



December 28, 2000

MANAGERS, LABOR RELATIONS (AREA)

SUBJECT: AFSM 100 Mail Preparation

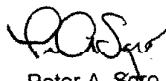
A number of questions have arisen regarding the application of my August 21 memorandum on AFSM 100 mail preparation.

In some cases, the unions have tried to use the memorandum as a contractual staffing requirement. The memorandum did not establish any contractual staffing requirement for the AFSM 100. The Postal Service maintains the exclusive right under Article 3 to determine the methods, means, and personnel by which our operations are to be conducted. Once the staffing for an operation has been determined, the craft assignments must be consistent with the principles of RI-399 and subsequent agreements.

The memorandum was intended to alert field management that any staffing decision which results in the assignment of AFSM 100 mail preparation work to other than the primary craft must be based on the principles of RI-399. This includes any determination that such assignment legitimately made the operation more efficient and effective than if the work had been assigned to the primary craft. Because of the likelihood of jurisdictional challenges in such situations and the need to defend the craft assignments based on contractual principles, District or Area Labor Relations must be directly involved in the assignment of this work to the most appropriate craft.

Another question which has arisen is whether AFSM 100 preparation operations must be assigned to the mail handler craft, even if the previous FSM preparation operations were properly staffed by clerks according to the facility inventory. A determination must be made at the local level, based on the specific facts present in that facility and based on the specific language in the inventory, as to whether the preparation of mail for the AFSM 100 is sufficiently different from the prior operation to consider it a new operation. If it is determined that the AFSM 100 preparation operation is simply a continuation of the previous flats preparation operation, the craft jurisdiction would not change. However, if the determination is that a new or separate AFSM 100 preparation operation has been established which was not previously covered by the facility inventory, the work should be assigned to the primary craft and the operation added to the existing inventory.

If there are any questions, please contact Dan Magazu at (202) 268-3825.


Peter A. Sgro
Manager
Contract Administration

LABOR RELATIONS



VIA CERTIFIED
Z 203 878 408

February 4, 2000

Mr. Moe Biller
President
American Postal Workers Union, AFL-CIO
1300 L Street, NW
Washington, DC 20005-4128

Dear Moe:

On several previous occasions, you have been provided with updated deployment schedules for the Automated Flat Sorting Machine (AFSM) 100.

In accordance with our prior understanding regarding the appropriate position description to perform the automated processing of flats, we plan to staff the machine with Mail Processors, PS-04.

As you were advised by separate letter, the images from the AFSM 100s will be processed in plant Remote Encoding Centers (RECs).

If there are any questions, please contact me at (202) 268-3811 or Dan Magazu at (202) 268-3825.

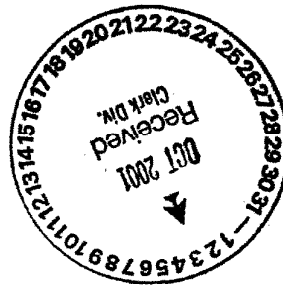
Sincerely,

A handwritten signature in dark ink, appearing to read "P. Sgro".

Peter A. Sgro
Manager
Contract Administration

5

LABOR RELATIONS



September 28, 2001

Mr. James McCarthy
Assistant Director
Clerk Division
American Postal Workers Union
1300 L Street NW
Washington, DC 20005-4128

Dear Mr. McCarthy:

This is in response to your September 25 request to meet on the revised deployment schedule for the AFSM 100.

Dan Magazu is the contact person and can be reached at (202) 268-3825.

Sincerely,

Peter A. Sgro
Manager
Contract Administration



LABOR RELATIONS



July 18, 2003



James P. McCarthy
Director Clerk Division
American Postal Workers
Union, AFL-CIO
1300 L Street, N.W.
Washington, DC 20005-4128

Dear Mr. McCarthy,

This is in response to your May 13 letter, requesting a meeting to discuss the modification plans for the Automated Flat Sorting Machines (AFSM) 100 feeders, or the *Feeder Enhancement De-Stacker Retro-Fit* (FEDR) Program.

During telephone discussion of this matter with Sandy Savoie, of my staff, you requested additional information about the FEDR Program. As requested, enclosed is a five page overview of the program, which includes a picture and description of the parts to be modified. You also requested the results of the first article test at the Harrisburg P&DC. However, since we have not completed the test and data collection, I am unable to provide that information at this time.

If you have any questions, or if you still want a meeting to discuss this matter, please contact Sandy Savoie at (202) 268-3823.

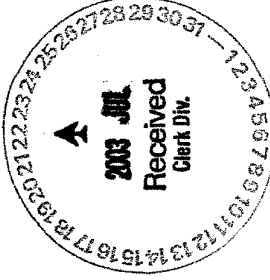
Sincerely,

A handwritten signature in dark ink, appearing to read "Doug A. Tulino".

Doug A. Tulino
Manager
Labor Relations Policies and Programs

Enclosure

FEDR ENHANCEMENT OVERVIEW



Modification summary

The following is a summary of the major modifications done to the AFSM-100 in-feed station. The performance parameters affected by each modification are summarized in a table at the end of the section.

Steeper Paddle Angle

The angle of the magazine paddle has been made 10° steeper than the standard AFSM-100 paddle. This modification presents the mail to the pick-off area in a more upright fashion in order to prevent stack slippage, which is a definite contributor to destacker jams and mail damage during the pick-off process.

Chain Split for Stack Correction

A separate gear motor was installed to control the movement of the paddle separately from the magazine belt. This modification was done to maintain stack integrity and to help sustain a stack pressure that benefits both the damage rate and the double feed rate of the feeder. This particular change added a new automated functionality to the feeding cycle that assisted in minimizing the trade-off between the damage rate and the doubles rate. For example, if the mail stack begins to slip, causing mail pieces not to be presented to the pick-off area at an appropriate angle, there is a high probability that a destacker jam or mail damage could occur. With the addition of the stack correction algorithm, independently driving the paddle and keeping the magazine belt stationary can correct this "slipped mail stack" condition. Conversely, if the mail stack is too tight (a double feed condition), the magazine belt can be advanced while the paddle is held stationary in order to reduce stack pressure. Due to these two conditions, stack correction was able to make improvements with regard to both the damage rate and the double feed rate.

Wider Mail Trough

The trough that the mail pieces fall into prior to pick-off has been widened to reduce jams at the destacker and more importantly assist with the stack correction algorithm. Increasing the width of the mail trough made it much easier to use the existing destacker photocells for sensing the stack angle. The wider trough also allows more pieces to fall into the mail trough, which provide more

pressure on the bottom of the mail piece that is being picked-off. This additional pressure prevents the spine of the mail piece from curling, which is a contributor to mail damage.

De-Coupling of the Perforated Belt and Pinch Wheels

In the standard AFSM-100 design, the perforated pick-off belt and pinch wheels are driven by the same motor. The perforated belt runs constantly, while the pinch wheels cycle on and off via a clutch/brake mechanism. In the Solystic Top 2000 design, these two components have been decoupled to allow the perforated belt to start and stop. The starting and stopping of the perforated belt facilitates the pick-off of heavier mail pieces by taking advantage of principle of static friction. Since the static friction created by a starting and stopping belt provides a higher coefficient of friction than the dynamic friction of a constantly moving belt, the mail piece is further assisted out of the destacker. We also decided to control the perforated belt and pinch wheels with servomotors that allow us to use timing profiles to accelerate and decelerate the perforated belt and pinch wheels. We were able to apply profiles that singulate the mail pieces in a gentler manner thus reducing potential damage during pick-off.

New Anti-doubler with blower

The anti-doubler has been redesigned to reduce damage, reduce double feeds, and improve its reliability. The standard anti-doubler contains a few minor catch points that can create tears or certain mail pieces. Some of the contours of the anti-doubler have been modified in order to eliminate this potential damage. The blower that used to be located on the upper frame has been moved to head of the anti-doubler in order to reduce double feeds. Moving the blower closer to the spine of the mail piece has much better double reducing effects than blowing mail on the top of the mail piece. Also, when the blower was located above the mail piece, it would have to be turned off when open mail pieces were run through the in-feed station or damage could occur to the pieces being picked off. The relocated blower now runs all of the time and is not detrimental to open mail pieces. Doubles results with thin mail are greatly improved with this blower position. Finally, the reliability of the anti-doubler should be changed due to a variety of bearing changes.

Captive Tilter

During the processing cycle, a mail piece is requested to move out of the tilter at the same time that a mail piece is requested to leave the pinch wheels. On the standard in-feed station, the mail in the pinch wheels has much more surface contact with the moving mechanism than mail in the tilter. A mail piece located in the pinch wheel section of the feeder is captured by the wheels, while the mail in the tilter has only a line contact with the presser belt. Due to the lack of mail piece contact in the tilter, mail would not exit the

tilter as quickly as it exits the pinch wheels resulting in possible mail merge (i.e. a double feed). This lack of mail piece contact is also a source of excess tilter jams. In order to deal with the lack of mail piece contact in the tilter, the tilter was redesigned to capture the mail. The captive tilter, which resembles a buffer section, now provides more mail piece contact and accelerates the mail out of the tilter at a faster pace.

Injector Shock Pad Friction Reduction

The injector pads are located underneath the buckets to absorb the shock of the mail piece as it is injected. These pads are made of a rubber material to help absorb the shock. While the rubber material is effective in absorbing the shock, it does however have a high coefficient of friction. The friction presents a problem since the mail pieces are actually injected in the opposite direction of carousel motion. Therefore, the spine of the mail piece is actually briefly stuck to the shock absorber as the carousel pulls the piece in the opposite direction. If a cover of a magazine is not stapled very well to the body of the mail piece, this catching action can actually rip the cover from the body of the mail piece. To alleviate this problem, we placed metal strips with a very low coefficient of friction over the shock absorber pads. The lack of friction greatly reduced this form of mail damage, while the rubber base of the pad still provides adequate absorption.

Firmware and Logic Changes for All Modules

The firmware on all three CCTB boards has been modified to accommodate the hardware changes to the in-feed station as well as to improve the jam, damage, and doubles rates. The hardware modifications that require firmware changes are the following:

- Chain Split/Stack Correction – Magazine and Paddle Advancement Algorithms
- Decoupling of Perforated Belt and Pinch Wheels – Servo Control Code and Timing Algorithms
- Captive Tilter – Timing Algorithms to accommodate mechanical changes

The following firmware changes (independent of hardware) were made to improve performance parameters:

- Magazine Advancement Algorithm – The magazine belt advancement has been changed to eliminate large advancements and move the mail forward with a series of smaller advances. This reduces jams and double feeds.
- Destacking Algorithm – Mail is now stopped earlier in the pinch wheels, which keeps a standard sized magazine in front of the permanent vacuum chamber when it is stopped in the pinch wheels. Since the permanent vacuum is blocked by the mail piece,

the permanent vacuum will not pull the cover of the next piece to be picked-off forward. Previously, the mail piece would stop later in the pinch wheels, leaving the permanent vacuum unblocked. The unblocked permanent vacuum would pull the cover of next mail piece forward causing mail damage.

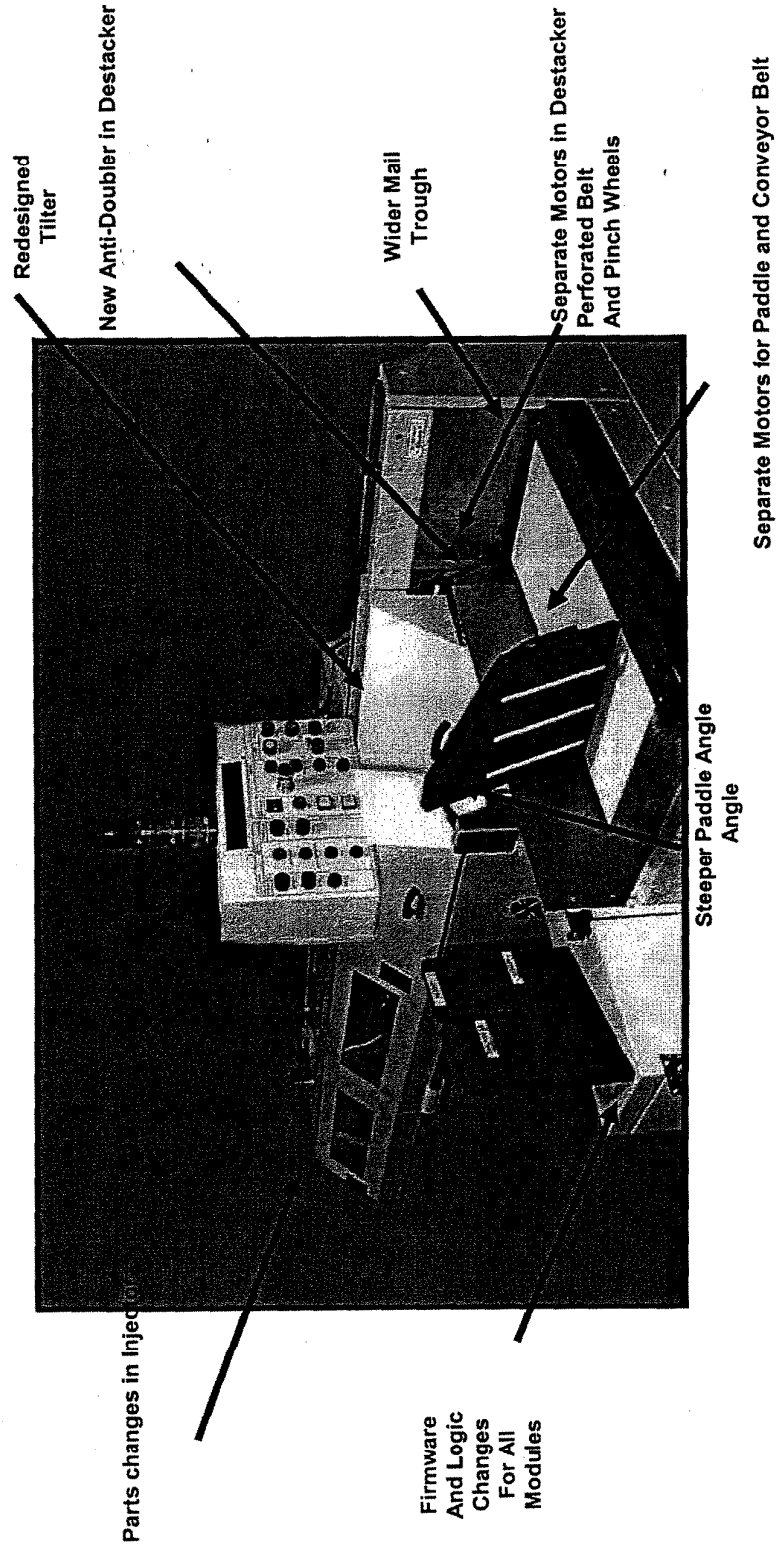
- OCR and Buffer Jam Reduction – Timeouts have been altered in the OCR and buffers to reduce jam conditions. Logic has also been put into place to check for phantom jams in these sections.
- Accelerator Timing – Timing has been changed to reduce the torque applied on the leading edge of the mail piece when it comes to an abrupt stop in the accelerator. This reduces mail twist which is a leading cause of damage.

Performance Parameters Affected by each modification

The table below summarizes the performance parameters that are affected by each of the modifications described above.

Table 1: Performance Parameters Affected by Each Modification

Modification	Improved Performance Parameters
Steeper Paddle Angle	Damage Rate, Jam Rate
Chain Split for Stack Correction	Damage Rate, Doubles Rate, Jam Rate
Wider Mail Trough	Damage Rate, Jam Rate
De-coupling of Perforated Belt and Pinch Wheels	Damage Rate, Jam Rate
New Anti-coupler with Blower	Damage Rate, Doubles Rate
Captive Tilter	Doubles Rate, Jam Rate
Injector Shock Pad Friction Reduction	Damage Rate
Firmware and Logic Changes	Damage Rate, Doubles Rate, Jam Rate





American Postal Workers Union, AFL-CIO

1300 L Street, NW, Washington, DC 20005

James P. McCarthy
Director
Clerk Division
(202) 842-4220 Office
(202) 289-3746 Fax

October 23, 2002

Lisa Hambalek
Contract & Administration
Labor Relations Policies & Programs
United States Postal Service
475 L'Enfant Plaza, S. W.
Washington, D. C. 20260

National Executive Board
William Burrus
President

Cliff "C.J." Guffey
Executive Vice President

Robert L. Tunstall
Secretary-Treasurer

Greg Bell
Industrial Relations Director

James "Jim" McCarthy
Director, Clerk Division

Steven G. "Steve" Raymer
Director, Maintenance Division

Robert C. "Bob" Pritchard
Director, MVS Division

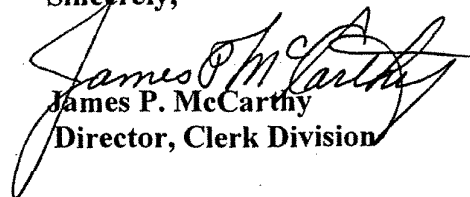
Dear Ms. Hambalek:

The APWU is requesting a meeting on the AFSM 100 prototype automated tray handling system.

In addition, the APWU wishes to discuss the impact on the FSM 1000 due to the FSM-OCR retrofit and the high-speed flat feeder system.

Could you please contact me so a meeting can be scheduled.

Sincerely,


James P. McCarthy
Director, Clerk Division

Regional Coordinators
Sharyn M. Stone
Central Region

Jim Burke
Eastern Region

Elizabeth "Liz" Powell
Northeast Region

Terry R. Stapleton
Southern Region

Omar G. Gonzalez
Western Region

JPM/ema
opeiu #2
afl-cio

cc: files
attachments

American Postal Workers Union, AFL-CIO

Memorandum

(202) 842-4246 Office
(202) 842-4297 Fax

1300 L Street, NW
Washington, DC 20005

From the Office of CLIFF "C.J." GUFFEY
Executive Vice President

July 25, 2002

TO: **James P. McCarthy**

SUBJECT: **Automated tray handling system of AFSM 100
(Notification No. GCCC200251)**

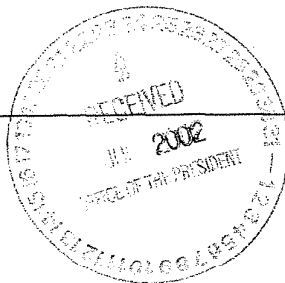
Please find attached a copy of a letter dated 7/17/02 from Lisa Hambalek, regarding the above reference matter. The following is a description of the issues involved in this notification:

USPS conducting a test of a prototype of the automated tray handling system on the AFSM 100, beginning in mid August. Tray handling system will automatically eject full trays and replace them with empty trays, eliminating the need for one sweeper on AFSM 100.

You are designated as the APWU contact person in this matter. Contact the USPS representative as soon as possible for discussion, if appropriate. Please provide notification of your review to me by 8/26/02, providing a copy to President Burrus. Your secretary should update the Notification Tracking Module in Step 4 CAS as necessary.

Attachment
CJG:ha
opelu #2/afl-cio

**UNITED STATES
POSTAL SERVICE**



July 17, 2002

Dear Mr. Burrus:

For your information, the Postal Service will be conducting a test of a prototype of the automated tray handling system on the AFSM 100, beginning in mid-August. The pilot site will be the Palatine, Illinois Processing and Distribution Center.

This tray handling system will automatically eject full trays onto the conveyor belt and replace them with empty trays, possibly eliminating the need for one sweeper on the AFSM 100.

If you have any questions regarding the planned testing of this system, please contact Lisa Hambalek at (202) 268-7252.

Sincerely,

Doug A. Tulino
Manager
Labor Relations Policies and Programs



American Postal Workers Union, AFL-CIO

1300 L Street, NW, Washington, DC 20005

September 25, 2001

James P. McCarthy
Assistant Director
Clerk Division
(202) 842-4237
(202) 289-3746 Fax

Dan Magazu
U.S. Postal Service
475 L'Enfant Plaza, S.W.
Washington, DC 20260

Re: Notification No. N19C200196 - Phase 2 deployment of Automated
Flat Sorting Machine 100

National Executive Board

Mr. Biller
President

William Burrus
Executive Vice President

Robert L. Turstall
Secretary-Treasurer

Greg Bell
Industrial Relations Director

C. J. "Cliff" Guffey
Director, Clerk Division

James W. Lingberg
Director, Maintenance Division

Robert C. Pritchard
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Eastern Region

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Northeast Region

Terry Stapleton
Southern Region

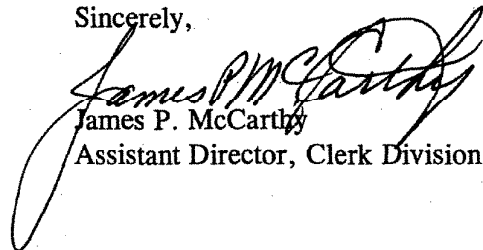
Raydell R. Moore
Western Region

Dear Mr. Magazu:

This is to request a meeting pursuant to the Postal Service's letter of
9/18/01 regarding the above referenced matter.

I am the contact person for the APWU and can be reached at 842-
4220.

Sincerely,



James P. McCarthy
Assistant Director, Clerk Division

JPM/ema
opeiu #2
afl-cio

cc: M. Biller
W. Burrus
G. Bell

files

American Postal Workers Union, AFL-CIO

Memorandum

Telephone
(202) 842-4246

From the Office of WILLIAM BURRUS
Executive Vice President

1300 L Street, NW
Washington, DC 20005



September 24, 2001

TO:

SUBJECT: **James P. McCarthy**

**Phase 2 deployment of Automated Flat Sorting Machine 100
(Notification No. N19C200196)**

Please find attached a copy of a letter dated 9/18/01 from Dan Magazu, regarding the above reference matter. The following is a description of the issues involved in this notification:

**Enclosed revised schedule for the phase 2 deployment
of the Automated Flat Sorting Machine (AFSM) 100.**

You are designated as the APWU contact person in this matter. Contact the USPS representative as soon as possible for discussion, if appropriate. Please provide notification of your review to me by 10/24/01, providing a copy to President Biller. Your secretary should update the Notification Tracking Module in Step 4 CAS as necessary.

Attachment
WB:ha
opeiu #2/afl-cio



American Postal Workers Union, AFL-CIO

1300 L Street, NW, Washington, DC 20005

November 16, 2001

Dan Magazu
U.S. Postal Service
475 L'Enfant Plaza, S.W.
Washington, DC 20260

Re: Notification No. N19C2001107 - Deployment of
mechanical feed device for AFSM 100.

Dear Mr. Magazu:

This is to request a meeting pursuant to the Postal Service's
letter of 10/23/01 regarding the above referenced matter.

I am the contact person for the APWU and can be reached at
842-4220.

Sincerely,

A handwritten signature in black ink, which appears to read "James P. McCarthy".

James P. McCarthy
Director, Clerk Division

cc: William Burrus
Greg Bell

opeiu #2
afl-cio

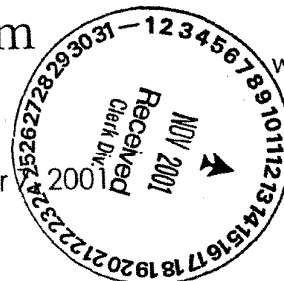
American Postal Workers Union, AFL-CIO

Memorandum

Telephone
(202) 842-4246

From the Office of WILLIAM BURRUS
Executive Vice President

1300 L Street, NW
Washington, DC 20005



November 2001

TO:

SUBJECT:

James P. McCarthy

**Deployment of mechanical feed device for AFSM 100.
(Notification No. N19C2001107)**

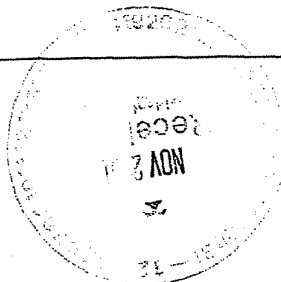
Please find attached a copy of a letter dated 10/23/01 from Dan Magazu, regarding the above reference matter. The following is a description of the issues involved in this notification:

Postal Service will begin limited deployment of a mechanical feed device for the Automated Flat Sorting Machine (AFSM) 100. A tentative list of sites to receive deployment listed.

You are designated as the APWU contact person in this matter. Contact the USPS representative as soon as possible for discussion, if appropriate. Please provide notification of your review to me by 12/3/01, providing a copy to President Biller. Your secretary should update the Notification Tracking Module in Step 4 CAS as necessary.

Attachment
WB:ha
opeiu #2/afl-cio

LABOR RELATIONS



Certified Mail Number
7099 3400 0009 5110 9012

October 23, 2001

Mr. Moe Biller /
President
American Postal Workers Union, AFL-CIO
1300 L Street, NW
Washington, DC 20005-4128

Dear Moe:

As a matter of general information, the Postal Service will begin a limited deployment of a mechanical feed device for the Automated Flat Sorting Machine (AFSM) 100. The manual device is used in conjunction with Flat Mail Carts to feed larger unit quantities on the sorter than is possible manually.

Deployment is expected to begin between mid-November 2001 and late January 2002. Sites that receive the device will receive a sufficient number to equip all of their AFSM 100s. Initially the device will be deployed to only a limited number of sites, with the potential for further acquisitions and deployments based on experience there. A tentative list of sites now identified to receive the equipment includes:

- Washington, DC (current test site)
- Kansas City, MO
- Carol Stream, IL
- Royal Oak, MI
- Albany, NY

The list may expand to one or two more plants beyond this initial five based on equipment availability.

Impact is expected to clerk craft hours and positions. The mechanical assistance will allow one operator to feed two feed stations simultaneously. The impact is anticipated to be a reduction of one operator (feeder) per machine when flat mail cart volume is available.

If there are any questions, please contact Dan Magazu at (202) 268-3825.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. Sglo".

Peter A. Sglo
Manager
Contract Administration

LABOR RELATIONS



Certified Mail Number
7099 3400 0009 5110 9265



September 18, 2001

Mr. Moe Biller
President
American Postal Workers Union, AFL-CIO
1300 L Street, NW
Washington, DC 20005-4128

Dear Moe:

Enclosed is a revised schedule for the phase 2 deployment of the Automated Flat
Sorting Machine (AFSM) 100.

If there are any questions, please contact Dan Magazu at (202) 268-3825.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Sgro".

Peter A. Sgro
Manager
Contract Administration

Enclosure

AREA	PLANT	ST	AFSM 100	START
			DELIVERY	ACCEPT TEST
			Sat. / Sunday	Monday
AL	South Jersey P&DC #1	NJ	13-Jan-01	5-Feb-01
GL	Royal Oak P&DC #1	MI	13-Jan-01	5-Feb-01
MW	Minneapolis P&DC #1	MN	13-Jan-01	5-Feb-01
PA	San Francisco P&DC #1	CA	13-Jan-01	5-Feb-01
SE	Tampa P&DC #1	FL	13-Jan-01	5-Feb-01
SW	North Houston P&DC #1	TX	13-Jan-01	5-Feb-01
CM	Linthicum IMF #1	MD	20-Jan-01	12-Feb-01
MA	Columbia P&DC	SC	20-Jan-01	12-Feb-01
MA	Greensboro P&DC #1	NC	20-Jan-01	12-Feb-01
NE	Buffalo P&DC #1	NY	20-Jan-01	12-Feb-01
NY	Westchester P&DC #1	NY	20-Jan-01	12-Feb-01
SE	North Metro P&DC #1	GA	20-Jan-01	12-Feb-01
AL	Southeastern P&DC #1	PA	27-Jan-01	19-Feb-01
GL	Palatine P&DC #1	IL	27-Jan-01	19-Feb-01
MW	St Paul P&DC #1	MN	27-Jan-01	19-Feb-01
PA	Santa Ana P&DC #1	CA	27-Jan-01	19-Feb-01
SW	North Texas P&DC #1	TX	27-Jan-01	19-Feb-01
WE	Albuquerque P&DC	NM	27-Jan-01	19-Feb-01
CM	Northern VA P&DC #1	VA	3-Feb-01	26-Feb-01
MA	Richmond P&DC #1	VA	3-Feb-01	26-Feb-01
MW	Springfield P&DC	MO	3-Feb-01	26-Feb-01
SE	Jacksonville P&DC TAnnex#1	FL	3-Feb-01	26-Feb-01
SE	Nashville P&DC Annex#1	TN	3-Feb-01	26-Feb-01
WE	Everett P&DF	WA	3-Feb-01	26-Feb-01
AL	South Jersey P&DC #2	NJ	10-Feb-01	5-Mar-01
GL	Royal Oak P&DC #2	MI	10-Feb-01	5-Mar-01
MW	Minneapolis P&DC #2	MN	10-Feb-01	5-Mar-01
PA	Los Angeles P&DC #1	CA	10-Feb-01	5-Mar-01
PA	Oakland P&DC #1	CA	10-Feb-01	5-Mar-01
SW	North Houston P&DC #2	TX	10-Feb-01	5-Mar-01
CM	Linthicum IMF #2	MD	17-Feb-01	12-Mar-01
MA	Greensboro P&DC #2	NC	17-Feb-01	12-Mar-01
NE	Buffalo P&DC #2	NY	17-Feb-01	12-Mar-01
NY	Brooklyn P&DC #1	NY	17-Feb-01	12-Mar-01
SE	North Metro P&DC #2	GA	17-Feb-01	12-Mar-01
WE	Denver P&DC #1	CO	17-Feb-01	12-Mar-01
AL	Southeastern P&DC #2	PA	24-Feb-01	19-Mar-01
GL	Palatine P&DC #2	IL	24-Feb-01	19-Mar-01
MA	Louisville P&DC #1	KY	24-Feb-01	19-Mar-01
MW	St Paul P&DC #2	MN	24-Feb-01	19-Mar-01
PA	Santa Ana P&DC #2	CA	24-Feb-01	19-Mar-01
SW	North Texas P&DC #2	TX	24-Feb-01	19-Mar-01
CM	Dulles P&DC #1	VA	3-Mar-01	26-Mar-01
GL	Indianapolis P&DC #1	IN	3-Mar-01	26-Mar-01
MA	Richmond P&DC #2	VA	3-Mar-01	26-Mar-01
PA	Los Angeles P&DC #2	CA	3-Mar-01	26-Mar-01
SE	Jacksonville P&DC TAnnex#2	FL	3-Mar-01	26-Mar-01

AREA	PLANT	ST	AFSM 100 DELIVERY		START ACCEPT TEST	
			Saturday	Monday		
WE	Rio Salado MPO #1	AZ	3-Mar-01	26-Mar-01		
AL	Lancaster P&DC #1	PA	10-Mar-01	2-Apr-01		
MW	Minneapolis P&DC #3	MN	10-Mar-01	2-Apr-01		
NE	Springfield P&DC	MA	10-Mar-01	2-Apr-01		
PA	Sacramento P&DC #1	CA	10-Mar-01	2-Apr-01		
PA	San Francisco P&DC #2	CA	10-Mar-01	2-Apr-01		
SW	North Houston P&DC #3	TX	10-Mar-01	2-Apr-01		
AL	Lehigh Valley P&DC #1	PA	17-Mar-01	9-Apr-01		
NE	Northwest Annex	ME	17-Mar-01	9-Apr-01		
NY	Brooklyn P&DC #2	NY	17-Mar-01	9-Apr-01		
SE	Miami P&DC #1	FL	17-Mar-01	9-Apr-01		
SW	Oklahoma City P&DC #1	OK	17-Mar-01	9-Apr-01		
WE	Denver P&DC #2	CO	17-Mar-01	9-Apr-01		
CM	Suburban P&DC #1	MD	24-Mar-01	16-Apr-01		
GL	South Suburban P&DC #1	IL	24-Mar-01	16-Apr-01		
MA	Louisville P&DC #2	KY	24-Mar-01	16-Apr-01		
MA	Roanoke P&DC	VA	24-Mar-01	16-Apr-01		
MW	St Louis P&DC #1	MO	24-Mar-01	16-Apr-01		
SE	Ft Myers P&DC	FL	24-Mar-01	16-Apr-01		
GL	Indianapolis P&DC #2	IN	31-Mar-01	23-Apr-01		
MW	Kansas City P&DC #1	MO	31-Mar-01	23-Apr-01		
NE	Rochester P&DC	NY	31-Mar-01	23-Apr-01		
NY	Western Nassau P&DC	NY	31-Mar-01	23-Apr-01		
PA	Los Angeles P&DC #3	CA	31-Mar-01	23-Apr-01		
WE	Rio Salado MPO #2	AZ	31-Mar-01	23-Apr-01		
AL	Lancaster P&DC #2	PA	7-Apr-01	30-Apr-01		
CM	Northern VA P&DC #2	VA	7-Apr-01	30-Apr-01		
MW	Minneapolis P&DC #4	MN	7-Apr-01	30-Apr-01		
NY	Trenton P&DC #1	NJ	7-Apr-01	30-Apr-01		
PA	San Francisco P&DC #3	CA	7-Apr-01	30-Apr-01		
SW	New Orleans P&DC #1	LA	7-Apr-01	30-Apr-01		
AL	Lehigh Valley P&DC #2	PA	14-Apr-01	7-May-01		
CM	Southern MD P&DC #1	MD	14-Apr-01	7-May-01		
NY	Dominick V Daniels P&DC #1	NJ	14-Apr-01	7-May-01		
NY	San Juan PO	PR	14-Apr-01	7-May-01		
SE	South Florida P&DC	FL	14-Apr-01	7-May-01		
SW	Oklahoma City P&DC #2	OK	14-Apr-01	7-May-01		
CM	Suburban P&DC #2	MD	21-Apr-01	14-May-01		
GL	Fox Valley P&DC	IL	21-Apr-01	14-May-01		
MW	St Louis P&DC #2	MO	21-Apr-01	14-May-01		
NE	Providence P&DC #1	RI	21-Apr-01	14-May-01		
SE	North Metro P&DC #3	GA	21-Apr-01	14-May-01		
SW	Corpus Christi P&DC	TX	21-Apr-01	14-May-01		
AL	Pittsburgh P&DC #1	PA	28-Apr-01	21-May-01		
GL	Irving Park Road P&DC #1	IL	28-Apr-01	21-May-01		
MA	Raleigh P&DC #1	NC	28-Apr-01	21-May-01		
MW	Kansas City P&DC #2	MO	28-Apr-01	21-May-01		

AREA	PLANT	ST	AFSM 100 DELIVERY	START ACCEPT TEST
			Sat. 0 day	Monday
PA	ML Sellers P&DC #2	CA	23-Jun-01	16-Jul-01
SE	Birmingham P&DC Annex#1	AL	23-Jun-01	16-Jul-01
WE	North Valley DDC	AZ	23-Jun-01	16-Jul-01
AL	Reading P&DF	PA	30-Jun-01	23-Jul-01
MA	Norfolk P&DC #2	VA	30-Jun-01	23-Jul-01
NE	Central Mass P&DC #2	MA	30-Jun-01	23-Jul-01
PA	Marina P&DC #1	CA	30-Jun-01	23-Jul-01
SE	Manasota P&DC	FL	30-Jun-01	23-Jul-01
SW	New Orleans P&DC #4	LA	30-Jun-01	23-Jul-01
CM	Washington P&DC #2	DC	7-Jul-01	30-Jul-01
GL	Chicago Central P&DC #3	IL	7-Jul-01	30-Jul-01
MA	Greenville P&DC Annex	SC	7-Jul-01	30-Jul-01
SE	Orlando #1 P&DC	FL	7-Jul-01	30-Jul-01
SW	Dallas P&DC #1	TX	7-Jul-01	30-Jul-01
WE	Portland P&DC #2	OR	7-Jul-01	30-Jul-01
AL	New Castle P&DF	PA	14-Jul-01	6-Aug-01
GL	Gary P&DC	IN	14-Jul-01	6-Aug-01
MA	Charlotte P&DC #1	NC	14-Jul-01	6-Aug-01
MW	Des Moines P&DC#1	IA	14-Jul-01	6-Aug-01
PA	Oakland P&DC #3	CA	14-Jul-01	6-Aug-01
WE	Reno P&DC	NV	14-Jul-01	6-Aug-01
CM	Frederick P&DF	MD	21-Jul-01	13-Aug-01
GL	Detroit P&DC #3	MI	21-Jul-01	13-Aug-01
NE	Manchester P&DC	NH	21-Jul-01	13-Aug-01
NY	Mid-Island P&DC #2	NY	21-Jul-01	13-Aug-01
SE	Mid-Florida P&DC	FL	21-Jul-01	13-Aug-01
SW	Shreveport P&DC #1	LA	21-Jul-01	13-Aug-01
AL	Delaware P&DC	DE	28-Jul-01	20-Aug-01
GL	South Suburban P&DC #2	IL	28-Jul-01	20-Aug-01
MW	Omaha P&DC #1	NE	28-Jul-01	20-Aug-01
NE	Albany P&DC	NY	28-Jul-01	20-Aug-01
NE	Stamford P&DC #1	CT	28-Jul-01	20-Aug-01
PA	Marina P&DC #2	CA	28-Jul-01	20-Aug-01
CM	Southern MD P&DC #2	MD	4-Aug-01	27-Aug-01
GL	Irving Park Road P&DC #2	IL	4-Aug-01	27-Aug-01
PA	San Bernardino P&DC #1	CA	4-Aug-01	27-Aug-01
SE	Jackson P&DC #1	MS	4-Aug-01	27-Aug-01
SW	Dallas P&DC #2	TX	4-Aug-01	27-Aug-01
WE	Salt Lake City P&DC #2	UT	4-Aug-01	27-Aug-01
AL	Columbus P&DC (now) #1	OH	11-Aug-01	3-Sep-01
AL	Philadelphia P&DC #1	PA	11-Aug-01	3-Sep-01
MW	Des Moines P&DC#2	IA	11-Aug-01	3-Sep-01
NY	Paterson P&DC	NJ	11-Aug-01	3-Sep-01
PA	San Jose P&DC #1	CA	11-Aug-01	3-Sep-01
WE	Eugene P&DC	OR	11-Aug-01	3-Sep-01
AL	Erie P&DC	PA	18-Aug-01	10-Sep-01
AL	Johnstown P&DF	PA	18-Aug-01	10-Sep-01

AREA	PLANT	ST	AFSM 100 DELIVERY		START ACCEPT TEST	
			Saturday	Monday		
GL	Detroit P&DC #4	MI	18-Aug-01	10-Sep-01		
MA	Charlottesville (old P&DF)	VA	18-Aug-01	10-Sep-01		
MW	Wichita P&DC	KS	18-Aug-01	10-Sep-01		
SW	Shreveport P&DC #2	LA	18-Aug-01	10-Sep-01		
GL	Kalamazoo P&DC #1	MI	25-Aug-01	17-Sep-01		
MW	Minneapolis P&DC #5	MN	25-Aug-01	17-Sep-01		
NE	Stamford P&DC #2	CT	25-Aug-01	17-Sep-01		
NE	Syracuse P&DC #2	NY	25-Aug-01	17-Sep-01		
NY	Hackensack P&DC	NJ	25-Aug-01	17-Sep-01		
SE	West Palm Beach P&DC #1	FL	25-Aug-01	17-Sep-01		
GL	Palatine P&DC #3	IL	1-Sep-01	24-Sep-01		
NY	Morgan P&DC #1	NY	1-Sep-01	24-Sep-01		
PA	San Bernardino P&DC #2	CA	1-Sep-01	24-Sep-01		
SE	Jackson P&DC #2	MS	1-Sep-01	24-Sep-01		
SW	Dallas P&DC #3	TX	1-Sep-01	24-Sep-01		
WE	Seattle P&DC	WA	1-Sep-01	24-Sep-01		
AL	Columbus P&DC (new) #2	OH	8-Sep-01	1-Oct-01		
AL	Philadelphia P&DC #2	PA	8-Sep-01	1-Oct-01		
CM	Baltimore P&DC #2	MD	8-Sep-01	1-Oct-01		
SE	Memphis P&DC	TN	8-Sep-01	1-Oct-01		
SW	Baton Rouge P&DC	LA	8-Sep-01	1-Oct-01		
WE	Rio Salado MPO #5	AZ	8-Sep-01	1-Oct-01		
GL	Grand Rapids Annex	MI	15-Sep-01	8-Oct-01		
MA	Charlotte P&DC #2	NC	15-Sep-01	8-Oct-01		
MW	Kansas City P&DC #3	MO	15-Sep-01	8-Oct-01		
NE	NW Boston P&DC #2	MA	15-Sep-01	8-Oct-01		
NY	Kilmer P&DC	NJ	15-Sep-01	8-Oct-01		
WE	Anchorage P&DC	AK	15-Sep-01	8-Oct-01		
AL	Akron P&DC	OH	22-Sep-01	15-Oct-01		
NY	JAF P&DC	NY	22-Sep-01	15-Oct-01		
PA	Fresno P&DC	CA	22-Sep-01	15-Oct-01		
PA	North Bay P&DC #1	CA	22-Sep-01	15-Oct-01		
SE	West Palm Beach P&DC #2	FL	22-Sep-01	15-Oct-01		
WE	Colorado Springs P&DC	CO	22-Sep-01	15-Oct-01		
GL	Palatine P&DC #4	IL	29-Sep-01	22-Oct-01		
MA	Charleston P&DC	WV	29-Sep-01	22-Oct-01		
NY	Morgan P&DC #2	NY	29-Sep-01	22-Oct-01		
SE	Macon P&DC Annex	GA	29-Sep-01	22-Oct-01		
SW	Dallas P&DC #4	TX	29-Sep-01	22-Oct-01		
WE	East King County DDC	WA	29-Sep-01	22-Oct-01		
AL	Columbus P&DC (new) #3	OH	6-Oct-01	29-Oct-01		
AL	Philadelphia P&DC #3	PA	6-Oct-01	29-Oct-01		
GL	Rockford P&DC	IL	6-Oct-01	29-Oct-01		
PA	Los Angeles P&DC #5	CA	6-Oct-01	29-Oct-01		
SE	St Petersburg P&DC #1	FL	6-Oct-01	29-Oct-01		
WE	Salem P&DF	OR	6-Oct-01	29-Oct-01		
NE	Stamford P&DC #3	CT	13-Oct-01	5-Nov-01		

AREA	PLANT	ST	AFSM 100 DELIVERY	START ACCEPT TEST
			Sat. 0 day	Monday
NY	Newark P&DC	NJ	13-Oct-01	5-Nov-01
PA	Sacramento P&DC #3	CA	13-Oct-01	5-Nov-01
SE	Atlanta P&DC #2	GA	13-Oct-01	5-Nov-01
SE	Gainesville P&DC	FL	13-Oct-01	5-Nov-01
SW	Houston North Annex #1	TX	13-Oct-01	5-Nov-01
MA	Asheville P&DF	NC	20-Oct-01	13-Nov-01
MA	Charleston P&DF	SC	20-Oct-01	13-Nov-01
MW	Green Bay P&DC	WI	20-Oct-01	13-Nov-01
NE	Portland P&DC	ME	20-Oct-01	13-Nov-01
PA	North Bay P&DC #2	CA	20-Oct-01	13-Nov-01
SW	Little Rock P&DC #1	AR	20-Oct-01	13-Nov-01
GL	Peoria P&DF	IL	27-Oct-01	17-Nov-01
GL	Saginaw P&DC	MI	27-Oct-01	17-Nov-01
MA	Evansville MPA	IN	27-Oct-01	17-Nov-01
MA	Florence P&DF	SC	27-Oct-01	17-Nov-01
NE	Providence P&DC #2	RI	27-Oct-01	17-Nov-01
WE	Seattle AMC	WA	27-Oct-01	17-Nov-01
AL	Columbus P&DC (new) #4	OH	3-Nov-01	26-Nov-01
AL	Philadelphia P&DC #4	PA	3-Nov-01	26-Nov-01
NY	Dominick V Daniels P&DC #3	NJ	3-Nov-01	26-Nov-01
PA	Los Angeles P&DC #6	CA	3-Nov-01	26-Nov-01
SE	St Petersburg P&DC #2	FL	3-Nov-01	26-Nov-01
SW	Oklahoma City P&DC #3	OK	3-Nov-01	26-Nov-01
MA	Hickory P&DC	NC	10-Nov-01	3-Dec-01
NY	Monmouth P&DC	NJ	10-Nov-01	3-Dec-01
PA	San Francisco P&DC #4	CA	10-Nov-01	3-Dec-01
SE	Pensacola P&DC	FL	10-Nov-01	3-Dec-01
SW	Houston North Annex #2	TX	10-Nov-01	3-Dec-01
WE	Billings P&DC	MT	10-Nov-01	3-Dec-01
MA	Kinston P&DF	NC	17-Nov-01	10-Dec-01
MA	Richmond P&DC #3	VA	17-Nov-01	10-Dec-01
MA	Rocky Mount P&DF	NC	17-Nov-01	10-Dec-01
MW	Lincoln P&DC	NE	17-Nov-01	10-Dec-01
NY	JFK ISC	NY	17-Nov-01	10-Dec-01
WE	Spokane P&DC	WA	17-Nov-01	10-Dec-01
MW	Madison P&DC	WI	24-Nov-01	17-Dec-01
NE	Middlesex-Essex P&DC #1	MA	24-Nov-01	17-Dec-01
PA	Oakland P&DC #4	CA	24-Nov-01	17-Dec-01
SE	Birmingham P&DC Annex#2	AL	24-Nov-01	17-Dec-01
SE	Miami P&DC #2	FL	24-Nov-01	17-Dec-01
SW	Austin P&DC	TX	24-Nov-01	17-Dec-01
AL	Columbus P&DC (new) #5	OH	1-Dec-01	7-Jan-02
GL	Flint P&DC	MI	1-Dec-01	7-Jan-02
MA	Lynchburg P&DF	KY	1-Dec-01	7-Jan-02
MW	Rochester P&DF	MN	1-Dec-01	7-Jan-02
NY	Staten Island	NY	1-Dec-01	7-Jan-02
PA	ML Sellers P&DC #3	CA	1-Dec-01	7-Jan-02