

Chapter 3

METHODS OF SUPPLY

This chapter covers several methods, or modes, units use to provide the different type of organizational supplies that were discussed in the previous chapter. It also provides information on some alternative sources of supply that some units may use when there are few to no other options.

- 3-1. **TYPES.** Resupply can be routine (LOGPAC), emergency, cached, or mobile pre-positioned. Routine resupply is the regular resupply of Classes I, III, V, and IX. It occurs at least daily and preferably in times of limited visibility. A supply cache is the placement and concealment of supplies on the battlefield. It is mainly used in the defense when subsequent battle positions are to be occupied. Mobile pre-positioning is like prestocking except supplies stay on the vehicles. The company covers each in its SOPs and training. DS resupply details, less Classes VIII and IX, are in FM 10-27-2.

- 3-2. **LOGISTICS PACKAGES.** A LOGPAC is a centrally organized resupply convoy originating at battalion field trains. A LOGPAC is the standard, preferred, simplest, and most efficient type of routine forward resupply. The battalion should use this method whenever possible to resupply forward companies. The S4 must plan and coordinate a LOGPAC so that it fully supports the commander's tactical plans. The company and battalion SOPs should specify its composition and march order. A LOGPAC should contain all supplies needed to sustain the company for a specified period. This is usually 24 hours or until the next LOGPAC. Normally a company LOGPAC includes unit supply, POL, and ammunition. Unit supply trucks should have Class I. The number of personnel determines the amount of Class I to be pulled forward. LOGPACs also have requisitioned Class II, mail, replacement personnel, water in cans, and a towed water trailer. POL trucks have Class III bulk and packaged. Ammunition trucks have a standard load of Class V for organic weapons systems.

- **Organization.** The HHC supply sergeant coordinates and supervises resupply of the main CP, scout and mortar platoons, combat trains, and attached units. The platoon sergeants of these elements or the senior NCO present reports the requirements to the HHC first sergeant or to the combat trains CP. LOGPACs for platoon-sized elements are

usually loaded on a single truck. The platoon sergeant picks up items at the LRP. Elements larger than a platoon use their own CSS vehicles for their LOGPACs. The HHC first sergeant delivers the LOGPAC to the main CP, combat trains, and scout and mortar platoons. Elements resupply from these locations or as previously coordinated. Alternatively, elements can be resupplied from a nearby company LOGPAC. The S4 coordinates this before the LOGPACs are dispatched. Special procedures may be needed to resupply the scout platoon. Each truck pulls back to a resupply site. Resupply is near the combat trains as the platoon repositions. One combat trains Class III truck refuels the platoon on short notice.

- **Movement.** Company supply sergeants assemble the LOGPAC under the supervision of the support platoon leader or HHC commander in the battalion field trains. LOGPAC vehicles also bring forward replacements and soldiers released from medical treatment facilities. When possible, all LOGPACs move forward together in a march unit with the supply sergeants and the support platoon leader. The LOGPAC convoy may include other vehicles moving forward. Designated soldiers from the combat trains and UMCP, company first sergeants, and platoon sergeants from specialized separate platoons meet the LOGPAC at the battalion. At least one combat trains senior representative (S1, S4, or senior NCO) should meet the unit first sergeant and support platoon leader for logistical coordination. The first sergeant submits routine personnel and logistics reports, requisitions, and the deadline status to the UMCP representative. The first sergeant receives mail and routine unit correspondence. Either he or his representative meets and guides the LOGPAC to the resupply point. He informs each driver which method the commander or XO has decided to use, service station or tailgate. Variations can be used for emergency resupply. When the LOGPAC arrives, the first sergeant informs the commander, who orders the platoons to resupply based on the tactical situation.
- **Service Station Resupply.** In the service station method, individual vehicles move back to a centrally located rearm and refuel point. Depending on the tactical situation, from one vehicle per platoon up to the whole platoon goes by in relays in a one-way traffic flow to resupply. This continues until the entire company is resupplied. Only vehicles requiring immediate unit or higher level maintenance stop in the maintenance holding area before taking on supplies. Any WIA, KIA, or EPWs are transported back to this point to await transportation. KIA must be segregated from WIA and EPWs. WIA and EPWs should not be transported together. See FM 19-4. Crews rotate to eat, receive mail and supplies, and refill or exchange water cans. When each platoon finishes, if possible, the platoon leader or his sergeant conducts a precombat inspection in the holding area.

- **Tailgate Resupply.** Combat vehicles remain in place, or they back up to keep the resupply vehicle covered. POL and ammunition trucks go to each position. Crewmen rotate through feeding areas and pick up supplies, water, and mail. Armored ambulances evacuate critically WIA while others are carried or walk to ambulances. KIA are brought to the holding area, and EPW are escorted to the rear. Vehicles needing maintenance are brought to the maintenance area.
- **ROM.** An alternative supply method for bulk fuel is Refuel on the Move. The primary purpose of ROM is to ensure that the fuel tanks on all combat and fuel-servicing vehicles are topped off before they arrive in the unit's tactical assembly area. A ROM system consists of enough hose connections, fittings, valves, and nozzles to operate a four to eight-point refueling operation using the 5,000-gallon tanker, HEMTT, or other mobile bulk fuel sources. ROM operations normally will be conducted from behind the division rear boundary to the rear of the brigade rear boundary. Although ROM may be configured in many ways, a ROM kit has been developed from existing hardware that will allow eight-point refueling from a 5,000-gallon tanker.
- **Return.** After resupply, LOGPAC vehicles are prepared for their return. Vehicles requiring recovery for maintenance or salvage are prepared for towing and kept in dispersed positions until moved out. KIA are put in mortuary bags, blankets, or ponchos. They are placed on fuel or cargo trucks or towed disabled vehicles. Medical personnel determine which WIA are put on cargo trucks or disabled vehicles for transportation to the LOGPAC release point. KIA and WIA should never be transported in the same vehicle. Always segregate by condition. EPWs are consolidated on damaged combat vehicles or empty cargo trucks. Walking wounded sometimes guard EPWs. The morale and physical condition of the EPWs must be considered when determining guard requirements. The first sergeant tells his supply sergeant the requirements for the next LOGPAC. The supply sergeant collects mail, personnel, and equipment for transport to the rear. The first sergeant or supply sergeant returns the LOGPAC to the support platoon leader at the field trains or LRP. For greater security, return should be as a reunited LOGPAC convoy. The S4, based on the tactical situation, sites two to four LRPs well forward and where they are easily found. The operations overlay should include the LRPs, MSR, and combat and field trains. The combat trains CP notifies subordinates and the field trains well in advance which LRPs will be used. The SOP covers the LOGPAC convoy LRP arrival time and the time it stays. If the tactical situation requires a change, the S4 notifies the units. Subordinates must ensure the return of resupply vehicles as soon as

possible. Class III and V vehicles never sit empty. If the schedule cannot be met, the combat trains support operations officer CP must be notified. More information on conducting LOGPAC operations is contained in FM 71-1 and FM 71-2.

3-3. **PRE-POSITIONED SUPPLIES.** Most defensive operations require pre-positioned supplies, primarily Classes III, IV, and V. All element leaders down to vehicle commander and squad leaders verify the sites during reconnaissance and rehearsals. There are two methods of pre-positioning supplies for a platoon. In one method, Classes III and V are in one central location in the assembly area or battle position. Each vehicle pulls into the area for Class V. Class III should also be positioned in the same location. A pre-positioned tanker refuels by the service station method at the rear of the position. In the other method, Class V is pre-positioned near each vehicle position. The tanker is pre-positioned in the rear of the platoon position. When the platoon arrives, three vehicles move into their fighting positions and start rearming. The fourth vehicle stops at the tanker and refuels. Then, it moves to its fighting position, and the other vehicles take turns refueling. Consider the following when pre-positioning Class V:

- Covered and protected positions should be used.
- Pre-positioning frees transportation assets for resupply.
- The company lacks site guards, so it risks loss of the supplies.
- Pre-position fuel far enough away so that its destruction will not harm unit assets.
- Pre-positioning fuel is difficult. It requires extra equipment including transfer pumps, drums, or 5-gallon cans.

3-4. **EMERGENCY RESUPPLY.** Emergency tactical and logistical needs may require special LOGPACs. The combat trains have a limited amount of Class III and V for emergency resupply. In emergencies, a company LOGPAC may meet the first sergeant at a rendezvous point. By itself, a LOGPAC is very vulnerable to attack, loss of communications, and disorientation. Emergency resupply may involve Classes III and V, NBC equipment, and possibly Class I and water. It usually comes from the support platoon and company teams. Limited resupply can be made to platoons under fire at the closest concealed position using the tailgate method. Fighting vehicles can also drop back to resupply as the platoon leader directs. The service-station method is appropriate in combat lulls. The S4 coordinates emergency resupply from the combat trains and then refills or replaces the combat trains assets. The unit leader may need to request immediate airdrop resupply due to unanticipated, urgent, or priority requirements. FM 100-27 explains request channels, as should the organization's SOP.

3-5. **DISTRIBUTION.** As a rule, CSS elements provide support on an area basis. They use a varying combination of two distribution methods--supply point and unit.

- **Supply Point Distribution.** The supporting unit issues supplies to the supported unit at a supply point. The supported unit draws supplies and transports them back to the unit with its own transportation.
- **Unit Distribution.** The supporting unit issues the supplies and arranges transportation. The supporting unit delivers them to the receiving unit. Unit distribution is preferred, but it is not always possible due to resource constraints of the support unit. The preferred method of transportation in unit distribution is throughput distribution. In throughput distribution, supplying units avoid unnecessary handling by bypassing one or more intermediate supply units or installations. They ship supplies directly to an SSA or the using unit as far forward as possible. COSCOM or even the TSC may directly deliver some supplies, especially Classes III and V, but normally not forward of the field trains.
- **Distribution Factors.** Factors to consider in determining the type of distribution to use include:
 - The requirements for and availability of personnel and equipment to deliver and pick up supplies. (This includes trucks, helicopters, and MHE.)
 - The mission and location of the supported forces.
 - Support priorities.
 - The adequacy of road networks and the ability to travel off-road.
 - Competing road priorities.
 - Distances involved.
 - Threat level.

3-6. **CONTROLLED EXCHANGE AND CANNIBALIZATION.** Supervised battlefield cannibalization and controlled exchange may be used when parts are unavailable on a timely basis through the supply system. The decision to perform a controlled exchange should be made as close to the site of the unserviceable equipment as possible and be based on the guidance of higher headquarters. Maintenance personnel will make recommendations to the commander.

- **Controlled Exchange.** Controlled exchange is the removal of units of serviceable parts, components, assemblies, and subassemblies from unserviceable, economically repairable equipment for reuse in restoring a like item of equipment to a combat operable or serviceable condition. It is normally done on items being evacuated for extensive or time-consuming repair. The serviceable part removed is replaced on the item by the unserviceable part. Use of controlled exchange from the

ORF is not permitted. The document register, due-in records, and record of demands must be adjusted when controlled exchange is used. For more details, see AR 750-1.

- **Cannibalization.** Cannibalization is the removal of serviceable and unserviceable parts, components, and assemblies from materiel authorized for disposal. It is a major source of critical repair parts in combat. It is usually done at a cannibalization point. Using units are not authorized to cannibalize organic equipment in peacetime. The echelon commander with input from the G4 normally establishes cannibalization policies.