CHAPTER 14
CLASS IX

INTRODUCTION

Class IX items (repair parts) consist of any part, subassembly, assembly, or component required for installation in the maintenance or repair of an end item, subassembly, or component. They support the maintenance and repair functions performed throughout the Army on all materiel except medical materiel. They range from small items of common hardware to large, complex line replaceable units (LRUs). The levels of management that are applied to these commodities are equally broad in scope. Many common hardware items are kept in bins and reordered when the maintenance section notices that the level of stocks on hand has fallen to a certain point. Consumption records are not kept, and formal inventories are not required. This is in contrast to high-dollar items that are recoverable and reparable. Many of these items are intensely managed at the national level, and visibility is maintained throughout their life cycle.

RESPONSIBILITIES

Regardless of the intensity of their management, these items support the maintenance functions and operational readiness of all units. Some of the primary management responsibilities in maintaining this support are outlined in the paragraphs below.

NICPs

The NICPs (commodity commands) provide the overall management of repair parts. The repair parts that support the Army's end items may be managed by more than one NICP. Also, repair parts may support more than one item of equipment. The depot level of repair of LRUs is also managed by the NICPs. The ability to repair these items and return them to stock is a vital part of their life cycle management. An item that can be returned to the supply system represents a savings. NICP managers decide the quantity to be repaired and what should be bought to make up any shortfall in requirements. Most repair parts are low cost and their demand relatively predictable. Repair parts are primarily managed using a computer system. Item managers monitor status using management reports and exception data.

MMCs

At the operational and tactical levels, the management of repair parts is the responsibility of the various MMCs that are located throughout the theater. Most repair parts that enter the theater are shipped using ALOC. Requisitions for items that use ALOC are not processed by the TAMMC. They bypass that level of management and go directly to the NICPs for processing. The TAMMC receives an image copy for information and monitoring purposes. TAACOM MMCs and CMMCs manage the GS parts mission at the operational and tactical levels respectively. They are the source of supply for the units located in their support areas. Repair parts that are stored at the GS level are located in the repair parts supply companies (GS) that are located in the corps and theater army areas. MMCs that have GS maintenance missions also control those operations. LRUs that are repaired at the GS facilities are returned to stock. The serviceable assets that are generated within the theater provide an offset to requirements that would otherwise be placed on the CONUS base.

SSAs

SSAs that provide the DS supply of repair parts are normally located in units that provide DS maintenance to their customers. Stock control and inventory management are performed for repair parts that are used in both the organizational and DS maintenance missions. SSAs in divisional-type maintenance units usually support the organic and attached units. Nondivisional repair parts SSAs located in maintenance units support units on an area basis.

Units

A unit with an organizational maintenance mission can stock a limited number of line items in support of its operations. These parts are authorized for stockage by the PLL for that particular unit. The philosophy is to stock high-consumption parts that are critical for maintaining end items for combat. Items that do not meet these criteria are not authorized for stockage and are requested on an as required basis from the supporting SSA.

CONCEPT OF OPERATIONS

The degree of management of repair parts is generally proportional to the contribution they make to the operational readiness of the end items they are supporting. Items, such as major assemblies, that directly affect the ability of the end item to operate in combat receive particular attention. Another criterion is the dollar value of the repair part. Items that are combat essential and high cost are intensely managed at all levels. Low cost, non-combat-essential items may be managed within the set parameters of the STAMISs at the various levels of supply. This allows the manager to concentrate on a lesser number of items. Responsibilities at the strategic, operational, and tactical levels of logistics are discussed in the following paragraphs.

Strategic Level

The management of repair parts at the national or strategic level is normally based on the general classification of the item rather than its end item use. Therefore, requisitions in support of a unit's maintenance mission go to more than one NICP or commodity command. Where the end item is a major system (for example, an Abrams tank), a program manager (PM) ensures that the logistics support of that end item is effective and efficient. Therefore, units experiencing difficulties have a single point to contact for expressing their concerns. The PM can also help when new or improved systems are being phased into the units. At this level, supply requirements may drive the NICP manager to use depot maintenance to repair unserviceable assets to support supply requirements.

Operational Level

The operational level of supply centers on providing a GS safety level for all repair parts and a level of stockage for the items that will not be sent to the theater by ALOC. Easing these supply requirements are the serviceable assets that will be generated by the GS maintenance repair of LRUs. These items will become theater-generated assets that can offset a requirement to support from the strategic level of supply.

Tactical Level

Repair parts for the tactical level (corps and below) support organizational and DS maintenance missions. Organizations can stock a limited number of items on the PLL to support their organizational maintenance. Normally, the number of lines is restricted to about 300; however, they should be demand supported and combat essential. The commander is authorized some latitude to accommodate expected requirements and for other justifiable reasons. Mobility of PLL items is another consideration. The PLL should be 100 percent mobile on unit transportation.

DS SSAs provide organizational repair parts to customers and DS level parts to their organic

DS maintenance activities. Levels of stockage are computed and maintained by the SSA. The levels are based on quantity demanded and the length of time required to order and receive the requested items. Repair parts authorized for stockage are called ASL items. To ensure mobility of stocks, DS SSAs in the theater are limited in size (5,000 lines) and type of items that can be stocked. Stocks stored by divisional forward SSAs are required to be 100 percent mobile. The requisition and materiel flow of Class IX is shown in Figure 14-1 (page 4-4).

PLANNING CONSIDERATIONS

Proper implementation of policies and procedures that govern supply of repair parts is the best approach to planning. Other planning considerations are discussed in the following paragraphs.

General

Authorization for stockage of items is based primarily on quantities demanded over a period of time. This must be tempered with known changes that would influence consumption. This anticipatory aspect is critical for repair parts managers who must support a force that maybe changing its location, environment, or operational tempo. The logistician must be aware of the operational and training plans of supported units. This will ensure that the required parts will be available to support the maintenance requirements.

Transition to War

Transition to war requires that SSAs divest their ASLs of non-combat-essential items. They must maintain parts that will be needed to prepare the units' equipment for war and sustain it during combat. These stocks may be additional lines that did not have adequate demands to authorize stockage. Also, they may provide additional depth to existing ASL items to allow for expected increased usage or longer shipping times. The Logistics Support Activity can help in determining combat usage profiles for items in a particular combat environment. This will provide the supply activities with general planning factors that can be applied to the decision-making process. Transition to war must also consider the changes in support relationships. The units that the maintenance company supports in peacetime may be radicalIy different in wartime. This was particularly noticeable during operations Desert Shield/Storm. Maintenance units were mobilized and deployed with either no ASL stocks on hand or with stocks that would not support their customer units. This condition was further complicated by long supply lines and transfer in and out of supported units. SSAs had difficulty receiving supplies in a timely manner; and frequently when the item did finally arrive, the requesting unit had moved to another sector.

EMERGING CONCEPT (CLASS IX REDESIGN)

Several initiatives are emerging from the Class IX Redesign concept. They range from tailored packages to the restructuring of the logic for stocking parts at the various echelons. Essential to most of these initiatives is the improvement in the automation and communications packages that will support them. Computer systems allow near-real-time processing, and the distribution system is becoming more responsive. This means that costly supply lines can become shorter and more responsive to the readiness needs of the units. Also, the development of total asset visibility will allow the repair parts managers to know where the parts are and to distribute or redistribute them where needed.

RELATED DOCTRINE

A number of publications are related to the topics presented in this chapter. Some of the more important ones are listed in Table 14-1 (page 14-5).

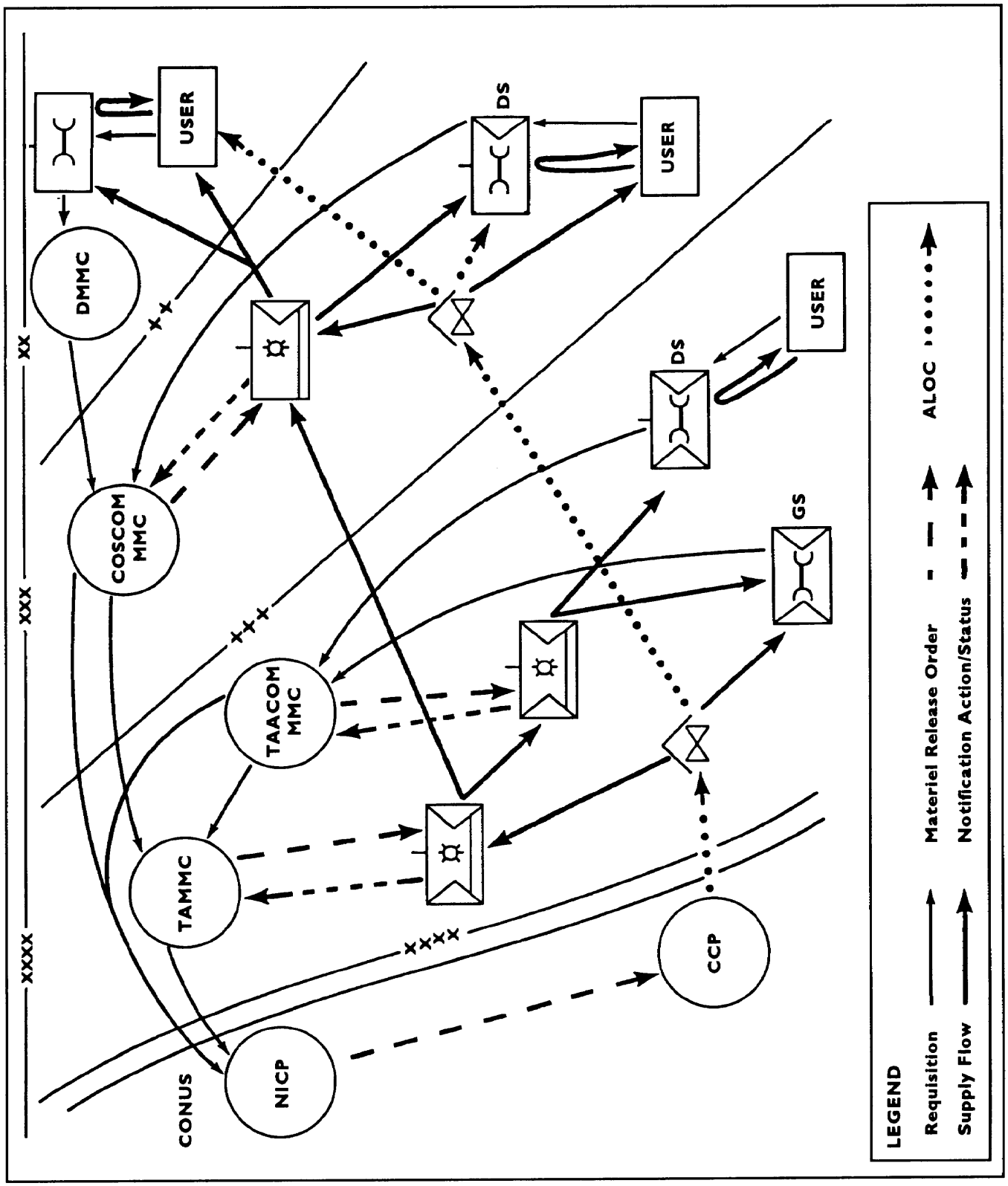

Figure 14-1. Request and delivery for noncontrolled Class IX supplies (less aircraft)

Table 14-1. Publications related to this chapter

Update Publications	Topic
Unit Supply UPDATE	Various ARs and DA Pams related to supply

Field Manuals	Topic
10-27	General supply
10-27-1	QM GS supply operations

Field Manuals	Topic
63-2	The DISCOM
63-3	CSS in a corps
63-4	CSS in a TAACOM
63-20	Forward support battalion
63-21	Main support battalion