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GUIDE FOR THE ASSIGNMENT, APPLICATION AND USE OF SOURCE, MAINTENANCE AND RECOVERABILITY CODES

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The *Guide for the Assignment, Application and Use of Source Maintenance and Recoverability Codes* has been coordinated through representatives from the Hardware Systems Commands, the Naval Supply System Command (NAVSUP), the Navy Inventory Control Point (NAVICP) and the Navy's Provisioning Center of Excellence (PCOE) process action team. It is a reflection of the comments and suggestions received from the Navy supply and maintenance communities and represents a consensus on the application and format of the codes.

The Naval Supply Systems Command developed the Guide as part of the Navy's effort to reflect changes in the DOD Supply Chain and maintenance environments such as identification of: progressive repair candidates; contractor logistics support; hazardous materials; and specialized repair. This Guide represents an essential step toward improving the Navy's responsiveness to the ever-changing DOD environment.

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CHAPTER 1

INTRODUCTION

1.1 BACKGROUND

Source, Maintenance and Recoverability (SMR) codes are used to identify the source of spares, repair parts, end items and Support Equipment (SE) and the levels of maintenance authorized to use, maintain, overhaul, rework, or condemn them. The initial assignment and subsequent changes to SMR codes significantly impact funding appropriations, requirements determination, maintenance, publications, supply support, and other elements of logistics support. SMR coding is performed by Hardware Systems Command (HSC) personnel, contractors, or HSC designated activities, all under HSC direction and approval. For NAVSEA, the HSC designated activity will be a NAVSEA Engineering Activity and for SPAWAR, this will be the Technical Support Activity (TSA). For NAVAIR, the HSC designated activity for consumable items is NAVICP.

1.2 PURPOSE

This guide sets forth Naval Air Systems Command (NAVAIR), Naval Sea Systems Command (NAVSEA), Space and Naval Warfare Systems Command (SPAWAR) and Naval Supply Systems Command (NAVSUP) policies, procedures, and interpretation guidelines for initial assignment, changes to, application, and publication of uniform SMR codes.

1.3 SCOPE *This guide applies to:*

1.3.1 All provisioning and reprovisioning of Naval weapons systems, equipment, SE and training devices, and subsequent requests for changes to established SMR codes. Provisioning and reprovisioning includes item selection, Design Change Notice (DCN) actions, and SMR of Support Equipment Recommendation Data (SERD) sheets;

1.3.2 Naval Hardware Systems Commands (HSCs) (NAVAIR, NAVSEA, SPAWAR), NAVSUP, Program Executive Offices, Direct Reporting Program Managers, In-Service Engineering Activities, TSAs, NAVICP, contractors, and all other activities performing provisioning functions for related weapons, systems, equipment, SE, and training devices procured by or for HSCs; and

1.3.3 All activities involved in the maintenance of weapon systems, equipment, training devices, and SE which have occasion to refer to or use SMR codes, as well as activities requesting changes to established SMR codes.

1.4 INFORMATION

1.4.1 New, revised and expanded guidance provided in this guide includes: New source codes PH, PR, PZ, ML, AL, XD, new maintenance and recoverability code K, new service option code R and revised definition of XB source code. (5.2) Source coding of insurance (PB) items versus Numeric Stockage Objective (NSO) items; (7.2) Progressive maintenance assignment of a service option code (P) which will allow clear definition of Organizational (O) to Intermediate (I) to Depot (D) level maintenance progression, or O to D progression; (5.5) Definition of SMR codes to be included in development of the maintenance planning functions; (5.2 & 8.2) Expanded guidance on manufacture source coding; (5.2.4) Establishment of processing requirements for SMR change requests. (Chapters 10 & 11)

1.4.2 References 1.5.1 through 1.5.9 contain the policies and procedures to be followed in establishing and conducting maintenance planning, logistic analysis, provisioning, item selection, and related functions.

1.4.3 Chapter 9 provides discussion and detailed guidance to be used in establishing initial SMR codes for parts kits and/or components.

1.5 REFERENCED DOCUMENTS

1.5.1 OPNAVINST 4790.2G, The Naval Aviation Maintenance Program

1.5.2 DOD 4140.1-R, DOD Materiel Management Regulation

1.5.3 DOD 4100.39-M Federal Logistics Information Systems manual

1.5.4 MIL-PRF-49506, Logistics Management Information

1.5.5 CINCLANTFLT/CINPACFLTINST 4790.3 Joint Fleet Maintenance Manual

1.5.6 NAVSUPINST 4790.7, Wholesale Inventory Management and Logistic Support of Multi-service Used Non-consumable Items

1.5.7 NAVAIR 04-10-506, Inspection, Maintenance, Repair, Storage, and Disposition Instructions, Aircraft Tires and Tubes

1.5.8 NAVSUPINST 4400.89, Navy Repairables Management Manual

1.5.9 NAVSO P-1000, Financial Management Policy Manual

CHAPTER 2

GUIDANCE

2.1 Uniform SMR codes, as defined herein, will be assigned to: all items in new weapon systems/equipment being provisioned; systems/equipment being reprovisioned; follow-on provisioning of systems/equipments; modified or added equipment approved by Engineering Changes (ECs); and SE when approved for procurement.

2.2 SMR policy, application and use problems, and requests for assignment of new/additional six position codes will be forwarded to NAVSUP 4B via the applicable HSC (NAVSEA 04L, SPAWAR 05L, NAVAIR 3.6.1) for approval, coordination, and implementation.

2.3 Initial assignment of SMR codes is the responsibility of the acquisition manager. The HSC and/or its designated activities have the authority for SMR coding/approval of all items (repairables and consumables) following the maintenance concept.

2.4 Requests for changes to SMR codes: Chapters 10 and 11 provide procedures to be used when requesting changes to established SMR codes. All proposed SMR code changes will be approved by the HSC or its designated activity. Review for approval of SMR code changes must include the total logistics impact of change.

2.4.1 HSC cognizant Program Managers (PMs)/Assistant Program Managers for Logistics (APMLs)/Logistics Managers (LMs) and control/tracking managers will adhere to an internal process for completing SMR change requests. See Chapters 10 and 11.

2.5 Source Code Guidance

2.5.1 Known or predicted usage is the primary factor in assignment of P series source codes. If a non-P coded item experiences significant usage, NAVICP will take action to change the source code to a P series source code.

2.5.2 Mission essential items with extremely low predicted failure will be PA source coded and considered as NSO items. See chapter 7.

2.5.3 PB source codes will not be assigned to items with predicted failure rates greater than zero. Only operational and mission essential items with zero predicted failure, but subject to unanticipated failure, qualify as valid PB items. See chapter 7.

2.5.4 All Depot Level Repairables (DLRs) and Field Level Repairables (FLRs) source coded P, A, XA, XB and XD will be identified in the HSC approved Maintenance Planning Documents (MPDs) with an SMR code assigned for each item. For NAVAIR, items which are not included in the MPDs will be addressed as follows:

- NAVICP will assign a recommended SMR code for the repairable following the next higher assembly's maintenance concept and perform item selection.

- NAVICP will notify NAVAIR PM/APML/LM by official correspondence, listing all items recommended for designation as DLRs or FLRs.

- NAVAIR PM/APML/LM will inform the NAVICP of concurrence/non-concurrence with the recommended SMR code and, if required, update appropriate documentation.

2.6 Navy policy is to seek uniformity and consistency in the SMR coding of multi – service used items whenever possible. Joint Services may have different maintenance policies and maintenance codes assigned to specific items may vary per application; therefore, maintenance codes for the same multi – service used National Stock Number (NSN) may vary.

2.6.1 An item which is coded repairable by one service and consumable by another is designated as an inconsistently managed item by reference 1.5.6 and is subject to Primary Inventory Control Activity (PICA) management by the service managing the item as a repairable.

2.6.2 Where applicable, maintenance codes (third and fourth positions) for a single item with multiple locations within the same application will be assigned to reflect the lowest authorized maintenance level among the multiple locations.

2.6.3 Items which have authorized maintenance (complete repair actions) performed by all three levels of maintenance will be coded with an O in the fourth position and a P in the sixth position of the SMR code as defined in chapter 5.

2.6.4 The HSC or designated activity shall use D to designate organic, or a combination of organic and commercial depot repair/condemnation. Otherwise, K shall be used for commercial only repair, rework/condemnation.

2.6.5 The designation of low cost supply support items as DLRs should be minimized to the greatest extent feasible. Consideration should be given to designating those items
as FLR/throwaway. DLR designation should only be made after consideration of the impact and total logistics support cost.

2.6.6 Aircraft tires coded as repairable items will normally be coded as depot level recovery items (i.e., D in fifth position). Reference 1.5.7 provides additional information.

2.7 Maintenance and recoverability codes for DLRs and FLRs will not be changed without approval by the HSC or by the TSA for NAVSEA or SPAWAR.

2.8 SMR codes will be reviewed and considered when determining the capability of designated maintenance levels to incorporate ECs and to subsequently test and validate maintenance actions accomplished per the ECs. (4.12)

2.9 Only one source code, one recoverability code and one service option code may be assigned for each item of supply.

2.10 The NAVICP is authorized to change source codes for repairable and consumable items to procurable source codes, after notifying the HSC/HSC Designated Activity, when usage dictates a change is required.

CHAPTER 3

RESPONSIBILITIES

3.1 OPNAV 41, or its designated representative, is responsible for establishing, coordinating, interpreting, disseminating, and monitoring implementation of all policies (including service option codes) and procedures relating to SMR codes.

3.2 NAVSUP and the HSCs are responsible for:

- Monitoring/advising on the use, techniques, and application of SMR codes;
- Revising this guide as required;
- Coordinating the supply/maintenance interface issues relating to SMR codes/coding actions;
- Coordinating implementation and training on SMR codes, techniques, usage, and application; and,
- Advising cognizant acquisition/program managers regarding SMR coding requirements for inter-service, intra-service, and Non-consumable Item Program (NIP) items.

3.3 The HSCs/HSC designated activities are responsible for:

- Establishing maintenance concepts, planning documents, and approving all MPDs;
- Establishing, within the MPDs, SMR codes for each end item/repairable assembly;
- Approving or disapproving SMR codes for all repairable items not covered initially by the MPDs;
- Approving or disapproving all proposed changes to SMR codes for all repairables and consumable items involving item management level changes (consumable to repairable and vice versa) submitted by all sources;
- Revising MPDs, technical publications, and other elements of logistics support when required;
- Receiving, reviewing, documenting, monitoring and tracking all SMR change requests submitted to HSC or HSC designated activities through completion;
- Forwarding approved SMR change requests to NAVICP for implementation;

- Advocating and monitoring the revision of impacted MPDs when required;

- Reviewing the various supportability analyses performed in support of the maintenance philosophy (e.g., Failure Mode and Effects Analysis, Failure Modes, Effects and Criticality Analysis, Reliability Centered Maintenance, Repair Analysis, etc.) and ensuring the availability and validity of specific data products, such as technical factors for provisioning, criteria governing the reclamation, condemnation, and demilitarization of weapons, systems, and equipment;

- Providing action taken status to the submitter of SMR code change requests;

- Item selection and initial/subsequent assignment of SMR codes following the approved maintenance philosophy for all items; and

- Approving or disapproving and processing all changes to SMR codes.

3.4 NAVICP is responsible for:

- Changing PB source codes to PA when justified by demand;

- Establishing, publishing, maintaining, and updating SMR codes in all applicable data files;

- Advising all concerned when an approved SMR code change is made in NAVICP data files, and providing applicable notification to the HSC or their designated activity;

- Coordinating with NAVSUP when SMR code changes cause migration of cognizance between procurement accounts;

- Advising the HSC or their designated activity when conflicts involving SMR codes occur; and

- Processing SMR code changes received from the HSC or their designated activity, submitted via DCNs, COSAL Feedback Reports and SERDs.

3.5 Addressees are responsible for:

- Taking appropriate action to implement the policy and procedures set forth in this guide and its references.

- Submitting questions, problems, and recommendations regarding SMR policy, procedures, application, or use to NAVSUP via the HSC for coordination and resolution.

CHAPTER 4

DEFINITION OF TERMS

4.1 Assembled Item. An item which is not stocked, but when required, can be assembled from a combination of sub-items that are individually stocked and/or fabricated. This definition applies to A series source code items. Assemblies with an A source code must contain at least one P source coded item. (5.2.5)

4.2 Authorized Repair. The maintenance level authorized to perform the required preventive or corrective maintenance and servicing tasks.

4.3 Beyond Economic Repair. Repair action costs, single or combined, which exceed a predetermined threshold percentage of the cost of a new item (e.g., 75 percent of the cost of a new item.) (5.5.1.1)

4.4 Complete Repair Level. The authorized maintenance level with the capability and resources to perform all maintenance functions identified for a specific level of maintenance and approved by official maintenance documents. It requires that all maintenance capabilities (remove, replace, repair, assemble and test) for the support item be provided at that level. It requires that all logistics support (parts, publications, tools, test equipment, etc.) be provided to that level of maintenance to perform all assigned maintenance functions. (5.3.3.1)

4.5 Complete Repair Action. The authorized performance of one repair action which, when completed as a lone repair, will return the item to serviceable condition. Whether the repaired unit is returned to a Ready For Use (RFU) or Ready For Issue (RFI) condition is a matter of which level of maintenance completes the repair and its purpose/ability to place the item in rotatable pool stock or certify it for packaging, preservation, and shipment. The capability to perform a complete repair action requires that all maintenance functions (remove, replace, repair, assemble, and test) for the support item be provided at that level. (5.3.4.1.1)

4.6 Consumable or Expendable Item. A non-repairable item or repair part which can be discarded more economically than it can be repaired or which is consumed in use. This definition does not include support equipment but does include repair parts for support equipment. (5.3.3)

4.7 Cure Date Kit. Provides repair parts such as diaphragms, packing, O-rings, gaskets, etc., of which some or all of the parts contained therein are subject to shelf-life limitations. When mixed categories of cure dated parts are packaged in a single container, the shelf-life markings will be assigned based on the item therein assigned the shortest shelf-life period. Also, the range of cure dated items will not exceed one calendar quarter (a calendar quarter being defined as being one quarter old only at the end of the preceding quarter). Cure dated kits represent a maintenance or overhaul kit which contains an item or items subject to shelf-life limitation, thereby causing re-identification of the kit to enable intensive management control. (9.3.1)

4.8 Demand Based Item. An item for which the decision to stock is based upon known or anticipated demand.

4.9 Depot Level Repairable. A repairable item of supply which has at least one complete repair action which is authorized to be performed at depot level only, or is authorized to be condemned only at the depot level or by its direction.

4.10 End Item. A final combination of end products, component parts and/or materials which is ready for its intended use, e.g., radar system, control panel, tank, mobile machine shop, aircraft, engine, support equipment.

4.11 End to End Test. A functionally sequenced test program flow which tests each function within a unit to establish confidence by measuring response characteristics. After each function is tested, it continues to the next function until successful completion (go path). (5.5.1.1)

4.12 Engineering Changes. Any change or modification to spares, repair parts, end items and SE. This includes, but is not limited to, Ship Alterations (SHIPALTs), Technical Directives (TDs), Machinery Alterations (MACHALTs), Field Changes (FCs), Ordnance Alterations (ORDALTs), Design Change Notices (DCNs), Logistics Engineering Change Proposals (LECPs) and Type Zeros (TZs). (2.8)

4.13 Failure Modes. The manner by which a failure is observed. It generally describes the way the failure occurs, the engineering mechanism of failure, the circumstances or sequence of events that lead to a particular functional failure, and its impact on equipment operation. (5.3.4.1.1)

4.14 Failure Mode and Effects Analysis. A procedure by which each potential failure mode in a system is analyzed to determine the results or effects on the system and to classify each potential failure mode according to its severity.

4.15 Failure Mode, Effects and Criticality Analysis. A procedure used to identify potential design weaknesses through systematic consideration of the likely modes in which a component or equipment can fail, causes for each mode of failure and the effects of each failure.

4.16 Field Level Repairable. Any item, component, or equipment which, on failure to reach operating limits, is removed and then repaired and/or condemned at the organizational and/or intermediate level of maintenance.

4.17 First Degree Repair. The repair of a damaged or non-operating gas turbine engine, its accessories, or components to an acceptable operating condition when the repair includes compressor rotor replacement/disassembly to the extent that the compressor rotor can be removed. Additionally, any repair that goes beyond that authorized for a second-degree activity, but not to the extent required to be performed at depot level, will be defined as a first-degree repair. (5.5.1.1)

4.18 Inconsistently Managed Item. An item which is coded non-consumable by one service and consumable by another. This item is subject to primary inventory management by the service managing the item as a repairable. (2.6.1)

4.19 Insurance Item. A non-demand based, stocked, essential item which is not expected to fail through normal usage, but if a failure is experienced or loss occurs through accident, abnormal equipment/system failure, or other unexpected occurrences, lack of replacement would cause loss of primary mission capability of the end item, weapon or weapon system. (7.2.1)

4.20 Investment Funded. Major weapon systems and equipment including end items of equipment, assemblies, spares, and repair parts which are subject to centralized management by an inventory control point in the central supply system with the exclusion of those items designated for stock fund management. (8.2.2.1)

4.21 Item Selection. The process of selecting and SMR coding all items in support of the approved maintenance philosophy.

4.22 Kit. A collection of supporting repair parts packaged and identified as a single item of supply which provides maintenance activities with repair parts necessary to accomplish a specific repair action or component overhaul/rework. (9.2) (5.2.3)

4.23 Maintenance Codes. A two position code assigned to support items and end items to indicate the specific maintenance levels authorized to perform the required maintenance functions. The first position indicates the lowest maintenance level authorized to remove and replace the item. The second position indicates the lowest maintenance level authorized to perform a complete repair action for the item. (5.3.1)

4.24 Maintenance Planning Document. These documents include, but are not limited to, lists, letters, forms, Maintenance Plans, etc. that identify repairable components and level(s) of maintenance authorized to perform preventive or corrective maintenance. For NAVAIR, all MPDs will be in the form of a maintenance plan. (2.5.4)

4.25 Master Item File. The section of the NAVICP data base that replaces the previous Master Data File, Program Support Interest File, Technical Reference File, and Old NIIN File, although those terms will continue in use as types of records within the Master Item File (e.g., MIFMDF, MIFPSI, etc.).

4.26 Mission Essential. Anything authorized and assigned to approved combat and combat support forces which would be immediately employed to wage war and provide support for combat actions.

4.27 Naval Inventory Control Point. The Naval Supply System agent assigned the primary and program support responsibility for the material management of groups of items for the Navy
and DOD. Material inventory management includes cataloging direction, requirements computation, procurement direction, distribution management, and disposal direction.

4.28 Non-Consumable Items. NSN items of supply which are major end items (principal and secondary), depot repairable components, special management, or inconsistent.

4.29 Non-Demand Based Item. An item for which the decision to stock is based upon mission criticality or essentiality to the weapon system/equipment rather than upon anticipated demand.

4.30 Numeric Stockage Objective. A non-demand based, stocked, essential item for which, although failure may be predicted, the probability of demand is so low that it does not meet the stockage criteria and would not be stocked under demand criteria. Since the lack of a replacement item would seriously hamper the operational capability of a weapon or weapons system, the item is stocked but as non-demand based. Also included in this category are: (7.2.2)

- Items needed to support particular programs of a nonrecurring or sporadic nature (e.g., set assembly, non-repetitive overhaul programs) where reprocurement is not required once the particular program has been completed;
- Items procured on a life-of-type basis or which are bought out at the termination of a production program; and
- Items not fully consumed during a one-time or non-repetitive program but which should be retained for possible future need on similar programs.

4.31 Primary Inventory Control Activity. The military service designated under NIP as the single activity within DOD responsible for providing material support under this program. Responsibilities will be discharged through normal service channels. (2.6.1)

4.32 Progressive Maintenance. Authorized maintenance which can restore an item to operating condition (RFI/RFU) from one or more, but not all, of its identified failure modes at one level of maintenance, but requires progressively higher levels of maintenance until the highest level alone can restore the item to operating condition from any and all identified failure modes. The use of this philosophy will provide the maintenance and logistics activities with the intelligence to know what specific level of maintenance is authorized to accomplish some, but not necessarily all, repair. Logistics support will be provided to all levels authorized to accomplish repair. (5.3.4)

4.33 Provisioning. The management process of determining and acquiring the range and quantity of support items necessary to operate and maintain an end item of material for an initial period of service. Usually refers to first outfitting of a ship, unit or system.

4.34 Readiness. The state of preparedness of a system(s) to meet a mission or conduct warfighting.

4.35 Recoverability Code. A one position code assigned to end items and support items to indicate the recoverability intention and the level of maintenance authorized disposition action on unserviceable support items; and for repairables, it is used to indicate the lowest maintenance level responsible for repair/condemnation and disposition of the item. (5.4.1)

4.36 Repair. The restoration of an unserviceable item to operating condition as necessitated by wear and tear, damage, and failure of parts.

4.37 Repair Level Analysis. A summary providing the government with conclusions and recommendations of the contractor's repair analysis which may include overall maintenance concept; identification of repairable and consumable items; level of maintenance activity and life cycle cost. For the system support structure, it may identify operational readiness objectives and supporting logistics considerations such as placement and allocation of spares, SE, and personnel. (5.3.4.1.1)

4.38 Repair Parts. Consumable items or material required for the maintenance, overhaul or repair of a system, equipment or end item. This definition does not include SE but does include repair parts for SE.

4.39 Reprovisioning. Follow-on provisioning conducted primarily to revise technical data resulting from incorporating ECs generated since provisioning. (1.3.1)

4.40 Second Degree Repair. The repair of a damaged or nonoperating gas turbine engine, its accessories, or components to an acceptable operating condition. Second degree repair will normally include the repair/replacement of turbine rotor and combustion sections including afterburners, the replacement of externally damaged, deteriorated or time-limited components, gearboxes, or accessories, and minor repairs to the compressor sections. (5.5.1.1)

4.41 Secondary Inventory Control Activity. The military service(s) receiving material support under this program from the PICA for selected logistics functions. (2.6.1)

4.42 Source Codes. Codes assigned to end items and support items to indicate the manner of acquiring items for the maintenance, repair, rework or overhaul of end items. (5.2.1)

4.43 Spares. Repairable components or assemblies used for maintenance replacement purposes in the end items of equipment. They are articles identical to or interchangeable with the repairable items on contract which are procured over and above the quantity needed for initial installation for support of a system.

4.44 Specialized Repair Activity. An intermediate maintenance activity authorized by the HSC to perform specialized maintenance due to the activity's possession of unique SE, personnel skills, facilities, calibration labs, etc. These actions will be identified in the approved MPDs.

4.45 Support Equipment. Equipment required to make an item, system, or facility operational in its intended environment. This includes all equipment required to install, operate and maintain the item, system or facility including the support of the SE.

4.46 Support Items. Items subordinate to or associated with an end item and required to operate, service, repair or overhaul an end item, i.e., spares and repair parts.

4.47 Third Degree Repair. This repair encompasses major engine inspections and the same gas turbine engine repair capability as second-degree, except certain functions which require high maintenance man-hours and have a low incidence rate are excluded. (5.5.1.1)

4.48 Total Repair. The authorized maintenance capability to perform all maintenance functions for all identified failure modes which have been previously identified and approved by official maintenance documents. This restores the item to operating condition (RFI/RFU). It requires that all logistics support (parts, manuals, training, tools, etc.) and maintenance capabilities (remove, replace, repair, assemble and test) for the support item be provided at that level.

CHAPTER 5

DESCRIPTION AND USE OF JOINT SERVICES UNIFORM SOURCE, MAINTENANCE, RECOVERABILITY, AND SERVICE OPTION CODES AS INTERPRETED FOR NAVY APPLICATIONS

5.1 PURPOSE

5.1.1 This chapter provides for easy reference, descriptions, and application of the uniform SMR code format, the uniform codes, and the service option codes.

5.1.2 The applications and use of the codes will be accomplished per the complete repair definitions, progressive levels of maintenance concept, and the guidance herein. Figure 5-1 provides a general format of the SMR code.

SOURCE CODE	MAINTENANCE CODE		RECOVER-ABILITY CODE	SERVICE OPTION CODE
	USE CODE	REPAIR CODE		
Positions (1) and (2)	Position (3)	Position (4)	Position (5)	Position (6)
Indicates manner of acquisition for support items.	Indicates the lowest level of maintenance authorized to use, remove and replace the item.	Indicates whether the item is to be repaired and identifies lowest level of maintenance with the capability to perform a complete repair action. (See Definition: *Complete Repair Action*)	Indicates the lowest level of maintenance authorized to dispose of the item. If the item is repairable, it also indicates repair as applicable under the progressive maintenance concept.	Modifies or clarifies the SMR code as required by the individual service . Used to convey service specific information to the logistics community and/or the operating forces.

Figure 5-1 - DESCRIPTION OF UNIFORM SMR CODE FORMAT

5.2 Source Codes (First and Second Positions).

5.2.1 General. Source codes are assigned to support items to indicate the manner of acquiring support items for maintenance, repair, rework or overhaul of end items. Source codes are entered in the first and second positions of the uniform SMR code format.

5.2.2 P Series Source Codes. P series source coded items are items which are centrally procured.

CODE	APPLICATION/EXPLANATION
PA	Item is procured and stocked for anticipated or known usage. Items are normally considered for replenishment.
PB	Items procured and stocked for insurance purposes because essentiality dictates a minimum quantity be available in the supply system. See Chapter 7 for constraints applicable to Insurance items.
PC	Consumable items procured and stocked which otherwise would be coded PA except that they are deteriorative in nature. PC code also applies to repair kits which are composed of deteriorative items.
PD	Support item, excluding SE, procured for initial issue or outfitting and stocked only for subsequent or additional initial issue or outfitting. Not subject to automatic replenishment.
PE	End item and/or SE procured and stocked for initial issue or outfitting for specific maintenance repair activities. (For the Navy, such items are not subject to automatic replenishment).
PF	SE which will not be stocked but which will be centrally procured on demand. PF items are not normally assigned NSNs.
PG	Item is procured and stocked to provide for sustained support for the life of the equipment. It is applied to an item which, because of probable discontinuance or shutdown of production facilities would prove uneconomical to reproduce at a later time.
PH	Item is procured and stocked and has been identified as containing hazardous material. Item requires recordation in the Hazardous Material Information System (HMIS) and a Material Safety Data Sheet (MSDS).
PR	End item and/or support item, terminal or obsolete and replaced. No longer authorized for procurement. On hand assets may be issued until exhausted; then use replacement item.

PZ Item is terminal or obsolete with no replacement; discontinue use.

5.2.3 K Series Source Codes. K series source coded items are contained in kits and will not have an NSN assigned.

CODE	APPLICATION/EXPLANATION
KD	Item contained in a depot overhaul/repair kit and not purchased separately. Depot kit defined as a kit that provides items required at the time of depot overhaul or repair.
KF	Item contained in a maintenance kit and not purchased separately. Maintenance kit defined as a kit that provides an item that can be replaced at organizational or intermediate levels of maintenance.
KB	Item included in both a depot overhaul/repair kit and a maintenance kit.

5.2.4 M Series Source Code. M series source coded items are to be manufactured or fabricated at some level of maintenance. They are normally consumable items or those requiring very limited repair (e.g., bending, painting, alignment, etc.). The assignment of this code should be based primarily on the predicted usage of the item over the life cycle of the end item and the practicality and economics of stocking, storing and issuing items. Typical M coded items include tubing, name plates, decals, wires, etc. which have minimal likelihood of replacement during the life cycle of the end item. All the publications, manufacturing data, required shop equipment and skills must be available at the specified level of maintenance.

CODE	APPLICATION/EXPLANATION
MO	Item manufactured or fabricated at organizational maintenance level.
MF	Item manufactured or fabricated at intermediate maintenance level. Air Force - Intermediate(*) Marine Corps - 3rd Echelon Army - Direct Support(*) Navy – Afloat
MH	Item manufactured or fabricated at intermediate maintenance level. Air Force - Intermediate(*) Marine Corps - 4th Echelon Army - General Support(*) Navy - Ashore

ML Item manufactured at a specialized repair facility (e.g., environmental considerations).

MG Item manufactured or fabricated at both afloat and ashore intermediate maintenance levels (Navy use only).

MD Item manufactured or fabricated at depot maintenance level.

**For USAF and the USA Safeguard Program, only Code F, as used in the third and fourth position of the Uniform SMR Format, will be used to denote intermediate maintenance. On joint programs, use of either code F or H by the joining service will denote intermediate maintenance to USAF and the USA Safeguard Program.*

5.2.5 A Series Source Codes. A series source coded items are authorized for assembly at some level of maintenance. These codes should be assigned when all parts for assembly, the required SE and the skills required for the assembly are available at the specified level of maintenance. A source coded items require at least one P coded item in the assembly.

CODE	APPLICATION/EXPLANATION
AO	Item assembled at organizational maintenance level.
AL	Item assembled at a specialized repair activity (e.g., item requires specialized tests and fixtures to ensure proper assembly).
AF	Item assembled at intermediate maintenance level. Air Force - Intermediate(*) Marine Corps - 3rd Echelon Army - Direct Support(*) Navy – Afloat
AH	Item assembled at intermediate maintenance level. Air Force - Intermediate(*) Marine Corps - 4th Echelon Army - General Support(*) Navy - Ashore
AG	Item assembled at both afloat and ashore intermediate maintenance levels (Navy use only).
AD	Item assembled at depot maintenance levels.

**For USAF and the USA Safeguard Program, only Code F, as used in the third and fourth position of the Uniform SMR Format, will be used to denote intermediate maintenance. On joint programs, use of either code F or H by the joining service will denote intermediate maintenance to USAF and the USA Safeguard Program.*

5.2.6 X Series Source Codes. X series source coded items are items for which no demand is anticipated.

CODE	APPLICATION/EXPLANATION
XA	Item is not procured or stocked because the requirements for the item will result in the replacement of the Next Higher Assembly (NHA).
XB	Support item with low mortality rate**,** not procured or stocked. Item may/may not be available through salvage. Salvage should be considered unless use of salvage item is prohibited by instruction in equipment publication. If prohibited, requisition through normal supply channels using Commercial and Government Entity (CAGE) code and reference number.
XC	Installation drawing, diagram, instruction sheet, field service drawing, identified by manufacturer's part number.
XD	Support item with low mortality rate, not stocked. Local purchase or requisition through normal supply channels using CAGE code and reference number. Not obtainable from salvage/cannibalization.

5.2.7 Non-P Source Codes. More specific guidance concerning the assignment of non-P source codes can be found in chapter 6.

5.3 Maintenance Codes.

5.3.1 General. Maintenance codes are assigned to indicate the levels of maintenance authorized to *use, remove, replace* or *repair* end items and support items. The maintenance codes are entered in the third and fourth positions of the uniform SMR code format as follows:

5.3.2 Use Code (Third position). The maintenance code entered in the third position will indicate the lowest maintenance level authorized to remove, replace and use the support item. The decision to code the item for removal and replacement at the indicated maintenance level will require that all the capabilities necessary to install and ensure proper operation after installation of a replacement item (i.e., pre-installation inspection, testing, and post-installation checkout) are provided. The maintenance code entered in the third position will indicate one of the following levels of maintenance.

CODE	APPLICATION/EXPLANATION
O	Item removed, replaced, used at the organizational maintenance level. *Note (1): To distinguish between the organizational maintenance capabilities on different classes of ships the following codes may be used intra-Navy only. On joint programs, Navy will receive and transmit an O to indicate organizational maintenance level.* 2 - Minesweeper, Yardcraft, Patrol Boat 3 - Submarines 4 - Auxiliary/Amphibious Ships 5 - Minor Combatant (Destroyer, Frigate) 6 - Major Combatant (Cruiser, Carrier) *Note (2): On Army programs, a code C may be used in the third position to denote crew or operator maintenance performed within organizational maintenance. On joint programs, the Army will receive or transmit an O to indicate organizational level.*
F	Item removed, replaced, used at the following intermediate maintenance level: USAF- Intermediate (*) USA - Direct Support (*) USN - Afloat USMC - Third Echelon
G	Item removed, replaced, used at both afloat and ashore intermediate maintenance levels (Navy only).
H	Item removed, replaced, used at the following intermediate maintenance levels: USAF - Intermediate (*) USA - General Support (*) USN - Ashore (only) USMC - Fourth Echelon
L	Item used, removed, and replaced at specialized Intermediate Maintenance Activities (IMA) only. Specialized IMA sites have unique maintenance capabilities.
K	Item removed, replaced or used at contractor facility.

D	Item removed, replaced, used at depot maintenance level only. USAF - Depot, Mobile Depot and Specialized Repair Activity USA - Depot, Mobile Depot and Specialized Repair Activity USN - Aviation Depots, Avionics and Ordnance Facilities and Shipyards USMC - Depot
Z	Item not authorized to be removed or replaced at any maintenance level. This code is assigned to items not required for support in a specific application and is identified for reference purposes only (Navy use only). **NOTE: For USAF and the USA Safeguard Program, code F will be used to denote intermediate maintenance. On joint programs, use of either code F or H by the joining service will denote intermediate maintenance to USAF and the USA safeguard Program.*

5.3.3 Repair code (Fourth position).

5.3.3.1 The maintenance code entered in the fourth position indicates whether the item is to be repaired and identifies the lowest maintenance level with the capability to perform a complete repair action (See paragraph 4.5, Complete Repair Action). The decision to code the support item for repair at the indicated maintenance levels requires that all maintenance capability (remove, replace, repair, assemble and test) for the support items be provided to that level. This does not preclude some minor repair which may be accomplished at a lower level of maintenance; for the Navy, the simple replacement of minor items at the organizational level, such as fuses, knobs, light bulbs, etc. For purposes of this guide, these are not considered complete repair actions and as such do not justify assignment of an O code if that is the extent of repair possible at that level. For instances in which various levels of maintenance have repair capabilities, the progressive maintenance concept applies. See the section on progressive levels of maintenance following the description of the maintenance codes listed below.

5.3.3.2 Because of service differences in communicating maintenance repair level information a maintenance code entry in this position is not required by all services. When a maintenance code is not used a dash (-) sign will be entered. For multi-service equipment/systems or when a code is entered, this position will contain one of the following maintenance codes as assigned by the service(s) requiring the code. The assignment/use of the dash (-) is not authorized for Navy use.

CODE	APPLICATION/EXPLANATION
O	Lowest maintenance level capable of complete repair of the support item is the organizational maintenance level.

Note: To distinguish between the organizational maintenance capabilities on different classes of ships the following codes may be used intra-Navy only. On joint programs, Navy will receive and transmit an O to indicate organizational maintenance level.

2 - Minesweeper, Yardcraft, Patrol Boat
3 - Submarines
4 - Auxiliary/Amphibious Ships
5 - Minor Combatant (Destroyer, Frigate)
6 - Major Combatant (Cruiser, Carrier)

F — Lowest maintenance level capable of complete repair of the support item at the intermediate maintenance level.

USAF - Intermediate(*)
USMC - third Echelon
USA - Direct Support (*)
Navy - Afloat (only)

G — Both afloat and ashore intermediate levels are capable of complete repair of the support item (Navy only)

H — Lowest maintenance level capable of complete repair of the support item at the intermediate maintenance level.

USAF - Intermediate (*)
USMC - Fourth Echelon
USA - General Support (*)
USN - Ashore (only)

L — Repair is restricted to specialized IMA sites due to the unique repair capability.

K — Complete repair capability exists at a designated contractor facility.

D — Lowest maintenance level capable of complete repair of the item at the depot maintenance level.

USAF - depot, Mobile Depot
USA - depot, Mobile Depot
USN - aviation Depots, Avionics and ordnance Facilities and Shipyards
USMC - Depot

Z — Non-Repairable. No repair is authorized.

B — No repair is authorized. Item may be reconditioned by adjusting, lubricating, etc., at the user level. No parts or special tools are procured for the maintenance of this item.

**Note: For USAF and the USA Safeguard Program, code F will be used to denote intermediate maintenance. On joint programs, use of either code F or H by the joining service will denote intermediate maintenance to USAF and the USA Safeguard Program.*

5.3.4 Progressive Levels of Maintenance.

5.3.4.1 Progressive maintenance is authorized maintenance which can restore an item to operating condition (RFI/RFU) from one or more, but not all, of its identified failure modes at one level of maintenance but requires progressively higher levels of maintenance until the highest level alone can restore the item to operating condition from any and all identified failure modes.

5.3.4.1.1 The SMR coding philosophy is based upon the definition of Complete Repair Action (see paragraph 4.5) which assumes that all maintenance functions required to restore an item to operating (RFI/RFU) condition from identified failure modes can be performed by a level of maintenance (lowest level authorized). However, a vast majority of items are assigned authorized maintenance functions at progressively higher maintenance levels based upon repair level analysis. For example, an item has a predicted high failure rate with 10 identified failure modes, some complex and some simple. The item may be authorized repair for only 2 of the failure modes at O level, for 7 of the 10 at I level (which are predicted to be the most frequent), and all 10 at D level, the last 3 of which only D level can repair.

5.3.4.1.2 The following examples illustrate the progressive maintenance concept utilizing the fourth, fifth and sixth positions in combination to portray the progressive levels of maintenance:

SMR Code 1 2 3 4 5 6	**Highest Authorized Level of Repair**	**Repair and Condemnation Level**
P A O G _ _	At least one complete repair action authorized at intermediate Maintenance level.	Determined by fifth and sometimes modified by sixth position assignment.

P A O G G_	All identified/ authorized complete repair actions are accomplished at intermediate maintenance level. When item is beyond IMA repair, item is normally disposed of locally. Item is an FLR.	Intermediate maintenance level.
P A O G D	Some complete repair action authorized at action intermediate maintenance level but not all. When beyond IMA repair capability/authorization item is shipped to depot level. The organizational maintenance level is not authorized any complete repair action.	At least one complete repair authorized at depot maintenance level only. Depot maintenance level authorized to perform all repair actions and is complete repair capable. Depot maintenance level is condemnation authority.

Note: Items which have authorized maintenance performed by all three levels of maintenance will be coded with an O in the fourth position and a P in the sixth position of the SMR code as defined in section 5.5.1.1 and 2.6.3

SMR CODE	**APPLICATION/EXPLANATION**
P A O O D P	Organizational maintenance level authorized one or more complete repair actions but not all. Intermediate maintenance level authorized one or more complete repair actions but not all. Depot maintenance level is total repair capable and has condemnation authority.

5.4 Recoverability Codes (Fifth Position).

5.4.1 Recoverability codes are assigned to support items to indicate the disposition action on unserviceable items. The recoverability code is entered in the fifth position of the uniform SMR code format as follows:

CODE	APPLICATION/EXPLANATION
Z	Non-repairable. When item becomes unserviceable, condemn and dispose of at authorized level.
A	Non-repairable. Item requires special handling or condemnation procedures because of specific reasons (i.e., precious metal content, high dollar value or critical material). Refer to appropriate manuals/directives for specific instructions.
O	FLR. When uneconomically repairable, condemn and dispose at organizational maintenance level (Navy - FLR only).
F	FLR. When uneconomically repairable, condemn and dispose at the following intermediate maintenance level. USAF - Intermediate (*) USA - Direct Support (*) USN - Intermediate Afloat (FLR only) USMC - Third Echelon
G	FLR. When uneconomically repairable, condemn and dispose at either afloat or ashore intermediate maintenance levels (Navy only).
H	FLR. When uneconomically repairable, condemn and dispose at the following intermediate maintenance levels: USAF - Intermediate (*) USA - General Support (*) USN - Intermediate Ashore (FLR) USMC - Fourth Echelon
L	FLR. Repair, condemnation and disposal authorized at a Specialized IMA Repair Activity.
K	Repairable. Condemnation and disposal to be performed at contractor facility (Navy DLR).
D	Repairable. When beyond lower level repair capability, return to depot. Condemnation and disposal not authorized below depot maintenance level (Navy DLR). ** NOTE: For USAF and the USA Safeguard Program, code F will be used to denote intermediate maintenance. On joint programs, use of either code F or H by the joining service will denote intermediate maintenance to USAF and the USA Safeguard Program.*

5.5 Service Option Codes (Sixth Position).

5.5.1 Service Option Codes are assigned to support items to convey specific information to the Service's logistics community/operating forces. Each service uses the code to disseminate specific instructions which add to that Service's internal logistics practices. Service Option Codes are entered in the sixth position of the Uniform SMR Format as follows:

5.5.1.1 Navy, Service Option Code. Provides specific data to the maintenance community which cannot be conveyed in the uniform SMR code format.

CODE	APPLICATION/EXPLANATION
1	Engine intermediate maintenance level - First Degree.
2	Engine intermediate maintenance level - Second Degree.
3	Engine intermediate maintenance level - Third Degree.
6	PA source coded item, which is normally procured commercially, but organic capability exists to manufacture (source code M series) for emergency stop gap requirements. Organic sources should be reviewed when commercial sources cannot meet demand.
8	Inter-service depot non-consumable item that is repairable by second degree engine intermediate maintenance level.
9	Inter-service depot non-consumable item that is repairable by third degree engine intermediate maintenance level.
E	Items which are removed by the organizational maintenance level with no I level repair authorized; however, the intermediate maintenance level must perform end to end test to verify failure prior to final disposition (Beyond Capability of Maintenance).
J	Inter-service DLR considered completely repairable below the depot maintenance level.
P	Item is under a progressive maintenance review. (Item will be coded O in the fourth position and D in the fifth position). P (sixth position) will then indicate intermediate is authorized between O and D levels. In the unlikely event two different service option codes apply to the same item, the progressive maintenance code P will take precedence. Refer 5.3.4.1.2.

R	Gold Disc repair capability has been developed at the organizational and/or intermediate maintenance levels. Repair must be performed in a certified Module Test and Repair Facility (MTRF).
T	PD source coded item which has peculiar application to training devices.

5.5.1.2 Army, Service Option Codes. Demilitarization Code used in accordance with DOD 4160.21-M-1. Identifies unique requirements to be considered when an item is condemned.

MLI - Denotes Military List Item
SLI - Denotes Strategic List Item

CODE	APPLICATION/EXPLANATION
A	No demilitarization required.
B	MLI, no demilitarization required.
C	MLI, remove deadly parts in accordance with DOD 4160.21-M-1.
D	MLI, mutilate.
E	MLI, burn, shred or pulp.
F	MLI, contact the item manager.
G	MLI, demilitarize prior to Defense Reutilization and Marketing Office (DRMO).
P	MLI, security classified, declassify, demilitarize sensitive markings prior to transfer to DRMO. Not used on AEDA items.
Q	SLI, mutilate to preclude normal use, OCONUS only.

5.5.1.3 Air Force, Service Option Codes. Expendability Recoverability Reparability Category Code (ERRC). Provides management characteristics, funding and condemnation information.

CODE	APPLICATION/EXPLANATION
N	Throw away, condemn at maintenance use level.
P	Recoverable, condemn at intermediate maintenance level.
C	Recoverable, condemn at depot maintenance level. (SCARS)
T	Recoverable, Condemn at depot maintenance level. (AFRAMS)
S	SE, condemn at depot maintenance level. (AFEMS)
U	SE, condemn at O/F maintenance level (AFEMS)

CHAPTER 6

GUIDANCE AND PROCEDURES FOR NON-P SOURCE CODES

6.1 PURPOSE

This chapter provides guidance for source coding of items in the non-P series.

6.2 DISCUSSION

6.2.1 Non-P source codes are defined as source codes in the A, M, X, and K series. Individual codes are defined in Chapter 5.

6.2.2 The decision to code an item in a non-P series has a number of consequences for support of the item by the NAVICP. If analyses indicates an item should be centrally procured or stocked to support a significant maintenance requirement, or if there is indication of a need for stock number control, the item should not be coded in a non-P series.

6.3 GUIDANCE

6.3.1 A Codes.

Item is authorized for assembly at some maintenance level. These codes should be assigned when:

- All parts for assembly are readily available to the specified maintenance level;
- Required SE, both common and peculiar, has been identified and is to be present at the specified maintenance level;
- Skills required for the assembly are present at the specified maintenance level, including publications and training;
- Assembly/subassembly source coded in the A series must have at least one P source coded item within the assembly; and
- The level with authority to remove and replace the assembled item (third position of SMR) has access to the activity providing item assembly (e.g., policy statements or a Memorandum of Agreement stating specific requirements of each activity). The most desirable situation is one in which the maintenance level authorized to assemble is the same as the maintenance level authorized to remove and replace.

6.3.2 M Codes.
Item is authorized for manufacture or fabrication at some level of maintenance. These codes should be assigned when:

- Items are consumable or require very limited repair (e.g., bending, straightening, painting, etc.).

- The decision to initially assign organic manufacture or fabrication of an item vice procurement should be based primarily on the predicted usage of the item over the life cycle of the end item and the practicality and economics of stocking, storing, and issuing items. The ability to manufacture an item within a naval activity is considered to be secondary importance.

- Likely candidates for M series coding are items such as tubing, jumper-wires, name plates, decals, etc., which have minimal likelihood of replacement during the life cycle of the equipment.

- All manufacturing data should be available at the specified maintenance level.

- Required shop equipment should be available at the specified maintenance level.

- Skills for manufacture (as well as publications and training) should be available at the specified maintenance level.

- The level with the authority to remove and replace the manufactured item (third position of SMR) should have access to the activity providing manufacture (e.g., policy statements or a Memorandum of Agreement stating specific requirements of each activity).

6.3.3 X Codes.
X Codes should be assigned only when no demand is anticipated.

- XA is assigned only when a requirement for the item would require total disassembly of the NHA or the item is an integral structural part of the NHA.

- XB is assigned only when the item is available from salvage or can be requisitioned from supply without an NSN.

- XC is used only as reference to identify a drawing, schematic diagram, etc. It should never be assigned to an assembly, item, component or part.

- XD is used for a support item with low mortality rate, not stocked. Local purchase or requisition through normal supply channels using CAGE code and reference number. Not obtainable from salvage/cannibalization.

6.3.4 K Codes.

K codes will only be assigned to items which are contained in kits and do not/will not have an NSN assigned. (see Chapter 9)

CHAPTER 7

IDENTIFICATION AND SOURCE CODING OF INSURANCE AND NUMERIC STOCKAGE OBJECTIVE ITEMS

7.1 PURPOSE

This chapter provides the criteria for identification and source coding of non-demand based items.

7.2 GUIDANCE

7.2.1 Insurance Items:

- Are designated for stockage at the wholesale level when an approved engineering failure analysis technique identifies a predicted failure rate of zero;
- Are assigned source code PB; and
- When a demand is recorded, NAVICP will review available data to determine if a change in source code to demand based management (PA source code) is warranted. NAVICP will take appropriate action and notify the HSC and/or its designated activity of the action taken.

7.2.2 NSO Items:

- Are designated for limited stockage at the wholesale level when an approved engineering analysis technique identifies a predicted failure rate so low that the probability of demand would not justify stockage as a demand based item; and
- Are assigned source codes PA, PH or, if the item is a consumable containing deteriorative materials, source code PC.

CHAPTER 8

SOURCE, MAINTENANCE AND RECOVERABILITY CODING OF AVIATION SE END ITEMS

8.1 PURPOSE

This chapter provides:

- Interpretation of source codes as applied to end items of SE, which are described below and shown in Figure 8-1;

- Guidance in selecting the proper SMR code and Cognizance (COG)/Material Control Code (MCC) in which the end item material is to be managed per NAVSO guidance. Reference 1.5.9 applies.

8.2 DISCUSSION

8.2.1 SMR codes for the most part are applied to end items of SE the same as to the weapon system. There are, however, some unique applications of the source codes to accommodate SE.

8.2.2 There are unique NAVSO guidelines for funding of end items. These funding policies impact on the assignment of SMR codes for SE and the resultant classification by COG and MCC at NAVICP.

8.2.2.1 NAVSO policy states that end items fall into three categories: investment-funded major end items, investment-funded other end items, and expense-funded end items. Major end items are those which are of such importance to the operating readiness of operating units that they are subject to continuing, centralized, individual item management throughout all command and support echelons and throughout their active life, i.e., all items which are of major importance and which are subject to centralized control from procurement through disposal. All major end items are investment funded at NAVSO direction. Other end items are defined as items which are not centrally controlled/reported as above but which have a unit value of over $5,000. These items are also investment funded at NAVSO direction. Finally, the third category consists of end items which are not centrally controlled/reported and have a unit value of less than $5,000. These items are expense funded.

8.2.2.2 For NAVAIR SE, investment funding means funding with APN-1-4/5/7 or OPN-3 procurement dollars and assignment of 2V/6R COG, while expense funding means funding with Navy Stock Fund (NSF) dollars and assignment of 1R COG. Therefore, consistent with the NAVSO guidance, all major SE end items

(i.e., centrally controlled) and other SE end items (i.e., unit price of $5,000 or greater) will be procured with APN-1-4/5/7 or OPN-3 and assigned a 6R COG with an MCC that reflects the SMR code (X for DLR, D for FLR, or W for consumable)).

Consumable SE end items with a unit price of under $5,000 will be procured in the NSF and assigned 1R COG with an MCC of W.

8.2.3 Source Codes for SE End Items (Aviation Only).

CODE	APPLICATION/EXPLANATION
PA	Repairable or consumable SE end items used at any maintenance level other than depot peculiar. All SE end items source coded PA must be replenishable in nature i.e., have an anticipated or demonstrated demand requiring that they be procured and stocked.
PE	SE end items used at any maintenance level other than depot peculiar. Such items are procured for initial outfitting only. Items indicating anticipated or demonstrated attrition/demand will be source coded PA.
PF	SE end items used at depot maintenance level only and which will not be stocked but will be centrally procured on demand.
A Series	SE end items assembled by the various maintenance level activities. Item records are maintained by NAVICP under a Permanent Navy Item Control Number (PNICN).
M Series	SE end items fabricated by the various maintenance level activities. Item records are maintained by NAVICP under a PNICN.

8.2.4 SE COG/MCC Assignment and Funding (Aviation Only). When assigning SMR codes and COG/MCCs, the flow chart on the following page will be used for all SE end items. The following applies:

COG/MCC	FUNDING	APPLICATION/EXPLANATION
2V/6RX	APN-1-4/5/7 OPN-3	SE end item is a DLR. Fourth position of SMR code is O, F, G, H, L, K or D. Fifth position is always K or D.

COG/MCC	FUNDING	APPLICATION/EXPLANATION
2V/6RD	APN-1-4/5/7 OPN-3	SE end item is an FLR with a unit price of $5,000 or more. Fourth position of SMR code is O, F, G, H, or L. Fifth position is O, F, G, L or H.
2V/6RW	APN-1-4/5/7 OPN-3	SE end item consumable with a unit price of $5,000 or more. Fourth position is B or Z. Fifth position is A or Z.
2V/1RW	NSF or APN-1-4/5/7 OPN-3	SE end item is an FLR or consumable with a unit price of less than $5,000. Fourth position is B, Z, O, F, G, H, or L. Fifth position is Z, A, O, F, G, or H.

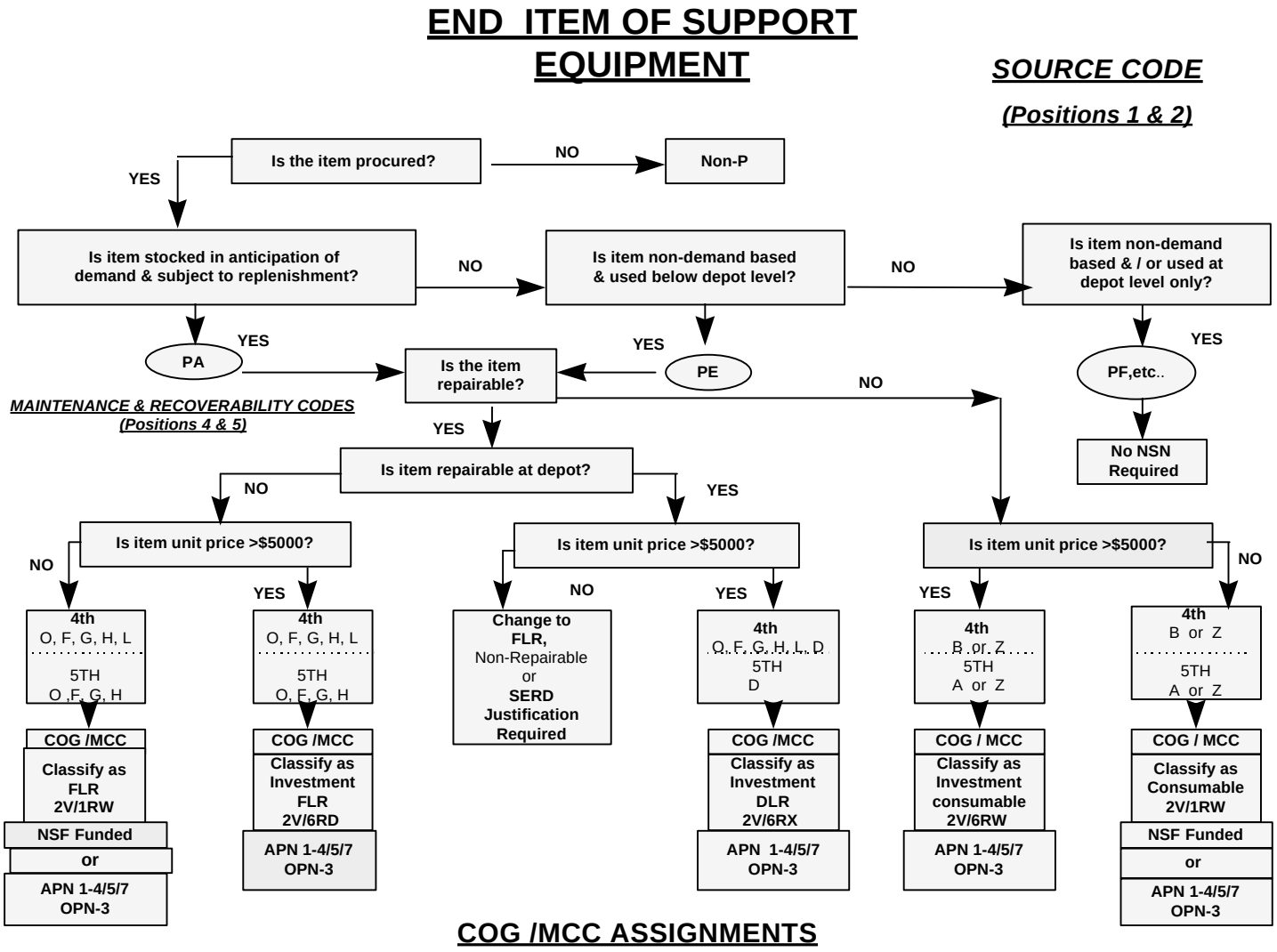

Figure 8-1 SMR Coding of Aviation SE End Items

CHAPTER 9

IDENTIFICATION AND SMR CODING OF PARTS KITS AND/OR COMPONENTS

9.1 PURPOSE

This chapter provides guidance for the identification of parts kits and the application of SMR codes to parts kits and kit components required to repair/overhaul selected repairable assemblies.

9.2 GUIDANCE

9.2.1 Parts kits SMR code recommendations for weapons, systems, or equipment will be forwarded to the cognizant HSC or HSC designated activity for approval or disapproval prior to NSN assignment.

9.2.2 Parts kits will be assigned the same Federal Supply Class (FSC) as the next higher repairable assembly.

9.2.3 Parts obtained by reclamation, local purchase, or local manufacture will be excluded from parts kits.

9.3 SMR Coding of Parts Kits and Kit Components. A five digit SMR code will be assigned to parts kits and related components.

9.3.1 Source Codes. Source codes will be assigned based on the following criteria:

- PA - Maintenance and overhaul kits and to kit component parts stocked as separate items of supply to satisfy additional maintenance requirements.
- PC - Cure-dated kits subject to shelf-life limitations. The material/composition of the shelf-life component parts must be identified when submitting newly introduced kit requirements to enable verification of shelf-life assignment.
- KD - Components of overhaul kits not stocked separately and obtained by requisitioning the kit itself.
- KF - Components of maintenance kits not stocked separately and obtained by requisitioning the kit itself.
- KB - Kit components not stocked separately and included in both maintenance and overhaul kits.

9.3.2 Maintenance Codes

- The first position of the maintenance code for kits will indicate the appropriate maintenance level to perform the necessary repair action.

- The second position of the maintenance code will indicate no repair (code Z) since all parts kits are consumable.

9.3.3 Recoverability Codes. The recoverability code likewise will be assigned code Z, unless the kit components contain precious metal or hazardous material in which case code A will be assigned.

CHAPTER 10

NAVAIR SMR CODE CHANGE REQUEST PROCEDURES

10.1 DISCUSSION

The need for requesting changes to the initial or subsequently assigned SMR code is predicted by, but not limited to, experience in item usage, inability of maintenance activities to perform authorized maintenance functions, errors or conflicts in maintenance documents, and general update of maintenance requirements.

10.2 PURPOSE

This chapter:

- Establishes procedures for recommending and/or requesting SMR code changes for NAVAIR cognizant repairable items, consumable items, and end items of SE;
- Publishes the minimum requirements for requesting or recommending changes to SMR codes;
- Establishes a closed loop feedback system whereby the originating activity, as well as all other interested activities, will be advised of final actions resulting from the SMR code recommendation/change request;
- Provides for centralized control and tracking of SMR code change requests; and
- Assigns the responsibility for approving or disapproving the change request to the cognizant PM, APML, LM, Weapon System Manager (WSM), or NAVICP.

10.3 SMR Code Change Request Data. SMR code change requests for Aviation Repairables will be submitted using Figure 10-1 and the process as described in Figure 10-2. SMR code change requests for Aviation Consumables will be submitted as described in Figure 10-3. SMR code change requests for Aviation SE end items will be submitted following the process described in Figure 10-4, and using Figure 10-5. Cover letters are not required or desirable unless such letters provide significant amplifying or explanatory information. Requests may also be submitted via electronic media. Regardless of the method, the following information must be submitted.

a. Originator Information:
   - Name
   - Activity
   - Work Center
   - Telephone number (DSN and commercial)
   - Mailing Address

b. Date of Request

c. Item Information:
- CAGE code
- Part/Reference Number
- National Stock Number (if available)
- Item Name
- Unit price
- Next Higher Assembly
- End Item
- Type Equipment Code (TEC)
- Work Unit Code (WUC)

d. Publication Information:
- Publication Number
- Title
- Page (location of item)
- Figure number
- Index
- Publication date

e. Current SMR Code

f. Proposed SMR Code

g. Justification

10.4 SMR Code Change Request Procedures for Aviation Repairables. SMR Code change requests for NAVAIR repairable equipment will be submitted as described by Figure 10-2, and below. Requests received by the Program Manager, AIR-3.6.1.1, APMLs, LMs, WSMs, Naval Aviation Maintenance Training Group (NAMTRAGRU), Naval Air Warfare Center, Training Systems Division (NAWCTSD) Orlando, or NAWCAD Lakehurst directly from Fleet activities without Type Commander (TYCOM) approval, will be returned without action to the originator for submission through TYCOM.

10.4.1 Originators. Fleet activities originating SMR code change requests will prepare and submit the required information (see paragraph 10.3) to the cognizant TYCOM. Other commands/activities, including Defense Plant Representative Office (DPRO), Administrative Contracting Officers (ACOs), NADEPs, and Fleet Support Team (FST), originating SMR code change requests will submit the required information to AIR 3.6.1.1.

10.4.2 The TYCOM will:

- Recommend approval, or disapproval of SMR code change requests, and
- Forward recommended SMR code changes to AIR 3.6.1.1, or,
- Return disapproved SMR Change Requests to originator.

10.4.3 NAVAIR (code 3.6.1.1) will:

- Maintain SMR code change request central tracking system to provide external visibility of status of SMR change requests.
- Record SMR code change requests in central tracking system. SMR code change requests will be available to NAVICP code 03612 for review and comment to cognizant approval authority.
- Ensure requests for SMR code changes are routed to cognizant PM/APML/LM/WSM for approval/disapproval. All requests for SMR code changes pertaining to maintenance/operator trainers/systems/devices are to be fully coordinated with the NAMTRAGRU, NAWCTSD Orlando, and Aviation Training Systems Program Office (PMA-205). All requests for SMR code changes pertaining to Air Launch and Recovery Equipment (ALRE) will be fully coordinated with the NAWCAD Lakehurst.
- Return incomplete requests to the originator to provide the required information.
- Return disapproved SMR code change requests, after PM/APML/LM/WSM disapproval decision, to originator via chain of command, with explanation. Forward approved SMR code changes, with approval decision, to NAVICP.

10.4.4 Cognizant PM/APML/LM/WSM will:

- Expedite review/processing of all SMR code change requests, and provide final disposition information to AIR-3.6.1.1.
- Forward internally developed SMR code changes to AIR-3.6.1.1 for entry into tracking system.
- Approve/disapprove all SMR code change requests.

10.4.5 NAVICP will implement approved changes expeditiously, update applicable data bases, and advise all concerned of approval action and effective date SMR code changes, via electronic media, letter or form.

10.4.6 Appeals regarding decisions relative to SMR code changes will be submitted via the same process/activities, see Figure 10-2, for resolution. Recommendations and/or conflicts regarding repairable versus consumable management of multi-service managed items will be submitted, following Figure 10-2, for resolution.

10.5 SMR Code Change Request Procedures for Aviation Consumable Items. SMR code change requests/recommendations for all consumable items (except for consumable end items of SE) will be submitted directly to NAVICP Code 03612, unless the recommended change is from consumable to repairable (Figure 10-2 applies). Consumable to repairable recommendations will be submitted per the SMR Code Change Request Procedures for Aviation Repairables (see section 10.4).

10.6 SMR Code Change Procedures for Aviation SE End Items. SMR code change requests for Aviation SE end items should be submitted as described by Figure 10-4 and the steps below. Figure 10-5 (Individual Material Readiness List Revision Request) is the preferable format for SMR code changes for SE end items.

10.6.1 Fleet activities prepare and submit SMR code change requests (see Figure 10-5) to the cognizant TYCOM.

10.6.2 TYCOM/SECA and other Command activities including DPROs/ACOs Activities will:

- Submit SMR code change request via Source Data Revision (SODAR) recommendation for review in accordance with Support Equipment Resources Management Information System (SERMIS) SODAR recommendation submittal procedures.

- Recommend approval, or disapprove of SMR code change requests and forward approved decisions directing implementation to Acquisition Decision Authority (ADA)/NAWCAD Lakehurst.

- Return disapproved SMR Change Requests to originator with explanation.

10.6.3 ADA/NAWCAD Lakehurst will:

- Notify originator of action taken.

- The ADA will submit Aviation SE end item SMR code change requests, via SODAR recommendation in accordance with SERMIS SODAR recommendation submittal procedures.

- Update SERMIS SODAR recommendation system.

- Revise Automated Support Equipment Requirements Document (AUTOSERD) data base, MPDs, and maintenance manual documents as applicable.

- Submit SERD revision to NAVICP.

10.6.4 NAVICP will:

- Process approved AUTOSERD SMR code revisions which will automatically update NAVICP/AUTOSERD/SERMIS records.

- Ensure Supply Support documentation is updated as required.

- Implement approved changes expeditiously and advise all concerned by message, change form, letter, or electronic media, of action taken and effective date of code change.

10.6.5 Appeals regarding decisions relative to change requests will be submitted to PMA-260C3 via the above steps for final resolution.

SMR CODE CHANGE REQUEST

REPAIRABLE ITEM SMR CODE CHANGE REQUESTS; FORWARD TO:	**CONSUMABLE** ITEM SMR CODE CHANGE REQUESTS; FORWARD TO:
ASSISTANT COMMANDER FOR LOGISTICS NAVAL AIR SYSTEMS COMMAND 3.6.1.1, BLDG 447 47060 McLEOD ROAD, UNIT 8 PATUXENT RIVER, MD 20670-1626	COMMANDER NAVAL INVENTORY CONTROL POINT/ PHILADELPHIA CODE 03612 700 ROBBINS AVE. PHILADELPHIA, PA 19111-5098

FROM: ORIGINATOR (ACTIVITY / ADDRESS)	WC/CODE	PHONE	DATE
ORIGINATOR NAME:			
VIA: (1)	(2)		
CURRENT SMR CODE	RECOMMENDED SMR CODE		
PART/REFERENCE NUMBER	CAGE CODE		
ITEM NAME	WORK UNIT CODE		TYPE EQMT CODE
NATIONAL STOCK NO. *(Cog., FSC, NIIN, SMIC)*	UNIT COST		
END ITEM (AIRCRAFT, etc.)	NEXT HIGHER ASSEMBLY (SYSTEM)		

PUBLICATION NO.		PUB. TITLE	
PUB. DATE	FIGURE NO.	PAGE NO.	INDEX

JUSTIFICATION/REASON *(ATTACH CONTINUATION SHEETS AS REQUIRED)*

SIGNATURE AND TITLE	CODE	PHONE	DATE

FIRST ENDORSEMENT

FROM	TO		
REMARKS			
SIGNATURE AND TITLE	CODE	PHONE	DATE

SECOND ENDORSEMENT *(IF REQUIRED)*

FROM	TO		
REMARKS			
SIGNATURE AND TITLE	CODE	PHONE	DATE

NAVAIR HQ/ DESIGNATED ACTIVITY/ NAVICP DISPOSITION

NAVAIR HQ/ DESIGNATED ACTIVITY/NAVICP DISPOSITION	CODE	PHONE	DATE
REMARKS			

MAINTENANCE PLAN CHANGE REQUIRED	CURRENT USAGE/ RECOVERY APPLICABLE			
☐ YES ☐ NO	☐ YES ☐ NO	GRF _____	RPF _____	OTHER
		MRF _____	ISR _____	

SIGNATURE AND TITLE	CODE

NAVSUP FORM 4423/1

Figure 10-1 NAVSUP Form 4423/1

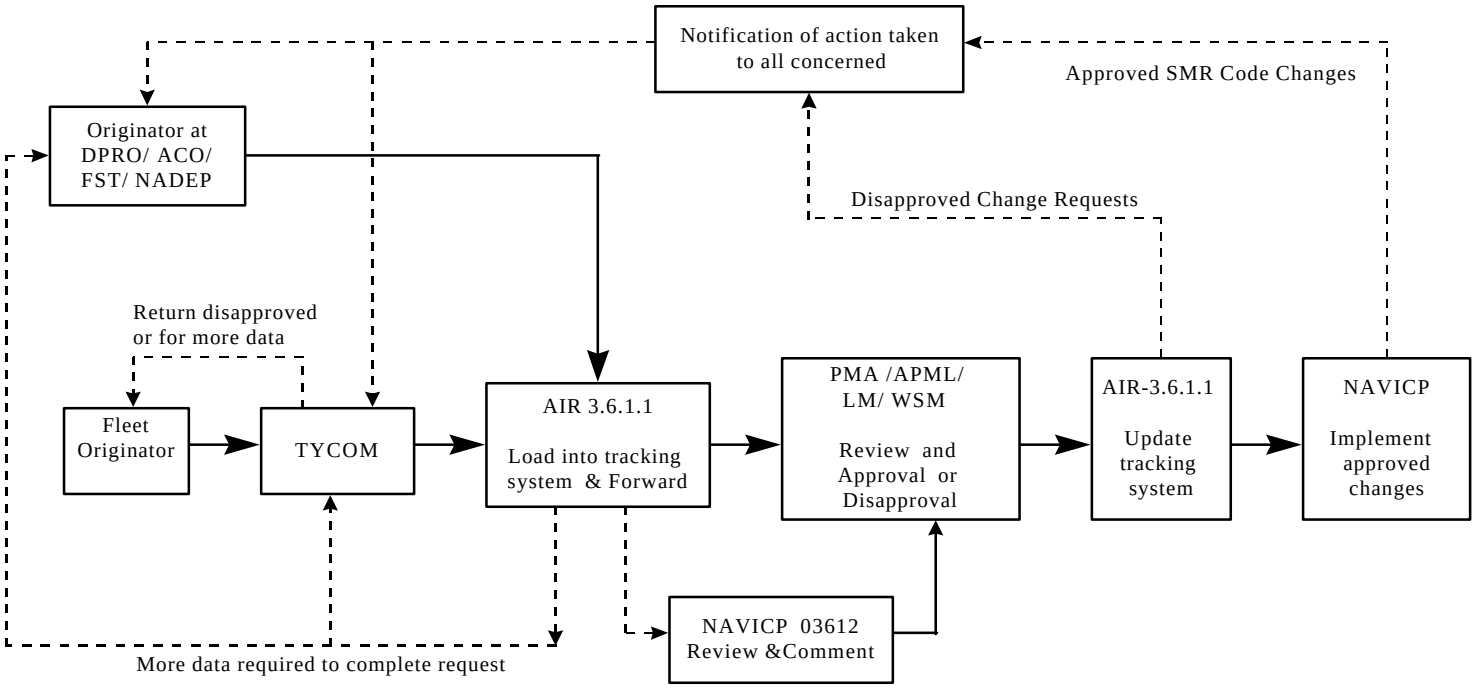

Figure 10-2. SMR CODE CHANGE REQUEST PROCESS FOR AVIATION REPAIRABLES (EXCEPT FOR SE END ITEMS)

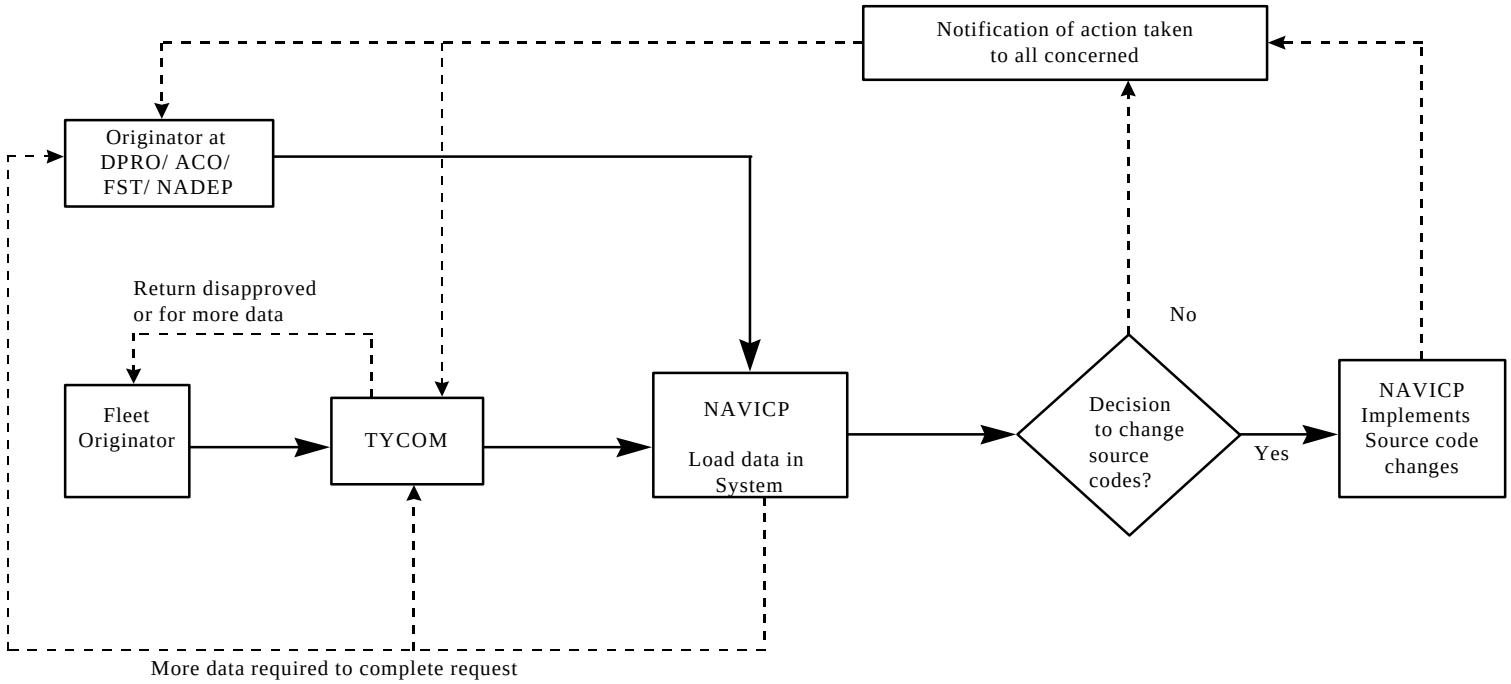

Figure 10-3. SMR CODE CHANGE REQUEST PROCESS FOR AVIATION CONSUMABLES (Except for SE End Items)

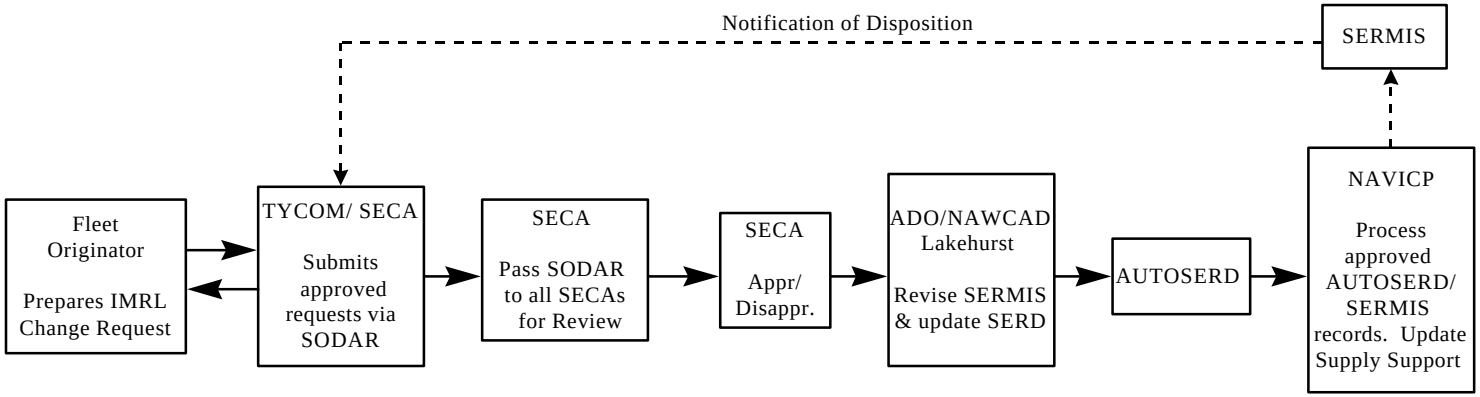

Figure 10-4. SMR CODE CHANGE REQUEST PROCESS FOR AVIATION SE END ITEMS

INDIVIDUAL MATERIAL READINESS LIST REVISION REQUEST

FROM	REV. REQ. SER. NO.	DATE
	VIA	

PART I — IMRL/SE IDENTIFICATION DATA

1. REVISION REQUESTED

☐ AUTHORIZED ALLOWANCE

CHANGE FROM QUANTITY OF _____ TO _____

☐ ADD/DELETE ITEM OF SE

☐ OTHER *(Describe in Block 15)*

2. AAI	3. IMRL DATE	4. IMRL SUP. DATE	5. IMRL ITEM NUMBER

6. NOMENCLATURE	7. FSCM	8. PART NUMBER	9. APPLICATION

10. NSN	11. COMPUTED ALLOW	12. AUTHORIZED ALLOW	13. QUANTITY ON-HAND

14. REFERENCE(S)

15. DESCRIPTION/JUSTIFICATION

SIGNATURE AND TITLE	CODE	TELEPHONE NO.	DATE

PART IA — SUPPORTING IMA IMRL DATA

ACTIVITY NAME	16. AAI	17. IMRL DATE

18. COMPUTED ALLOW	19.AUTHORIZED ALLOW	20.QUANTITY ON-HAND	RECOMMENDATION
			☐ APPROVAL ☐ DISAPPROVAL *(See Remarks)*

REMARKS

SIGNATURE AND TITLE	CODE	TELEPHONE NO.	DATE

PART II — INTERMEDIATE COMMAND ENDORSEMENT

FROM	TO
	APPROVED IMRL REVISION APPLIES TO THE FOLLOWING ACTIVITIES

☐ FORWARDED RECOMMENDING APPROVAL

☐ FORWARDED RECOMMENDING DISAPPROVAL *(See Remarks)*

REMARKS

SIGNATURE AND TITLE	CODE	TELEPHONE NO.	DATE

PART III — SECA DISPOSITION

FROM	TO *(Originating Activity)*

☐ DISAPPROVED *(See Remarks)*

☐ IMRL REVISION APPROVED

☐ SOURCE DATA REVISION RECOMMENDATION

REMARKS

SIGNATURE AND TITLE	CODE	TELEPHONE NO.	DATE

NAVAIR FORM 13650/1 (REV 9-86) S/N 0102-LF-613-6507 Previous issues of this form are obsolete

Figure 10-5 NAVAIR Form 13650/1

CHAPTER 11

NAVSEA/SPAWAR SMR CODE CHANGE REQUEST PROCEDURES

11.1 PURPOSE

This chapter:

- Establishes uniform procedures for requesting SMR code changes for NAVSEA/SPAWAR cognizant items;
- Publishes the minimum requirements for requesting changes to SMR codes;
- Establishes a closed loop feedback system whereby the originating activity, as well as all other interested activities, will be advised of final actions resulting from the SMR code change request; and
- Provides for centralized control and tracking of SMR code change requests and assigns the responsibility for approving or disapproving the change request to the individual HSC or designated activities.

11.2 DISCUSSION

The need for requesting changes to the initial or subsequently assigned SMR code is predicated by, but not limited to, experience in item usage, inability of maintenance activities to perform authorized maintenance functions, errors or conflicts in maintenance documents, and general update of maintenance requirements.

11.3 All NAVSEA/SPAWAR SMR code change requests will be processed using the process flow as shown by figure 11-1 and submitted as follows:

11.3.1 Fleet activities will submit change requests to the Naval Sea Logistics Center (NAVSEALOGCEN) for control and tracking. NAVSEALOGCEN will enter the change request into a mechanized tracking system and ensure they are forwarded to the cognizant TSA for approval/disapproval. All other activities will forward the change request to the appropriate TSA. All requests must include the following minimal information for submittal:

Originator Information:

- Name
- Activity
- Work Center

- Telephone (DSN and commercial)

Date of Request:
Item Information:

- CAGE
- Part Number
- NSN
- Item Nomenclature
- Reference Symbol Number (Electronics Only)
- Repairable Identification Code (RIC) (APL or AEL with Date)

Current SMR Code:
Proposed SMR Code:
Justification:

11.3.2 Requests may be submitted using the NAVSUP Fleet COSAL Feedback Report (FCFBR) Form (NAVSUP FORM 1371). A sample of this form is shown as figure 11-2. The NAVSUP FCFBR Form is designed as a multiple endorsement form. Cover letters are not required or desirable unless such letters provide significant amplifying or explanatory information.

11.3.3 Requests may also be submitted by using any electronic media provided that the minimum information is provided.

11.3.4 An activity may wish to generate change requests for a large number of items. In such cases, a list of items may be submitted instead of individual change request forms as long as the following conditions are adhered to:

- All items on a given list must apply to the same system/equipment/end item.
- List must contain all data elements required by the NAVSUP FCFBR Request form.
- Lists must be accompanied by one copy of the NAVSUP FCFBR Request form bearing the appropriate signatures and endorsements as specified in 11.3.1.

11.3.5 Recommendations or conflicts regarding repairable versus consumable management of multi-service managed items will be submitted to the HSC or its designated activity.

11.3.6 The TSAs will expedite processing of a change request and if approved, forward the SMR code change(s) to NAVICP.

11.3.7 The NAVICP will:

- Process all SMR code change decisions expeditiously

- Update WSF data files;

- Advise all concerned of actions taken via message, letter, or change forms, citing the effective date of change and the date that the applicable publications will incorporate the change.

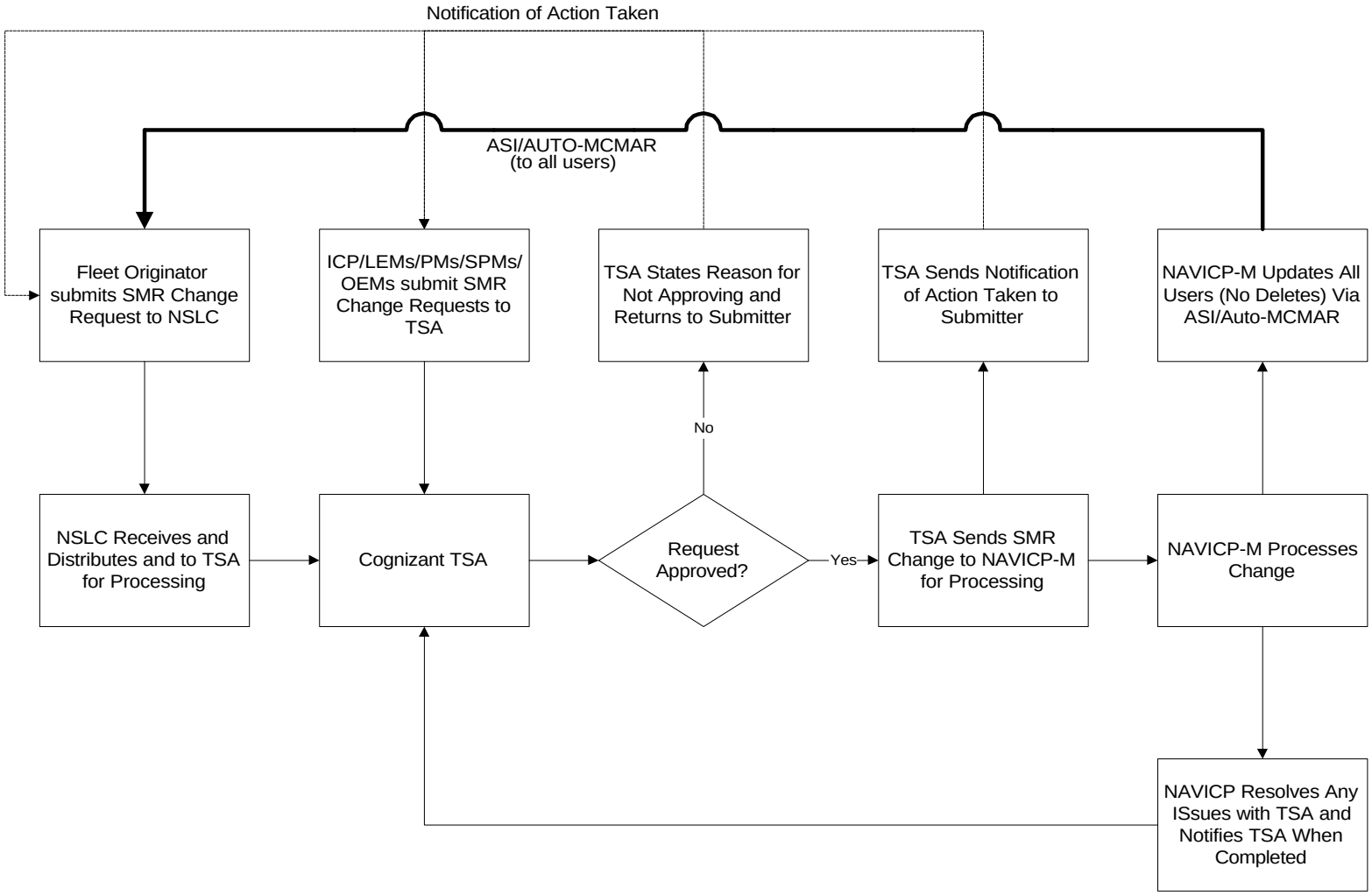

Figure 11-1 SMR CODE CHANGE REQUEST PROCESS FOR NAVSEA/SPAWAR

FLEET COSAL FEEDBACK REPORT (4441)	*Please Print or Type all information*	NAVSEALOGSUPENGACI St R No

FROM	APL/AEL NO.		APL DATE
	TECHNICAL MANUAL NUMBER		PAGE
	REF./CIRCUIT SYMBOL NO.	NSN	
TO	PART NO. AND FSCM		
	NAMEPLATE DATA *(for Material Handling Equipment Include USN No)*		

FULLY DESCRIBE THE TECHNICAL PROBLEM, BE SPECIFIC, INCLUDE PART NUMBERS AND FSCMs, RSNs/CSNs, NSNs, AND ITEM NAME: *When practical attach copies of any amplifying document, i.e., copies of Tech. Manual pages, drawings, schematics, MRC cards, etc. (Attach continuation sheet if needed).*

SUBMITTED BY: NAME, RATE, WORK CENTER	TEL NO.	REVIEWED BY: WORK CENTER SUPERVISOR
REVIEWED BY: SUPPLY SUPPORT CENTER SUPERVISOR	DATE	ORIGINATORS SERIAL/TRANSMITTAL NO.

REVIEWING ACTIVITY RESPONSE

NAME	CODE	TEL NO.

NAVSUP FORM 1371 (REV. 7-86) **S/N 0108-LF-501-3712**

Figure 11-2 NAVSUP Form 1371

ACRONYMS

ACC	Aircraft Controlling Custodian
ADA	Acquisition Decision Authority
AEL	Allowance Equipment List
APL	Allowance Parts List
APML	Assistant Project Manager for Logistics
AUTOSERD	Automated Support Equipment Requirements Document
BCM	Beyond Capability of Maintenance
BER	Beyond Economic Repair
CAGE	Commercial and Government Entity
CFA	Cognizant Field Activity
COG	Cognizance Code
COSAL	Coordinate Shipboard Allowance List
DCN	Design Change Notice
DLA	Defense Logistics Agency
DLR	Depot Level Repairable
FLIS	Federal Logistics Information System
FST	Fleet Support Team
EC	Engineering Change
FLR	Field Level Repairable
FMEA	Failure Mode and Effects Analysis
FMECA	Failure Mode Effects and Critically Analysis
FSC	Federal Stock Class
HSC	Hardware System Command
IMA	Intermediate Maintenance Activity
IMRL	Individual Material Readiness List
ISC	Item Selection Conference
ISEA	In-Service Engineering Activity
LM	Logistics Manager
MCC	Material Control Code
MIF	Master Item File
MP	Maintenance Planning
MPD	Maintenance Planning Document
NADEP	Naval Aviation Depot
NAMTRAGRU	Naval Aviation Maintenance Training Group
NAVAIR	Naval Air Systems Command
NAVICP	Naval Inventory Control Point
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply Systems Command
NAWCAD	Naval Air Warfare Center, Aircraft Division
NAWCTSD	Naval Air Warfare Center, Training Systems Division
NHA	Next Higher Assembly
NSN	National Stock Number
NSO	Numeric Stockage Objective
PM	Program Manager
PMA	Program Manager, Air
RA	Repair Analysis

RFI	Ready For Installation
RFU	Ready For Use
RLA	Repair Level Analysis
SAS	Supportability Analysis Summaries
SERD	Support Equipment Requirement Data
SMR	Source, Maintenance and Recoverability
SPAWAR	Space and Naval Warfare Systems Command
SRA	Specialized Repair Activity
TD	Technical Directive
TEC	Type Equipment Code
TSA	Technical Support Activity
WSM	Weapons System Manager
WUC	Work Unit Code

NAVY SM&R CODING REFERENCE CHART — NAVSUP INSTR 4423.29 — PUB719 (NSN 0530-LP-011-2960)

SOURCE

1ST POS	2ND POSITION	MEANS OF ACQUIRING SUPPORT
P	A	ITEM: STOCKED
	B	ITEM: STOCKED, INSURANCE
	C	ITEM: STOCKED, DETERIORATIVE
	D	ITEM: SUPPORT, INITIAL ISSUE OF OUTFITTING & STOCKED ONLY FOR ADDITIONAL INITIAL ISSUE
	E	EQUIPMENT: SUPPORT, STOCKED FOR INITIAL ISSUE OR OUTFITTING OF SPECIFIED MAINTENANCE ACTIVITIES
	F	EQUIPMENT: SUPPORT, NONSTOCKED, CENTRALLY PROCURED ON DEMAND
	G	ITEM: STOCKED FOR SUSTAINED SUPPORT. UNECONOMICAL TO PRODUCE AT A LATER TIME
	H	ITEM: STOCKED, CONTAINS HAZMAT. HMIS/MSDS REPORTING REQUIRED
	R	TERMINAL OR OBSELETE, REPLACED
	Z	TERMINAL OR OBSELETE, NOT REPLACED
K	D	ITEM: DEPOT O/H & MAINTENANCE KITS
	F	ITEM: MAINTENANCE KIT, PLACE AT O,F,H,L
	B	ITEM: IN BOTH DEPOT REPAIR & MAINT. KITS
M	O	MFR OR FAB AT UNIT LEVEL
	F	MFR OR FAB AT INTERMEDIATE/DS LEVEL
	H	MFR OR FAB AT INTERMEDIATE/GS LEVEL
	L	MFR OR FAB AT SPECIALIZED REPAIR ACTIVITY (SRA)
	G	MFR OR FAB AT BOTH AFLOAT AND ASHORE
	D	MFR OR FAB AT DEPOT MAINTENANCE LEVEL
A	O	ITEM: ASSEMBLED AT ORG/UNIT
	F	ITEM: ASSEMBLED AT INTERMEDIATE LEVEL - AFLOAT
	H	ITEM: ASSEMBLED AT INTERMEDIATE LEVEL - ASHORE
	L	ITEM: ASSEMBLED AT SRA
	G	ITEM: ASSEMBLED AFLOAT OR ASHORE
	D	ITEM: ASSEMBLED AT DEPOT MAINTENANCE LEVEL
X	A	ITEM: REQUISITION NEXT HIGHER ASSEMBLY
	B	ITEM: NOT PROCURED OR STOCKED. AVAILABLE THRU SALVAGE. REQ. BY CAGE/PART NUMBER
	C	INSTALLATION DRAWING, DIAGRAM, INSTRUCTION SHEET. IDENTIFY BY CAGE/PART NUMER
	D	NON-STOCKED. OBTAIN VIA LOCAL PURCHASE

MAINTENANCE

3RD POSITION — USE: LOWEST LEVEL AUTHORIZED TO REMOVE/REPLACE THE ITEM.		4TH POSITION — REPAIR: LOWEST LEVEL WITH CAPABILITY AND RESOURCES TO PERFORM COMPLETE REPAIR ACTION.	
O	ORG/UNIT	O	ORG/UNIT
2	MINESWEEPER	2	MINESWEEPER
3	SUBMARINES	3	SUBMARINES
4	AUX/AMPHIB	4	AUX/AMPHIB
5	DESTROYER, FFG	5	DESTROYER, FFG
6	CRUISER/CARRIER	6	CRUISER/CARRIER
F	I/AFLOAT	F	I/AFLOAT
G	ASHORE AND AFLOAT	G	ASHORE AND AFLOAT
H	I/ASHORE	H	I/ASHORE
K	CONTRACTOR FACILITY	K	CONTRACTOR FACILITY
L	INTERMEDIATE SRA	L	INTERMEDIATE SRA
D	DEPOT	D	DEPOT
Z	REF ONLY	Z	NON-REPAIRABLE
		B	RECONDITION

RECOVERABILITY — DISPOSITION: WHEN UNSERVICABLE OR UNECONOMICALLY REPAIRABLE, CONDEMN OR DISPOSE.

5TH POSITION	
O	ORG/UNIT
F	I/AFLOAT
G	ASHORE AND AFLOAT
H	I/ASHORE
K	DLR; CONTRACTOR FACILITY
L	INTERMEDIATE SRA LEVEL
D	DLR; CONDEMN OR DISPOSE AT DEPOT
Z	NON-REPAIRABLE
A	NON-REPAIRABLE BUT REQUIRES SPECIAL HANDLING

SERVICE OPTION CODE — ASSIGNED TO SUPPORT ITEMS TO CONVEY SPECIFIC INFORMATION TO THE SERVICE'S LOGISTICS COMMUNITY/OPERATING FORCES.

6TH POSITION	
1	I-LEVEL 1ST DEGREE
2	I-LEVEL 2ND DEGREE
3	I-LEVEL 3RD DEGREE
6	COMMERCIAL ITEM, ORGANICALLY MFR'D
8	NON-CONSUMABLE; 2ND DEGREE ENGINE I-LEVEL
9	NON-CONSUMABLE; 3RD DEGREE ENGINE I-LEVEL
E	END TO END TEST
J	INTER-SERVICE DLR REPAIRABLE BELOW D-LEVEL
P	PROGRESSIVE MAINTENANCE
R	GOLD DISC REPAIR
T	TRAINING DEVICES