



**DEPARTMENT OF THE NAVY**  
HEADQUARTERS UNITED STATES MARINE CORPS  
3000 MARINE CORPS PENTAGON  
WASHINGTON, DC 20350-3000

IN REPLY REFER TO:  
4400/1A  
LP

**JUN 15 2009**

From: Director, Logistics Plans, Policies, and Strategic  
Mobility Division  
To: Distribution List

Subj: CURRENT CLARIFICATION NOTICES FOR SUPPLY AND MAINTENANCE  
POLICY

Ref: (a) MCO P4400.160B

Encl: (1) Current Policy Clarification Notices

1. The reference establishes the requirement for publishing policy clarifications for supply and maintenance policy. Currently, this requirement is being performed by the Logistics Modernization Teams (LMTs). Accordingly, in those instances where wording contained in current policy is such that interpretation is required, and/or where contradictions exist within other policy, the Commandant of the Marine Corps (HQMC LP) shall be petitioned to provide appropriate clarification. These petitions for clarification are subsequently forwarded to the HQMC LP via the supporting LMT in letter or message format. Once a thorough review of the policy in question has been conducted and a formal clarification is required, Policy Clarification Notices will be published by HQMC LP, and remain in effect until the necessary changes are incorporated into subsequent revisions of the policy affected.

2. In order to assist units in providing optimal supply and maintenance support, an index of all current policy clarification notices is contained in the enclosure. Those policy clarification notices not contained herein are hereby cancelled. Major Subordinate Commands (MSCs) are encouraged to disseminate this package to the lowest levels.

3. Units are encouraged to contact their supporting LMT office, as necessary, concerning these clarifications, or other supply and maintenance policy issues not addressed in this package. The following points of contact are provided:

a. LMT-East (Serving all commands/units east of the Mississippi): DSN 750-1201, CML (910) 450-1201.

b. LMT-West (Serving all CONUS commands/units west of the Mississippi): DSN 365-4322, CML (760) 725-4322.

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c. LMT-WestPac (Serving Pacific area & Hawaii commands/ units):  
DSN 645-0158/9226.



D. G. REIST

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CG, MCRD, SAN DIEGO (AC/S, G-4)  
CO, MCCSSS  
OIC, LMT-EAST  
OIC, LMT-WEST  
OIC, LMT-WESTPAC

Current Policy Clarification Notices

Notice	Reference	Topic(s)
7-97	MCO P11262.2A	Retention of Operator's Daily Checklists
8-01	MCO P4400.82F	Controlled Items Management
6-03	MARADMIN 199/01	Purchasing Unit-specific PT Gear
9-03	MCO P11262.2A	Remote Control Load Test Requirements for the MK-15/17

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### **1. CLARIFICATION NOTICE 7-97:** MCO P11262.2A. Inspection, Testing, and Certification of Tactical Ground Load Lifting Equipment:

a. Retention of Operator's Daily Checklists (MCO P11262.2, paragraph 1001.2): A conflict exists between MCO P11262.2A and TM 4700-15/1H concerning the filing and retention instructions for daily operator's checklists for load lifting equipment. The reference requires the checklist to be filed and retained with the trip ticket; meanwhile, the TM requires no retention if no corrective action is required. If corrective maintenance (CM) is required, the checklist may be destroyed once the corrective actions are transferred to an Equipment Repair Order (ERO)/Shop Repair Order (SRO). TM 4700-15/1H is correct, and MCO P11262.2A will be changed to reflect that same criteria.

Reference: Correspondence between CWO4 Gehris (FSMAO-2) and Maj Baker (HQMC, LPP-3) of 31 October 1995. Reconfirmed via phoncon between MGySgt Lee (MARCORSYSCOM) and MGySgt Gardiner (LMT-E) on 26 January 2006. MCO P11262.2 is currently under review and will incorporate changes.

b. Annual Condition Inspection (ACI) of Winches: Table 1-1 of MCO P11262.2A illustrates winches as requiring an ACI. This is only applicable to winches that lift loads vertically. Annual Condition Inspection (ACI) of Winches applies to all winches that have metal wire rope.

Reference: American Society of Mechanical Engineers (AMSE) requires an inspection of all winches with wire rope prior to use, IAW with manufacturers recommendations (and appropriate Technical Manual.) Phoncon between Winton Hancock (American Crane Institute) and MSgt Britt (LMT-E) on 31 January 2006, and phoncon between Raymond Donnely (Office of General Industry) and MSgt Britt (LMT-E) on 31 January 2006.

### **2. CLARIFICATION NOTICE 8-01:** MCO P4400.82F. Regulated/Controlled Item Management Manual: Correspondence was received from HQMC (LPC-3) regarding the submission of "Recoverable Item Reports" (WIR's) for excess and/or unserviceable Principle End Items (PEI's) and Secondary Reparables (SECREPS).

Clarification: PEI's which are excess to established allowances will be reported to the major subordinate command (MSC) for disposition instructions. Whenever possible, intra-MSC/MEF redistribution of excesses is preferred; however, when

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such redistribution is not possible, a WIR will be submitted to MARCORLOGCOM SMC (Code P504/P505). Codes P504 and P505 are the PEI Material Managers and the Secondary Item Managers within the SMC who provide disposition instructions to field activities. WIR's will be submitted by either the using unit or MSC-level supply section via the WIR On-Line Process Handler (WOLPH) program or standard Naval message, as prescribed by local SOP. The supply section will effect disposition of the excess equipment as directed by MARCORLOGCOM and process the appropriate transaction (e.g., disposal, rollback, etc.) to update the property accounting records. Excess SECREPS will be reported to the main Repairable Issue Point (RIP) in the MLG for disposition instructions and management action, as appropriate. Unserviceable PEI's and SECREPS will be evacuated to the supporting intermediate maintenance activity (IMA) to determine whether the item is economically repairable. In those instances where the PEI or SECREP cannot be repaired, the IMA will submit a WIR to MARCORLOGCOM and furnish a letter of unserviceable property (LUP) to either the owning organization (for PEI's) or RIP (for SECREPS). Upon receipt of the LUP, the owning organization or RIP will process the appropriate transaction to update the property accounting records and simultaneously requisition a replacement item. The IMA will effect disposition of the unserviceable equipment as directed by MARCORLOGCOM. When the owning organization is the highest echelon of maintenance authorized, or specific instructions are provided by means of a User's Logistics Support Summary (ULSS) or other Marine Corps directive for the owning organization to effect "automatic retrograde" of an excess or unserviceable PEI (as is sometimes the case for replaced PEI's), the using unit supply section will submit the WIR to MARCORLOGCOM and effect the prescribed disposition of the equipment. Organizational-level maintenance activities will not submit WIR's.

Reference: E-mail correspondence from CW05 Cookson (HQMC, LPC-3) of 28 June 2001. Validated via phoncon between GySgt Campbell (LMT-E) and CWO-5 Lovelidge (HQMC, LPC-3) of 24 Jan 2006, and updated via e-mail correspondence from MCLC SMC & DMC of 23 Apr 2009.

**3. CLARIFICATION NOTICE 06-03:** MarAdmin 199/01; Purchasing Unit-Specific PT Gear: A question was asked as to whether a unit commander could use appropriated or non-appropriated funds to purchase unit-specific PT gear for permanent issue to Marines. The following clarification is provided to the information contained in para 2.D(2) of MARADMIN 199/01.

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Clarification: A unit commander cannot use either appropriated or non-appropriated funds to purchase unit-specific PT gear for permanent issue to Marines. There are two options:

Option 1: Unit commanders can purchase and account for the PT shirts as "organizational property," meaning the shirts would have to be turned in and disposed of when the Marine rotates from the unit.

Option 2: Marines can pay for the PT shirts with their personal funds, as long as they're not coerced to do so, in which case they own the shirt. LPC-3's position on this matter is in agreement with the guidance provided by Mr. Callaway. It is highly discouraged to use local funding to purchase unit-specific PT shirts as organizational property. Very simply, it's not cost-effective use of our very limited funding resources. Reference: Phoncon between GySgt Campbell (LMT-E) and CWO-5 Lovelidge (HQMC, LPC-3) of 24 Jan 2006.

**4. CLARIFICATION NOTICE 09-03:** MCO P11262.2A. Remote Control Load Test Requirements for the MK-15/17: Presently, there is a conflict between the TM 23-10/7 and MCO P11262.2A. The TM 23-10/7 states on page 2-96, if the remote control for the Material Handling Crane does not operate it does NOT render the vehicle NOT MISSION CAPABLE. The mission of this crane is to lift 9000lbs and rotate it 350 degrees with a 10 degree dead spot over the operator and the manual controls. Also on page 2-147 of the TM it states:

NOTE: Any failure of the remote control Pre-Operation check will not prevent the use of the crane, this, however prevents any use of any remote operations until repairs have been made. The problem occurs when the vehicle requires a load test. MCO P11262.2A Page 5-5, paragraph 5005.1 requires the remote control to pass a load test of its own, and if it does fail, the vehicle crane is considered DEADLINED. Common sense would seem to dictate that the crane could still fulfill its intended mission using the manual controls. There is concern among many units that these remotes are a problem when it comes to calibration with the crane and if the cal is off, the vehicle is deadlined. Upon review of the NSN for the remote, it is noted that the Combat Essentiality Code (CEC) assigned is a 2; Non-Critical Repair. The MK15/17 makes up a large portion of the Marine Corps ability to support deploying units. If it is found that there is a valid reason to include the remote in the load test, recommend it not be a determining factor as to whether or not the crane itself is

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mission capable. Include the test, and if the remote fails, have the vehicle stenciled and recorded as "REMOTE NOT TESTED" or "REMOTE FAILED", but pass the crane, and do not degrade the intended use of this extensively required piece of support equipment.

Clarification: The TM 23-10/7 contains the correct guidance and the future update of MCO P11262.2A will reflect the change.

Reference: Email between CWO4 Kemp (LPC) and MSgt Hanna (LMT-E) 31 January 2006.

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