

UNITED STATES MARINE CORPS  
Logistics Operations School  
Marine Corps Combat Service Support Schools  
Training Command  
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E207

**STUDENT OUTLINE**

**REPARABLE ISSUE POINT**

**LEARNING OBJECTIVES**

1. Lesson Purpose:
  - a. The concept of the RIP.
  - b. Categories of secondary reparableables.
  - c. Storage criteria.

**OUTLINE**

1. **PURPOSE**. A reparable issue point (RIP) is a pool of reparable assets available for direct exchange by using units. It is operated on a direct exchange basis. The RIP also serves as the intermediary between using units and supporting repair facilities.
2. **MISSION**. The mission of a RIP is to provide a source for direct exchange of secondary reparable items. This is to support second, third, and fourth echelon maintenance efforts in the Fleet Marine Force (FMF). The RIP will accomplish its mission by storing, receiving, and issuing recoverable secondary reparable items.
3. **ORGANIZATION**. RIP's are located within the FMF and are managed by the FSSG for common ground assets and individual units for critical low-density (CLD) assets.
  - a. RIP's operated to support multiple major commands are categorized as intermediate level supply accounts. RIP's operated in support of a single unit (i.e., CLD RIP's) are categorized as consumer level supply accounts.

b. RIP managers are authorized to position their reparable assets in the manner deemed most efficient to support their particular operation. Two types of RIP's exist:

(1) Main RIP's are authorized and established by Headquarters Marine Corps. They support authorized units and maintenance activities.

(2) Using unit issue points (UUIP) are established, as required, and are responsible to the main RIP.

#### 4. CONCEPT

a. Consumer-Level RIP's (CLRIP's) are authorized and established in writing by the CMC(L). Each CLRIP will have at least one subfloat assigned for deployment purposes.

b. A subfloat will be assigned a separate activity address code within the SASSY Activity Information Table (AIT), but not a DOD Activity Address Directory (DoDAAD).

c. The primary functions of CLRIP's are to:

(1) Provide rapid exchange of secondary reparables LD principal end items (PEI's).

(2) Requisition allowance and replenishment assets.

(3) Receive and distribute assets from supply sources and maintenance to fill customer back orders.

(4) Control repair cycle assets held within maintenance sections and depot level repair. Specifically, the CLRIP will coordinate the exchange, positioning, and disposition of assets with maintenance sections.

(5) Compute CLRIP allowances annually.

(6) Return CLRIP items to depot maintenance activities (DMA) or to commercial vendors as directed.

5. SECONDARY REPARABLES. A secondary reparable is a repairable other than the principal unit/end item. They are not functional by themselves, but are components of other items (i.e., transmissions, engines, and starters).

**6. CATEGORIES OF SECONDARY REPARABLES.** For management purposes, secondary reparable items are separated into two distinct categories:

a. Depot-Level Reparables (DLR's)

(1) A DLR is a reparable item of supply that is designated for repair at depot level or that is designated for repair below the depot level (first through fourth echelon). However, if the repair cannot be accomplished at the field level, unserviceable carcasses are either forwarded to the depot for repair, condemnation, or are reported to the appropriate Inventory Control Point (ICP) for disposition. These items have a Source, Maintenance, and Recoverability Code (SMRC) of **D** or **L**.

(2) Secondary DLR items must meet at least one of the following criteria:

(a) The item cannot be assembled in the field from finished parts are authorized for supply system stockage.

(b) Rebuild requires skills, tools, test equipment, and facilities that are not available locally.

(c) The Commander, Marine Corps Systems Command (COMMARCORSYSCOM) identifies secondary items in the in the list of reportable items computed during the annual allowance recomputation process. During that process, 8000-series ID numbers are used to identify DLR items and to distinguish the from FLR items.

(d) Secondary DLR items are managed on a controlled item basis. When such an item is beyond the repair capability of lower maintenance echelons, it must be reported to the COMMARCORSYSCOM for disposition instructions.

b. Field-Level Reparables (FLR)

(1) FLR items (SMR Codes **O**, **F**, and **H**) are repaired by field maintenance activities. These items are evacuated for fifth echelon repair only under exceptional circumstances and only after the specific approval of the COMMARCORSYSCOM.

(2) The fifth position of the SMR code Indicates recoverability. If the fifth position is "Z" (non-reparable item), the CLRIP will not stock these assets. Challenges to "Z" coded assets will be addressed to the Commander, Marine Corps

Logistics Bases (COMMARCORLOGBASES) per the procedures contained in the supporting system user manual. "Z" coded assets currently stocked may be retained pending disposition instructions.

(3) FLR items are condemned or disposed of at maintenance echelons indicated by the item's SMR code.

## **7. STOCKAGE CRITERIA**

a. Initial provisioning allowances for DLR's/FLR's with a Combat Essentiality Code (CEC) of "5" will be established for CLRIP's. IIP assets will be maintained on hand in a protected status and in the prescribed quantities throughout the demand development period.

b. During the 2-year demand development period, CLRIP's are authorized to increase allowances based only on demand and maintenance data. Allowance reductions are not authorized during the 2-year demand development period. If there is no demand data or insufficient usage data obtained during the development period, allowances may be protected for an additional year.

(1) Annually, MARCORLOGBASES will initiate the allowance recomputation review by the supporting SASSY Management Unit (SMU) and the CLRIP's. However, CLRIP's may request an additional allowance recomputation during the fiscal year if warranted.

(2) Based on demands, maintenance data, and budgetary constraints, commanders will determine allowances and will submit WAA allowance changes to the FSSG for induction.

(3) When demand and maintenance data indicates no activity during the 2-year demand development period, the commander has two options:

(a) Authorize an additional year of protected status, in writing, after the 2-year demand development period has expired.

(b) Allowances can be reduced to "one each" and report excess stocks to the appropriate ICP for disposition and/or credit.

(4) At the end of the 3 years, when the demand and maintenance data indicate no activity or inadequate usage to qualify for stockage during the previous 3 years (2-year demand development period and on additional year), the commander will reduce allowances to "one each" and report excess stocks to the appropriate ICP for disposition and/or credit. The remaining items "one each," are insurance items and will be authorized in writing on a separate insurance item list signed by the CO.

c. CLRIP maintenance individuals may recommend additional DLR's and FLR's be managed/stocked by the supporting CLRIP only if the item meets the criteria established in paragraph 8000.1 of this chapter. The CLRIP OIC will evaluate each submission, review the unit's budget to support the additional item being requested and make a recommendation to the CO.

**8. BACK-ORDER VALIDATION.** Semimonthly back-order validation is required between each customer and the RIP.

**9. RIP ADVICE CODES**

a. In support of customer demands, the RIP may process any one of six different demand types. The first two types are referred to as customer exchanges while the third and fifth types are back orders. The six demand types are:

(1) **F1** - Item exchange, NSN of issue and turn-in are identical.

(2) **F2** - Item exchange, NSN of issue and turn-in are different.

(3) **F3** - Customer turn-in/RIP back orders.

(4) **F4** - No customer turn-in/RIP issue.

(5) **F5** - No customer turn-in/RIP back orders.

(6) **F6** - Back order reinstatement.

**10. ISSUE POLICY.** After a limited technical/inspection (LTI) is completed and a secondary reparable has been determined to be unserviceable, there are two forms required to receive replacement from the issue point.

a. EROSL (NAVMC 10925)

b. Inspection Tag (NAVMC 1018). When a RIP customer has an unserviceable item to exchange at the RIP, a NAVMC 1018 will be attached to the asset.

**11. ISSUES WITHOUT TURN-INS.** Customers requiring a reparable item when a turn-in is not available will submit a survey letter. The survey letter is submitted to the RIP stating why a turn-in is unavailable. If the survey item exceeds \$800 in value, the signature of the unit's commanding officer is necessary. A copy of this letter will be retained in the unit supply office administrative correspondence file. The original of the survey letter will be retained by the issue point and filed in the survey letter file.

**REFERENCES :**

1. UM 4400-123
2. MCO P4400.150E