

FSMAO CLARIFICATION NOTICE 3-99

TM 4700-15/1H. Equipment Records Procedures:

a. Assignment of the Identification Number for Secondary Repairables With Category Codes "F," "H," and "D" Equipment Repair Orders (ERO's):

Clarification was requested as to whether the identification number on an ERO is left blank or the end item identification number is used if the secondary repairable does not possess an identification number.

Response: The identification number is left blank.

Reference: Phoncon between CWO-3 Butler (FSMAO-1) and MGySgt Ragan (HQMC, LPP-3) of 11 July 1994, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

b. Not Mission Capable Supply (NMCS) Indicators When Repairing Secondary Repairable (Secrep) Items: A secrep inducted for repairs and subsequently returned to the end item/user must be inducted under a category code "C" ERO. A category code "M", "X", or "P" ERO must also exist for the end item. The ID and serial numbers of the end item are used on the category code "C" ERO to associate the secrep with the end item.

(1) When the item undergoing repair is readiness reportable or, in the opinion of the commander, mission essential and impacting the unit's readiness, and the part being requisitioned is required to remove the item from a NMCS/ANMCS status, the use NMCS indicators "9," "N," or "E" is appropriate (depending on the category code and priority of the ERO).

(2) NMCS indicators are not required if the part required does not place the item in an NMCS/ANMCS status.

(3) Secreps inducted for repair and return to stock must be inducted under a cat code "F," "H," or "D" ERO. NMCS indicators will not be used in these instances.

Reference: Phoncon between GySgt Wright (FSMAO-1) and MGySgt Smith (HQMC, LPP) of 29 August 1995, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

c. Annual Safety/Condition Inspection (paragraph 3-1g(23)(c)2c): The annual safety/condition check is a new term and not an annual PMCS. The purpose of the inspection is to ensure that shops with second EOM capability or higher inspect their equipment at least once a year. This inspection should not be confused with the annual condition inspection (ACI) referenced in MCO P11262.2A.

Reference: Correspondence between CWO3 Butler (FSMAO-1) and MGySgt Ragan (HQMC, LPP-2), updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

d. Calibration Control Systems (paragraph 2-7b): Any automated system used for calibration control must contain the same information required by the manual system. The "MEASURE" program currently does not meet the minimum requirements of a manual system; therefore, it is not an authorized calibration control system.

Reference: Correspondence between Maj Schrier (FSMAO-1) and LtCol Cyr (MARCORSYSCOM, PST) during March 1995, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

e. Equipment Repair Orders (ERO's) for Equipment Under Investigation (paragraph 2-2d(17)(c)): ERO's should be opened for the LTI of equipment under investigation, and the equipment can be run as deadlined with a final job status of "INV PRGS." The intent of the TM is not to perform any corrective maintenance until the equipment is released from investigation.

Reference: Correspondence between Maj Schrier (FSMAO-1) and MGySgt Ragan (HQMC, LPP-2) during March 1995, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

f. Modification Action Codes (paragraph 2-5c): The action code, "As Required," should be used on the modification control records for end items that may not require the modification to be applied (e.g., radio mounts; not all the unit's vehicles would require these mounts, so modification is optional yet required to be identified for that particular end item). The AR entry allows the flexibility of changing the modification record in the event should the modification can be applied to that end item at a later date. AR action code entries are made in pencil and do not require a julian date.

Reference: Correspondence between Maj Schrier (FSMAO-1) and MGySgt Smith (HQMC, LPP-2) during January 1996, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

g. Semiannual Preventative Maintenance Checks and Services (PMCS) for Ordnance Vehicles: Chapter 5 of TM 4700-15/1H requires accomplishment/recording of semiannual PMCS actions for ordnance vehicles; however, the example of the NAVMC 10561 and accompanying instructions illustrated in chapter 2 does not include semiannual PMCS or a code to be used on the form. Are semiannual PMCS actions still valid? And, if so, what code should be used on the form?

Response: Yes, semiannual PMCS is still required and must be scheduled/recorded on the NAVMC 10561. The correct code for semiannual PMCS is "S" as identified in chapter 5 of TM 4700-15/1H. A forthcoming change to the TM will include this code in chapter 2 and on the legend for the NAVMC 10561.

Reference: Correspondence between Maj Schrier (FSMAO-1) and MGySgt Smith (HQMC, LPP-2) during January 1996, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

h. CNR-designated TMDE (paragraph 2-7d(2)): Once TMDE has been designated CNR, there is no requirement to submit the particular item to the calibration lab unless its operation becomes suspect, it requires repair, is changing status (e.g., CNR to full calibration), it needs to be the subject of a limited technical inspection, or the unit simply wants the item looked at.

Reference: Correspondence between Maj Schrier (FSMAO-1) and LtCol Cyr (PST, (MARCORPSYSCOM, PST) during September 1995, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

i. Shelf Life File Cards SLFC's) to Schedule PMCS (paragraph 12-1(3)): SLFC's may be used to schedule PMCS vice preparing separate NAVMC 10561's for NBC assets. This latitude was inadvertently omitted and will be reincorporated into the TM 4700-15/1H.

Reference: Correspondence between Maj Schrier (FSMAO-1) and MGySgt Smith (HQMC, LPP-3) of 23 February 1996, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

j. Weapons Record Book (NAVMC 10558A) for MP5Ns: NAVMC 10558A's are not required for MP5Ns. Currently, the Operators and Maintenance Manual calls for one; however, TM 4700-15/1H does not. A forthcoming change to TM 09724A-24&P/2 and TM 09724A-10/1 will delete the requirement to establish weapons record books.

Reference: LAN message from Mr. Wells (MCLB, Albany) of 25 February 1997, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

k. Completion Requirements for Operator's Daily PMCS (NAVMC 10524): The back of the NAVMC 10524 should be completed when the form is established for the equipment and filed in the NAVMC 696D. The back of the form serves as a guide for the dispatcher, when dispatching equipment, to determine which services are applicable to the item of equipment being dispatched.

Reference: LAN message from MGySgt Smith (HQMC, LPP) of 27 February 1997, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

l. Authority to Sign Weapon's Custody Receipts (NAVMC 10520): The commander who "owns" the consumer-level supply account must sign the NAVMC 10520's or delegate "By direction" authority to his/her subordinate company commanders/officers/SNCO's. A company commander/officer/SNCO can not, in turn, delegate "By direction" authority to others.

Reference: LAN message from MGySgt Lettinhand (HQMC, LPP) of 9 July 1997, updated by LAN message from MGySgt Wix (HQMC, LPP) of 30 December 1997.

m. Line-outs on Dispatch Records (NAVMC 10031): Line-outs on dispatch records are authorized and should be made in black ink unless directives specifically call for temporary entries which would be completed in pencil. Black ink can be a felt tip marker provided it does not bleed through the form or make other entries illegible.

Reference: LAN message from MGySgt Smith (HQMC, LPP) of 22 July 1998.

n. Use of Load Test Equipment Daily Checklist: After reviewing TM-4700-15/1H, paragraph 2-24.b, the phrase "...for example, forklifts and retriever..." is misleading and implies that the Load Test Equipment Daily Checklist should be utilized as a checklist for forklifts, when the majority of the items listed on the checklist are for cranes only. The information provided on the Load Test Equipment Daily Checklist is very similar to the checklist in MCO P11262.2A, page 4-8, except the words "CRANE OPERATOR'S DAILY CHECKLIST" are annotated on the bottom left hand corner of the checklist. A recommendation was made and concurred with by HQMC (LPP) that the Load Test Equipment Daily Checklist be utilized in conjunction with the NAVMC 10523 or NAVMC 10524 during the operation of cranes.

Reference: LAN message from Major Lermo (HQMC, LPP) of 17 July 1998.

o. Load Test Equipment Daily Checklist: During the operation of cranes, the Load Test Equipment Daily Checklist referenced in TM-4700-15/1H will be utilized in conjunction with the NAVMC 10523 or NAVMC 10524.

Reference: LAN message from Major Lermo (HQMC, LPP) of 5 August 1998.

p. Annual Condition Inspection (ACI): The certifying officer is ultimately responsible for determining the "safe, operational condition of the item being inspected." If minor discrepancies are identified during the conduct of the ACI, which in the opinion of the certifying officer will not render the item of equipment unsafe to operate, appropriate corrective action will be initiated to correct such discrepancies. The corresponding ERO number will be entered adjacent to the discrepancy in the "Remarks Block" of the Condition Inspection Record which will indicate that appropriate corrective action has been initiated.

Reference: LAN message from CWO4 Howell (FSMAO-1) to Capt Meilke (HQMC, LPP) of 19 January 1999.

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TM 4700-15/1H. Ground Equipment Record Procedures:

Motor Vehicle and Engineer Equipment Record Folder (NAVMC 696D): Those units using ATLASS II+ are no longer required to maintain the NAVMC 696D. All information previously contained in the NAVMC 696D, except the original hook throat spread base dimension measurement for load lifting equipment, is either contained within ATLASS II+ or is no longer required to be maintained. The information on the replacement of the odometer/hour meter is contained in ATLASS II+. The information on CARC paint and antifreeze is no longer required. The original hook throat spread base dimension measurement for load lifting equipment will be recorded in the remarks section of the Certification of Load Test record. When a new load test must be performed due to extensive repairs or alteration, the original hook throat spread base dimension must be transferred to the new Certification of Load Test Record.

Reference: Correspondence between Maj Fulford (FSMAO-1) and MGySgt Carter (HQMC, LPC-3) of 4 December 2000.