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IN REPLY
REFER TO

July 18, 2013

MEMORANDUM FOR SUPPLY PROCESS REVIEW COMMITTEE (PRC) MEMBERS

SUBJECT: Approved Defense Logistics Management Standards (DLMS) Change (ADC) 1007B, Administrative Update to the DLMS 842P Product Quality Deficiency Report (PQDR) Data Exchange (Supply/Deficiency Reporting)

The attached change to Defense Logistics Manual (DLM) 4000.25, Defense Logistics Management System is approved for implementation. This change has no impact on scheduled implementation of the DLMS 842P. The updated DLMS implementation convention will be posted to the DLA Logistics Management Standards Web at www.dla.mil/j-6/dlms/elibrary/TransFormats/formats.asp within 10 days from the above date.

Addressees may direct questions to Ellen Hilert, DOD SDR System Administrator, 703-767-0676 (DSN 427), e-mail: ellen.hilert@dlam.mil or Tad DeLaney, SDR Alternate, at 703-767-6885 (DSN 427), email: thomas.delaney@dlam.mil. Others must contact their Component designated Supply PRC representative or SDR Subcommittee representative available at: www.dla.mil/j-6/dlms/CertAccess/SvcPointsPOC/allpoc.asp.

DONALD C. PIPP
Director
DLA Logistics Management
Standards Office

Attachment
As stated

cc:
ODASD(SCI)
DOD PQDR Committee

Attachment to ADC 1007B
Administrative Update to the DLMS 842P Product Quality Deficiency Report
(PQDR) Data Exchange

1. ORIGINATING SERVICE/AGENCY AND POC INFORMATION: NAVSEA,
Detachment Portsmouth

2. FUNCTIONAL AREA: Supply, Product Quality Deficiency Reporting

3. REFERENCE: [Approved DLMS Change 1007](#), New DLMS 842P, Product Quality Deficiency Report (PQDR) Data Exchange and Enhanced Exhibit Tracking via Standard Logistics Transactions, dated October 1, 2012

4. REQUESTED CHANGE(S):

a. Overview of Change: This change documents administrative updates to the DLMS 842P PQDR Data Exchange as previously approved by ADC 1007 (Reference 3.). This change allows expands capability and guidance for identification of deficient materiel. Other changes include correction of typographic errors resulting in the wrong field length being provided for the national item identification number (NIIN) and PQDR record control number. Clarification is provided for appropriate use of specific data elements and additional revisions are made to update status of data maintenance actions for approval of new X12 qualifier codes.

b. Change in Detail:

(1) Revise materiel identification functionality to include capability to identify deficient items by a local stock number or other type of number, such as a management control number (MCN) and navy item control numbers (NICN). Provide specific guidance to require inclusion of the manufacturer's part number and commercial and government entity (CAGE) code when a non-definitive materiel identification (e.g., federal supply class (FSC), local stock number, or NICN) is used as the primary materiel identification.

(2) Update the DLMS implementation convention to provide clarification for use of the credit date and credit amount when multiple document numbers are applicable to the PQDR to ensure that these pieces of information are linked to the correct document number.

(3) Update the DLMS implementation convention as needed to correct field lengths and provide administrative updates.

(4) Update the DLMS implementation convention to include the end item commercial and CAGE associated with the end item part number. This data element was referenced in the PQDR dictionary provided in the approved change, but was inadvertently dropped from the final version of the DLMS implementation convention.

(5) Update the DLMS implementation convention to provide clarification of serial number data fields to include specific usage, source location on the SF 368 when applicable, and cross-reference to other available serial number fields in the PQDR.

c. Revisions to DLM 4000.25 Manuals:

(1) Revise the DLMS 842P as shown:

#	Location	Revision to DLMS 842P Product Quality Deficiency Report (PQDR) Data Exchange	Reason
1.	DLMS Introductory Notes	<p><u>Add PDC 1007B to DLMS Introductory note 4:</u></p> <p><i>- ADC 1007B, Administrative Update to the DLMS 842P Product Quality Deficiency Report (PQDR) Data Exchange</i></p>	To identify DLMS changes included in the DLMS implementation convention.
2.	2/LIN02/0200	<p><u>Revise DLMS notes for FT and NN and add Code SW with associated notes:</u></p> <p>FT Federal Supply Classification DLMS Note: <i>Use to identify the 4 character FSC portion of the NSN for the nonconforming materiel. FSC or National Item Identification Number (NIIN) is required when entire NSN is unavailable. If FSC is provided, the manufacturer’s part number and CAGE code must also be provided.</i></p> <p>NN National Item Identification Number DLMS Note: <i>1. Use to identify the 4 9 character NIIN portion of the NSN for the nonconforming materiel. FSC (in association with the manufacturer’s part number and CAGE code) or NIIN is required when entire NSN is unavailable.</i> <i>2. Qualifier NN is a migration code approved for use in X12 version 5020.</i></p> <p>SW Stock Number DLMS Note: <i>1. Use to identify a local stock number (LSN). The LSN is applicable when an NSN has not been assigned and the deficient item has been receipted under an LSN.</i> <i>2. When an LSN is used, also provide manufacturer’s part number and CAGE code.</i></p> <p>ZZ-Mutually Defined DLMS Note: <i>Use to identify materiel when no other authorized codes apply (includes Management Control Numbers (MCNs) and Navy Item Control Numbers (NICNs)).</i></p>	<p>Corrects typographic error and improves wording.</p> <p>Clarification provided that the only acceptable use of the FSC is in conjunction with part number information.</p> <p>LSN added as an additional option for primary materiel identification. The only acceptable use of an LSN is in conjunction with part number information.</p> <p>“ZZ-Mutually Defined” added as an additional option for primary materiel identification. The only acceptable use of this option is in</p>

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			conjunction with part number information.
3.	2/LIN04/0200	<p><u>Revise DLMS Note for the following code:</u></p> <p>MG Manufacturer's Part Number DLMS Note: 1. Use to identify the Deficient Item Part Number (also known as Supplier/Manufacturers Part Number of the deficient materiel). Equates to SF368, Block 8. <i>Use in conjunction with the manufacturer's CAGE code at LIN06 and/or supplier CAGE code at LIN14.</i> 2. <i>Part number must be provided when identifying an item by FSC or LSN.</i> 3. <i>When available, inclusion of the part number is recommended when identifying an item by NSN.</i></p>	Clarification for appropriate usage.
4.	2/LIN20/0200	<p><u>Revise DLMS Note for the following code:</u></p> <p>EM Equipment Identification Number DLMS Note: 1. Use to identify Next Higher Assembly Serial Number. Equates to SF368, Block 17d. 2. <i>For the Deficient Item Serial Number (SF368, Block 11) refer to 2/LIN20/0200 Code SE in the IUID loop. For Engine Serial Number, refer to 2/LIN26/0200 Code SN in the report loop. For serial number of the End Item (SF 368, Block 18d), refer to 2/REF01/0700 Code SE in the report loop.</i> 3. <i>The serial number may not exceed 30 characters in accordance with IUID policy.</i></p>	Updated for clarification and cross reference to other serial number data fields.
5.	2/LIN26/0200	<p><u>Revise DLMS Note for the following code:</u></p> <p>SN Serial Number DLMS Note: 1. Use to identify the Engine Serial Number. <i>This is a DLMS enhancement not specifically identified to an SF364 block number.</i> 2. <i>For the Deficient Item Serial Number (SF368, Block 11) refer to 2/LIN20/0200 Code SE in the IUID loop. For Next Higher Assembly Serial Number (SF368, Block 17d) refer to 2/LIN20/0200 Code EM in the report loop. For serial number of the End Item (SF 368, Block 18d), refer to 2/REF01/0700 Code SE in the report loop.</i> 3. <i>The serial number may not exceed 30 characters in accordance with IUID policy.</i></p>	Updated for clarification and cross reference to other serial number data fields. Having the engine serial number separate and distinct is very important when the deficient item is a part on a module (NHA) on an engine on an aircraft (end item).

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6.	2/DTM01/0600	<p><u>Revise DLMS Note for the following code:</u></p> <p>188 Credit Advice DLMS Note: 1. Use to identify the date credit was issued, Credit Date. 2. Use in the Document Number Loop (HL01=W). 3. If multiple document numbers are applicable, identify the credit date applicable to the document number included in the Report Loop (HL01=RP) and use a separate Document Number Loop (HL01=W) for each additional document number and credit date combination. 3. When providing a credit date, also provide the credit value (AMT01=PD) (and the DLA Credit Memo Number, when applicable) in the same loop.</p>	<p>Clarification of appropriate usage. Note is updated to provide guidance for use in the document number loop in conjunction with related elements.</p>
7.	2/DTM01/0600	<p><u>Revise DLMS Note for Code 212 and NN. Delete Code SI and associated notes:</u></p> <p>212 Returned to Customer DLMS Note: Use to identify the date the Exhibit Return Date. This is the date the exhibit was returned to the activity as stipulated in the disposition instructions.</p>	<p>Improves wording.</p>

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8.	2/REF01/0700	<p><u>Revise DLMS Note for Code NN and SE and remove Code SI and associated note:</u></p> <p>NN Nonconformance Report Number DLMS Note: 1. Use to identify Master/Previous Record Control Number (RCN). This is a previously reported PQDR RCN for same type deficiency. Identify the system that created the control number in REF03.</p> <p>2. PQDR II field size = 12 9.</p> <p>SI Shipper's Identifying Number for Shipment (SID) DLMS Note: Use to identify the vendor's shipment number shown on new procurement shipping documentation.</p> <p>SE Serial Number DLMS Note: 1. Use to identify End Item Serial Number. Equates to SF 368, Block 18d. 2. For the serial number(s) applicable to the nonconforming materiel (<i>SF 368 Block 11 Deficient Item Serial Number</i>), uses refer to <i>2/LIN20/0200 Code SE in the IUID Loop (HL01=I)</i>. <i>For Next Higher Assembly Serial Number (SF368, Block 17d) refer to 2/LIN20/0200 Code EM in the report loop. For Engine Serial Number, refer to 2/LIN26/0200 Code SN in the report loop.</i> 2. The serial number may not exceed 30 characters in accordance with UID policy.</p>	<p>Corrects typographic error.</p> <p>There is no requirement for inclusion of the vendor's shipment number on a PQDR.</p> <p>Updated for clarification and cross reference to other serial number data fields.</p>
9.	2/REF04-01 /0700	<p><u>Add Code W7 and associated note:</u></p> <p>W7 Commercial and Government Entity (CAGE) Code DLMS Note: <i>Use to identify the End Item CAGE Code associated with the End Item Part Number (REF01 Code PM).</i></p>	<p>End item CAGE code was inadvertently dropped from the final version of the DLMS implementation convention.</p>

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10.	2/REF01 /2600	<p>Revise DLMS Note for the following code:</p> <p>SE Serial Number DLMS Note: 1. Use in IUID loop to identify the serial number. <i>Equates to SF 368 Block 11 Deficient Item Serial Number.</i> 2. <i>For Next Higher Assembly Serial Number (SF368, Block 17d) refer to 2/LIN20/0200 Code EM in the report loop. For Engine Serial Number, refer to 2/LIN26/0200 Code SN in the report loop. For serial number of the End Item (SF 368, Block 18d), refer to 2/REF01/0700 Code SE in the report loop.</i> 3. The serial number may not exceed 30 characters in accordance with IUID policy.</p>	Updated for clarification and cross reference to other serial number data fields. The serial number in the IUID loop may be provided in addition to the serial number of the engine, next higher assembly, or end item identified in the report loop.
11.	2/QTY03-01/2700	<p>Revise DLMS Note for the following data element to delete note 1:</p> <p>Unit or Basis for Measurement Code DLMS Note: 1. PQDRH Definition: Unit of measure not related to time prior to failure. Aka Operating Cycles at Failure. 2. For QTY01 code 01, 02, or OT use one of the following codes:</p>	Wording of existing note is confusing and unnecessary.
12.	2/AMT01/2730	<p>Revise DLMS Note for the following code:</p> <p>PD Credit DLMS Note: 1. Use to indicate the amount of credit/debit being authorized or recommended (also known as DLA Credit Value). 2. <i>Use in the Document Number Loop (HL01=W).</i> 3. <i>If multiple document numbers are applicable, identify the credit amount applicable to the document number included in the Report Loop (HL01=RP) and use a separate Document Number Loop (HL01=W) for each additional document number and credit amount combination.</i> 3. <i>When providing a credit amount, also provide the credit date (DTM01=188) (and the DLA Credit Memo Number, when applicable) in the same loop.</i></p>	Clarification of appropriate usage. Note is updated to provide guidance for use in the document number loop in conjunction with related elements.

(2) Revise DLMS notes associated with the following Transaction Set Purpose Codes (1/BNR01/0200) to indicate that code values originally established as “local codes” are now recognized as “migration codes” subsequent to being approved for release in a future X12 standard. The revised note will read:

“This migration code has been approved for publication in the next official release of X12 after 7010.”

- DA Delegate to Alternate
- ED Exhibit

- ER Exhibit Receipt
- FA Forward to Action Point
- FC Forward to Contractor
- FS Forward to Support Point
- MD Material Disposition
- RO Reopen
- RR Reply Rebuttal

d. Transaction Flow: No revisions applicable to this change.

e. Alternatives: None identified.

f. Component Staffing Response:

	Originator	Response/Comment	Disposition
1.	Army	<p>Army Comment:</p> <p>From my understanding one of the inhibitors which we have recently identified for moving PQDR's into and out of DLA is the PD credit or credit amount since PQDRs are often given a zero dollar amount we cannot move the PQDR because the system will not accept them. Item 9 of the table speaks of the PD credit or credit amount should this be addressed in the PDC 1007B?</p> <p>Also there is no mention of using the asset serial number for tracking, wouldn't this be beneficial in the event that the RCN is incorrect or some other problem occurs? There may be a lot of assets in DLA with the same part number and NSN to have the S/N identified will help as well I believe which I do not see included in this document.</p> <p>Retain separate identification of the engine serial number. It is an enhancement used during the automated process. Understand it does not have a block number associated with it. Services use it to review aviation engine quality investigations, and it should be passed between systems to enable that review.</p>	<p>Comment forwarded to DLA and Navy team. This comment is primarily operational, but we can clarify that the transaction does support inclusion of the credit amount by document number, or multiple document numbers with the associated credit amount for each, can be identified in a single transaction. The process also supports identification of the item by serial number. If reported by the customer it will be retained and perpetuated during PQDR processing. It will be available in the database and subsequent transactions.</p> <p>Data element retained. DLMS note updated to clarify that this field is a DLMS enhancement and does not equate to a specific block on the SF 368.</p>

	Originator	Response/Comment	Disposition
2.	Navy	<p>Concur.</p> <p>Recommend keeping the Next Higher Assembly Serial Number. This not only helps with engines, but also for any sub-assembly that is possibly bad and they might need to know what higher assembly that it failed on.</p> <p>PDREP-AIS Team Comment: The SF368 Block 18 end item serial number and the block 11 deficient item serial number are not the same on a PQDR. How do we distinguish the difference if there is only on qualifier, SE?</p>	<p>Noted.</p> <p>Retained. All DLMS notes associated with serial numbers have been updated to provide clarification of use and location of other related data fields.</p> <p>The transaction is structured using loops. The block 18 data element is in the Report loop. The block 11 data element is in the Item (IUID) loop. DLMS Notes associated with each serial number data field have been updated for further clarification of usage and cross-reference to other available entries.</p>
3.	Air Force	<p>Concur.</p> <p>Retain separate identification of the engine serial number. Having the engine serial number separate and distinct is very important when the deficient item is a part on a module (NHA) on an engine on an aircraft (end item).</p>	<p>Noted.</p> <p>Retained. DLMS note updated to clarify that this field is a DLMS enhancement and does not equate to a specific block on the SF 368.</p>
4.	Marine Corps	Concur.	Noted.
5.	DLA	Concur.	Noted.
6.	USTRANSCOM	Abstains; there is no impact to USTRANSCOM systems based on this change.	Noted.

5. REASON FOR CHANGE: The changes included in this document are for correction and clarification purposes. The changes will ensure common understanding of the data mapping for development of system interfaces.

6. ADVANTAGES AND DISADVANTAGES:

- a. **Advantages:** Accurate information.

b. Disadvantages: None identified.

7. ESTIMATED TIME LINE/IMPLEMENTATION TARGET: Approved for immediate update of the documentation. This change has no impact on scheduled implementation of the DLMS 842P.

8. IMPACT:

a. DLMS Data Elements: No new or revised data elements are introduced by this change. (Erroneous field lengths have been corrected.)

b. Automated Information Systems (AIS): Clarification and updates provided for development and implementation.

c. DLA Transaction Services: Clarification and updates provided for development and implementation.

d. Non-DLA Logistics Management Standards Publications: Component internal guidance may require update.