

1. TITLE

DLA Land and Maritime Guidance on Connector Stop Shipment

2. DOCUMENT NUMBER

AAN-U-16-285

3. DATE

24 MAY 2016

4. SUBMITTING AGENCY

**DLA Land and Maritime
3990 East Broad Street
Columbus, Ohio 43216-5000**

5. AGENCY POC (NAME, ADDRESS, PHONE, MAIL)

**Alan Will
DLA Land and Maritime - V
Comm: 614-692-0619, DSN: 850-0619**

6. DISCUSSION

DLA Land and Maritime in Columbus, Ohio manages over 200 Mil Specs with qualification (QPL) requirements. The sourcing and qualification mission ensures product performance, quality, and reliability of product independent of any acquisition or contract. The program is governed by DoDM 4120.24 and SD-6. DLA recently placed Winchester Electronics (WEC) on a "Stop Shipment" order for not meeting essential requirements in the following military specifications for qualified products: MIL-DTL-39012, 49142 and 55339 and a limited "Stop Shipment" order on MIL-DTL-28748. The issue that led to the stop shipment notice was sourcing of components from unapproved facilities. To be clear, the component parts from unapproved facilities are some of the parts that make up the connector assembly-not the entire connector assembly.

As of May 12, 2016, the stop shipment order for the MIL-DTL-28748 product has been released.

In order to minimize readiness impact, the stop shipment letter can be amended to allow items for which WEC is the only QPL source for that item to be shipped for a period of 120 days, upon correction of audit deficiencies and with increased lot testing surveillance by DLA.

The communication plan directed WEC to publish a Government-Industry Data Exchange Program (GIDEP) notice to our industry and Military partners. The GIDEP provided the necessary information to perform a risk assessment to determine the best course of action on your program(s). WEC indicates that it has been using unapproved facilities for some insulators/hardware for up to 8 years. No reported issues or PQDR activity in the DLA system related to these piece parts within that time frame suggests this is most likely a low risk scenario from an operational perspective.

However, the PMs, PEOs, and engineering communities need to make their own risk based assessment based on the application, need and the facts surrounding the stop shipment provided in the GIDEP.

DLA cannot provide specific direction or disposition to the military services or OEMs regarding on hand inventory. This decision must be made internally based on the application, need and the facts surrounding the stop shipment. DLA will provide additional updates as warranted. Questions may be sent [to](mailto:VQP@DLA.MIL) VQP@DLA.MIL.