

ISSUE, RECEIPT, SHIPMENT, AND TURN-IN PROCEDURES

This chapter provides the guidelines, documentation, and procedures for the issue, receipt, shipment, and turn-in of ammunition.

ISSUE

Issue, as used here, is the transfer of ammunition stocks from an ASP or depot to an authorized user.

GUIDELINES

The following guidelines will help ammunition units provide efficient support to using units:

- Issue only serviceable ammunition. See Appendix E for ammunition condition codes.
- Advise using units of limitations on the use of restricted ammunition and ammunition suspended from issue and use except for emergency

combat. Use TB 9-1300-385 or other pertinent directive by HOTLINE message for guidance.

- Never issue ammunition classified by TB 9-1300-385 as “suspended from issue, movement and use” or “suspended from issue and use.”
- Closely monitor issues of miscellaneous small lots of artillery ammunition so the using unit will not get overburdened with small lots. This is important to artillery units in combat to reduce registration with the Fire Direction Center due to change in lot numbers.
- Ammunition must be issued in the order of the priorities given below.
 - Priority 1. Smallest lots of ammunition being issued.
 - Priority 2. Ammunition designated as “priority issue.”
 - Priority 3. Acceptable substitute from excess stocks. Coordinate with the requisitioner for this substitution.
 - Priority 4. Oldest ammunition of type being issued.
 - Priority 5. All other stocks.

DOCUMENTATION

The forms listed below are necessary for issuing ammunition. Whenever a form has an R after its number, it can be reproduced in the unit.

- **DA Form 581** (Request for Issue and Turn-in of Ammunition). The requesting unit prepares this form and presents it to the ASP for issue.

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- **DA Form 1687** (Notification of Delegation of Authority—Receipt for Supplies). Using units must present a properly completed copy of a DA Form 1687 to the ASP providing support. The ASP uses the form to insure that DA Forms 581 have the proper signatures. See DA Pam 710 series for more details.
- **DA Form 3151-R** (Ammunition Stores Slip). The operations office at the ASP prepares a DA Form 3151-R. Use TM 38-L69-11-1* for instructions for filling out. Use this form to track the movement of ammunition within the storage facility, to include issue to and receipt from user units.
- **DD Form 626** (Motor Vehicle Inspection (Transporting Hazardous Material)). Inspect using unit vehicles using this form, before and immediately after loading, before they leave the ASP or depot. Instructions are in AR 55-355. There is more information in FM 9-38 and TM 9-1300-206.
- **DD Form 836** (Special Instructions for Motor Vehicle Drivers). The ASP shipping officer prepares one form for each driver of a vehicle that leaves the ASP or depot loaded with ammunition. Drivers must keep these forms in their possession at all times while driving ammunition-laden vehicles. Instructions for preparation are

*This TM is being rescinded. It will become Chapter 25, DA Pam 710-2-2. The Supply Support Activity (SSA) Supply System.

in AR 55-355, FM 9-38, TM 9-1300-206, and FM 55-70.

DA Form 3020-R (Magazine Data Card (MDC)). When they issue ammunition from a storage location, checkers post and initial the transaction on the proper MDC. Each checker and the soldier in charge of each respective magazine or stack must ensure the accuracy of the MDC.

PROCEDURES

The requesting unit must have its ammunition issue request, DA Form 581, authenticated by a command-designated officer, before it arrives at the ASP or depot. In the division, the DAO authenticates requests; in the corps artillery, the S4 may do it. Authentication gives tactical commanders a way to control ammunition issues.

The flowchart in Figure 3-1 is a guide for ASP, or depots in planning for and conducting efficient issue operations. Use it when writing SOPs for ammunition issues.

RECEIPT

Receipt, as used here, refers to a shipment from another ASP or depot or directly from the port. ASPs normally receive regular replenishment shipments from the CSA. That may mean one convoy per day, a convoy every other day, or some other arrangement. Some receipts, such as emergency replenishment, are unscheduled and may arrive at the ASP at any time. The ASP must have established procedures for the orderly and efficient receipt of ammunition.

GUIDELINES

The following general guidelines make receiving ammunition safer and easier to control:

- Be aware that mixed lots may be in a single shipment. If they are, there will have to be a detailed inventory after unloading.
- Use advance notices of receipts for planning ASP operation. They will increase efficiency.
- Inspect the ammunition received for damage and safety hazards.
- To prepare for incoming shipments, check the unit SOP for guidance concerning the particular method of transportation the Class V items are arriving on.
- There may be so many items that rewarehousing will be necessary to make room in the planned location to store them. To determine if this is necessary, check the planographs. For magazine storage at a CSA or TSA, also check the magazine drawings; for outdoor storage, check the FSU size. Finish rewarehousing before the shipment arrives.
- Consider the amount of labor and MHE that may have to be used to download the shipment.

Motor Vehicles. Inspect motor vehicles against the destination portion of the DD Form 626, which is carried with each shipment, as each vehicle arrives at the ASP. Asterisked items must be checked, and deficiencies must be corrected before the vehicle comes into the ASP/depot. Make sure the ASP control section gives the storage section personnel a DA Form 3151-R before they leave for the storage area

with a truck. The form gives the location and quantity of ammunition to be stored. Finally use whatever types of MHE on hand (IAW the TOE) and that can be used on the ASP terrain.

Railcars. Make sure that a civilian QASAS or military ammunition inspector (MOS 55X) is on hand when the railcar is spotted and opened. All railcars transporting explosives should be inspected when they enter the ASP and before they are opened for unloading. Make this inspection at a designated inspection area, and make sure technically qualified personnel, such as the QASAS or 55X, do the inspecting. If sabotage or any unsafe condition is suspected, move the car immediately to the suspect-car track so it can be inspected by authorized security and EOD personnel. If the car passes the inspection, downloading can be restarted as soon as possible. The use of MHE, whether forklift or conveyor rollers, depends on the particular situation and requires planning and coordination.

Aircraft and Vessels. The help of other services is necessary for these means of transportation. A QASAS or 55X is also necessary. Transporting with aircraft or vessels uses motor vehicles or railcars at some point to move munitions to and from the actual storage site. Refer to TM 9-1300-206 for more information.

DOCUMENTATION

Use the following documentation when receiving ammunition:

DA Form 3151-R (Ammunition Stores Slip).

The receiving ASP or depot uses this form to record where the incoming shipment is to be stored. Prepare a DA Form 3151-R for all ammunition items arriving at the ASP on a vehicle. TM 38-L69-11-1 has instructions for filling out the form.

- **DD Form 1348-1** (DOD Single Line Item Release/Receipt Document). DD Form 1348-1 is prepared by the shipper and is used as a receipt and as documentation of the shipment. It is also used as advance notice of an incoming shipment.
- **DA Form 5210-R** (Ammunition Transaction Card, XBT (Intransit-In Receipt)). This card is prepared by the ASP and is forwarded to the proper MMC to notify the MMC that a shipment of ammunition has been received by the ASP.
- **DD Form 1384** (Transportation Control and Movement Document (TCMD)). The shipper prepares the TCMD, and it stays with the ammunition during shipment. This form provides vital transportation data to each level, including the receiving ASP, concerning the ammunition shipment.
- **DD Form 626** (Motor Vehicle Inspection (Transporting Hazardous Material)). The ASP uses this form to inspect arriving vehicles before they unload. Personnel named by the ASP commander prepare this form IAW AR 55-355. FM 9-38, and TM 9-1300-206.
- **DA Form 3020-R** (Magazine Data Card

(MDC)). The ammunition storage unit prepares the MDC for each lot and stack of ammunition stored during receiving operations except when the ammunition received is going to an already existing stack. In this case, the checker must post the transaction to the proper MDC. Checkers and the soldier in charge of each magazine or stack are responsible for the accuracy of this card.

PROCEDURES

The flowchart in Figure 3-2 is a guide for planning and conducting receiving operations. It can also be used for writing SOPs for ammunition receipts.

SHIPMENT

Shipment, as used here, is the movement and transfer of ammunition stocks from one storage activity to another storage activity using transportation assets not organic to the shipping ammunition unit.

GUIDELINES

Efficient ammunition shipping operations are largely the result of thorough advanced planning. Most accidents involving Class V items are during transportation, movement, or handling. When a materiel release order (MRO), shipping instructions, or other authority directing a shipment is received, carefully plan the mechanics of each shipment, because each is different. See Appendix C for a DODIC conversion chart and Appendix F for DOT hazardous materials information.

Chapter 3

- Using Unit
- DAO
- ConvoY CMDR Driver
- ▲ ASP Office Checker
- ⊗ Inspector
- INV Control

No	Activity	Document			
1	Prepare Request	DA 581	○		
2	Authenticate Request	DA 581	●		
3	Travel to ASP - Park in Vehicle Holding Area		■		
4	Present Request to ASP Office in Triplicate	DA 581	■		
5	Review Request for Accuracy, Completeness and Proper Authentication	DA 1687	▲		
6	Inspect Empty Vehicles	DD 626	▲	⊗	
7	Select Lots and Storage Locations	DA 5203	▲	⊗	
8	Prepare Stores Slip for Each Vehicle, in Triplicate	DA 3151-R	▲		
9	Review Suspension File With Lot Selected	DA 3151-R	▲	⊗	
10	Review DSR Cards for Inspection/Condition	DA 3022-R		⊗	□

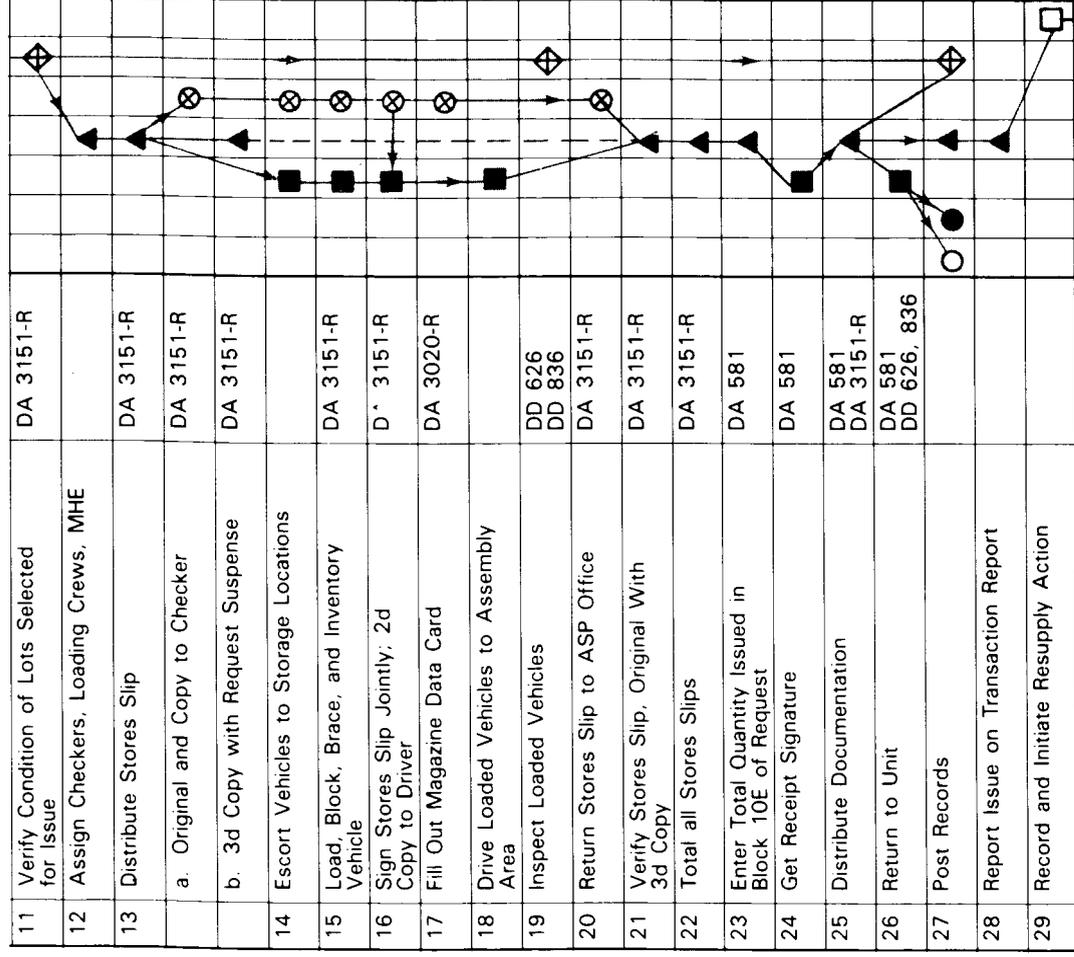


Figure 3-1. Issue Procedures.

No	Activity	Document	Inventory Control Shipper	Convoy CMDR ASP Office	Driver	Checker Inspector
1	Direct Shipment	DD 1348	○	○	○	⊗
2	Provide Advanced Notice to Receiver	DD 1348-1	●	●	●	⊗
3	Conduct Advanced Planning for Receipt		●	●	●	⊕
4	Ship Ammunition	DD 1384 DD 1348	●	●	●	⊕
5	Arrive at ASP/Depot		●	●	●	⊕
6	Inspect Vehicles Prior to Entry	DD 626	●	●	●	⊕
7	Correct Deficiencies - If Noted	DD 626	●	●	●	⊕
8	Park Loaded Vehicles in Holding Areas		●	●	●	⊕
9	Present Documentation to ASP Office	DD 1348 DD 1384	●	●	●	⊕
10	Review Documentation	DD 1348 DD 1384	●	●	●	⊕
11	Select Storage Locations	PLANO- GRAPH	●	●	●	⊕
12	Prepare Stores Slip for each Vehicle	DA 3151-R	●	●	●	⊕
13	Prepare Magazine Data Card for Each Lot/Location	DA 3020-R	●	●	●	⊕
14	Assign Checkers, Unloading Crews, MHE		●	●	●	⊕
15	Give Stores Slips and Mag Data Cards to Checkers		●	●	●	⊕
16	Escort Vehicles to Storage Locations		●	●	●	⊕
17	Verify Type, Lot, Condition, Quantity Received	DA 3151-R	●	●	●	⊕
18	Sign Stores Slip	DA 3151-R	●	●	●	⊕
19	Annotate Magazine Data Card		●	●	●	⊕
20	Conduct Receipt Inspection		●	●	●	⊕
21	Drive Empty Vehicles to Assembly Area		●	●	●	⊕
22	Return Stores Slip to ASP Office	DA 3151-R	●	●	●	⊕

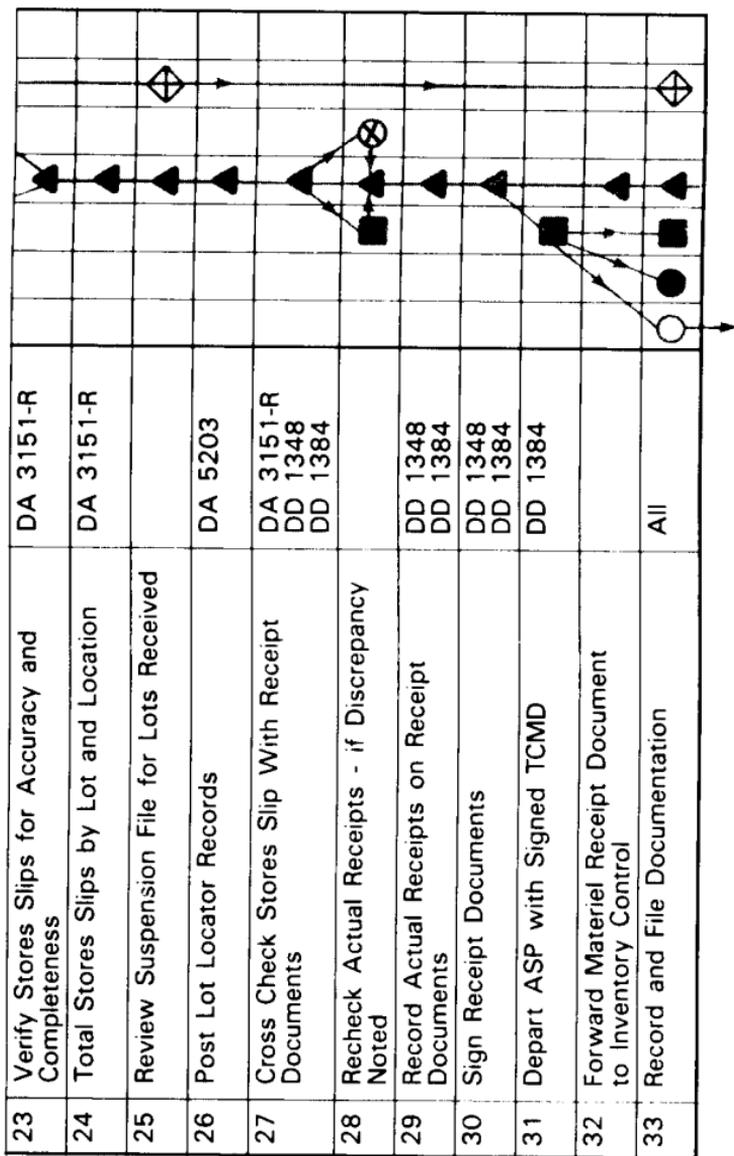


Figure 3-2. Receipt Procedures.

Before any plan is begun, a detailed step-by-step SOP must be written, which will make transportation and movement activities much more effective. Consider the following basic factors, although they may vary because of prevailing operational environments, types of shipment, and existing workloads:

- Try to establish close liaison with the supporting local transportation movements office (TMO) to make coordinating external transportation assets easier.
- Bear in mind that most shipments are on a “throughput” basis, as directed by the appropriate MMC. Maintain as much contact as possible with the MMC to get the most advanced notice.
- Ammunition should be palletized for shipment as much as possible to make loading and unloading vehicles easier.
- All carriers must be inspected thoroughly (IAW DD Form 626) before they are loaded.
- Verify the availability of Class V items for shipment. Immediately report quantities not available to the activity issuing the shipping directive.
- Know the selection of lots and storage locations from which specific quantities are to be loaded.
- Make sure items are compatible. This is critical. For more information, see TM 9-1300-206.
- Once the amount of ammunition to be shipped is known, verify it against on-hand assets, condition codes, and storage locations. The compati-

bility of assets according to the method of transport (compatibility varies depending on whether rail, air, motor vehicle, or vessels are used) must be known, as well as the size, type, and number of vehicles, railcars, etc., in which the ammunition is to be loaded. Be aware of the MHE and the number of soldiers available to do the loading. Make sure palletization and outloading drawings are available as well as the equipment and lumber to follow these drawings.

- Within CONUS, the basic documents that must be followed are DOT Motor Carrier Regulations and AR 55-355. In addition, comply with all local and state rules, regulations, and laws. Follow all the recommended routes through which shipments will pass in order to make sure bridges, tunnels, and congested areas are avoided.
- Within a Theater of Operations (TO), make sure shipments of ammunition comply with theater and DA directives and safety regulations. To a large degree, these directives and safety regulations are the same as those in CONUS.
- Whether CONUS or OCONUS, the following publications apply to shipments: AR 55-38, AR 55-355, AR 190-11, AR 710-2 series, AR 735-11-2, BOE 6000, DOD Reg 5100.76M, FM 9-38, FM 55-70, DOD 4500.32R, and TM 9-1300-206.
- If the shipment is to be handled by commercial carrier or other external transportation assets, alert the supporting transportation movements officer (TMO) as far in advance as possible. Coordinate with the customer unit on type and

quantity of vehicles if the shipment is to be by military vehicles belonging to the customer unit. By making requirements known to the TMO and by keeping up with technical matters, the operation will be more efficient.

Compatibility. There are handling and loading requirements for maintaining transportation compatibility for explosives and other hazardous cargo. Compatibility for transportation has the same priority as for storage, only the standards for which types of items may be mixed are different. Figure 3-3, an extract from BOE 6000, shows which items can be loaded together.

The chart in figure 3-3 (in pocket on inside back cover) uses the Department of Transportation (DOT) shipping names. These names are available in the ammunition data catalog (in microfiche), the DOD Hazardous Classification Guide, or the manufacturer's data on the top of the box being shipped. Once the DOT shipping name is known, cross-reference it to the BOE chart to see if the items can be loaded together.



Motor Vehicles. When a documented request for shipment (DA Form 3151-R, DA Form 581, DA Form 1348, etc.) is received, determine what type and how many vehicles will be necessary. Coordinate this with the TMO or the unit responsible for transporting the ammunition. Determinations are as follows:

- **Number of Trucks.** Determining the gross weight to be put on military trucks is up to the using unit and should be coordinated with the

control and QA/QC section of the ASP. Determine the cube/square of the load by measuring the pallets. Make sure the cube and weight are checked for total quantity to be put on the vehicle. If commercial vehicles are to be used, the ASP control section is responsible for determining how much will be loaded on each vehicle and what size vehicles will be used (the TMO provides this information).

- **Preparation for Loading.** Know what kind of trucks (2 1/2-ton, S&P, etc.) are going to be used before they arrive at the ASP. Unlike for commercial vehicles, this information is provided by the unit responsible for transporting the ammunition or by the TMO. Furthermore, ASP personnel should have sufficient advance notice so they can plan for the job. See Appendix A.
- **Palletized Loads.** Make sure loading procedures follow DA Pam 75-5. Always use outloading drawings, and follow them as closely as possible. After the drawing is obtained, request the materials for blocking and bracing needed. If the item needs to be palletized or repalletized, the procedure in DARCOM Drawing 19-48-4116-20-PA10002 should be followed. Get the specific drawing for a particular kind of ammunition by using the appendixes to DARCOM Drawing 19-48-4116-20-PA10002. These drawings give details on the equipment needed and procedures for unitizing specific items. The ASP SOP should list the safety equipment necessary for these procedures.

MHE is necessary if the ammunition is palletized. What kind of MHE and how much will be needed depend on the terrain, weather, and MHE available. With experience, comes better judgment of what MHE will be needed for an operation. Along with the MHE, additional items of handling gear, such as nylon cargo straps, steel slings, and conveyors are often needed.

- ***Unpalletized Loads.*** These loads are most often shipped to tactical units. This makes planning difficult because of the small quantities and different kinds of boxes being put on one truck. The ASP QA section can advise the best method for loading.
- ***Incoming Inspection.*** When it arrives at the ASP, the motor vehicle should be inspected IAW TM 9-1300-206 or Chapter 216, AR 55-355. DD Form 626 is used when Class A and B shipments will be over public highways; local forms are often made for other situations. Soldiers in the storage section, control section, or qualified personnel should complete blocks 1-22 of the DD Form 626 before the vehicle enters the ammunition storage area. Instructions for filling out this form are on the back of it, and TM 9-1300-206 has additional information, such as the correct fire extinguishers.
- ***Placarding Requirement.*** The proper placards must be on all motor vehicles transporting hazardous cargo over highways. Make sure one placard is displayed on each of the four sides of the vehicle and the trailer, if applicable. Make

sure the placard on the trailer is visible from the front. If vehicles are transporting explosives A or B, try to get reflectorized placards. Display the placard of the most dangerous item being transported. See BOE 6000 for more specific details on how to placard vehicles, and see FM 55-70 and TM 9-1300-206 for the NSN of the different sizes of placards. In an overseas theater, the placards of the host nation or placards that show both English and the native language may have to be used.

- **Transport Protection.** The load should be well braced and stayed IAW the proper outloading drawing. If it is not in a closed van, the load needs to be covered with fire-resistant tarps. Tarps are not needed when sealed metal containers are being transported.
- **Outgoing Inspection.** When the load is ready, the DD Form 626 should be filled out. Have a QASAS or 55X ammunition inspector fill in blocks 23-30, which includes completion of a DD Form 836. Use Chapter 216, AR 55-355, to fill out the DD Form 836, and use the fire fighting guidance and the DOT shipping name in Appendix F.

Railcars. Before working with railcars, there are several references soldiers need to be familiar with. Follow carefully the guidance for loading compatibilities as given in BOE 6000. There are also specific procedures that govern rail shipments, dealing with safety precautions, loading, blocking, and bracing in

the outloading drawings in DA Pam 75-5 and TM 9-1300-206. Railcar inspection procedures and certification are in TM 9-1300-206 and Chapter 216, AR 55-355.

Aircraft. Air shipment operations can be conducted at any airfield operated by the US Air Force or US Army, at heliports, or at ASP helicopter sling-out areas. The US Air Force controls air terminal operations at its airfields. The Army transportation service controls transfer points operated by the field Army. Technical assistance in this case is supplied by ammunition supply units. Helicopter loading sites (sling-out areas) at Class V installations are operated by that installation. The local TMO can provide technical assistance. For more on aircraft operations, see TM 38-250 and TM 9-1300-206. TM 9-1300-206 has a detailed discussion of sling-out operations.

Plan for sling-out areas in or near CSAs or ASPs so there can be limited helicopter resupply for using units.

Vessels. Loading and unloading of vessels is the specific responsibility of transportation units in the theater of operations and the US Army Military Traffic Management and Terminal Services. They are governed, however, by the regulations of the US Coast Guard. These regulations cover the classification, compatibility, and storage of ammunition and other dangerous cargo aboard a vessel and are in the US Army's FM 55-70. The Coast Guard also secures and supervises vessels, including barges, unless they are specifically exempt.

DOCUMENTATION

The following forms and labels are used when ammunition is shipped

- **DA Form 3151-R** (Ammunition Stores Slip). Prepare a DA Form 3151-R for each DODAC in the shipment, so checkers can use them as tally sheets during upload of the ammunition. Fill them out following TM 38-L69-11-1.
- **DD Form 1384** (Transportation Movement Control Document (TCMD)). The TCMD is prepared by the shipping ASP. It provides: advance planning information for scheduling transportation, the way to control and identify shipments throughout their movement, and the essential information needed to trace, locate, and divert shipments.
- **DD Form 626** (Motor Vehicle Inspection (Transporting Hazardous Material)). The shipping activity uses DD Form 626 to inspect vehicles before and immediately after they are loaded, before they leave the ASP or depot. Use AR 55-355 to fill it out, and use FM 9-38 and TM 9-1300-206 for additional guidance.
- **DD Form 836** (Special Instructions for Motor Vehicle Drivers). The driver of each vehicle loaded with ammunition gets a DD Form 836 before leaving the ASP or depot. The transportation officer prepares DD Forms 836 IAW AR 55-355, FM 9-38, and TM 9-1300-206.
- **DA Form 3020-R** (Magazine Data Card (MDC)). Checkers post the transaction to the

MDC when ammunition is shipped from a storage location. Both checkers and soldiers in charge of the magazines or stacks make sure the MDC is accurate.

- **DD Form 1348 Series.** For shipping, there are many ways the MILSTRIP documents in the DD Form 1348-series are used. Furthermore, the series can be used manually or electronically in automatic data processing (ADP). See TM 38-L69-11-1 for complete information on using of this series of forms. Their primary uses are as materiel release orders, materiel release conformations, materiel release denials, redistribution orders, and advanced notices of shipment.
- **Shipping Labels.** The shipping activity marks and labels ammunition that is being shipped with the proper shipping labels IAW AR 725-50, FM 55-70, BOE 6000, TM 738-250, and AR 55-355. The proper way to fill out address labels is in MIL-STD 129H. The proper way to handle hazardous cargo is in AR 55-355 and FM 55-70. Be sure all appropriate placards are put on the vehicle before it is loaded. They must be affixed properly because they will not be taken off until the vehicle is unloaded.

PROCEDURES

The flowchart in Figure 3-4 will help to plan and conduct efficient shipping operations. It can also be used to write SOPs for ammunition shipments. Every shipment and every shipping activity has special requirements that make their operations different, so modify the chart as necessary.

Figure 3-4 shows a routine “throughput” replenishment shipment by motor convoy. With minor changes, it can apply to air or rail shipments, high priority shipments, cross-leveling shipments, and retrograde shipments.

TURN-IN

Turn-in, as used here, is the return to the ASP of unexpended ammunition and salvage items. Ammunition may be turned in to the supporting ASP or depot by using units. Reasons for turn-ins are because operations are complete, missions change, basic loads change, items on hand are suspended, or the serviceability of ammunition items is questionable. ASPs and depots also receive salvage ammunition materiel and such residue from the using unit as expended cartridge cases, grenade pins, containers, wooden boxes, and metal cans. See Appendix G for a brass conversion chart.

GUIDELINES

The following guidelines make turning in ammunition safer and easier to control:

- Encourage using units to return ammunition items in their original packs.
- Discourage using units from opening more rounds and packages than they need and that they may have to turn in later.
- Inspect turn-ins thoroughly. This is because turn-ins may be in mixed lots and varying quantities and there may also be unserviceable and hazardous ammunition.

- Salvage material must get a 100-percent inspection and be certified by the QA section as free of explosives.

DOCUMENTATION

The following documentation is necessary for turn-ins:

- **DA Form 581** (Request for Issue and Turn-in of Ammunition). The using unit making a turn-in prepares a DA Form 581 and gives it to the ASP office.
- **DA Form 3151-R** (Ammunition Stores Slip). DA Form 3151-R is used for turn-ins as a temporary receipt or a storage document, prepared by the ASP office, that directs the relocation of specific items from the segregation area to specific storage locations.
- **DD Form 626** (Motor Vehicle Inspection (Transporting Hazardous Material)). The receiving ASP or depot uses this form to inspect vehicles for hazardous conditions before they are unloaded. Prepare this form IAW AR 55-355, FM 9-38, and TM 9-1300-206.
- **DA Form 3020-R** (Magazine Data Card (MDC)). Prepare an MDC for each lot and stack of ammunition turned in except when the returned ammunition goes back to an already existing stack. In this case, the checker simply posts the transaction to the existing MDC for that stack. Checkers and soldiers responsible for each magazine or stack make sure the MDC is accurate.

PROCEDURES

The flowchart in Figure 3-5 will help to plan for and efficiently conduct receipts of using unit turn-ins. It can be used when SOPs for turn-ins are written. Salvage turn-ins are handled much the same as the ammunition turn-in procedures in Figure 3-5, with the following exceptions:

- Inspect and certify items to be sure that they contain no explosives.
- Store salvage items in an area designated for all salvage items.
- Keep a separate account in the ASP stock records office. This account reflects the item by quantity or tonnage, condition code, lot number, and DODIC or part number.
- Report turn-ins to higher headquarters IAW established procedures.

- ASP
 ● Inventory Control
 □ Trans Office
 ■ Convoy CMDR/Driver
 ▲ ASP Office
 ⊗ Checker
 ⊕ Inspector

No	Activity	Document	○	●	□	■	▲	⊗	⊕
1	Decide to Ship			●					⊕
2	Initiate Materiel Release Order (MRO)	DD 1348		●					
3	Receive MRO	DD 1348		●			▲		
4	Verify Quantity on Hand, Condition						▲		
5	Select Lots, Storage Locations, and Quantity by Lot Suspension Status						▲		
6	Request Transportation w/TCMD	DD 1384					▲		
7	Plan Movement, Nominate Carrier	DD 1384			□				
8	Prepare Stores Slips and MILSTRIP Documents	DD 1348-1 DA 3151-R					▲		
9	Review Lots on Suspension File	DA 3151-R					▲		
10	Review Depot Surveillance Record for Inspection Results	DA 3022-R							⊕

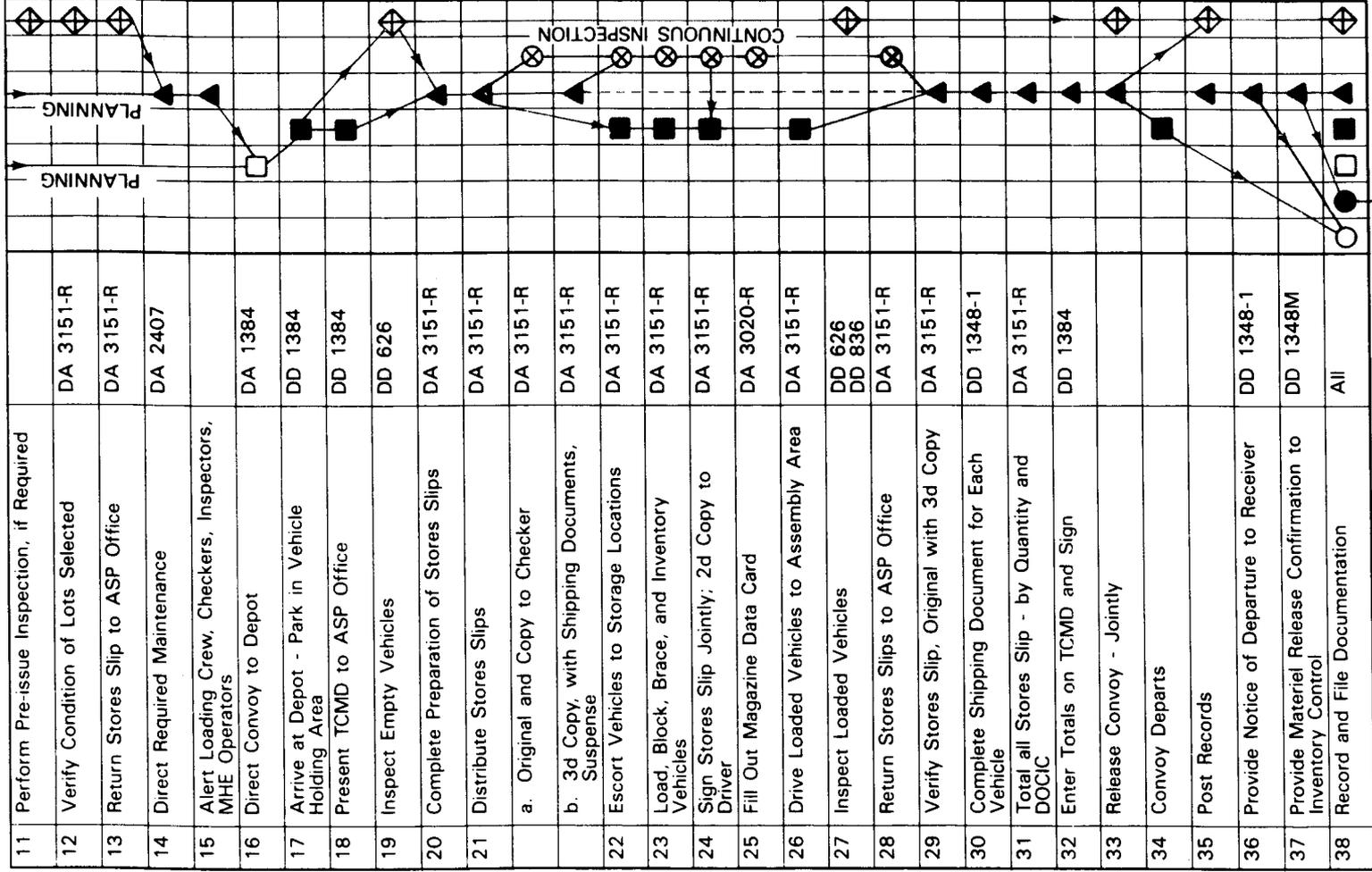


Figure 3-4. Shipping Procedures.

