

UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Combat Service Support Schools
Training Command
PSC Box 20041
Camp Lejeune, North Carolina 28542-0041

MTMOC 2303

STUDENT OUTLINE

LIMITED TECHNICAL INSPECTION
NAVMC 10284

LEARNING OBJECTIVES

1. Terminal Learning Objectives: Given the reference material and requirement to direct the performance of a Limited Technical Inspection (LTI) on motor transport tactical equipment, direct the LTI on the equipment, per MCO 4710.8, MCO P7000.14, and TM 4700-15/1. (3510.2.17)

2. Enabling Learning Objective: Given the reference material and requirement to direct the performance of a Limited Technical Inspection (LTI) on motor transport tactical equipment, per MCO 4710.8, MCO P7000.14, and TM 4700-15/1.

(1) Determine equipment condition. (3510.2.17a)

(2) Determine required repairs. (3510.2.17b)

(3) Determine total costs. (3510.2.17c)

(4) Identify where equipment repairs will be performed. (3510.2.17d)

(5) Determine economic reparability. (3510.2.17e)

1. PURPOSE, PREPARATION, AND DISPOSITION OF THE NAVMC 10284, LIMITED TECHNICAL INSPECTION - MOTOR TRANSPORT

a. The purpose of the NAVMC 10284 is to serve as a guide allowing maintenance personnel to perform a limited technical inspection (LTI) on motor transport vehicles without any disassembly.

b. Occasions when LTI's are Performed

(1) An acceptance LTI will be performed by personnel from the intermediate maintenance activity upon receipt of new equipment and before the equipment is placed into service.

(2) Organizational maintenance personnel will perform a LTI under the following conditions:

(a) To support investigations and adjustment vouchers and turn-in documents covering vehicles returned to stock account by using units.

(b) To determine the condition code of vehicles requiring maintenance. All equipment requiring repairs will be inspected to determine if it is economical to accomplish the required maintenance.

(c) Upon request from the CMC or other appropriate authority to ascertain the mechanical condition of motor vehicles.

c. Preparation Instructions for the NAVMC 10284. Instructions for the preparation of the LTI are contained on the back of the form.

(1) The administrative unit completes the first two lines at the top of the NAVMC 10284. This information, except for the mileage, can be extracted from the equipment record folder, NAVMC 696D, and the equipment data plates. The following is an example of what information administrative personnel will enter on the first two lines:

(a) Type of vehicle - Truck Cargo.

(b) Unit assigned - 2d Tank Bn.

(c) Size - 5-ton.

(d) Drive - 6X6.

(e) Manufacturer - AM General.

(f) Model - M925.

(g) Chassis serial No. - A 234-5679-74.

(h) Year of manufacturer - 1988.

(i) Registration No. - 379521.

(2) The maintenance activity is responsible for completing the remainder of the NAVMC 10284.

(a) First, in the Condition Code section enter the assigned code. The condition code can only be determined after the inspection of the equipment. Detailed explanations of the condition codes are contained in UM 4400-71 and on the back of the form.

(b) The mileage that is entered should be the true total mileage as determined from records if the speedometer reading is known to be incorrect. If the vehicle record folder indicates that the speedometer was replaced at 37,410 miles and the speedometer in the vehicle has 15,000 miles recorded on it at the time of the inspection, add the two readings and subtract the speedometer mileage reading of the new speedometer at the time of replacement (Example: 0002 miles) for a true mileage of 52,408 miles.

(c) Now enter a checkmark (,) to indicate the appropriate condition of the listed items according to the following categories:

1 Satisfactory - The unit is not considered to require any repairs.

2 Repair - The unit requires repairs which can be accomplished without major disassembly of the unit or the equipment.

3 Replace - The unit is in need of repairs which will necessitate major disassembly, or the unit is considered to be beyond economical repair.

4 Missing - The unit listed as missing will require replacement if the equipment is completed and placed in serviceable condition. Missing items must be fully justified in the "Remarks" column. Items missing due to cannibalization will not be condoned.

(d) Where there is more than one unit of the listed item on the vehicle, enter the appropriate number rather than a checkmark in the column to indicate their condition.

(e) Draw a line through any item that does not pertain to the equipment and enter N/A in the "Cost" section.

(f) Cost figures need only be entered when:

1 the economical reparability of the vehicle is to be determined,

2 the disposition instruction for the vehicle is requested, or

3 facts for the support of an accident investigation are requested.

(g) In the "MI/TI to be Applied" block, enter any modifications which are known not to be completed. This determination will be made by visual inspection of the equipment without disassembly or inspection of equipment records. It may be necessary to evacuate the equipment to the next higher echelon of maintenance to verify if the MI has or has not been completed.

(h) For the block "Other Shortages," enter such missing items that are not otherwise shown and which will affect the class and service of the vehicle.

(i) In the block "Major Damage Obviously Due to Other Than Fair Wear and Tear," enter items such as frozen cylinder block, damage in transit, and damage due to wrecks, that are required to establish responsibility for condition

(j) Letter of Investigation Reference. When the LTI is being conducted in conjunction with an investigation, the number and date assigned to the appointing order is entered in this section.

(k) Letter of Unserviceable Property (LUP) Reference. When the LTI is being conducted to determine the economic reparability for nominating the equipment for the Recoverable Items Program (RIP), the number and date of the Recoverable Items Report (WIR) is entered in this section.

(l) In the "Total Cost of These Repairs" block, enter The total cost of all repairs in accordance with MCO 4710.8. To estimate repair cost to determine whether an item is economically repairable, the following elements of costs shall be included as applicable:

1 Direct labor cost is determined by figuring in the following:

a Hours recommended in the equipment technical manual Maintenance Allocation Chart (MAC) or commercial flat rate manuals to repair or replace the particular items.

b Direct labor hourly rate for military or civilian workers. Civilian hourly rates differ depending upon which depot maintenance activity (DMA) is performing the repairs. Direct civilian and military labor costs can be found in MCO 4710.8.

c When labor hours and labor cost are identified, they are computed to determine the estimated direct labor costs. Example:

Labor Hours (23) X Labor Cost (\$42.42) = Direct Labor Cost (\$975.66)

2 Direct materiel cost includes all materials (components and assemblies) applied directly to the item being repaired. (Example: \$43,627.00 is needed to replace the engine, transmission, transfer, and intermediate axle.) The Federal Logistics Data on Compact Disc (FED LOG) can be used to find the costs of the materials.

3 Indirect or overhead costs which are included in the total labor man-hours shall include the following:

a Manufacturing or production expenses, such as costs incurred in general management or supervision which are measurable cost chargeable to the maintenance activity. Of the total man-hours at a cost of \$42.42 per hour, \$7.93 of that total is for production expense. MCO 4710.8 contains data on production and general and administrative costs.

b General and administrative expenses, such as costs incurred in general management or supervision, are measurable costs chargeable to the maintenance activity. Like production expenses, \$16.75 of the total direct labor cost of \$42.42 per hour is included for general and administrative expenses.

4 Other direct charges/costs to include the following:

a Contractual services, if required. If a contractor is to perform a portion of the maintenance, the cost estimate shall show the projected charges for labor and parts furnished in addition to the total contract price.

b Readying for shipment costs incurred to prepare the item for shipment regardless of its destination are included in the estimate to repair the vehicle.

c The freight cost to ship an item from overseas to a repair facility in CONUS should be included as an element of the costs.

5 The following costs shall not be included in the estimated cost of repairs:

a Cost of such items as tires, batteries, and antifreeze, except where replacement is the result of accidental damage.

b The cost of applying modification work orders may be included in the cost of repair estimate only when the modification is applied at the time of repair or induction.

c The cost to overhaul or replace accessory items used to adapt the equipment to special uses such as flashing lights, two-way radios, fire extinguishers, tool kits, and so forth is not to be included in the cost of repair estimates.

(m) Individual Repair Expenditure Limit - This is the maximum allowable repair cost for onetime repair. Expenditure limits for motor transport vehicle maintenance are located in MCO 11240.84.

1 Expenditure limits are the product of current replacement costs in effect at the time of end item repair multiplied by the applicable cost factor.

2 The current replacement cost for a motor transport end item can be found in Table 4B1 of MCO P7000.14.

3 The maximum permissible repair cost for a motor transport vehicle is computed as follows:

a First, determine the vehicle's age in months or years since the date of purchase. The vehicle data plate should provide you with the required information

b Next, determine the number of hours or miles of operation since purchase or procurement. The equipment hour meter or odometer and the equipment record jacket should be used to obtain the required information.

c Now, determine the cost factor.

d After determining the cost factor, determine the current replacement cost of the vehicle. The current replacement

cost of a specific model and type of vehicle can be located in Table 4B1 of MCO P7000.14.

e Now multiply the replacement cost by the cost factor.

f The result is the maximum expenditure permitted for repair of a vehicle up through intermediate maintenance.

g The maximum permissible expenditure limit at depot maintenance for rebuild, depot overhaul, or limited depot overhaul is sixty-five percent of the replacement cost. The maximum expenditure limit for depot maintenance may be waived by HQMC upon specific request and upon determination that overriding factors necessitate a waiver.

(n) Under Remarks:

1 Enter any other information not otherwise included that is considered of importance and to have a bearing on the classification assigned.

2 Annotate in the remarks section any condition indicated for an item other than what is satisfactory along with the item group number and a brief explanation of the defect.

3 The annotation of information in the remark section is optional if the comments are written directly to the Equipment Repair Order (ERO).

(o) In the first date block at the bottom of the form the mechanic who performed the LTI will enter the date the LTI was completed and place his signature in the "Mechanic Signature" block.

(p) Under "Activity," enter the name of the unit performing the LTI.

(q) In the "Date" block, enter the date the inspection was completed.

(r) Finally, in the "Signature of Maintenance Officer" block, the maintenance officer of the unit performing the LTI will audit the form and affix his signature.

c. Filing and Disposition of the LTI. The disposition of the LTI is as follows:

(1) LTI's used in conjunction with corrective maintenance (CM) or preventive maintenance checks and services (PMCS) will be destroyed when the maintenance officer/chief has verified that all requirements have been transferred to the ERO.

(2) LTI's conducted in conjunction with an accident investigation will be retained until the investigation has been completed and the equipment is either repaired or the letter of unserviceable property is received to dispose of the equipment. Treat a NAVMC 10284 released from an investigation as a corrective maintenance LTI.