IN REPLY
REFER TO

DLMSO

July 30, 2010

MEMORANDUM FOR DLA AND NAVY SUPPLY PROCESS REVIEW COMMITTEE (SPRC)
MEMBERS

SUBJECT: Approved Defense Logistics Management System (DLMS) Change (ADC) 373, Document
Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R,
940R, and 945A in Support of Navy BRAC SS&D/IMSP (Supply) (Staffed as PDC 393)

This change is approved for implementation. The updated DLMS Supplements will be posted to
the Defense Logistics Management Standards Office (DLMSO) Web site http://www.dla.mil/j-
6/dlmso/elibrary/TransFormats/formats.asp in conjunction with other related changes supporting the
Navy Base Realignment and Closure (BRAC) Retail Supply, Storage and Distribution
(SS&D)/Inventory Management and Stock Positioning (IMSP) implementation. It is anticipated that
the finalized DLMS Supplements will be available in July 2010.

DLA J-33 will provide procedures for the Navy BRAC SS&D/IMSP processes for inclusion in
DOD 4000.25-M, DLMS, Volume 2. Depending on DLA's approach, the overall procedures will
either be published under a separate ADC as a chapter to the DLMS manual, or specific procedures for
each process may be published as addendums to the various Navy BRAC SS&D/IMSP ADCs.

Addressees may direct questions to the DLMSO point of contact Ms. Mary Jane Johnson,
email: Mary.Jane.Johnson@dla.mil. Others must contact their Component designated Supply
PRC representative.
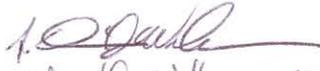
S. David Walker, Maj, USAF
for DONALD C. PIPP
Director
Defense Logistics Management
Standards Office

Attachment

cc:
ADUSD(L&MR)SCI
SPRC members for remaining DOD Components
Joint Physical Inventory Working Group

ATTACHMENT TO ADC 373,
Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of Navy BRAC SS&D/IMSP

1. ORIGINATOR:

   a.   **Service/Agency:** Defense Logistics Agency

   b.   **Originator:** DLA J-331, 703-325-1924 (DSN 427)

2. FUNCTIONAL AREA: Primary: Supply/Logistics.

3. REFERENCES:

   a. Functional Requirements for DLA's implementation of the Base Realignment and Closure (BRAC) Retail Supply, Storage And Distribution (SS&D)/Inventory Management and Stock Positioning (IMSP) Spiral 2.

   b. DoD 4140.1-R, DoD Supply Chain Materiel Management Regulation, May 23, 2003, available at: http://www.dtic.mil/whs/directives/corres/pdf/414001r.pdf

   c. DLMSO memorandum, July 1, 2010, subject: Approved DLMS Change (ADC) 381, Procedures and Additional Data Content supporting Requisitions, Requisition Alerts, and Unit of Use Requirements under Navy BRAC SS&D/IMSP Supply/Finance) (Staffed as PDC 366A)

   d. DLMSO memorandum, May 6, 2010, subject: PDC 376A, Revise DLMS 846A Asset Reclassification and 947I Inventory Adjustment to Support Navy BRAC SS&D/IMSP, with DLMS Data Mapping (Supply) *[ADC 376 for PDC 376A is under development]*

   e. DLMSO memorandum, April 20, 2010, subject: PDC 384, New DLMS Supplement (DS) 940S, Warehouse Service Request (for Materiel Protection/Re-Warehousing, Staging, and Picklist/Callout), New DS 943A, Warehouse Service Advice, and Associated Procedures under Navy BRAC SS&D/IMSP (Supply) *[PDC 384A is under development]*

4. REQUESTED CHANGE:

   a. **Description of Change:**   This change documents requirement for additional data on Defense Logistics Management System (DLMS) 527D Due-In/Advance Receipt; 527R Receipt, 940R Materiel Release, and 945A Materiel Release Advice; and documents Material Control Tracking process at the Naval Shipyards 2005 BRAC SS&D sites. This process is used specifically at Naval Shipyards (NSY) to track specific items removed from a ship to perform repairs and request same item be reinstalled on the ship when repairs are completed.

   b. **Background:** As a result of the 2005 BRAC decision, retail supply, storage and distribution functions and associated infrastructure supporting the Navy industrial/maintenance sites will transfer to DLA. The Navy sites consist of 2 NSYs and 3 Fleet Readiness Centers (FRCs). The intent of the directive is to significantly improve combat effectiveness while reducing costs by developing a world-class, cost-effective supply chain focused on readiness; taking every opportunity to eliminate waste, reduce touches, reduce cost, and improve readiness.

c. Detailed Procedures: Material Control Tracking (MCT) tags are applied to material requiring temporary storage and moving within the shipyard and its storage location, and/or shops, to ensure Ripout Material, or Prefabricated Material, or Courtesy Storage Material accountability is maintained. The MCT tag and tag number are created and kept within the shipyard MAT system and a cradle to grave record is kept to link that material to its step within the maintenance action Job Order (JO) and Key Operation (KO) that requires the Ripout storage or the Courtesy Storage requirement. Any storage of such material between removal and reinstallation will occur within DSS; with the initial storage location and any follow on location changes passed to MAT. The MCT tag record must be updated with the current location of the MCT tagged material after storage or any movement to or from a shop or ship. The MCT tag record is closed out after the item is reinstalled on the ship or returned to its owner. Associated process flows are at the enclosure. **Note:** This material is not supply stock material and does not normally have NSN or LSN assigned, and there are no sales or financial transactions involved.

   d. Navy Revision. This approved change includes a specific change to remove the MCT Tag Suffix as a separate data element, which is associated with a revised concept for system accountability for this materiel. Under the new concept, items broken down into component parts for maintenance actions will no longer be identified on the DSS records by their unique suffixes. When individual component parts are moved into maintenance shops, they will be tracked by the Navy system.

   Note: DLMSO requests additional documentation of this process be provided in response to PDC 384A which is under development and soon to be released for staffing. It currently appears that the MCT Tag value will remain on the DSS accountable record although not considered in DSS custody while the component parts are separately undergoing maintenance action.   DLMSO believes this new procedure may conflict with DOD policy and require that DLA address an overarching DOD policy change. DOD 4140.1-R (reference 3b) directs that:

   "C5.7.1.1.4. Storage activities shall be accountable for the accuracy of that portion of the total item property record showing the quantitative balance in their custody."

   e. Detailed Procedures for RIPOUT items:

   (1)   The start of the Material Control Tracking begins when a Technical Work Document (TWD) identifies component-items to be removed to perform maintenance. At this time a record will be created in the Navy MAT system for pre-printed tags for known component-items through the TWD. Records may also be created for extra or blank pre-printed tags that might need to be used for other unspecified items found on the ship.

   (2)   When the tags are printed, MAT will generate a 527D Pre-Positioned Material Receipt (PMR) to DSS. This will provide DSS with the JO, KO[1], the document number, and the MCT Tag number providing a due-in record necessary to receipt the component-item when and if it is placed in custody storage within a DSS warehouse location assigned to the storage site or shop.

   (3)   If there are additional component-items that require removal these will be identified using the extra or blank MCT tags which will always have a unique MCT tag number. The use of these extra or blank tags will require the mechanic (or his Work Packaging and Control (WPC) representative for the overhaul) to log into MAT to modify the extra or blank tag and obtain a new document number for that MCT tag. When that occurs, MAT will trigger a PMR to DSS. For MCT tagged items without a PMR, DLA Industrial Activity site personnel and Project Team personnel must operationally coordinate to go into MAT and create a tag record which will cause a PMR to be generated for DSS to store and track the material.

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[1] ADC 381 (reference 3c) adds Job Order (JO) number and Key Operation (KO) number to numerous DLMS Supplements (DS) including 527D, 527R, 940R, and 945A.

(4)   When DSS accepts custody/receipts rip-out item(s), DSS will generate a material receipt (527R Receipt with 2/LIN01/10 code 'I'/D6A functionality) into Navy ownership based on the provided PMR. **The MCT tag number will be used as the identifying material number while in storage, in place of a National Stock Number or a Local Stock Number.** The MCT tag number and its associated document number, JO, and KO will also be used by the Navy to stage/deliver the item to different shops when applicable; and will be referenced on the subsequent "callout issue request" (this is the materiel release order (MRO)/940R) when the item is returned to the mechanic to reinstall on the ship. DSS will store these items by the key elements of MCT Tag Number, ~~MCT Tag Number Suffix~~, Document Number, Document Number Suffix, and JO Number only**.**

STAFFING Note: *DLMSO understanding is that when the PMR for rip-out items occurs, a document number is assigned. It is this document number along with the material number (aka the MCT tag number) and JO number that DSS stores by, and that will be referenced in later transactions such as the 940R or 940S. It is strictly Navy owned material put into storage under Navy ownership and later re-warehoused for repair, or issue back for reinstall, from Navy ownership. DLA EBS is not involved in rip-out and there is no requisition of any type to DLA Enterprise Business System (EBS) or anyone else.*

(5)   If the component-item requires maintenance and must be disassembled to accomplish this task, each item removed from the original component-item is known as a sub-component-item. When a sub-component-item requires repair, refurbishment, etc., and leaves the initial work site, identification is maintained through the use of MCT tag(s). The shop personnel will log into MAT and create a subcomponent-item MCT tag as needed. This process will remain internal to MAT. No PMR or other transaction will exit MAT to DSS. The moving of the material from shop to shop until all maintenance and re-assembly occurs will be tracked within MAT.

(6)   Prior to the component item being disassembled or moved to a maintenance shop MAT will generate an 846A Asset Reclassification Request[2] to update the Key Op, if applicable. DSS will respond when the update of the Key Op has occurred and MAT will then generate a Warehouse Service Request (WSR) (940S) with Service Performed Code 9[3]. DSS will process the WSR and deliver the material to the maintenance shop reflected on the WSR for maintenance. When requested DSS will respond with a Warehouse Service Advice (WSA) (943A) indicating the requested service has been completed. The action is considered complete when the material is stowed and reflected on the DSS records under the storage location developed for the applicable maintenance shop. When the material is delivered to the maintenance shop, the name and badge number of the person taking custody of the material will be obtained and reflected on the local manifest within DSS.

(7)   When the component-item is to be reinstalled on the ship, the project material personnel will call out the component by initiating in MAT a Material Release Order (MRO) 940R (MILSTRIP Document Identifier (DI) Code A5_ functionality) and a WSR (940S) with Service Performed Code 6. DSS will receive the MRO and retrieve the WSR pick-list information to deliver the material back to the mechanic to reinstall the item. The Key Op associated with the re-installation will be reflected in both the MRO and the WSR. DSS will respond with Material Release Confirmation 945A (MILSTRIP DI Code AR_ functionality) which will be passed to MAT through DAASC.

(8)   MAT will receive the Material Release Confirmation and close the component-item MCT records. Inventory will be updated as applicable.

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[2] PDC 376A (reference 3d) addresses DLMS 846A Asset Reclassification process for Navy BRAC IMSP SS&D.
[3] PDC 384 (reference 3e) addresses DLMS 940S WSR, 943A WSA, and associated Service Performed Codes for Navy BRAC IMSP SS&D. PDC 384A (under development) addresses Service Performed Code 9.

f. Detailed Procedures for Other material types:

(1) Pre-FAB: A Pre-fab item is normally an item that is manufactured by one of the shipyard shops under a Job Order and its own unique Key Op (JO/KO) using raw materials. Once manufactured, a Pre-fab item is just like any other part for the ship overhaul, in that it is normally stored in the warehouse until needed. The process functions similar to a Navy owned Direct Material (DMI) item; except that an MCT tag number and document number will be used for identification, storage and issue as discussed above. A PMR (527D) will be provided by MAT to DSS with this identifying information and DSS will store the materiel and generate a Material Receipt (527R Receipt with 2/LIN01/10 code 'I'/D6A functionality) into Navy ownership based on the provided PMR. Pre-fab material will eventually be either staged and/or issued to the job under an installation or re-installation Key Op for that Job Order in accordance with the Staging and Issue process flows like any other DMI item. NSY shop personnel and DLA onsite personnel will operationally coordinate to ensure the creation of a MAT record and the affixing of a MCT tag prior to storage.

(2) Courtesy Storage: The other use for MCT tags is for temporary Courtesy Storage; which is the local warehousing of ship owned equipment during overhauls, or the storage of shipyard shop equipment. The ship or shop personnel requesting Courtesy storage will operationally coordinate with local DLA site personnel to arrange for the creation of MCT tags and item records in MAT. After the MCT tags are affixed, the material is stored as a Navy owned asset by DLA warehouse personnel in the appropriate courtesy storage area using the MAT generated MCT tag number and document number. An appropriate courtesy storage JO/KO will be used. A PMR (527D) will be provided by MAT to DSS with this identifying information and DSS will store the materiel and generate a material receipt (527R Receipt with 2/LIN01/10 code 'I'/D6A functionality) into Navy ownership based on the provided PMR. Return of Courtesy Storage material is arranged with the DLA onsite personnel, who will issue the MCT tagged items using the normal 940R (A5_), Material Release procedure. After return, the MAT MCT tag and record will be closed out after DSS sends the Material Release Advice, 945A.

Note: DSS IA warehousing locations will include locations that are physically on Naval ships that are undergoing overhaul.

g. DLMS Supplements (DS). Revise as shown in change tables below for the 527D, 527R, 940R and 945A[4]. Changes from PDC 373 include removing the MCT tag number suffix as a separate data element; removes changes to add MCT tag number and suffix to 867I per update from DLA IMSP Team lead removing 867I from MCT tag number process requirements; also includes an administrative change from PDC 373, for each DS change table, to revise DLMS notes for MCT tag number from "…*authorized DLMS enhancement for Navy BRAC IMSP only*" to "…*authorized for DLA industrial activity support agreement only*", to provide for more generic language.

(1) DS 527D Change Table:

#	Location	DS 527D PMR (also called Advance Receipt Information (ARI) in DLMS) Revision	Reason
1	DLMS Introductory Notes	Added ADC 373 to DLMS Introductory note 5: *- ADC 373, Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of BRAC SS&D/IMSP (Supply)*	Identifies DLMS Changes included in the DLMS Supplement.

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[4] MCT tag number is being added to DLMS 940S and 943A by PDC 384 (reference 3e).

#	Location	DS 527D PMR (also called Advance Receipt Information (ARI) in DLMS) Revision	Reason
2	2/LIN02/10	Add qualifier ZR for Materiel Control Tracking (MCT) tag number with DLMS note **ZR Service Control Identification** **DLMS Note:** *Use to identify Materiel Control Tracking (MCT) tag number. The MCT tag number is* ~~an authorized DLMS enhancement for Navy BRAC IMSP~~ *authorized for DLA industrial activity support agreement* only. Refer to ADC 373.	Supports Navy BRAC Spiral II requirements.
3	2/LIN04/10	Add qualifier RV for MCT tag number suffix with DLMS note: ~~**RV Repair Tag Number**~~ ~~**DLMS Note:** *Use with LIN02 code ZR to identify the MCT tag number suffix.*~~	~~Supports Navy BRAC Spiral II requirements.~~ IMSP Team decision was to remove MCT Tag number suffix as a separate data element

(2) DS 527R Change Table:

#	Location	DS 527R Receipt Revision	Reason
1	DLMS Introductory Notes	Added ADC 373 to DLMS Introductory note 5: *- ADC 373, Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of BRAC SS&D/IMSP (Supply)*	Identifies DLMS Changes included in the DLMS Supplement.
2	2/LIN02/10	Add qualifier ZR for MCT tag number with DLMS note: **ZR Service Control Identification** **DLMS Note:** *Use to identify Materiel Control Tracking (MCT) tag number. The MCT tag number is authorized for DLA industrial activity support agreement only. Refer to ADC 373.*	Supports Navy BRAC Spiral II requirements.
3	2/LIN04/10	Add qualifier RV for MCT tag number suffix with DLMS note: ~~**RV Repair Tag Number**~~ ~~**DLMS Note:** *Use with LIN02 code ZR to identify the MCT tag number suffix.*~~	~~Supports Navy BRAC Spiral II requirements.~~ IMSP Team decision was to remove MCT tag number suffix as a separate data element

(3) DS 867I:

#	Location	DS 867I Issue Revision	Reason

#	Location	DS 867I Issue Revision	Reason
1	DLMS Introductory Notes	Added ADC 373 to DLMS Introductory note 7: - *ADC 373, Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of BRAC SS&D/IMSP (Supply)*	Identifies DLMS Changes included in the DLMS Supplement.
2	~~2/REF01/30~~	~~Add qualifier Q5 for Materiel Control Tracking (MCT) Tag Number with DLMS note~~ **~~Q5 Property Control Number~~** **~~DLMS Note:~~** *~~Use to identify Materiel Control Tracking (MCT) tag number. The MCT tag number is an authorized DLMS enhancement for Navy BRAC IMSP only. Refer to PDC 393.~~*	~~Supports Navy BRAC Spiral II requirements.~~ Removes MCT Tag Number and suffix from 867I per revision from DLA IMSP Team lead.
3	2/REF01/30	Revise DLMS Note 1, as published by ADC 381 (reference 3c): **DLMS Note:** 1. Must use National Stock Number (NSN), when known, to identify the materiel, except when appropriate brand name subsistence items are identified by the Subsistence Identification Number *or when maintenance/industrial activity materiel is identified by Local Stock Number ~~or Material Control Tracking (MCT) Tag Number~~.* An exception is also authorized for CAV where materiel may be identified by the National Item Identification Number (NIIN) when the Federal Supply Code (FSC) is not available.	Removes MCT Tag Number from 867I per DLA IMSP Team revisions. (This DLMS note had been updated to add MCT Tag by ADC 381; however ADC 381 did not add the data element to 867I).

(4) DS 940R Change Table:

#	Location	DS 940R Revision	Reason
1	DLMS Introductory Notes	Added ADC 373 to DLMS Introductory note 6: - *ADC 373, Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of BRAC SS&D/IMSP (Supply)*	Identifies DLMS Changes included in the DLMS Supplement.
2	2/W0104/ 0200	Add qualifier ZR for Materiel Control Tracking (MCT) Tag Number with DLMS note: **ZR Service Control Identification** **DLMS Note:** *Use to identify Materiel Control Tracking (MCT) tag number. The MCT tag number is authorized for use with DLA industrial activity support agreement only. Refer to ADC 373.*	Supports Navy BRAC Spiral II requirements.
4	2/W0106/ 0200	Add qualifier RV for MCT tag number suffix with DLMS note: **~~RV Repair Tag Number~~** **~~DLMS Note:~~** *~~Use with W104 code ZR to identify the MCT tag number suffix.~~*	~~Supports Navy BRAC Spiral II requirements.~~ IMSP Team decision was to remove MCT tag number suffix as a separate data element

(5) DS 945A Change Table:

#	Location	DS 945A Revision	Reason
1	DLMS Introductory Notes	Added ADC 373 to DLMS Introductory note 5: - *ADC 373, Document Process for Material Control Tracking (MCT) Tag Number and Revise DLMS 527D, 527R, 940R, and 945A in Support of BRAC SS&D/IMSP (Supply)*	Identifies DLMS Changes included in the DLMS Supplement.
2	2/W1207/20	Add qualifier ZR for Materiel Control Tracking (MCT) Tag Number with DLMS note **ZR Service Control Identification** **DLMS Note:** *Use to identify Materiel Control Tracking (MCT) tag number. The MCT tag number is authorized for use with DLA industrial activity support agreement only. Refer to ADC 373.*	Supports Navy BRAC Spiral II requirements.
3	2/W1217/ 0200	Add qualifier RV for MCT tag number suffix with DLMS note: **RV Repair Tag Number** **DLMS Note:** *Use with W1207 code ZR to identify the MCT tag number suffix.*	~~Supports Navy BRAC Spiral II requirements.~~ IMSP Team decision was to remove MCT tag number suffix as a separate data element

5. DLA Transaction Services Defense Automatic Addressing System (DAAS) Mapping: Update DAAS maps to allow new data to pass any applicable edits.

6. ALTERNATIVES: None identified.

7. REASON FOR CHANGE: Navy requires the ability to inform DSS when material is due-in for storage based on the Ripout, Prefab or Courtesy Storage items. DSS requires the ability to identify these items with the use of a unique material identification to track, store and maintain accountability.

8. ADVANTAGES AND DISADVANTAGES:

a. Advantages: Enterprise Business System (EBS), Material Access Technology (MAT), Material Resource Planning (MRP) II and Distribution Storage System (DSS), will be able to comply with DLMS standards for the BRAC IMSP Spiral 2 process.

b. Disadvantages: DSS would like the ability to account for Navy owned materials storage on behalf of the local IA worksite at the NSY BRAC SS&D sites.

9. ESTIMATED TIME LINE/IMPLEMENTATION TARGET: DLA and Navy testing will begin June 2010. Target implementation is December 2010.

10. IMPACT:

a. Publications:

(1) Requires update to DLMS 527D, 527R, 940R, and 945A to add new data elements.

(2) Requires update to DOD 4000.25-M, DLMS, to add procedures for the BRAC SS&D/IMSP process described by this PDC. DLA J-33 to provide procedures for the DLMS manual, Volume 2, for inclusion in the ADC.

   b. Automated Information Systems (AIS): DLA EBS, DLA DSS, Navy MAT, and Navy MRP II.

11. DLMS Data Elements: Adds Material Control Tracking (MCT) Tag Number to 527D, 527R, 940R, and 945A. This data element is also being added to 940S and 943A by PDC 384 and to other DLMS transactions by ADC 381.
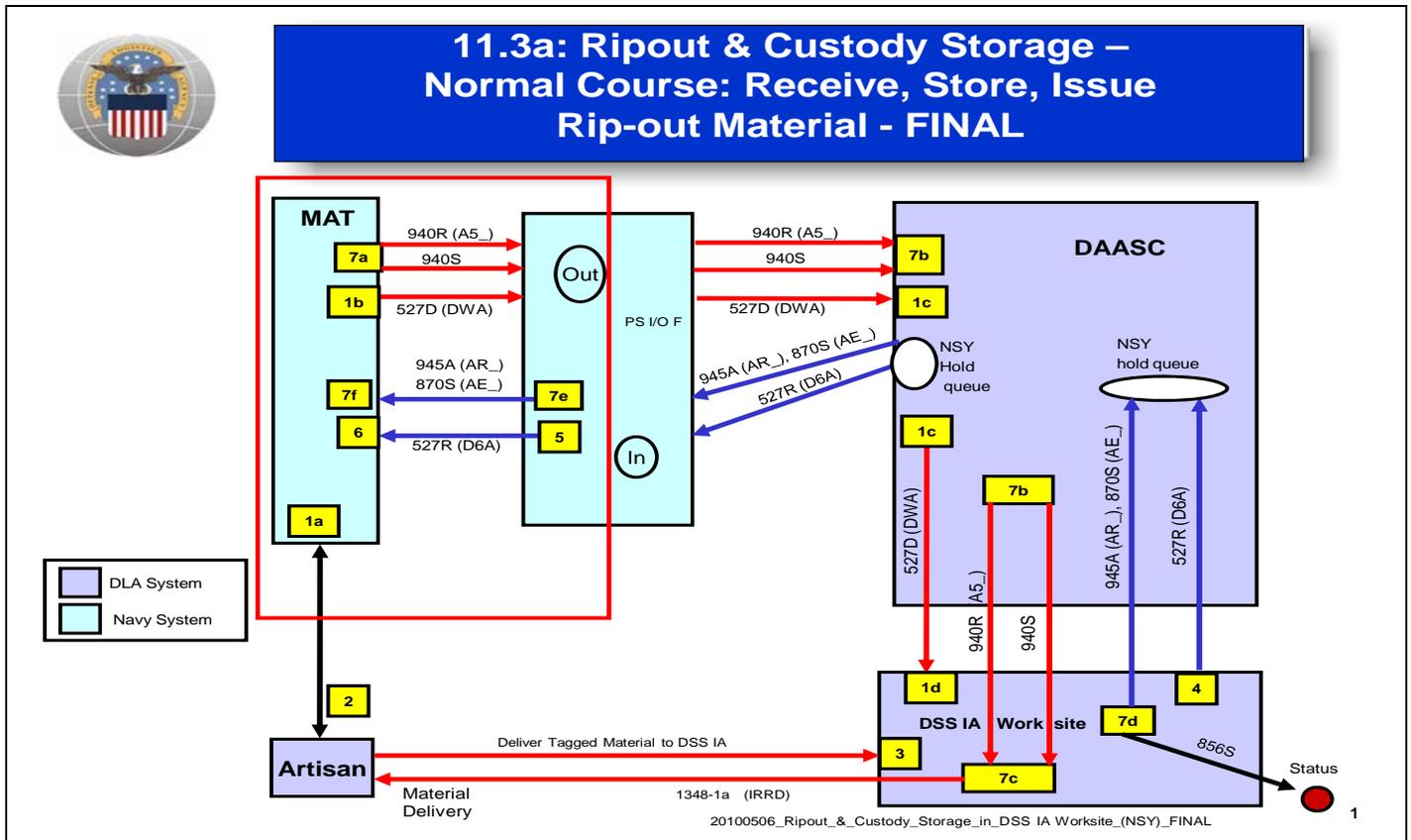
Data Element	Explanation	Field Length
Material Control Tracking (MCT) Tag Number	Material identification number applicable to items in courtesy storage (e.g. Ripout, prefab) on behalf of the Navy while specific maintenance is being performed. Will be on 527D, 527R, 940R, 940S, 943A, 945A, for Navy owned assets on DSS records. This field will not be used when the LSN or NSN is the primary material identification.	32
~~Material Control Tracking (MCT) Tag Number Suffix~~ <mark>IMSP Team determined MCT Tag Number Suffix was not required as a separate data element and it should be deleted from transactions.</mark>	~~Suffix assigned to MCT tag numbers for each individual subcomponent item removed from the original component item assigned the original MCT tag for tracking purposes.~~	~~2~~

<mark>**12. PDC 393 RESPONSES/COMMENTS:**</mark>

COMPONENT	PDC RESPONSE/COMMENT	DISPOSITION
DLA	Concurs.	Noted.
<mark>**DLA IMSP Team Lead**</mark>	<mark>DLA IMSP Team Lead provided updates to PDC to include:</mark> <mark>--Delete MCT Tag Suffix Code.</mark> <mark>--Remove 867I Issue transaction from MCT Tag process.</mark> <mark>--Other revisions made to procedural content to support IMSP Team discussions at DSS Critical Design Review and other meetings.</mark>	<mark>Changes incorporated in ADC.</mark>
Navy	Concurs with PDC 393 as written and submits no additional changes or amendments.	Noted.
Army	Concurs.	Noted.
Air Force	Concurs without comment	Noted.
USTRANSCOM	Abstains.	Noted.

COMPONENT	PDC RESPONSE/COMMENT	DISPOSITION
Contractor Support to IUID Office	Consistent with SIM and UID Policy believe the items/property covered in these scenarios could be tracked by the UII and not use a "Material Control Tracking" Tag. Was this considered before developing this PDC?	DLMSO forwarded comment to DLA IMSP Team Lead, however please note that the MCT Tag is a current Navy industrial site process being accommodated as part of BRAC. Navy and DLA are not addressing IUID as part of BRAC SS&D IMSP processing at this time. Further, DLMSO understanding is that the tag is being used as the materiel identification, so at some point down the road, if these items are tracked by IUID while within DSS custody, the UII, or multiple UIIs per tag, when UII is applicable, would be included in addition to the MCT Tag (in lieu of replacing the tag as suggested).

**11.3a: Ripout & Custody Storage –
Normal Course: Receive, Store, Issue
Rip-out Material - FINAL**

20100506_Ripout_&_Custody_Storage_in_DSS IA Worksite_(NSY)_FINAL

MCT Tag Creation and Receipt

1a. A Material Control Tracking (MCT) tag generated in MAT, or a MAT generated document with JO/KO will be attached to material. ->2

1b. MAT passes MCT/Document and a Pre-positioned Material Record (PMRD) 527D (DWA) to PS I/O F. PS I/O F pushes 527D (DWA) to DAASC. ->1c

1c. DAASC receives, validates and routes the 527D (DWA) to DSS IA Worksite. -> 1d

1d. DSS IA worksite receives 527D and writes to PMR table -> END

2. The Artisan attaches the MCT tag/document to material and delivers to DSS IA site. ->3

3. Material is receipted into DSS IA Worksite for storage with a 527R (D6A) transaction under the MCT number/ JO/KO document. ->4

   Note: Rip Out material or other short-term storage material will be identified by the MCT Tag Number in place of the NSN.

4. DSS IA Worksite sends 527R (D6A) receipt to DAASC NSY Pull Queue. ->5

5. PSI/OF pulls the 527R (D6A) from the DAASC NSY Pull Queue and passes to MAT. ->6

6. MAT receives the 527R (D6A) Receipt data and updates MAT balance. -> END

7a. For issues (call out):
- MAT issues material back to Artisan without changes to material or Key OP
- MAT generates 940R (A5_) and 940S (pick list) and sends to PSI/OF which pushes 940R (A5_) and 940S to DAASC. ->7b

7b. DAASC receives, validates and routes 940R (A5_) and 940S to DSS IA Worksite. ->7c

7c. DSS IA worksite receives 940R (A5_) and 940S, picks, packs and delivers material to Artisan. -> 7d
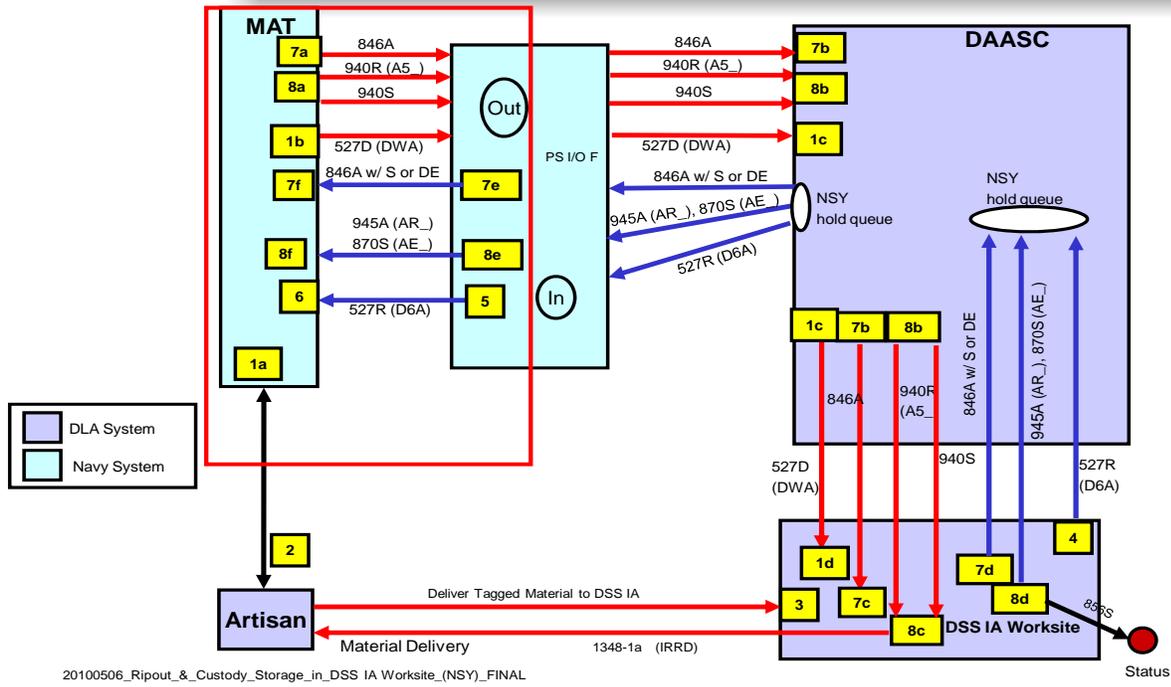
7d. DSS IA worksite generates 945A (AR_) and 870S (AE_) with PD status to NSY Pull Queue at DAASC. -> 7e

7e. PSI/OF pulls 945A (AR_) and 870S (AE_) and sends them to MAT. -> 7f

7f. MAT receives and processes 945A (AR_) and 870S (AE_). -> END

ADC 373
Enclosure

**11.3b: Ripout & Custody Storage –
Normal Course: Modification of a Key-Op FINAL**

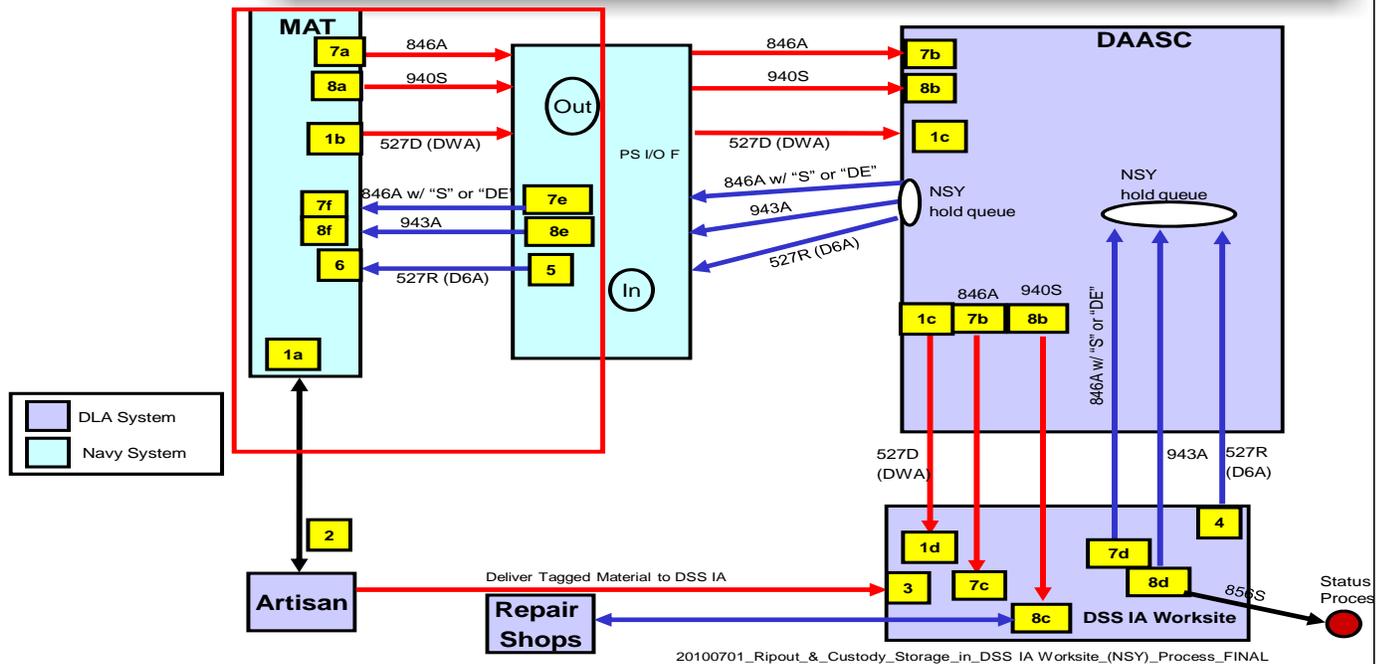20100506_Ripout_&_Custody_Storage_in_DSS IA Worksite_(NSY)_FINAL

2

MCT Tag Creation and Receipt

1a. A Material Control Tracking (MCT) tag generated in MAT, or a MAT generated document with JO/KO will be attached to material. ->2

1b. MAT passes MCT/Document and a Pre-positioned Material Record (PMRD) 527D (DWA) to PS I/O F. PS I/O F pushes 527D (DWA) to DAASC. ->1c

1c. DAASC receives, validates and routes the 527D (DWA) to DSS IA Worksite. -> 1d

1d. DSS IA worksite receives 527D and writes to PMR table -> END

2. The Artisan attaches the MCT tag/document to material and delivers to DSS IA site. ->3

3. Material is receipted into DSS IA Worksite for storage with a 527R (D6A) transaction under the MCT number/ JO/KO document. ->4

   Note: Rip Out material or other short-term storage material will be identified by the MCT Tag Number in place of the NSN.

4. DSS IA Worksite sends 527R (D6A) receipt to DAASC NSY Pull Queue. ->5

5. PSI/OF pulls the 527R (D6A) from the DAASC NSY Pull Queue and passes to MAT. ->6

6. MAT receives the 527R (D6A) Receipt data and updates MAT balance. -> END

7a. For Re-identification - Optional
- MAT modifies Key OP for re-installation of material
- MAT generates 846A and sends to PSI/OF which pushes 846A to DAASC->7b

7b. DAASC receives and passes 846A to DSS IA Worksite. ->7c

7c. DSS IA worksite receives 846A.->7d

7d. DSS IA worksite re-identifies the Key-op, then generates and passes the 846A w/ "S" or "DE" to NSY Hold Queue. –> 7e

7e. PSI/OF pulls 846A w/ "S" or "DE" and sends to MAT -> 7f

7f. MAT receives and processes 846A w/ "S" or "DE" . -> 8a

8a. For Issues (call out):
- MAT generates 940R (A5_) and 940S (pick list) and sends to PSI/OF which pushes 940R (A5_) and 940S to DAASC. ->8b

8b. DAASC receives, validates and routes and 940R (A5_) and 940S to DSS IA Worksite. -> 8c

8c. DSS IA worksite receives 940R (A5_) and 940S, picks, packs and delivers material to Artisan. -> 8d

8d. DSS IA worksite generates 945A (AR_) and 870S (AE_) with PD status to NSY Pull Queue at DAASC. -> 8e

8e. PSI/OF pulls 945A (AR_) and 870S (AE_) and sends them to MAT. -> 8f

8f. MAT receives and processes 945A (AR_) and 870S (AE_). -> END

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**11.3c: Ripout & Custody Storage –
Re-occuring Movements to Repair Shop and Return *
Loop re-starts at 8a if moving to a subsequent
maintenance shop - FINAL**

MAT

DAASC

PS I/O F

Out

In

846A
940S
527D (DWA)
846A w/ "S" or "DE"
943A
527R (D6A)

NSY
hold queue

NSY
hold queue

846A   940S
846A w/ "S" or "DE"

527D
(DWA)

943A   527R
(D6A)

DLA System
Navy System

Artisan

Deliver Tagged Material to DSS IA

Repair
Shops

DSS IA Worksite

Status
Proces

856S

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MCT Tag Creation and Receipt

1a. A Material Control Tracking (MCT) tag generated in MAT, or a MAT generated document with JO/KO will be attached to material. ->2

1b. MAT passes MCT/Document and a Pre-positioned Material Record (PMRD) 527D (DWA) to PS I/O F. PS I/O F pushes 527D (DWA) to DAASC. ->1c

1c. DAASC receives, validates and routes the 527D (DWA) to DSS IA Worksite. -> 1d

1d. DSS IA worksite receives 527D and writes to PMR table -> END

2. The Artisan attaches the MCT tag/document to material and delivers to DSS IA site. ->3

3. Material is receipted into DSS IA Worksite for storage with a 527R (D6A) transaction under the MCT number/ JO/KO document is sent from DSS to MAT. ->4

  Note: Rip Out material or other short-term storage material will be identified by the MCT Tag Number in place of the NSN.

4. DSS IA Worksite sends 527R (D6A) receipt to DAASC NSY Pull Queue. ->5

5. PSI/OF pulls the 527R (D6A) from the DAASC NSY Pull Queue and passes to MAT. ->6

6. MAT receives the 527R (D6A) Receipt data and updates MAT balance. -> END

7a. MAT modifies Key OP for re-installation of material - Optional
- MAT generates 846A and sends to PSI/OF which pushes 846A to DAASC->7b

7b. DAASC receives and passes 846A to DSS IA Worksite. ->7c

7c. DSS IA worksite receives 846A.->7d

7d. DSS IA worksite re-identifies the Key-op, then generates and passes the 846A w/ "S" or "DE" to NSY Hold Queue. –> 7e

7e. PSI/OF pulls 846A w/ "S" or "DE" and sends to MAT -> 7f

7f. MAT receives and processes 846A w/ "S" or "DE". -> 8a

8a. For re-warehousing to another maintenance shop:
- MAT generates 940S (pick list) with Action Code **"9"** *(changed from 2 to 9)* and sends to PSI/OF which pushes 940S to DAASC. ->8b

8b. DAASC receives, validates and routes and 940S to DSS IA Worksite. ->8c

8c. DSS IA worksite receives 940S, picks, packs and moves material to the maintenance shop. -> 8d, Repair shop

8d. DSS IA worksite generates 943A to NSY Pull Queue at DAASC.-> 8e

8e. PSI/OF pulls 943A and sends them to MAT. -> 8f

8f. MAT receives and processes 943A and 870S. -> 7a (if move to subsequent maintenance shop is required) or END

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