



DEPARTMENT OF THE NAVY  
NAVAL SEA SYSTEMS COMMAND  
WASHINGTON, DC 20362-5101

IN REPLY REFER TO

NAVSEAINST 9233.1  
OPR 56X33  
6 May 1988

NAVSEA INSTRUCTION 9233.1

From: Commander, Naval Sea Systems Command

Subj: DIESEL ENGINE SPARE AND REPAIR PARTS SUPPORT PROGRAM

Ref: (a) NAVSEAINST 4200.18  
(b) MIL-E-23457, Engines Diesel Marine, Propulsion and Auxiliary, Medium Speed  
(c) MIL-E-24455, Engines, Diesel Marine, Propulsion and Auxiliary, High Speed  
(d) DOD-D-1000, Drawings, Engineering and Associated Lists  
(e) MIL-S-901, Shock Tests, High Impact, Shipboard Machinery  
(f) Data Item Description (UDI-T-22763A), Shock Test Extension Action Request  
(g) MIL-Q-9858, Quality Program Requirements  
(h) MIL-I-45208, Inspection System Requirements  
(i) MIL-STD-130, Identification Marking of Military Property  
(j) MIL-STD-481, Configuration Control - Engineering Changes, Deviations and Waivers  
(k) Federal Acquisition Regulation (FAR) No 6.302-1  
(l) NAVSEALOGCEN ltr 4200, 41/01148 dtd 16 Jun 87  
(m) NAVSEALOGCEN INTINST 4200.1A dtd 28 May 86

Encl: (1) Definitions

1. Purpose. To outline policies and publish procedures and requirements governing the Naval Sea Systems Command (NAVSEA) methods for acquiring diesel engine spare and repair parts. This instruction is intended for use as a supplement to reference (a). It is not intended to cancel specific documentation used in the acquisition of diesel engine spare and repair parts.

2. Scope. The provisions of this instruction apply to NAVSEA headquarters and NAVSEA shore activities.

a. This instruction applies principally for critical spare and repair parts for existing and new diesel engines for which NAVSEA has technical cognizance. A part is classified critical if failure will result in: severe damage, or cause the immediate shutdown of the engine (Code 1); reduced performance capabilities of the engine (Code 2); the potential exists for reduced capabilities, failure of the engine or the

NAVSEAINST 9233.1  
6 May 1988

creation of an unacceptable safety condition (Code 3).

b. Enclosure (1) provides a listing of definitions used in this instruction.

3. Background. Poor quality diesel engine spare and repair parts have been cited as the cause of diesel engine failures in the fleet. Planned action is necessary to correct this deficiency through the implementation of the Diesel Engine Spare and Repair Parts Support Program. The invokement of new procurement requirements generated by this instruction is intended to raise the standard of quality of the spare and repair parts. Assignment of Acquisition Method Coding and issuance of DD Form 1418, Contractor Technical Information Record, and DD Form 1418-1, shall be in accordance with reference (a).

4. Policy. The policies established by this instruction shall be implemented and controlled by the Life Cycle Managers (LCMs) and Chief Engineer for Logistics, CHENG-L. The following provisions shall be addressed:

a. References (b) and (c) shall be revised or amended to establish the minimum requirements for diesel engine spare and repair parts. The documents shall be maintained and updated as necessary to provide for quality spare and repair parts.

b. A Technical Data Package (TDP) is mandatory and shall be prepared for each diesel engine part. The minimum requirements for critical, non-Original Equipment Manufacturer alternate offers and reverse engineered diesel engine spare and repair parts shall include the following elements:

(1) Level III Drawings prepared in accordance with reference (d).

(2) Engineering Analysis Report, to list the justification in developing the drawings. This report will address the elements in paragraph 3.3.3.1 of reference (d).

(3) Shock Test Requirements and Shock Extension reports in accordance with references (e) and (f).

(4) Performance and Independent Laboratory Evaluation Reports.

As directed by the NAVSEA LCMs, Naval Sea Logistics Center (NAVSEALOGCEN) will evaluate, process and approve TDPs for spare and repair parts for diesel engines.

6 May 1988

c. Quality requirements shall be established for each diesel engine spare and repair part. References (g) or (h) shall be invoked to establish quality systems or programs.

d. Markings on diesel engine spare and repair parts are essential for identification purposes in the supply system. Each part shall be marked in accordance with reference (i).

e. Baseline configuration control shall be mandatory for critical spare and repair parts and shall be controlled in accordance with reference (j).

f. All diesel engine critical spare and repair parts furnished by new vendors shall be subjected to First Article Testing and shall be associated with specification requirements.

g. All parts shall be procured through competitive means if possible. Any sole source action shall be justified in accordance with reference (k).

h. A pre-award survey may be performed to ensure that a manufacturer is capable of furnishing quality diesel engine spare and repair parts. The survey may also be extended to post-surveys when considered necessary. See reference (l) for survey requirements.

i. Technical referrals for alternate offers for diesel engine spare and repair parts shall be processed per reference (1).

j. Reverse engineering of diesel engine spare and repair parts obtained through the Replenishment Parts Purchase or Borrow (RPPOB) Program is a result of the Defense Procurement Reform Act of 1984 and is also known as the Bailment Program. Candidate items for bailment at Ships Parts Control Center (SPCC) shall be evaluated for pre-approval of the items under the RPPOB Program. Pre-approval to reverse engineer the item shall be based on economics, logistics, criticality and technical complexity. NAVSEALOGCEN shall be responsible for the evaluation of the Technical Data Packages (TDP) developed from reverse engineering.

k. A Parts Purge Program shall be implemented, maintained and controlled by the NAVSEA LCMs. The purpose will be to conduct a purge operation to remove non-conforming diesel engine spare and repair parts from the Department of Defense (DOD) supply system. Procedures will be established to identify the non-conforming or suspect parts. Removal of the

NAVSEAINST 9233.1  
6 May 1988

items of supply will be coordinated with Naval Supply Systems Command (NAVSUP). NAVSEALOGCEN, under the direction of the NAVSEA LCMs, will be responsible for executing this program.

1. The assignment of codes to critical diesel engine spare and repair parts shall be implemented, maintained and controlled by the NAVSEA LCMs.

m. DD Form 1418 shall be prepared in accordance with reference (m). However, the new technical requirements established by this instruction shall be incorporated on this form for transmittal and use by the buying activity.

5. Action

a. The Chief Engineer for Logistics (CHENG-L)

(1) Coordinates with the Life Cycle Managers (LCMs) to review recommendations and plans to conduct reverse engineering of diesel engine spare and repair parts.

(2) Provides start-up funding for the NAVSEA Diesel Engine Spare and Repair Parts Support Program. Provides continuing funding support, as available, until the LCM can submit a Program Objective Memorandum (POM).

(3) Monitors all Buy Our Spares Smart (BOSS) related areas of the Diesel Engine Spare and Repair Parts Support Program in accordance with reference (a).

b. The Deputy Commander for Acquisition, Planning and Appraisal (SEA 90). Reviews and revises NAVSEA acquisition and logistics policies and planning directives to comply with the requirements of this instruction.

c. Acquisition Managers. Plan, program and budget for the application of critical codes, assignment of Acquisition Method Coding (AMC) and preparation of DD Form 1418s for diesel engine spare and repair parts.

d. Program Manager Ships (PMSs). Ensure that the requirements of this instruction are invoked in shipbuilding contracts and included in building budgets for diesel engines and parts which have never been provisioned to establish an Allowance Parts List (APL).

e. Life Cycle Managers (LCMs)

(1) Prepare budget requests to CHENG-L to support the NAVSEA Diesel Engine Spare and Repair Parts Support Program.

(2) Plan, program and budget for all engineering support (including shore activities) for the review, evaluation and acceptance of technical data associated with the acquisition of diesel engine spare and repair parts (including labor, travel, contractor support services) for all the provisions established by this instruction.

(3) Initiate the Diesel Engine Spare and Repair Parts Support Program as early as possible.

(4) Manage and monitor each key element of the Diesel Engine Spare and Repair Parts Support Program.

(5) Take responsibility for the engineering support for the assignment of critical codes to diesel engine spare and repair parts. Maintain a status code for both critical and non-critical diesel engine spare and repair parts.

f. Naval Sea Logistics Center (NAVSEALOGCEN). The Naval Sea Logistics Center is designated as the technical support activity responsible for the following efforts: prepare a Technical Data Package (TDP) in accordance with paragraph 4b of this instruction, prepare quality requirements, assign identification markings, implement baseline configuration, designate First Article Inspection as required, control all pre-award and post-award surveys, process technical referrals and be responsible for evaluating all reverse engineered diesel engine spare and repair parts. These duties will be in support of the new policies established by the Diesel Engine Spare and Repair Parts Support Program and this instruction.

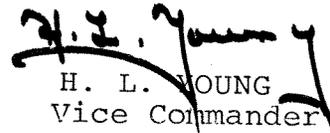
g. Naval Ship Systems Engineering Station (NAVSSSES). The Naval Ship Systems Engineering Station is designated as the technical review activity for the following efforts:

(1) Technical review of proposed configuration changes to diesel engine spare and repair parts.

(2) Provide NAVSEA and NAVSEALOGCEN engineering support as directed by the LCM for the Diesel Engine Spare and Repair Parts Program.

NAVSEAINST 9233.1  
6 May 1988

6. Forms. Forms DD 1418 and DD 1418-1 may be obtained from the nearest Naval Publications and Printing Service Detachment Office by submitting a Funded DD 282, DOD Printing Requisition.

  
H. L. YOUNG  
Vice Commander

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DEFINITIONS

For the purpose of this instruction, the following definitions apply:

1. Acquisition Manager - Project Directors, Project and Program Managers, Program Manager Ships, Ship Logistics Managers (SLMs), and designated shore activities having overall responsibility for ship/system/equipment acquisitions. The Acquisition Manager may be the Life Cycle Manager for a commodity.
2. Acquisition Method Code (AMC) - A numeric code assigned by the Government designating the method of procurement of component or part. Examples: sole source to prime contractor, sole source to actual manufacturer, or competitive.
3. Buy Our Spares Smart (BOSS) Program - The Navy program that implements the Secretary of Defense ten point program for spare and repair parts acquisition. The BOSS program was developed to improve spare and repair parts acquisition and pricing.
4. Life Cycle Manager (LCM) - The technical office having responsibility for an assigned equipment. The LCM is responsible for the technical and logistics aspects of an assigned equipment through all phases of its life cycle. The Life Cycle Manager may also be the Acquisition Manager for a commodity.
5. Reverse Engineering - The process whereby drawings, specifications and other technical data are developed as a result of physically examining and measuring existing parts, completing a comprehensive technical evaluation of all parts and validating all data prior to full scale implementation in replenishment part procurements.
6. Contractor Technical Information Code (CTIC) - An alphabetic code assigned by a prime contractor or his subcontractor to furnish specific information regarding the technical data for a part.
7. Technical Data Package (TDP) - The total compilation of all engineering documents (including but not limited to): Level III drawings in accordance with DOD-D-1000, specifications, standards, schematics, manufacturing processes, testing requirements, shock tests or shock extension requests, performance reports, independent laboratory evaluation reports, parts lists and quality assurance provisions which are available to the Government. A Complete TDP also includes DD Forms 1418 and 1418-1, reflecting CTIC information and/or AMC assignment as well as listing relevant technical data used in these assignment decisions.