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DEPARTMENT OF THE ARMY SUPPLY BULLETIN

**REPAIR AND RETURN PROCEDURES UNDER RELIABILITY
IMPROVEMENT WARRANTY (RIW)
FOR
DISTANCE MEASURING SET (DMS)
AN/ARN-124 (NSN 5826-01-063-6605)**

**Headquarters, Department of the Army, Washington, DC
14 May 1982**

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1. General. *a. Purpose.* This Supply Bulletin (SB) provides the basic Repair and Return (R&R) concept (with property accountability retained by the user, by item type, not necessarily by serial number), and also furnishes instruction for the return for repair of subject equipment under warranty. It further provides Army Field Commanders, other services and authorized contract facilities involved with Army aircraft with the method of disposition, handling and accounting under the Reliability Improvement Warranty (RIW).

b. Comments Relating to This Publication. Any queries concerning the general content of this bulletin should be directed to the Commander, US Army Communications-Electronics Command, ATTN: DRSEL-ME-MQ, Fort Monmouth, NJ 07703. Specific queries

concerning the technical, maintenance, transportation, supply and/or reliability warranty aspects of this program should be directed to those addresses listed in paragraph 7.

2. References. *a.* Contract DAAB07-78-C-3309 with Rockwell International, Collins Avionics Division, 440 Collins Rd. N.E., Cedar Rapids, IA 52406.

b. Equipment Technical Manuals. AN/ARN-124 TM 11-5826-300-20.

c. TM 38-750 The Army Maintenance Management System (TAMMS).

d. AR 725-50 Requisition and Issue of Supplies and Equipment.

Requisitioning Receipt and Issue System.

e. AR 710-3 Asset and Transaction Reporting System.

f. AR 700-58 Packaging Improvement Report.

g. AR 340-3 Official Mail.

h. SB 38-100 Preservation, Packaging, Packing and Marking Materials, Supplies and Equipment Used by the Army.

3. Background. a. The AN/ARN-124, DMS, when installed in Army aircraft (both fixed and rotary wing) equipped with appropriate instrumentation will provide distance measurement in nautical miles (NM) from 0 to 200 NM on a line of sight azimuth to the selected VOR station.

b. The AN/ARN-124 DMS was procured by the US Army with a 4 1/2-year Reliability Improvement Warranty (RIW) from the manufacturer, Rockwell International, Collins Avionics Div., Cedar Rapids, Iowa. The warranty provides that the manufacturer repair, overhaul or replace, as required, any radio set or component as listed during the 4 1/2-year period.

c. During the life of the warranty period, there is to be no repair of these items within Army maintenance channels, AVUM, AVIM, depot or by any facilities other than those of the manufacturer.

d. THE EQUIPMENT WILL CONTAIN APPROPRIATE SEALS WHICH MUST NOT BE BROKEN OR TAMPERED WITH IN ORDER TO COMPLY WITH WARRANTY CONDITIONS OF THE CONTRACT.

e. The return to the contractor of DMS's or part thereof found to be operating satisfactorily by both the contractor and Government DCASMA personnel at the contractor's plant will, under the provisions of the RIW, subject the Government to monetary penalties. To avoid such penalties, failures must be carefully checked in accordance with the TM, prior to return to the contractor.

f. The RIW maintenance philosophy uses a direct interface between the user's maintenance organization (i.e., usually the aviation unit maintenance (AVUM) or aviation intermediate maintenance (AVIM) and the equipment manufacturer's repair facility. This means that the user's maintenance organization receives, processes and returns the failed unit to the manufacturer. Shipment of the replacement/repaired unit will be made direct to the evacuating maintenance unit. Multiple handling of servicable/unservicable equipment between intermediate organizations is to be avoided to eliminate long handling and processing times.

g. Reliability Improvement Warranty (RIW) effectiveness is based upon quick processing of failed equipments to and from the contractor's repair facilities.

h. Aircraft utilizing the AN/ARN-124 through the retrofit installation route are the T-42 Aircraft Trainer and the UH-IV (MEDEVAC) Helicopter.

i. Aviation units receiving aircraft with the new subject equipment may requisition float as unauthorized.

4. Concept. a. Equipment furnished under the Reliability Improvement Warranty (RIW) will be free from defects in materiel, workmanship, and design and will operate in its intended environment in accordance with the specifications of the contract for a period of 4 1/2-years. THE EQUIPMENT WILL CONTAIN APPROPRIATE SEALS WHICH MUST NOT BE BROKEN OR TAMPERED WITH IN ORDER TO COMPLY WITH WARRANTY CONDITIONS OF THE CONTRACT. It should be noted that all items returned for repair to the contractor will undergo a joint inspection at the contractor's plant by both a government and a contractor representative. If this inspection discloses broken seals or the radio receiver-transmitter, control indicator, or mounting have been tampered with, or undergone willful mistreatment, such units will not be repaired under the contract warranty. These units will be repaired under a separate maintenance contract with the manufacturer.

b. Under the contract terms of the warranty, the contractor shall not be obligated for the repair of any DMS's under this warranty if failure of nonconformance is caused by fire, explosion, submersion, aircraft crash, enemy action, natural disaster, and/or accidental or willful mistreatment. However, equipment damaged or requiring repair because of the forementioned causes, is still required to be returned to the contractor for final inspection, evaluation and disposition. It should be noted that items returned in the above categories which are found to void the warranty will still be evaluated for repair under a separate contract with the manufacturer.

c. Warranty and contract terms contain monetary penalty conditions to the government involving the return of a Line Replaceable Unit (LRU) found to be operating satisfactorily by the contractor and Government Product Assurance Personnel upon inspection at the plant. Evacuating activities of LRU's should therefore follow the applicable procedures involving the tests prescribed in TMs at the respective support levels to assure that the LRU is not functioning as required before returning equipment for repair. The government will be required to pay a penalty charge when the number of unverified failures returned exceeds

30 % of the total returned. The charge will be \$100.00 per LRU. Based on this fact using units must insure that, prior to return of equipment for warranty, all prescribed tests performed verify that an unserviceable unit exists.

5. Scope. These instructions provide Army field commanders, other services and authorized contract facilities (including airframe manufacturers and commercial airframe overhaul facilities) involved with Army aircraft, with the method of disposition, handling and accounting, under the Reliability Improvement Warranty (RIW).

6. Procedures. *a. Equipment Under Warranty.* Items authorized for Repair and Return under Contract DAAB07-78-C-309 are identified as follows:

<i>NSN</i>	<i>Nomenclature</i>	<i>Type No.</i>
5826-01-068600	Receiver, Transmitter	RT-1294/ARN-124
5826-01-062-8237	Control-Indicator	ID-2192/ARN-124
5826-01-03-8017	Mounting Base, Electrical Equipment	MT034/ARN-124

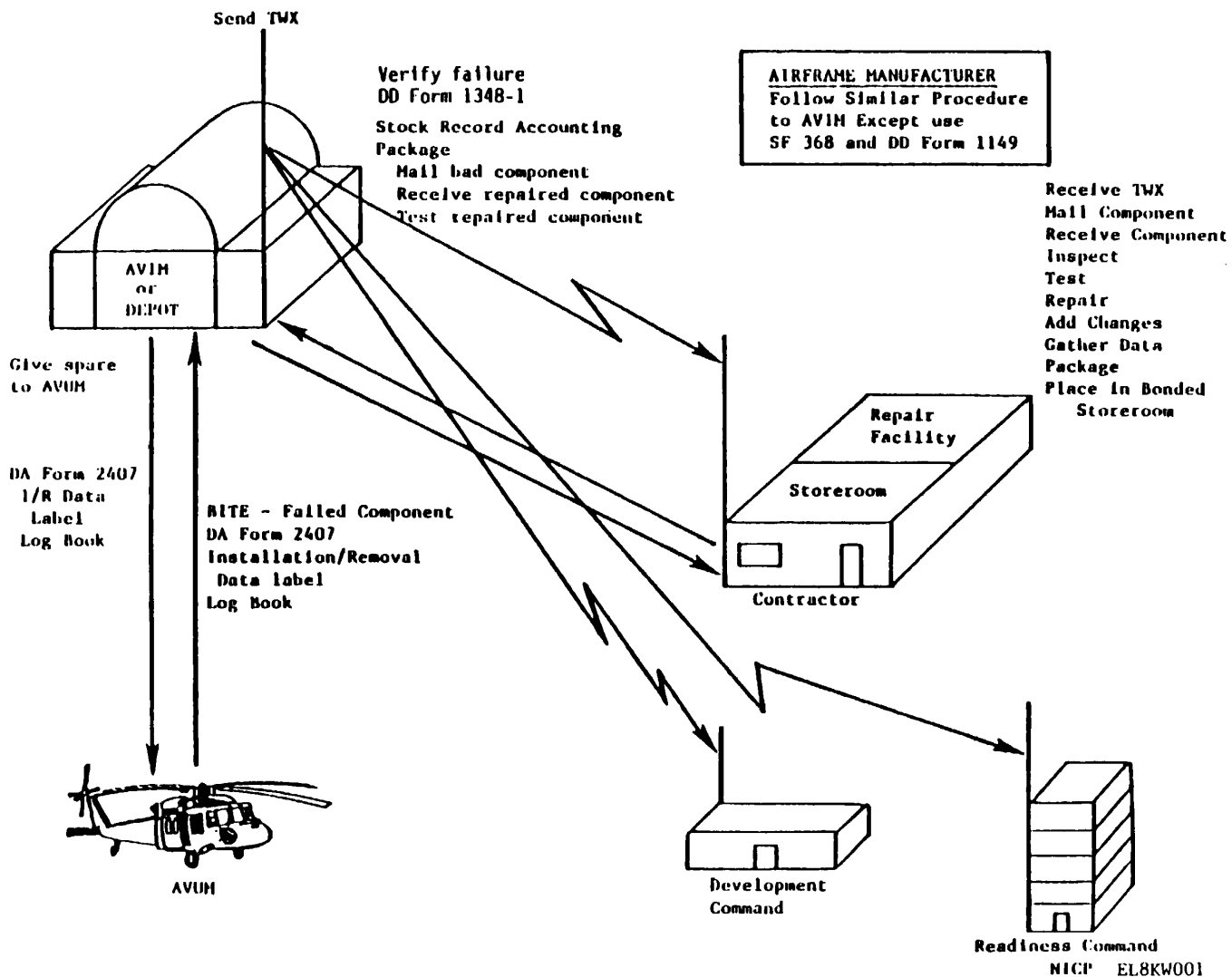


Figure 1. Repair and Warranty Flow, Distance Measuring set (DMS) AN/ARN-124

b. *Materiel Flow.*

(1) A general repair and return warranty flow diagram for the AN/ARN-124 DMS, is shown in figure 1.

(2) As indicated in paragraph a above, those components requiring repair will be returned directly to the contractor, addressed and marked as follows:

Rockwell International
Collins Government Avionics Division
Building 109 Receiving Dock
440 Collins Rd. N.E.
Cedar Rapids, Ia. 52406
ATTN: US Army DME
Reliability Improvement Warranty
M/F: Contract DAAB07-78-C-3309

NOTE

Using activities *should not requisition replacements* for those components returned for repair and return under this equipment warranty program.

c. *AVUM Procedures.* Using technical manual procedures, AVUM will verify that a Line Replaceable Unit (LRU) has failed. The LRU will be removed from the aircraft; DA Form 2407 (Maintenance Request) prepared, logbook entries made, and the Installation/Removal Data Label affixed to the LRU will be filled out. The LRU will be replaced by a good unit. AVUM will then fill in the information on the Installation/Removal Data Label on the replacement unit, install the LRU in the aircraft; and make the appropriate entries in the aircraft logbook.

d. *AVIM Procedures.* AVIM will verify that the LRU brought by AVUM has failed using TM procedures. AVIM will then give AVUM a good LRU from stock and package the failed LRU in the same packaging that has been used to store the spare LRU. AVIM will prepare a DD Form 1348-1 (DOD Single Line Item Release/Receipt Document) with MILSTRIP document number, perform stock record accounting, mail the failed LRU to the contractor's plant. AVIM will prepare DD Form 173/2 (OCR), Joint Message form, and assure that it is properly transmitted by the message center to the contractor with information copies as required. Upon receipt of a LRU from the contractor's plant, AVIM will inspect and test the LRU, store the LRU in the shipping packaging, and perform stock record accounting.

e. *Accountability.* Accountability for equipment returned for repair/replacement for the AN/ARN-124, DMS and components will be the responsibility of the user (returnee) until receipt at the contractor's repair facility at which time accountability will be assumed by

the Defense Contracting Administration Services Management Area (DCASMA) Administrative Contracting Officer (ACO) for Contract DAAB07-78-3309.

f. *Documentation.* All activities that return any of the AN/ARN-124s or components for warranty repair are required to prepare a message, electrical, which must contain the following minimal information to assure expedited replacement/return of the unservicable component. See figure 2 for typical example.

1. POINT OF CONTACT AND TELEPHONE NUMBER (Specify Autovon or Commercial).
2. COMPONENT, SERIAL NUMBER, NATIONAL STOCK NUMBER.
3. AIRCRAFT TYPE AND TAIL NUMBER.
4. FAILURE INDICATION.
5. DATE INSTALLED.
6. DATE REMOVED.
7. USPS MAIL RETURN RECEIPT NUMBER.
8. MILSTRIP DOCUMENT NUMBER.
9. DA FORM 2407 CONTROL NUMBER.
10. REPAIRED EQUIPMENT SHIP TO ADDRESS (WITH ATTENTION LINE).

NOTE

Failure to provide complete data in the message will cause delay in forwarding a replacement component. Omitted data will have to be obtained from the returning activity before replacement.

MESSAGE EXAMPLE

FROM: 11 AVN BN HANAU GER // //

TO: 910-525-1330 COLLINS AVIONICS DIV, CEDAR RAPIDS, IA //

CONUS RIW ADMINISTRATOR

INFO: CDR CERCOM FT. MONMOUTH, NJ // DRSEL-MME-AN //

CDRAVRADA FT. MONMOUTH, NJ // DAVAA-P //

910-525-1330 DCASMA, CEDAR RAPIDS, IA //

COLLINS QAR

UNCLAS

SUBJ NOTICE OF AN/ARN-124 FAILURE,
CONTR DAABO07-78-C-3309, REQUEST REPLACEMENT OR
REPAIR OF FOLLOWING COMPONENT:

1. CW3 SMITH, AUTOVON 314-555-1234
- *2. RT-1294/ARN-124(V), SER 152A, NSN 5826-01-066-8600
- *3. UH-1V 76-22602
4. UNIT DISPLAYS ERRATIC DISTANCE READOUT
5. INSTALLED 15 FEB 81
6. REMOVED 1 NOV 81
7. US POSTAL SYSTEM INSURED RETURN RECEIPT NO 323
8. WK4K6A 9338 01 05
9. DA FORM 2407 CONTROL 654321
10. // AVN BN, ATTN: AVIONICS, APO NEW YORK 09165

EL8HW002

Figure 2. Sample of Electrically Transmitted Message..

- (1) Message will be sent to:
Rockwell International
Collins Government Avionics Division
Cedar Rapids, Iowa 52406
ATTN: Reliability Improvement Warranty
Administrator

- (2) Information Copies to:
 - (a) DCASMA, Cedar Rapids, 4333 Edgewood
Rd, N.E. Cedar Rapids, Iowa 52402.
 - (b) CDRCECOM, Ft. Monmouth, NJ, 07703
ATTN: DRSEL-MME-AN
 - (c) CDRAVRADA, Ft. Monmouth, NJ, 07703
ATTN: DAVAA-P.

(3) Army activities returning components for warranty repair are to complete the following blocks only of the DA Form 2407 (fig. 3).

MAINTENANCE REQUEST				PAGE NO.	NO. OF PAGES	REQUIREMENT CONTROL SYMBOL	
For use of this form, see TM 38-750; the proponent agency is DCSLOG.				7	7	CSOLD-1047(R1)	
SECTION I - EQUIPMENT DATA							
CONTROL NUMBER 318788		WORK ORDER NUMBER		WEEDC	ORG PD	PD AUTHENTICATION	
<input type="checkbox"/> WORK REQUEST <input type="checkbox"/> MWO <input checked="" type="checkbox"/> WARRANTY CLAIM		1a. ORGANIZATION E Co., 227 th AVN. BN.		b. LOCATION FT. HOOD, TX 76545		c. UNIT IDENT CODE WH6BEO	
2. SERIAL NO. 152A		3. NOUN NOMENCLATURE RCVR/TRANSM		4. LINE NO. UH-IV	5. MODEL RT 1294	6. NATIONAL STOCK NUMBER 5826-01-066-8600	
7. MAINTENANCE ACTIVITY		8. LEVEL	9. UTILIZATION CODE ON	10. MCR ITEM YES	11. HOURS 857	12. MILES	13. STARTS
14. FAILURE DETECTED DURING (Select one - use / or X)				15. FIRST INDICATION OF TROUBLE (Select one - use / or X)			
<input type="checkbox"/> A Scheduled Main tenance <input type="checkbox"/> B Handling <input type="checkbox"/> C Test <input type="checkbox"/> D Normal Op <input type="checkbox"/> E Storage <input type="checkbox"/> F Inspection <input checked="" type="checkbox"/> G Flight				<input checked="" type="checkbox"/> 1 Inoperative <input type="checkbox"/> 2 Overheating <input type="checkbox"/> 3 Out of Adjustment <input type="checkbox"/> 4 Noise <input type="checkbox"/> 5 Low Performance <input type="checkbox"/> 6 Other			
16. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE IN EQUIPMENT TM (Do not prescribe repairs) WARRANTY CLAIM ACTION, DATE ITEM FAILED: 9252,							
AIRCRAFT UH-IV 1500356, UNIT DISPLAYS ERRATIC DISTANCE READOUT CONFIRMED BY BENCH TEST/TM-11-5826-300-29, REMOVAL DATA FILLED OUT							
16a. REMARKS RETURN TO: CO., E. CO. 227 th AVN. BN., 1 st CAV. DIV., FT HOOD, TX 76545							
PREPARATION INSTRUCTIONS (Prior to using this form, read TM 38-750 for detailed preparation instructions)							
(1) Place a "/" or an "X" in the box for the type action required. (2) Enter the WEEDC if the item is Material Condition Status Reportable. (3) Enter the priority designator as determined from the urgency of need and force activity designator. (4) The Unit Commander, Chief of TDA activity or their designated representative will authenticate, by signature, a priority of 01 through 06. (5) Block 1a. Enter the name of the organization submitting the request. (6) Block 1b. Enter the unit submitting the request; units overseas enter APO only. (7) Block 1c. Enter the unit identification code of the unit in block 1a. (8) Block 2. Enter the equipment serial no. For ammunition, enter the lot number. For administrative use vehicles enter the USA registration number. (9) Block 3. Enter the noun abbreviation of the item. (10) Block 4. Enter the item line number if applicable. (11) Block 5. Enter the model number. (12) Block 6. Enter the national stock number of the item listed in block 3.				(13) Block 7. Enter the name of the support activity. (14) Block 7a. Enter the symbol of the maintenance category (O, F, H, D or L) (15) Block 8. Enter the utilization code. (16) Block 9. Enter the word "yes" if the item is Material Condition Status Reportable. (17) Block 9a. Enter the equipment readiness code, if applicable. (18) Block 9b. Enter the word "yes" if the item is a peeing item. (19) Block 10. Enter the hour reading if applicable (20) Block 11. Enter the mileage from the odometer if applicable. (21) Block 12. Enter the total rounds fired if applicable. (22) Block 13. For turbine engines, enter the number of hot starts. (23) Block 14. Enter a "/" or "X" in the proper block. (24) Block 15. Enter a "/" or "X" in the proper block. (25) Block 16. Describe briefly the fault or symptoms needing correction.			
23. SUBMITTED BY		24. RECEIVED BY					
JULIAN DATE		JULIAN DATE					

DA FORM 2407
MAY 81

EDITION OF JUL 79 IS OBSOLETE.

RECEIPT COPY 1

EL8KW003

Figure 3. Sample DA Form 2407.

- (a) Heading-enter an "X" in warranty space.
- (b) Blocks 1 through 15-complete as prescribed in TM 38-750, paragraph 3-8c.
- (c) Block 16-state in clear terms the following facts concerning item identified in block 3.
 - 1. Date the item became inoperable.
 - 2. Indicate aircraft type and tail number in which failure occurred/or other.
 - 3. An opinion as to the cause of the failure.
 - 4. Identification of the performance test which the item failed; i.e., the test confirmed the item to be unserviceable and the basis for which the item is being returned to the manufacturer for repair.
 - 5. The statement that the Installation/Removal Data Label has been filled out".
- (d) Block 16a-enter the complete in-the-clear address of where the item is to be shipped after repair.
- (e). DA Form 2407 distribution shall be as follows:
 - 1. Receipt Copy #1-place with the failed componet being returned to the contractor for warranty repair.
 - 2. NMP Copy #2-mail to the following address:
 Commander
 US Army CECOM
 ATTN: DRSEL-ME-EW
 Fort Monmouth, NJ 07703
- (f) All other copies (#3 through #5) will be disposed of as prescribed by the local command.
- (4) SF 368, Quality Deficiency Report (Category II,) is used when a failure occurs at an Army depot or prime contractor supplied with Government Furnished Avionics Equipment (GFAE) that is under the RIW concept. SF 368 is used in lieu of the DA Form 2407.
 - (a) Complete the SF 368 in accordance with DSA Regulation No. 4155.24 (AR 702-7), Reporting of Quality Deficiency Data.
 - (b) Mandatory entries required:
 - 1. Item 13-Equipment Operating Hours.
 - 2. Item 16-Fill in aircraft type and tail number.
 - 3. Item 19-YES Block.
 - 4. Item 21-Released for Investigation.
 - 5. Item 22-In addition to details describing

the problem, the following statements must be included in block 22 "Installation/Removal Data Label has been filled in," and "FOR INFORMATION ONLY-RELIABILITY-IMPROVEMENT WARRANTY".

(c) Attach copy to the equipment being returned to the manufacturer.

(d) Failed items should be returned immediately to the manufacturer. Normal conditions call for withholding disposition, pending receipt of disposition instructions from the Product Assurance Directorate, CECOM; however, for these warranties immediate return to the contractor is authorized.

(5) *Installation/Removal Data Label/Instruction Decal* is affixed to the RT-1294/ARN-124 Receiver, Transmitter and the ID-2192/ARN-124 Control-Indicator. The Installation/Removal Data Label shall be completed legibly by the returning activity using a ball point pen. The label is shown in Figure 4.

CODE	DATE		ETI
	INSTALL	REMOVE	
	M/D/Y	M/D/Y	INSTALL REMOVE
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
	//	//	
RT1294 SER NO _____			

EL8KW004

Figure 4. Installation/Removal Data Label

g. Receipt, Return, Unpacking, Packaging and Packing.

(1) Packing and Unpacking.

(a) Packaging data. The AN/ARN-124 DMS and mount are individually packaged in separate weather-resistant corrugated fiberboard cartons with all seams and joints sealed with water-resistant pressure sensitive tape. Each item is inclosed within a sealed plastic bag and cushioned within the carton with preformed plastic molding material. A typical packaging configuration with contents is shown in figures 5 and 6. The approximate exterior dimensions of the equipment and boxes are provided in figure 7.

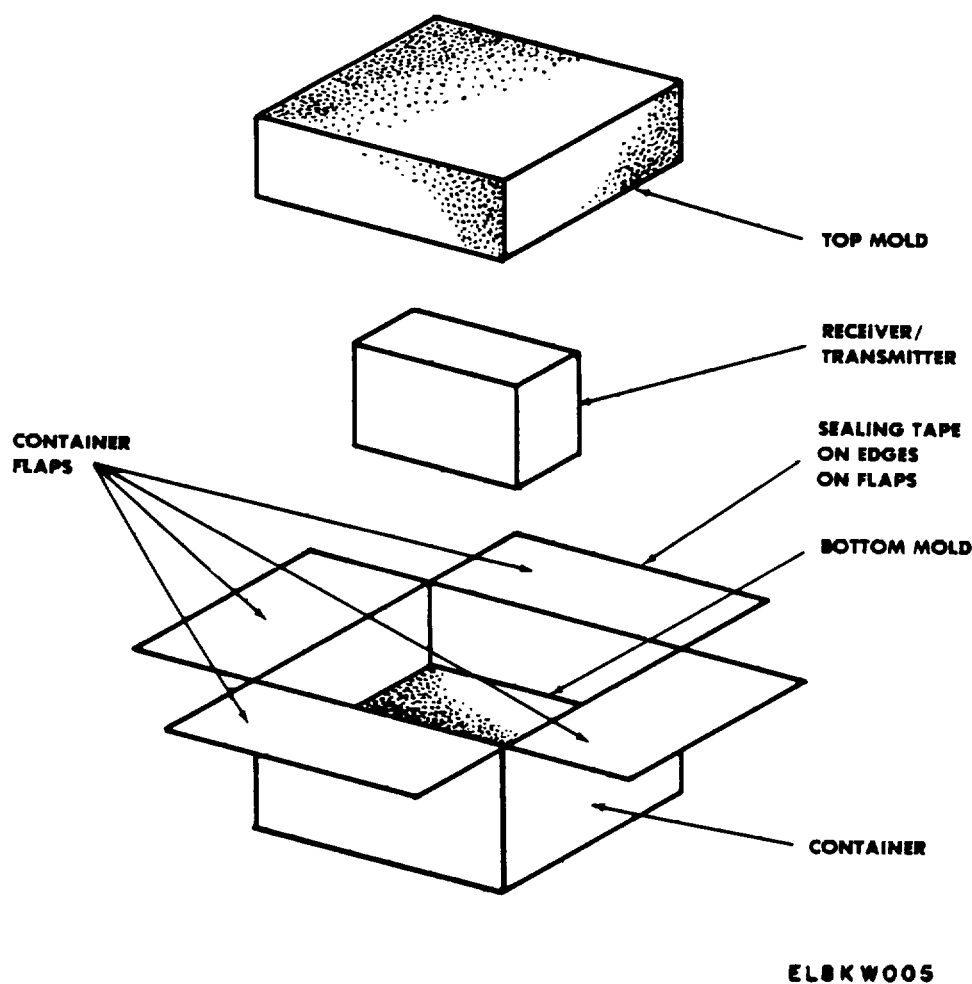
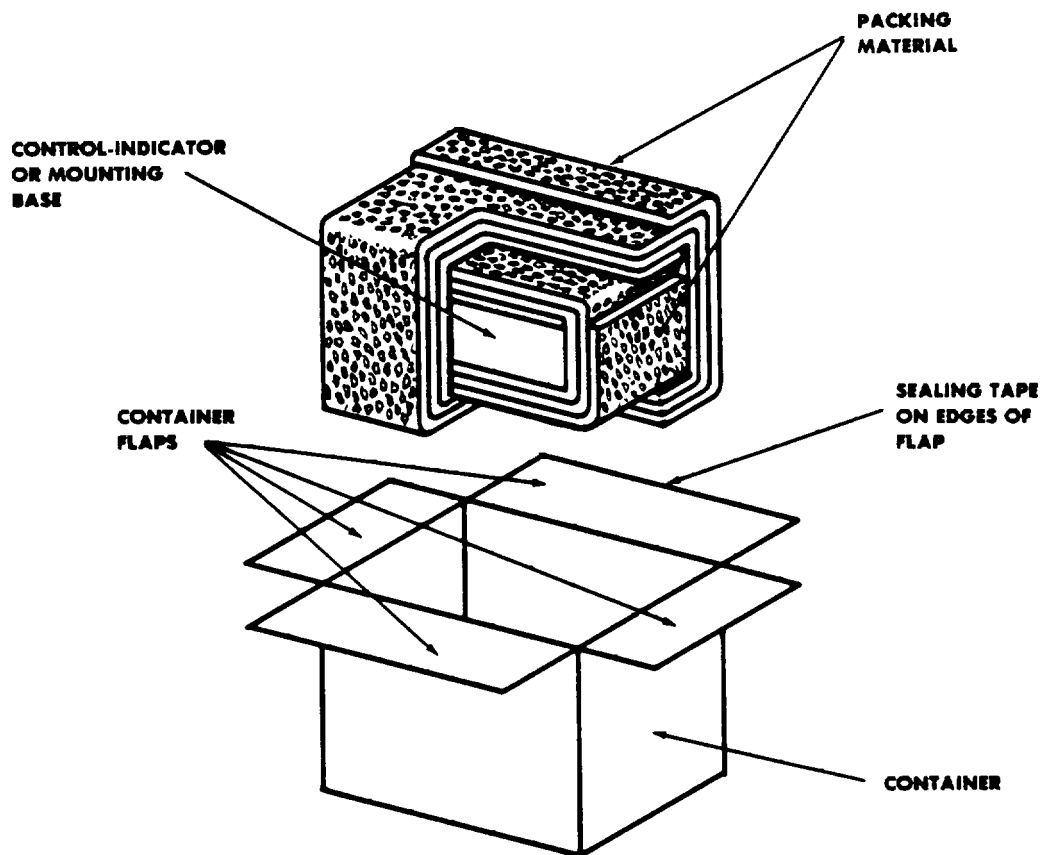


Figure 5. Typical Radio Receiver-Transmitter RT-124/ARN-124 Packing.



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Figure 6. Typical Control-Indicator ID-2192/ARN-124 or Electrical Equipment Mounting Base MT-6034/ARN-124 Packing.

DISTANCE MEASURING SET AN/ARN-124

PACKAGING DATE

COMPONENT	ITEM NET DIM (IN)	CARTON SIZE (IN) (ID)	VOLUME (CU FT)	WEIGHT (LB)
RT-1294/ARN-124 Receiver, Transmitter	13-1/4x5- 1/8x3-1/2	20-3/4x14x11	2	10
ID-2192/ARN-124 Control/Indicator	7x3-1/2x1.3/4	10x6x16-3/4	.25	1.25
MT-6034/ARN-24 Mounting Base	14x2-1/4x4	141/2x9x3-1/2	.3	2

EL8KW007

Figure 7. Packaging Data.

(b) *Unpacking instructions.* Unpack the control-indicator or the receiver-transmitter in the same manner. Pry off the wooden box cover. Remove each individual box from the consolidation container. Open the component boxes; use care when removing the items so as not to damage the components or the cartons plastic bag or the internal dunnage. *Do not dispose of the packaging materials.*

NOTE

The containers utilized for the following components are 10 TRIP REUSABLE CONTAINERS, designed with specially preformed plastic molded inserts. These containers shall be retained for use in repackaging and shipping between the government and contractor's overhaul facility:

RT 1294/ARN-124, Receiver, Transmitter

ID 2192/ARN-124, Control-Indicator

MT-6034/ARN-124, Mounting Base,
Electrical Equipment.

(2) *Checking unpacked equipment.*

(a) Inspect the equipment for damage that may have occurred during shipment. If the equipment has been damaged, or packaging deficiencies are discovered, fill out and forward SF 364, Report of Discrepancy (ROD), (AR 735-11-1).

(b) Check to see that the equipment is complete as listed on the packing slip. If the packing slip is not available, check the equipment against the items listed in figure 7.

(3) *Repacking.*

(a) Repackage the equipment using the reverse procedure shown in subparagraph g(l)(a) above and figures 5 and 6. If the original packaging materials are not available for use, package the equipment in the following manner:

(b) Place each item within a plastic bag fabricated of material conforming to L-P-378. Wrap the item in cellulosic cushioning material conforming to PPP-C-843, type II, a minimum of 6 inches on all surfaces and secure the wrap with tape conforming to

PPP-T-76. Place the cushioned item within a close fitting fiberboard box conforming to PPP-B-636, W5c, and seal all seams and joints with tape conforming to PPP-T-76.

(c) When individual components are being shipped, the packaged item shall be overpacked within a close-fitting box.

(d) When more than one item or set is being shipped, a quantity of the package items shall be overpacked within a close-fitting box.

(e) Substitute packaging materials may be selected from those items listed in SB 38-100.

(4) *Shipment markings for return of warranty repair items.* The packed radio sets or individual items shall be addressed to the contractor marked as follows:

Rockwell International
Collins Government Avionics Division
440 Collins Rd. N.E.
Cedar Rapids, Iowa 62406
ATTN: Reliability Improvement Warranty
Administrator
M/F: Contract DAAB-07-78-3309

h. Transportation.

(1) *The transportation costs for the shipments of failed equipment to the contractor's plant or repair facility are to be borne by the user or shipping activity.*

(2) Special procedures for activities returning defective equipment are as follows:

(a) Materiel will be shipped to the contractor's plant for repair and returned in accordance with those procedures contained in the equipment technical manual (TM), along with the documentation prescribed therein.

(b) Equipment returned to the contractor's plant will contain only those items covered under this contract and listed in 6a above.

(c) All Army and other DOD activities returning AN/ARN-124 or components for warranty repair will complete a DD Form 1348-1 as required by AR 725-50 (Requisitioning, Receipt, and Issue System).

(d) All items are to be shipped by insured priority mail with return receipt requested. In addition to the priority mail markings the parcels should also be marked "Fourth Class Mail Enclosed". Authorization for the above exception to AR 340-3 has been granted for RIW items by Director, Postal Directorate, HQDA. The authorization is contained in DAAG-MAP (1 Jul 77) 3rd Ind, Subject: Request for Exception to Permit the Use of Certified Mail and Return Receipts When Mailing MILSTRIP Parcels dated 11 April 1978. All failed units

are to be shipped back to the contractor as soon as they are packaged and all accompanying documents are completed. All shipments must be insured up to the limit of their value or permissible maximum allowed by the USPS (not to exceed the shipment value).

(e) All materiel for repair and return is to be shipped to the address listed in g(4) above. The address is to be clearly identifiable on the outside of the shipping container and all accompanying shipping documents.

(f) Activities returning equipment for repair (RIW) shall also indicate their complete in-the-clear address where the equipment is to be shipped after repair. This in-the-clear address shall be included on DA Form 2407, block 16a. Failure to include the return address will delay equipment returns to users.

(g) All air frame contractors and other authorized DOD commercial repair facilities returning system components for warranty *will complete a DD Form 1149 (Requisition and Invoice/Shipping Document) as required by DOD 4160.21-M, , Defense Disposal Manual (formerly AR 755-20).*

NOTE

Although shipment will be accomplished through use of one or the other documents listed above (DD Form 1348-1 or DD Form 1149), accountability for equipment returned for repair/replacement will be the responsibility of the USER (returnee) until receipt at the Contractor Repair Facility. Accountability will then be assumed by the Defense Contracting Administration Service Management Area (DCASMA) Administrative Contracting Office (ACO), for contract DAAB07-78-C-3309.

(h) Distribution of DD Form 1348-1 or DD Form 1149 is as follows:

1. One copy accompanying the equipment returned to the contractor, addressed to:

Rockwell International
Collins Government Avionics Division
440 Collins Rd. N.E.
Cedar Rapids, Iowa 52406
AMTN: US Army RIW Administrator

2. One copy to the DCASMA ACO, addressed to:

DCASMA
 ATTN: DCRS-GCCH-8
 4333 Edgewood Rd. N.E.
 Cedar Rapids, Iowa 52402

3. One copy addressed to:

CGUSACECOM
 ATTN: DRDCO-PC-A(ABT)
 (PCO CONTRACT DAAB07-78-C3309)
 Fort Monmouth, NJ 07703

(i) The equipment technical manual TM 115826-300-20 for the AR/ARN-124 contains the required tests to determine if the suspected item is unserviceable.

7. Queries. The Reliability Improvement Warranty (RUW) is a new approach for the repair and maintenance of an equipment within the Army inventory. Therefore, the referenced regulations and procedures outlined herein must be complied with in order to assure effective and orderly equipment repair and return to users. Any queries concerning the general content of this bulletin (e.g., format) should be directed to the Commander, US Army CECOM, Materiel Management Directorate, DRSEL-MMO-R, Fort Monmouth, NJ, 07703. Specific queries concerning the Technical, Maintenance, Transportation, Supply and/or Warranty Reliability aspects of this program should be direct to the address listed below:

<i>Information Required</i>	<i>Address</i>
Technical	Commander US Army AVRADA ATTN: DAVAA-N Fort Monmouth, NJ 07703 Autovon 9854076
Maintenance	Commercial (201) 544076 Commander US Army CECOM Maintenance Directorate ATTN: DRSEL-ME-EW Fort Monmouth, NJ 07703 Autovon 9923151
Transportation	Commander US Army CECOM Materiel Management Directorate ATTN: DRSEL-MM-DD-T Fort Monmouth, NJ 07703 Autovon 992-2416
Supply	Commander US Army CECOM Materiel Management Directorate A'TN: DRSEL-MME-AN Fort Monmouth, NJ 07703 Autovon 992-1626
Any other area regarding Reliability Improvement Warranties not specifically identified above	Commander US Army CECOM ATTN: DAVAA-P Fort Monmouth, NJ 07703 Autovon 995-2844

By Order of the Secretary of the Army

Official:

ROBERT M. JOYCE
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The Adjutant General

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General, United States Army
Chief of Staff

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, Operator Maintenance requirements for T-42 Fixed Wing Aircraft.

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SOMETHING WRONG WITH THIS PUBLICATION?

FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)

DATE SENT

PUBLICATION NUMBER

PUBLICATION DATE

PUBLICATION TITLE

BE EXACT... PIN-POINT WHERE IT IS

PAGE NO.

PARA-GRAPH

FIGURE NO.

TABLE NO.

IN THIS SPACE TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT:

TEAR ALONG PERFORATED LINE

PRINTED NAME, GRADE OR TITLE, AND TELEPHONE NUMBER

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PREVIOUS EDITIONS ARE OBSOLETE.

P.S.—IF YOUR OUTFIT WANTS TO KNOW ABOUT YOUR RECOMMENDATION MAKE A CARBON COPY OF THIS AND GIVE IT TO YOUR HEADQUARTERS.

