

**MANAGEMENT INFORMATION SYSTEM (MIS)
TECHNICAL MANUAL**

**DLAM 4745.40 VOL. VI
Revision Date: August 17, 2004**

PERFORM CALCULATIONS

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OVERVIEW

**MANAGEMENT INFORMATION SYSTEM (MIS)
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OVERVIEW

1. Statistics are identified by a clear text name and a code. The values of the majority of the statistics are determined by examining transactions created by DSS at all the depots served by the MIS system. Some of the statistics are input directly at the Depot Level for transactions that are not processed systematically, and some statistics are the product of calculations performed within the MIS process.

2. The statistics are accumulated over time, with the accumulations being Daily, Current Month-to-Date, Current Year-to-Date, Previous Month Totals and Previous Fiscal Year. Statistics are summarized and displayed/reported for the Materiel Owner and Owning Service within a depot. In addition, some statistics are summarized and displayed/reported for Requisitioning Service, Profit Center, or Dedicated Truck Customer (aka Next Scheduled Departure Customer) within a depot.

3. These statistics (metrics) pertain to depot operations, and are grouped together as follows:

a. Performance Statistics: count of completed actions; elapsed days and elapsed hours/seconds; averages of elapsed days and hours/seconds; counts of actions that meet/did not meet performance goals (expressed in elapsed days or hours)

b. Workload statistics; counts of completed and non-completed actions; counts of actions based on handling requirement; associated weights, dollar amounts (materiel values), and item counts, where applicable; counts of discrepancies; percentages based on discrepancy or non-discrepancy counts

c. Net Landed Cost statistics; Dollar values (billing charges) and associated counts and weights used to bill depot processing and transportation costs to the materiel owners.

4. Details for the calculations are described on the MIS Web Site, organized in the following way:

TECHNICAL MANUAL (web button name)

PERFORM CALCULATIONS (web button name)

Type of Transaction Processed:

RECEIVING, ISSUE, STORAGE, INVENTORY

UNIQUE COUNTS, CALCULATED ELEMENTS

Listed by Data Element Number Range

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DETERMINING WHOLESALE/RETAIL

For all Receiving and Issues transactions, the MIS system uses the Owner/Routing Indicator Code (RIC) to categorize the transactions as Wholesale or Retail, and to count the transactions into Wholesale or Retail data elements. Wholesale transactions have Owner/RICs that are also Manager RICs. A RIC table within MIS lists all the Wholesale Manager RICs. A look-up process in the MIS Receiving and Issues calculation programs matches the transaction Owner/RIC with the RIC table; if there is a match the transaction is considered Wholesale, if the Owner/RIC does not match the transaction is considered Retail. Listed below, by service, are the Manager RICs that are on the MIS RIC table.

DLA

| | |
|-----|------------------------------|
| S9C | CONSTRUCTION |
| S9E | ELECTRONICS |
| S9F | FUELS |
| S9G | GENERAL |
| S9I | INDUSTRIAL |
| S9J | DCSC, COPADS |
| S9M | MEDICAL |
| S9P | DPSC, PERISHABLE SUBSISTENCE |
| S9Q | DIPEC |
| S9S | SUBSISTENCE, SEMI-PERISHABLE |
| S9T | CLOTHING & TEXTILES |

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DETERMINING WHOLESALE/RETAIL

ARMY

| | |
|-----|--|
| AKZ | TACOM-US ARMY TANK AUTOMOTIVE & ARMAMENTS COMMAND |
| A12 | SSCOM – US ARMY SOLDIER SYSTEM COMMAND |
| A35 | GMPA |
| BRX | SPECIAL PROJECT OFFICE, RED RIVER AD |
| B14 | ACALA – US ARMY CHEMICAL ACQUISITION & LOGISTICS ACTIVITY |
| B16 | AMCOM – US ARMY AVIATION & MISSILE COMMAND |
| B17 | AMCOM – US ARMY AVIATION 7 MISSILE COMMAND |
| B46 | US ARMY ELECTRONICS, VINT HILLS FARMS |
| B56 | US ARMY COMMUNICATIONS, FT. HUACHUCA |
| B64 | AMCOM – US ARMY AVIATION & MILLILE COMMAND |
| B69 | US AMRY MECIAL MATERIEL AGENCY |

NAVY

| | |
|-----|-------------------------------------|
| N23 | NAVAL SEA SYSTEM COMMAND |
| N32 | AVIATION, PHILADELPHIA |
| N35 | NAVY SPCC, MECHANICSBURG |
| N77 | SPACE AND NAVAL WARFARE SYSTEMS CMD |

AIR FORCE

| | |
|-----|--|
| FFZ | SACRAMENTO ALC |
| FGZ | OGDEN ALC |
| FHZ | OKLAHOMA CITY ALC |
| FLZ | WARNER ROBINS ALC |
| FPD | AIR FORCE CRYPTOLOGIC SUPPORT CENTER ICP |
| FPZ | SAN ANTONIO ALC |

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DETERMINING WHOLESALE/RETAIL

MARINE CORPS

| | |
|-----|--|
| MPB | SUPPLY OPERATIONS DIVISION P820 ALBANY |
|-----|--|

GENERAL SERVICES ADMINISTRATION

| | |
|-----|---|
| GSA | FEDERAL SUPPLY SERVICES, WASHINGTON, D.C. |
| TGG | FEDERAL SUPPLY SERVICES, WASHINGTON, D.C. |

COAST GUARD

| | |
|-----|---|
| ZIC | SICP (SHIPS INVENTORY CONTROL POINT) |
| ZNC | E/GICP (ELECTRONICS/GENERAL INVENTORY CONTROL POINT) |
| ZQC | AIRCRAFT REPAIR & SUPPLY CENTER, AVIATION INVENTORY CONTROL POINT |

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SERVICE TO OWNER ROUTING IDENTIFIER CODE

For all transactions received by MIS, the MIS system determines the Service Code associated with the owner/RIC. The first position of the Owner RIC can be used to identify the Service alignment of that owner. The Service Code is carried over to the statistics, and is the basis for the Service Level statistics in the MIS on-line display.

SERVICE ALIGNMENT TABLE

| Service | First Character of Owner/RIC |
|----------------|--|
| Air Force | Alpha D, E, F, or J |
| Army | Alpha A, B, C, W, or numeric 1 (limited to Army sites) |
| DLA | Alpha S or T |
| Marine Corps | Alpha K, L, or M |
| Navy | Alpha N, P, Q, R, or X |
| Other | Alpha G, H, V, Z, or 'TGG' |

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NET LANDED COST

1. Net Landed Cost (NLC) statistics are Dollar Values (billing charges) and associated counts and weights used to bill depot processing and transportation costs to the materiel owners.
2. Processing charges are maintained by DDC and used to determine the handling charges for Receiving. These charges are based on weights, and type of material being received.
3. Actual Transportation costs for completed Issue transactions where items were shipped by common carrier are received daily by MIS. These costs are entered by the carriers in the Power Track System, which transmits the information to DSS. In turn, DSS passes the actual cost information to MIS on a daily basis.
4. MIS examines each Issue transaction to see if CONUS or Overseas actual transportation costs are expected for transaction (based on field values within the transaction). If actual transportation costs are not expected (most likely because Issue was shipped via a government carrier, not a common carrier), MIS uses the final transportation costs contained in a field on the Issue transaction to calculate Net Landed Costs (NLC) transportation cost statistics for the Issue. If actual costs are expected, MIS attempts to match the transaction with an Actual Transportation cost record, and to use the costs contained on the Actual Transportation cost record to calculate the NLC transportation cost statistics for the transaction. If the transaction is more than 30 days old, and MIS still has not successfully matched the transaction with an Actual Transportation cost record, MIS calculates NLC transportation cost statistics for that transaction from the estimated costs contained in fields on the transaction. From that point forward, MIS does not try to match the transaction against the Actual Transportation cost records.

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GENERATE AWC DATA

The transactional information used to generate Data Elements also contains information that can be used to generate the Automated Work Count (AWC) information. Images of the transactions with specific Data Elements for AWS are processed from the selection and calculation process to the automated work count application.

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RECEIVING

1. Receiving transactions are received and processed daily by MIS, and represent completed depot receiving actions, or reversal of depot receiving actions.
2. The Receiving portion of MIS has 8 high level categories:
 1. Receiving Performance Statistics
 2. Receiving Totals
 3. End Item Receipts
 4. Special Designation End Items
 5. BRAC Receipts
 6. Net Landed Cost Receipt Statistics
 7. Air Force Budget Code Receipt Statistics
 8. PPP&M Receiving Totals
3. The Receiving Performance Statistics are sub-categorized as follows:
 - 100XX AF Lean Log. Repaired Receipts
 - 101XX Wholesale Proc., Retail Receipts Less End Items
 - 102XX End Item Receipts
 - 103XX Unserviceable Returns
 - 104XX Repaired Receipts from Maintenance
 - 105XX AF Lean Log. Returns
 - 106XX Wholesale Procurement
 - 107XX Wholesale Procurement, Destination Inspected
 - 108XX Wholesale and MTIS Returns
 - 109XX Wholesale Returns, Creditable
 - 110XX Unstowed Receipts
 - 111XX Wholesale Returns, Non-Creditable
 - 112XX Retail
 - 113XX Wholesale Redistributions
 - 140XX NWCF Offload DLRS
 - 141XX NWCF Offload CIIC
 - 142XX NWCF Offload EMV > \$2500.00
 - 143XX NWCF Offload EMV < \$2500.00

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RECEIVING

144XX NWCF Offload Non-PMR
145XX Small Parcel Carrier Receipts
146XX PC&P New Procurement
147XX PC&P Receipt Returns

4. Each of these categories is further sub-categorized to show performance as follows:

XXX01 Lines Posted Only
XXX02 Lines Posted and Stowed
XXX03 Lines Posted On-Time, Tailgate to Post
XXX04 Average Days Lines Posted on Time
XXX05 Lines Posted Late, Tailgate to Post
XXX06 Average Days Lines Posted Late Over Standard
XXX07 Average Days Tailgate to Post
XXX08 Lines Stowed on Time, Post to Stow
XXX09 Average Days Lines on Time, Post to Stow
XXX10 Lines Stowed Late, Post to Stow
XXX11 Average Days Lines Late Over Standard, Post to Stow
XXX12 Average Days Post to Stow
XXX13 Lines On Time, Tailgate to Stow
XXX14 Average Days Lines on Time, Tailgate to Stow
XXX15 Lines Late, Tailgate to Stow
XXX16 Average Days Lines Late Over Standard, Tailgate To Stow
XXX17 Average Days Tailgate to Stow
XXX18 Percent Stowed On Time, Tailgate to Stow
XXX19 Percent Posted on Time, Tailgate to Post
XXX20 Average Time in Hours/Minutes, Tailgate to Post
XXX21 Average Time in Hours/Minutes, Post to Stow
XXX22 Average Time in Hours/Minutes, Tailgate ton Stow

Many receipts transactions will be counted in more than one category.

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RECEIVING

1. MIS validates the values of some fields based upon the relationship to other fields, look-up tables, or elementary edit requirements.
2. MIS assigns additional codes to each transaction based upon look-up tables that are defined or maintained by DLA management (DDC). These tables identify Service Code, Work Center Codes, Special Project Codes, End Item Handling Codes and Special Designation End Item Codes (e.g. hazardous, small arms, combat vehicle, bulk and heavy bulk, etc).
3. DICOMSS, Reimbursable Provision receipts are not counted in MIS. These transactions are identified by Owner RICs S9U. Other exclusions are listed in the documentation of individual Element Numbers.
4. Receiving Performance Statistics include elements for On-Time and Late performance. These elements consider the time a receipt is received at tailgate to the time it is posted and stowed. These times are compared to the Standard Days Processing Table and average days are computed and counts assigned to elements. The MIS Standard Days Processing Table for Receiving follows:

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RECEIVING

MIS STANDARD DAYS PROCESSING TABLE

| Data Element Number | Tailgate Date to Received Date Standard Days | Received Date to Stow Date Standard Days | Tailgate Date to Stow Date Standard Days |
|----------------------------|---|---|---|
| 100XX | 0 | 1 | 1 |
| 101XX | 0 | 1 | 1 |
| 102XX | 1 | 2 | 3 |
| 103XX | 1 | 2 | 3 |
| 104XX | 0 | 1 | 1 |
| 105XX | 0 | 1 | 1 |
| 106XX | 0 | 1 | 1 |
| 107XX | 0 | 1 | 1 |
| 108XX | 1 | 2 | 3 |
| 109XX | 1 | 2 | 3 |
| 110XX | 0 | 0 | 0 |
| 111XX | 1 | 2 | 3 |
| 112XX | 0 | 1 | 1 |
| 113XX | 1 | 2 | 3 |
| 140XX | 11 | 1 | 12 |
| 141XX | 11 | 1 | 12 |
| 142XX | 11 | 1 | 12 |
| 143XX | 43 | 1 | 44 |
| 144XX | 43 | 1 | 44 |
| 145XX | 1 | 2 | 3 |
| 146XX | 0 | 1 | 1 |
| 147XX | 0 | 1 | 1 |

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1. Issue transactions are received and processed daily by MIS, and represent completed/in-process depot issue actions. MIS assigns additional codes to each transaction based upon look-up tables that are defined or maintained by DLA management (DDC). These tables identify Service Code, Work Center Codes, Special Project Codes, End Item Handling Codes and Special Designation End Item Codes (e.g. hazardous, small arms, combat vehicle, bulk and heavy bulk, etc).
2. DICOMSS, Reimbursable Provision Issues are not counted in MIS. These transactions are identified by Owner RICs equal to S9U. Other exclusions are listed in the documentation of individual Element Numbers.
3. MIS identifies categories (one or more) to which a completed issue belongs, based upon values and relationships of fields in the transaction, and upon values in the look-up tables that apply to the transactions.
4. The Issue portion of MIS has 16 high-level categories:
 1. Issue Performance Statistics by Owner
 2. Issue Totals
 3. End Item Issues
 4. Special Designation End Item Issues
 5. In-Process Counts
 6. Mode of Shipment MROs
 7. Hold Code MROs
 8. BRAC Issues
 9. RCP Sales and Ownership Changes
 10. Issue Performance Statistics by Requisitioning Service
 11. MRO Denial Statistics
 12. DRO Denial Statistics
 13. Net Landed Cost Issue Statistics
 14. Air Force Budget Code Issue Statistics
 15. Issue Performance Statistics by CCP/DTK Customer
 16. PPP&M Issue Totals

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ISSUES

5. The Issue Performance Statistics are sub-categorized as follows:

- 200XX AF Lean Logistics MROs
- 201XX End Item MROs, Off Base
- 202XX End Item MROs, On-Base
- 203XX MROs to Maintenance, Off-Base
- 204XX MROs to Maintenance, On-Base
- 205XX Wholesale MROs
- 206XX Wholesale MROs, excluding Extended RDD/Grant Aid/FMS/506A
- 207XX Wholesale Redistribution
- 208XX Wholesale Pharmaceutical MROs
- 209XX Direct Supply Support MROs
- 210XX Air Line of Communication MROs
- 211XX Grant Aid/FMS/506A MROs
- 212XX Hazardous MROs
- 213XX JCS Project Code MROs
- 214XX Total Wholesale/Retail MROs
- 215XX Retail MROs, On-Base
- 216XX Retail MROs, Off-Base
- 217XX Total Retail MROs
- 218XX Wholesale/retail MROs, On-Base
- 219XX Wholesale/Retail MROs, Off-Base
- 220XX RCP Sales MROs
- 222XX Total Wholesale/Retail MROs, Excluding NSD Dedicated Truck
- 223XX Total Wholesale/Retail MROs, Excluding Dedicated Truck
- 224XX Total Wholesale/Retail MROs, Off-Base Excluding Dedicated Truck
- 225XX Total Wholesale/Retail MROs, Excluding NSD Dedicated Truck and CCP
Surface
- 227XX Allowance MROs
- 228XX Neon MROs
- 20CXX Consolidation Containerization Point (CCP) Surface Shipments
- 20DXX Dedicated Truck (DTK) Shipment

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6. Each of these categories is further sub-categorized to show performance as follows:

- XXX60 Total MROs Received
- XXX61 MROs Returned Unprocessed
- XXX62 Number MROs Shipped
- XXX63 Number Hi Pri Offered to Transportation
- XXX64 Average Days Hi Pri Receipt to Offer
- XXX65 Total Hi Pri Shipped
- XXX66 Average Days Hi Pri, Offer to Ship
- XXX67 Average Days Hi Pri, Receipt to Ship
- XXX68 Number Hi Pri Shipped On-Time
- XXX69 Number Hi Pri Shipped Late
- XXX70 Percent Hi Pri Shipped on-Time
- XXX71 Number Pri III Offered to Transportation
- XXX72 Average Days Pri III, Receipt to Offer
- XXX73 Total Pri III Shipped
- XXX74 Average Days Pri III, Offer to Ship
- XXX75 Average Days Pri III, Receipt to Ship
- XXX76 Number Pri III Shipped on Time
- XXX77 Number Pri III Shipped Late
- XXX78 Percent Pri III Shipped On-Time
- XXX79 Average Days Hi Pri MROs in MADS
- XXX80 Average Days Hi Pri MROs, MADS to Ship
- XXX81 Average Days Pri III MROs, in MADS
- XXX82 Average Days Pri III MROs, MADS to Ship
- XXX83 Average Time In Hours/Minutes for Hi Pri MROs in MADS
- XXX84 Average Time in Hours/Minutes for Hi Pri MROs, Received to Offer
- XXX85 Average Time in Hours/Minutes for Hi Pri MROs, Offer to Ship
- XXX86 Average Time in Hours/Minutes for Hi Pri MROs, Received to Ship
- XXX87 Average Time in Hours/Minutes for Hi Pri MROs, MADS to Ship
- XXX88 Average Time in Hours/Minutes for Pri III MROs in MADS
- XXX89 Average Time in Hours/Minutes for Pri III MROs, Received to Offer
- XXX90 Average Time in Hours/Minutes for Pri III MROs, Offer to Ship
- XXX91 Average Time in Hours/Minutes for Pri III MROs, Received to Ship
- XXX92 Average Time in Hours/Minutes for Pri III MROs, MADS to Ship

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XXX9D Average Days Hi Pri MROs, MADS to Offer
XXX9E Average Days Pri III MROs, MADS to Offer
XXX9F Average Time in Hrs/Min Hi Pri MROs, MADS to Offer
XXX9G Average Time in Hrs/Min Pri III MROs, MADS to Offer
XXX9H Number of HI Pri MROs Shipped On-Time, (Average Days, MADS to Ship)
XXX9J Number of Pri III MROs Shipped On-Time, (Average Days, MADS to Ship)
XXX9K Number of Hi-Pri MROs Shipped On-Time, (Average Hours, MADS to Ship)
XXX9L Number of Pri III MROs Shipped On-Time, (Average Hours, MADS to Ship)
XXX9M Number of Hi-Pri MROs Shipped Late, (Average Days, MADS to Ship)
XXX9N Number of Pri III PROs Shipped Late, (Average Days, MADS to Ship)
XXX9P Number of Hi-Pri MROs Shipped Late, (Average Hours, MADS to Ship)
XXX9Q Number of Pri III PROs Shipped Late, (Average Hours, MADS to Ship)
XXX9R Percent Hi-Pri MROs Shipped On-Time, (Average Days, MADS to Ship)
XXX9S Percent Pri III MROs Shipped On-Time, (Average Days, MADS to Ship)
XXX9T Percent Hi-Pri MROs Shipped On-Time, (Average Hours, MADS to Ship)
XXX9U Percent Pri III MROs Shipped On-Time, (Average Hours, MADS to Ship)

7. The following tables are used to compute the On-Time and Late Issue Elements.

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Standard Days to Process Table

| Data Element Number | MADS Date to Date Received | Date Received to Date Offered | MADS Date to Date Offered | Date Offered to Date Shipped | MADS Date to Date Shipped | Date Received to Date Shipped |
|----------------------------|-----------------------------------|--------------------------------------|----------------------------------|-------------------------------------|----------------------------------|--------------------------------------|
| 200XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 201XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 202XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 203XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 204XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 205XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 206XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 207XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 208XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 209XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 210XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 211XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 212XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 213XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 214XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 215XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 216XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 217XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 218XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 219XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 220XX | 0 | 9 | 9 | 3 | 12 | 12 |
| 222XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 223XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 224XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 225XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 227XX | 0 | 0 | 1 | 0 | 1 | 1 |
| 228XX | 0 | 0 | 1 | 0 | 1 | 1 |

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Standard Hours to Process Table

| Data Element Number | Hours MADS Received | Hours Received to Offered | Hours MADS to Offered | Hours Offered to Shipped | Hours MADS to Shipped | Hours Received to Shipped |
|----------------------------|----------------------------|----------------------------------|------------------------------|---------------------------------|------------------------------|----------------------------------|
| 200XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 201XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 202XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 203XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 204XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 205XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 206XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 207XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 208XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 209XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 210XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 211XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 212XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 213XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 214XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 215XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 216XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 217XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 218XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 219XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 220XX | 0 | 0 | 216 | 0 | 288 | 288 |
| 222XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 223XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 224XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 225XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 227XX | 0 | 0 | 0 | 0 | 37 | 35 |
| 228XX | 0 | 0 | 1 | 0 | 37 | 35 |

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8. An In-Process Transaction Table is maintained to identify Transactions for the in-process counts. This table is reconciled each day as MRO and DRO transactions are added, updated and/or deleted as directed by incoming transactions. An MRO or DRO is no longer in process, and the entry for an MRO or DRO is removed from the in-process table when the stock is shipped, denied or cancelled.
9. When an Issue is denied, a transaction is passed to MIS identifying the denial. The MIS process checks the In-Process table for a record of the Issue, matching the Document Number. If the Document Number on the denial is not on the In-Process table, the record is given a Special Status Code (N) and held for 1 day. If on the next day the transaction cannot be matched, the denial is processed and counted into MIS elements. Partial versus total denials are identified by comparing the quantity denied to the MRO/DRO original quantity.
10. Forced Closed transactions are sent to MIS with either an 'A' or a 'T' in the Forced Closed field of the transaction. MIS will count the transaction in all the appropriate elements for that document including the handling charges portion of Net Landed Costs. At the transportation portion of Net Landed Cost, the transaction will be held for up to 90 days, waiting for a Power Track record for the actual cost. If after 90 days, a Power Track record has not been received, the transportation charges will default to the amount in the estimated field of the transaction.
11. Some statistics in Issues are reported by Requisitioning Service, rather than by Owner RIC. The requisitioning service is determined by the first character of the document number on the MRO or DRO transaction, as shown in the chart below. The Requisitioning Service Code in the chart is the code as it appears in the MIS detailed statistics screen. If the document number is missing from the transaction, the requisitioning service defaults to the service associated with the Owner RIC, except for transactions with Type Transaction Code equal to DAA. DAA transactions with missing document numbers are assigned Requisitioning Service Code BBB (Army).

| Document Number 1st Character | Requisitioning Service Code | Service Name |
|---|------------------------------------|---------------------|
| D, E, F, J | AAA | Air Force |
| A, B, C, W, 1 | BBB | Army |
| S, T | CCC | DLA |
| K, L, M | DDD | Marine Corps |
| N, P, Q, R, V, X | EEE | Navy |
| G, H, Z | XXX | Other |

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STORAGE

Currently MIS is tracking the following categories for Storage:

Disassembled Sets for Stock
Locations Reworkhoused
Bin Replenishment Actions Required

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INVENTORY COUNTS

1. Adjustments are made to reversal gain and loss element counts based upon the date contained in positions 7-10 of the Document Number
2. The 'processing period' is considered to be the current month.
3. Data Elements 50080 thru 50099 and 50140 thru 50159 are monthly counts of unique stock numbers inventoried. Stock Numbers from inventoried transactions are matched with the MIS NSN/Condition Code Table. If there is a match, the transaction is not counted. If there is no match, then the Stock Number is added to the MIS NSN/Condition Code Table and counted to the above elements.

For elements 50080 thru 50099, matching keys are Site, NSN, Condition Code and Service Code.

For elements 50140 thru 50159, matching keys are Site, NSN, and Condition Code.

The MIS NSN/Condition Code records are deleted at the end of the month, and a new table is started.

4. Elements 50200 thru 50236, use the date embedded in the document number to determine the fiscal year and quarter associated with the document. The document fiscal year and quarter are compared to the current fiscal year and quarter.

a. If the document fiscal year and quarter match the current fiscal year and quarter, the document is counted in the Current Quarter statistics (50201, 50211, 50221, 50231).

b. If the document fiscal year matches the current fiscal year and the document quarter is in the fiscal quarter immediately preceding the current quarter, the document is counted in the Previous Quarter statistics (50202, 50212, 50222, 50232).

c. If the document fiscal year matches the current fiscal year and the document quarter is earlier than the fiscal quarter immediately preceding the current quarter, the document is counted in the Other Quarters statistics (50203, 50213, 50223, 50233).

d. If the document fiscal year matches the fiscal year immediately preceding the current fiscal year, the document is counted in the Previous fiscal Year statistics (50204, 50214, 50224, 50234).

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INVENTORY COUNTS

e. If the document fiscal year is two (2) years earlier than the current fiscal year the document is counted in the 'Prior Previous' (sic) fiscal year statistics (50205, 50215, 50225, 50235). Example: The current fiscal year is FY 2004. If the document fiscal year is FY 2002, then it is counted in the Prior Previous (sic) fiscal year statistics.

5. If the document fiscal year is more than two (2) years before the current fiscal year the document is counted in the 'Other preceding Fiscal Years' statistics (50206, 50216, 50226, 50236). Example: The current fiscal year is FY 2004, if the document fiscal year is FY 2001 or before, then it is counted in the Other Preceding Fiscal Year statistics.

6. D8A = Gains and D9A – Losses

7. The Inventory portion of MIS has 11 categories:

1. Inventory By Service, Total Inventory Actions, Completed Inventories
2. Inventory Statistics
3. Inventory Reversals - Gains
4. Inventory Reversals - Losses
5. Inventory Adjustments
6. Inventory Adjustments over \$2500
7. Inventory Adjustments Over \$16000
8. On-Hand Inventory
9. Inventory Denial Losses
10. Book-to-Book Adjustments
11. Perpetual Inventory Adjustments

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DEPMEDS COUNTS

This process allows the automatic capture of data for the DEPMEDS Data Elements. The Type Transaction Code (TTC) C2F relates to the Unit Assembly level of a DEPMEDS unit and TTC D6L with a Unit Assembly Number relates to completed DEPMEDS modules. For disassembly activity of medical modules, the D6L line item counts are identified by either an Owner RIC S9M or S9T with a document number structure as follows:

For S9M: SC0200(YDDD)V(AA)2

For S9T: SC0100(YDDD)V(AA)2

NOTE: Positions 12 and 13 can be A-Z, 1-9 (except alpha I, or O, or numeric zero). Position 14 can be either 2 or 3.

NET LANDED COST RECEIPT MANUAL COUNTS

These data elements are designed to capture counts that are not systematically generated.

NET LANDED COST ISSUE MANUAL COUNTS

These data elements are designed to capture counts that are not systematically generated.

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DPMS

Distribution Planning and Management System (DPMS) transactions are received each day by MIS, and represent completed direct vendor deliveries categorized as FOB Origin. DPMS may also send Actual Transportation Cost records associated with the completed deliveries. MIS computes Transportation Net Landed Cost statistics associated with the categories. The Net Landed Cost section provides a description of the calculations of Transportation Costs using shipment transactions and Actual Cost records.

Current DPMS categories and associated statistics:

- CONUS Transportation Costs
- OCONUS Transportation Costs

CROSS-DOCK TRANSSHIPMENT

Any Cross-Dock Transshipment transactions associated with direct vendor deliveries, sent by DSS as part of the daily Issues transactions are examined for inclusion in other Net Landed Cost statistics.

Current Cross-Dock Transshipment categories and associated statistics:

- Customer-Driven Basic, Weight-Related, and Transportation counts and costs
- Cost-Driven Basic, Weight-related, and Transportation counts and costs

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UNIQUE COUNTS

1. There are some elements that are unique to some site operations or cannot be counted systematically. MIS provides an on-line function for the entry of statistics that cannot or are not calculated by examining transactions. Some of the statistics entered via this on-line function are unique to this function, while other statistics are in the same categories as statistics calculated from incoming transactions. These elements have been segregated into specific sections so that they stand out from the typical receipt, storage, issue or inventory data elements.

2. Categories for statistics entered into MIS via the on-line process include:

1. Containers Stuffed/Unstuffed
2. Household Goods Shipped
3. Privately-Owner Vehicles Shipped
4. Meals Ready-to-Eat
5. Unitized Rations
6. Watercraft/Vehicles Processed through Maintenance
7. Total Package Fielding
8. Disassembled DepMeds
9. DECA/DICOMSS Cases Shipped
10. Receipt Workload (End-Item and Non-End-Item)
11. MRO/DRO Workload (End-Item and Non-End-Item)
12. Issues from Receiving
13. Chill & Freeze
14. Off-Line Gas Cylinders
15. Engine or Serialized Container/Trailer
16. Crypto
17. Special Weapons
18. Communication Support Command
19. Bill of Material/TeleBom
20. National Guard Vehicles
21. Subsistence (Unitized Group Rations, Humanitarian Disaster Rations, Water, Bread, Health and Comfort, Other)
22. Top Secret Receipts/Issues
23. Out-of-Cycle Issues
24. Assembled Orders
25. Completed Kits from PC&P

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CALCULATED ELEMENTS

Some of the element counts in MIS are the Sums, Products, Percentages, Averages, Rates and Differences calculated from other elements in MIS. While the elements used for these calculations can be directly traced to a document/transaction, these calculated elements cannot.

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