum fuels, lubricants, hydraulic and insulating oils, preservatives, liquids and gases, bulk chemical products, coolants, deicer and antifreeze compounds, components and additives of petroleum and chemical products, and coal. Supply amounts are based on either offensive or defensive operations. When the TF is preparing to defend, additional Class III supplies are required for all equipment. ACEs require fuel every 8 hours when being heavily used. Additional fuel and package products, such as hydraulic fluid, should be maintained in the combat trains for this purpose. Forward fueling at the work sites should be a standard procedure. Class III supplies are usually pushed.

CLASS IV

Class IV consists of construction materials, including all fortification and barrier materials. These are items for which allowances are not prescribed. Class IV supplies are pulled.

CLASS V

Class V consists of all types of ammunition, including radiological and special weapons, bombs, explosives, mines, fuzes, detonators, pyrotechnics, missiles, rockets, propellants, and other associated items. Engineers need some unique Class V supplies (for example, cratering charges and line charges), which require special coordination with the Supply Officer (US Army) (S4) to get them into the TF's Class V system. Class V supplies are pulled.

CLASS VI

Class VI consists of all personal-demand items, such as candy, cigarettes, soap, and cameras (nonmilitary sales items). Sundry packs are also Class VI items. The platoon allocates Class VI supplies based on need. Class VI supplies are normally pulled.

CLASS VII

Class VII consists of major end items, such as launchers, tanks, mobile machine shops, vehicles, and organizational tool sets. Class VII supplies are demand driven.

CLASS VIII

Class VIII consists of medical material, including repair parts peculiar to medical equipment. Class VIII supplies are normally pulled.

CLASS IX

Class IX consists of repair parts and components, including kits, assemblies, and subassemblies (repairable and unrepairable) that are required for maintenance support of all equipment. The platoon's stock of repair parts is based on vehicle density, the authorized stockage list (ASL), the high-demand prescribed load list (PLL), and specific engineer-equipment requirements. Repair parts for items that the TF does not stock (for example, the M9 ACE or dozer) will have to come from the engineers. The platoon generates requests for repair parts by accurately completing *DA Form 2404*. When the maintenance contact team gets the form, it determines what repair parts are needed and the level of repair. The mechanics may bring the repair parts with them or the crew/operator may get them from the LOGPAC. Class V supplies are pulled.

CLASS X

Class X consists of materials to support nonmilitary programs, such as agriculture and economic development. Class V supplies are pulled.

SPECIAL CLASS IV/CLASS V SUPPLIES

These classes of supplies form the majority of the materials with which engineers construct the obstacles and fortifications required for the defense.

There are two types of Class IV/Class V loads: mission and basic. Mission loads consist of those materials required for a specific mission (for example, a standard fix minefield). Basic loads consist of those materials that the platoon carries to protect itself. The basic load can be used for missions to save time; however, it is to be replenished from the materials in the mission load. Basic loads are pulled and mission loads are pushed.

Mission loads are a TF responsibility regardless of the command and support relationships specified for engineers. The quantity of Class IV/Class V supplies (mines) normally stretches or exceeds the transportation assets of the TF. Palletized standard loads help solve the planning and distribution problem. Class IV/Class V supply points should be selected by their proximity to major obstacles.

Class IV/Class V resupply for the defense is one of the most demanding logistics operations the TF must carry out and requires all the assets that can be made available. A total cooperative effort by the TF, including engineers, is required if the defense is to be adequately resourced.

In the offense, TF planners anticipate Class IV/Class V mission loads for even a hasty defense on the objective. Prepackaging in the BSA speeds movement forward when it is needed. In addition to the Class V supplies that come forward as a

part of the LOGPAC, the TF will maintain emergency Class V resupply in the combat trains.

MAINTENANCE PROCEDURES

When the TF is providing logistics support to the engineers, it will also provide organizational maintenance support to them. This causes no particular problem for common equipment. No engineer equipment repairers exist in the maneuver unit's maintenance sections lower than the brigade level except those at the engineer battalion. It may be unrealistic to expect the maneuver unit to provide all logistics support. The platoon may have to coordinate for maintenance assistance from its parent unit. When the engineers are providing logistics support, they will also provide organizational maintenance support.

Doctrinally, recovery is the responsibility of the owning unit. However, it is virtually impossible for engineers working in the TF area to recover their own vehicles. In the defense, the TF will have to provide recovery support at least back to the unit maintenance collection point (UMCP) located near the combat trains. If repairs cannot be made at the UMCP and the time and situation permit, the engineer's maintenance-support team (MST) can come forward and recover the down vehicle. The TF could provide additional recovery back to the BSA for repairs. The engineer battalion maintenance officer (BMO) or technician must ensure that each BSA has direct-support (DS) mechanics capable of repairing engineer equipment.

In the offense, the TF recovers the vehicle to the main supply route (MSR). Depending on the situation, the TF either turns vehicle recovery over to the engineers or recovery assets take the vehicle to the BSA. It must be clear in the TF SOP or order which MST has recovery responsibility for the engineer vehicles. The priority the TF commander places on the engineer assets determines the priority they are recovered in.

Engineer companies should have maintenance contact teams that are familiar with engineer heavy equipment to routinely visit work sites. The communications repairman and armorer can accompany this contact team to help anticipate problems and provide support before the mission is jeopardized.

MEDICAL SUPPORT

Medical support and evacuation must be coordinated for each operation and normally come from the nearest company/team (see *Table 6-2, page 6-8*). The platoon's aidman or combat lifesavers should be required to coordinate with the TF's medics and ensure that the medical requirements of the platoon are planned for and met. In the event of a mass casualty incident, the platoon may have to designate a platoon vehicle as a litter vehicle.

Table 6-2. Command and support relationships and logistics support

Logistics Support	Class III	Class IV/V	Class VIII Medical	Maintenance	Emergency Resupply
Parent unit (OPCON, DS, GS)	Company LOGPAC	Basic loads are resupplied from the LOGPAC. Mission loads are supplied by the supported unit.	Parent unit	Parent unit performs maintenance on all equipment.	Parent unit
Company/team (attached)	Company/team LOGPAC	Basic loads are resupplied from the LOGPAC. Mission loads are supplied by the supported unit.	Company/team	Company/team MST performs maintenance on common equipment. Engineer MST performs maintenance on engineer-specific equipment.	Company/team
TF (attached)	TF support platoon	Basic loads are resupplied from the LOGPAC. Mission loads are supplied by the supported unit.	TF medical platoon	TF maintenance platoon performs maintenance on common equipment. Engineer MST performs maintenance on engineer-specific equipment.	TF support platoon

The platoon leader must—

- Understand the TF’s evacuation and medical support plans.
- Understand the engineer company’s evacuation and medical support plans.
- Know the locations of the—
 - Battalion aid station.
 - Jump aid station.
 - Personnel transfer points.
 - Casualty collection points.