



***DRMIS Master Data
Guidelines
For
Army Fleets***

Prepared for: Army Major Capital Projects

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1 Introduction

The Defence Resource Management Information System (DRMIS) is the DND Enterprise Resource Planning (ERP) system, built on an SAP backbone, which provides support for executing Materiel Acquisition and Support (MA&S) activities, including materiel management and weapon system maintenance within DND.

Before DND maintenance organizations can use DRMIS to support the maintenance of a weapon system, specific master data objects must be created in DRMIS. This initial data load process requires specific information from the Original Equipment Manufacturer (OEM).

The preparation of the master data is a process which must consider both technical and business requirements. The technical requirements are covered under the Materiel Data Protocol (MDP), including data elements, data provider and data delivery templates.

To complement the MDP, this *Master Data Guidelines for Army fleets* document provides a high level definition of the various DRMIS objects required to support an Army fleet in DND, and centers on the Army business aspects to be considered while preparing the data.

This document also briefly describes the Master Data Upkeep process required during the In-Service phase, to ensure effective support of the weapon system throughout its life-cycles.

2 As-Designed Master Data

Master data defining the As-Designed configuration of the weapon system is required once for the fleet. It includes the following objects: (*yellow boxes in Annex E*)

- Materiel Master Records (MMR)
- Allowed Structure - Master Parts List (MPL)
- Maintenance Bill of Materiel (BOM)
- Maintenance Task Lists (MTL)

2.1 Materiel Master Records (MMR)

2.1.1 Definition

A Material Master Record (MMR) identifies an item of procurement, inventory or supply.

An MMR must be created in DRMIS before:

- the materiel can be referred to by any other master data objects, and before
- the materiel can be transacted upon (demanded, procured, receipt, stored).

An MMR includes many pieces of information required to:

- **identify the materiel**, such as
 - NATO Commercial and Government Entity Code (NCAGE),
 - Manufacturer Part Number (MPN),

- NATO Stock Number (NSN), and
- item name and description.
- **manage the materiel**, such as:
 - Source of supply,
 - Unit of issue,
 - Stock type,
 - Repairability,
 - Hazmat information,
 - Serialisation requirement,
 - batch management requirement, and
 - shelf life requirement.

2.1.2 Alignment of Supply Systems – DND and Industry Partner

If the execution of the supply processes involves a direct communication between DND and an Industry Partner supply system, it is critical that both supply systems use the same key to identify and manage the item of supply (materiel).

Traditionally, DND has been using the **NSN** as the key to identify and manage materiel within its supply system.

With the implementation of the In-Service Support Contracting Framework (ISSCF) model, where an Industry Partner is responsible for the replenishment of spare parts, and owns those spare parts until consumption by DND, a shift to using the **NCAGE/MPN** as the key to identify and manage materiel within both supply systems (DND and ISS Contractor) has been put into practice.

It is critical that the DRMIS materiel records be perfectly aligned with the support contractor materiel records, using the chosen materiel management key.

2.1.3 Material Identification (MI) Process

MMR are created in DRMIS as an outcome of the DND Material Identification (MI) process.

- 1) If NATO codification is required for the materiel, the MI process will involve the Canada's NATO Codification Bureau (which is coupled to the NATO Master Catalogue of References for Logistics (NMCRL)), to create, validate or adopt the NSN proposed by the OEM for DND use (also known as the Initial Provisioning process.) This action would automatically create MMR in DRMIS for all NCAGE/MPN combinations (primary and secondary references) within the NSN families, as determined by the NMCRL.

Depending on the codification status of the materiel, e.g. whether it has already been assigned an NSN or not, whether the NSN has been adopted by DND or not, whether the NCAGE/MPN combination provided by the OEM is in line with NMCRL, etc... the MI process can be quite complex and may take several weeks to execute, especially if alignment is required between the Industry Partner's system and DRMIS/NMCRL.

- 2) If NATO codification is not required, the MI process will simply create an MMR without associating it to an NSN.

2.1.4 Fit, Form, Function Classes

When multiple MMRs are considered true alternates (i.e. if the items can be unconditionally interchanged within the supply process), then this needs to be identified on the MMR data file, by associating the pertinent materiel items to the same FFFC.

2.1.5 MMR rules

The following rules apply to MMR:

- All MMR referenced in other master data objects (e.g. structures, maintenance task lists, maintenance plans) have to be identified in the MMR data file
- All materiel requiring tracking in DRMIS by serial number, have to be properly identified in the MMR data file, with EMR indicator = "Y"
- All Production, Resource and Tools materiel items (i.e. not to be demanded through supply system) have to be properly identified in the MMR data file, with PRT indicator = "Y"
- The NCAGE code has to be a valid 5 digit code in accordance with the Business Identification Number Cross-Reference System (BINCS)
- When an NSN is proposed by the OEM
 - The last nine (9) digits of the NSN (known as NIIN) must be a valid NIIN as per the NATO Master Catalogue of References for Logistics (NMCRL)
 - The NCAGE/MPN combination should be part of the NSN family as per the NMCRL. However, if the Illustrated Parts Breakdown (IPB) is not in line with the NMCRL, the IPB will prevail.
 - MPN values must be spelled (including dashes '-', spaces, slashes '/', etc...) exactly as spelled in the NMCRL

2.1.6 MMR data file

The MMR data file shall identify all known materiel which DND may require to support 1st & 2nd line maintenance during the life of the weapon system.

This includes, but is not limited to:

- Maintenance significant items,
- Repairable and consumable spares,
- Serialised and non-serialised materiel,
- Special Tools & Test Equipment (STTE),
- Production, Resource & Tools,
- Alternates parts,
- Any materiel which may be demanded or received by DND to support the maintenance of the weapon system.
- Any materiel referred to by other DRMIS objects (MPL, MTL, BOM, EMR, MP)

Every materiel item shall be identified by its primary reference number (original manufacturer code and part number), and if available, any secondary reference numbers (supplier codes and part numbers) and their associated NATO Stock Numbers (NSN).

Because MMRs are technically a mandatory prerequisite to creating weapon system structures and other DRMIS master data objects, it is essential that the MMR data file be submitted to DND as early as possible, so that the MI process may be triggered well in advance of the creation of the other master data objects.

2.2 Allowed Structure – Master Parts list (MPL)

2.2.1 Definition

The Allowed Structure of the Weapon System is often referred to as the Master Parts List (MPL).

It defines the static structure of a weapon system fleet, down to the level where serialised equipments are fitted, and identifies which **serialized** materiel (by NCAGE/MPN) may be fitted in those various locations.

Note: On the allowed structure, these locations are referred to as *nodes*.

On the actual structures (one for each vehicle), the corresponding items are referred to as functional locations (FLOC) or Equipment Master Records (EMR).

2.2.2 Purpose

The purpose of the MPL is:

- to support the execution of configuration checks against the actual structure of a specific vehicle, and generate a report hi-lighting configuration discrepancies, and
- to control the applicability and effectively of parts to equipment variants.

Note: the DRMIS configuration check and effectively functionalities only take into account the serialised materiel. Non-serialised materiels are not subject to DRMIS configuration checks.

2.2.3 Pre-defined vehicle structure

The high level functional structure of vehicles has already been pre-defined by DND to support existing Army maintenance processes. The four pre-defined structures are the following:

- Surface Vehicle iaw S1000D [\(Annex A\)](#)
- Armoured Fighting Vehicle [\(Annex B\)](#)
- Standard Military Pattern Support Vehicle [\(Annex C\)](#), and
- Artillery Vehicle [\(Annex D\)](#)

The high-level functional structure applicable to the vehicle will have to be agreed to, and then expended to match the physical structure of the vehicle, iaw approved engineering drawings.

2.2.4 MPL Data file

The MPL data file identifies:

- The view nodes defining the vehicle static structure,
- The structural nodes where serialised materiel will be installed within the vehicle structure, and
- The authorised materiel to be installed in those installation points. (materiel Variants)

Non-serialized materiel (attaching or supporting hardware) is excluded from the MPL.

2.3 Maintenance Bill of Materiel (BOM)

2.3.1 Definition

A Maintenance BOM is a structured list of materiel (MMR), which may be required to support preventive and corrective maintenance activities for a given item.

It should reflect the Part Provisioning Breakdown (PPB) and engineering drawings.

2.3.2 BOM Data file

The BOM data file must include, AND BE LIMITED TO, the materiel required to support DND maintenance activities (1st and 2nd level).

All BOM items will be associated to a parent-materiel record¹ (MMR). The parent-materiel record (also known as BOM header) may then be associated to Functional Location(s) and Equipment Master Record(s), to complement the vehicle and equipment structure.

Structural Assembly MMR will be included where required, to hold the vehicle structure together iaw the engineering drawings.

All materiel included in the BOM data file must be identified in the MMR data file.

2.4 Maintenance Task List (MTL)

2.4.1 Definition

A MTL defines the maintenance operations and respective resources (personnel, materiel and Production, Resources and Tools) required to execute the operation.

Maintenance task lists are required to support the weapon system maintenance program.

2.4.2 MTL Operations

A maintenance task list includes at least one operation.

Each operation must identify:

- the skill set, as well as line of maintenance, required to perform the operation, as follows:

¹ It is technically possible to directly assign BOMs to a specific vehicle Functional Location (FLOC) or Equipment Master Records (EMR), but in order to minimise data management efforts, this association is discouraged.

LA-E1	1st Line - Electro Optics Maintenance Technicians
LA-E2	2nd Line - Electro Optics Maintenance Technicians
LA-L1	1st Line - Land Communication Maintenance Technicians
LA-L2	2nd Line - Land Communication Maintenance Technicians
LA-M1	1st Line - Materiel Maintenance Technicians
LA-M2	2nd Line - Materiel Maintenance Technicians
LA-V1	1st Line - Vehicle Maintenance Technicians
LA-V2	2nd Line - Vehicle Maintenance Technicians
LA-W1	1st Line - Weapon Maintenance Technicians
LA-W2	2nd Line - Weapon Maintenance Technicians

- . The number of personnel required and expected duration for the operation
- any component materiel **to be ordered from supply** to support the execution of the operation. *This materiel will be subject to materiel requirements planning.*
- OPTIONALLY, any Production Resources and Tools (PRT)) materiel required to execute the operation. *PRT materiel is not subject to materiel requirement planning, and will not create demands through the supply process.* . Currently not used by the Army.

Note1: All component or PRT materiel assigned to an operation must be included in the MMR data file.

Note2: All PRT materiel assigned to an operation must have its MMR PRT indicator set to 'Y'

2.4.3 MTL within Work Orders

MTL operations may be added to a work order in two ways:

- 1) When a Work Order is triggered by a Maintenance Plan (MP), the MTL associated to the MP is copied into the work order.
- 2) A MTL may also be added manually to a work order.

2.4.4 MTL Data file

The MTL data file must identify all corrective and preventive maintenance tasks to be performed by DND, iaw the approved maintenance program.

The unique identification of a MTL must be in-line with the associated technical publication or IETM.

The description of the MTL, as well as the description of every operation, should start with a verb, exemple:

- Remove and Replace
- Calibrate
- Inspect

Details of the tasks will remain in the associated technical publication, and do not need to be repeated within the MTL.

2.5 Document Information Record (DIR)

Document Information Records may be used in DRMIS to:

- Hold list of technical documentation² (CFTOs, drawings, etc) associated to specific components of the weapon system.
- Attach various supporting documentation to Maintenance and Problem Report

Notifications. A DIR may contain one or many files, of various types.

If hard copy technical documentation are delivered, DIRs may be used, with appropriate links to specific components of the vehicle.

3 As-Built Master Data

Master data defining the As-Built configuration (Product Baseline) is required for every instance of a vehicle. It includes the following objects: (*green boxes in Annex A*)

- Functional Locations (FLOC)
- Equipment Master Records (EMR)
- Measurements Points (MeasPt)
- Measurements Documents (MeasDoc)
- Maintenance Plans (MP)

'As-built' master data files may contain master data relating to one or more vehicle. If the construction and delivery of the vehicles is scattered over a given period, as-built Master data will need to accompany every vehicle delivery.

3.1 Functional Locations (FLOC)

3.1.1 Definition

The FLOC structure represents the static structure of a specific vehicle.

Within the same fleet, all vehicles will have the same FLOC structure, iaw one of the pre-defined structures in Annex A to D.

3.1.2 Purpose

The FLOC structure provides installation points for:

- the serialised components (EMR), and
- the pre-defined maintenance BOM.

² Since DRMIS cannot protect information subject to International Traffic in Arms Regulations (ITAR), storing technical publications within DRMIS DIRs is controversial.

It also provides a structure against which maintenance actions will be reported.

3.1.3 Naming convention

Every functional location will be identified as follows:

zzzxxxx-XXX-XX-XX-XX-XX

where zzz = fleet identifier

xxxx = vehicle sequence number

XXX-XX-XX... = FLOC indenture level and id.

3.1.4 FLOC Data file

The FLOC data file will identify, for every vehicle:

- the various FLOC iaw the approved structure (Annex A to D), and
- where applicable, the materiel number (MMR) associated to each

FLOC. 3.2 Equipment Master Record (EMR)

3.2.1 Definition

An EMR identifies a tracked component in DRMIS, and is uniquely identified by the combination of:

- the manufacturer code (NCAGE),
- Manufacturer Part Number (MPN), and
- Manufacturer Serial Number (MSN).

3.2.2 Serialization considerations

Component serialisation shall be kept to a minimum, to minimise the number of DRMIS transactions to be performed by DND technicians when installing/removing components from the vehicle.

Component serialisation is required to:

- track the operating life of specific components,
- track the installation history of specific components,
- perform vehicle configuration checks for specific components, and
- append maintenance plans to specific components.

Considering the above constraints, and the approved maintenance program for the fleet, the OEM will propose the optimum serialisation requirement, for approval by DND.

3.2.3 Master Equipment Record (MER)

When an EMR identifies the upper most serialised component, i.e. the vehicle itself, this specific EMR is referred to as the **Master Equipment Records (MER)**.

The MER is installed at the upper most location (*location zzzxxxxx as per the vehicle structure (Annex A through D)*), and requires additional vehicle specific data, such as:

- VIN Number
- Chassis Number
- Vehicle Height
- Vehicle Width
- Vehicle Length
- Vehicle Weight
- Vehicle total Weight
- Maximum load Weight
- Load Volume
- Load Height
- Load Width
- Load Length
- Number of compartment
- Maximum occupants
- Number of Axels
- Engine type
- Engine serial number
- Engine power
- Engine Capacity
- Number of engine cylinder
- Maximum Speed
- Maximum RPM
- Primary Fuel
- Secondary Fuel
- Oil type

As well as

- Vehicle Equipment Characteristics & Classification

3.2.4 EMR Data file

The EMR data file must identify:

- The vehicle(s)
- Serialised components installed on the vehicle or major assembly

An EMR may be installed in a specific vehicle location or superior equipment (complex assembly). In order to support the DND maintenance processes, these

EMR hierarchical structure must represent the physical assemblies and installation/disassembly sequence. Multi-level EMR structures are possible.

- Serialised components held as spares in inventory, and
- Serialised Support and Test Equipment (STE)

Note: All NCAGE/MPN combinations included in the EMR data file must be included in the MMR data file.

3.3 Measurement Points (MeasPt)

Measurement points are associated to Master Equipment Records (MER) and Equipment Master Records (EMR).³

Measurement points define, for a given vehicle or equipment, the operating measurement to be recorded.

The measurements are usually required to trigger a specific preventive maintenance routine. **Typically, army vehicles' maintenance routines are triggered based on the vehicle driving distance (kilometre) and/or calendar time.**

Measurement points are not required for calendar time measurement, as these are logically already existent based on the system internal clock.

Once the weapon system maintenance program has been approved by DND, measurement points are required at the MER level for each of the approved operating measurement units, as well as at the pertinent EMR level (tracked component).

Measurement point information is required at initial data load, and whenever a new tracked serialised component is provided by the contractor via the supply process.

3.4 Measurement Documents (MeasDoc)

During the in-service phase of the vehicle, individual measurement readings are recorded as time-stamped measurement documents for each of the pre-defined measurement points..

In order to accurately set the initial counter reading value for a measurement point, a Measurement document (with initial reading/life of the equipment) is required at Initial Data Load and subsequently when a new tracked serialised item is provided via the supply process.

3.5 Maintenance Plans (MP)

DRMIS Maintenance Plans are derived from the DND approved weapon system maintenance program, and must be created **for every instance of a vehicle**. They are used to schedule calendar and/or usage based maintenance routines for a specific vehicle or equipment.

Maintenance plans and maintenance task lists have to be defined in a way to effectively support the DND maintenance planners and technicians in performing maintenance activities at the maintenance unit.

³ Technically, measurement points could be associated to FLOC, but Army only assigns them to EMR.

Maintenance plans which trigger the inspection or removal of non-serialised components must be associated to a specific functional location on the vehicle, or to the equipment or complex assembly (EMR or MER) in which these non-serialised components exist. The part(s) to be inspected or replaced will be identified in the MTL operations' instructions.

3.5.1 Maintenance Items

A MP must be associated to one or more specific maintenance items (equipment: MER and/or EMR), where a maintenance routine(s) (MTL) will be executed. *Army does not associate MP to FLOC.*

All equipment identified as maintenance item in a maintenance plan must have been pre-defined in the EMR file.

A MTL must be associated to each maintenance item. This MTL must have been pre-defined in the MTL data file.

As usage or calendar time accumulates, maintenance plans are triggered and appropriate notifications and work orders are opened against the equipment.

3.5.2 Maintenance plan types

Depending on the scheduling requirements and the approved maintenance program for the fleet, three different types of maintenance plans can be created in DRMIS:

a. Single cycle plan

This is the MP type which is mostly used to support Army vehicles. It includes single scheduling interval, either calendar or usage based.

An example would be to repeat a maintenance routine (MTL) every 6,000km.

b. Multi cycle plan

This MP type is also used to support Army vehicles, where the maintenance routine schedule depends on two or more different cycles of different measurement unit.

An example would be to repeat a maintenance routine (MTL) every 12 months OR 6,000km, whichever comes first.

c. Strategy plan

Strategy MP allow for a more complex scheduling of maintenance activities. If deemed required, specific strategies will have to be pre-defined between the OEM and the Army Central Data Management Team (CDMT).

3.5.3 Corrective maintenance and conditional inspections

Corrective maintenance and conditional inspections are not considered preventive maintenance routines and therefore no maintenance plans are required. However, maintenance task lists (MTL) should be provided for all possible corrective maintenance and conditional inspections applicable to the fleet.

4 Master Data Upkeep

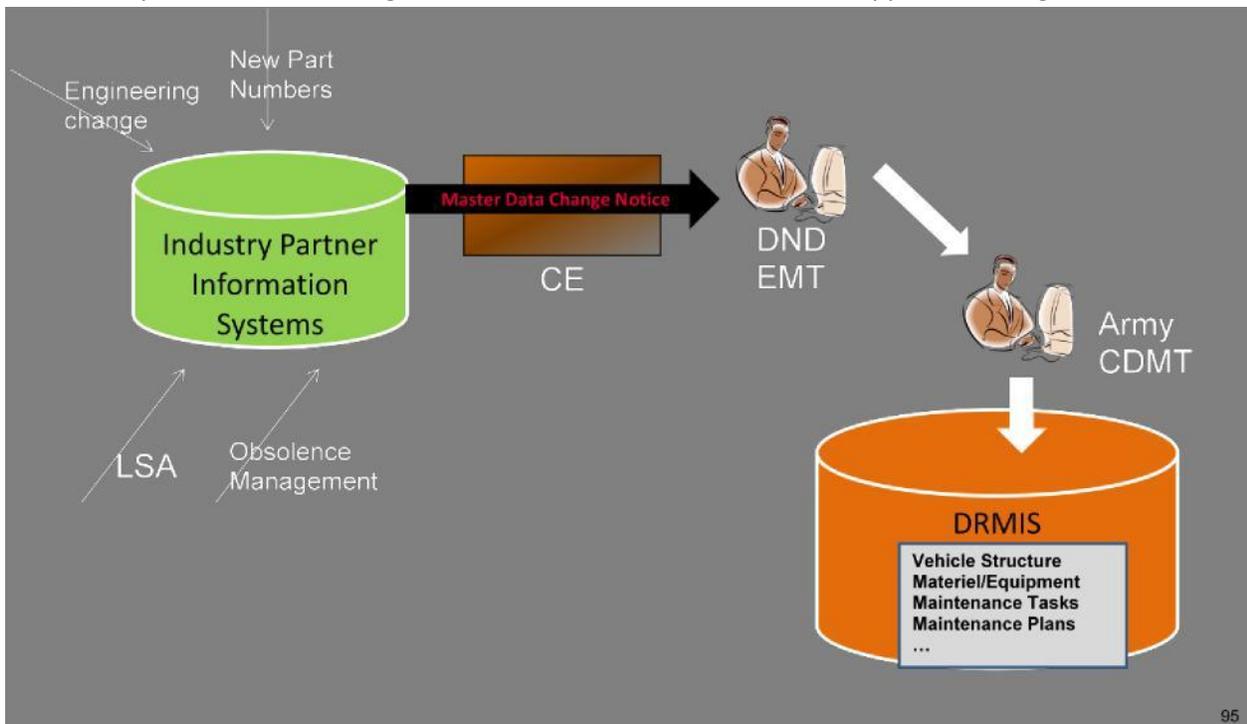
Following the initial data load, any updates to the DRMIS master data initially provided by the OEM (following an approved engineering change, obsolescence management, or other in-service business processes) must be communicated to DND. These changes may include:

- Addition or updates to Materiel
 - Master Records (MMR)
 - Bill Of Materiel (BOM)
- Update to the Vehicle Structure
 - Master Parts List(MPL)
 - Functional Locations (FLOC)
- Update to the Maintenance Program
 - Maintenance Task List (MTL)
 - Measurement Points (MeasPts)
 - Maintenance Plan (MP)
 - Document Information Record (DIR)

4.1 Master Data Change Notice

A Master Data Change Notice process is to be established and integrated within the overall Weapon System Configuration Control process.

A DND/Army Central Data Management Team (CDMT) will facilitate the approved changes into DRMIS.



Annex A – S1000D Surface Vehicle Structure

fleet Allowed Location	Specific Vehicle Actual Location	Description
Node_id <i>Where yyy is the fleet identifier *provided by DND*</i>	FLOC_id <i>where xxxx is a sequential number identifying a specific vehicle</i>	
yyy	yyyxxxx	Weapon System Name
yyy_A	yyyxxxx-A	Propulsion
yyy_A01	yyyxxxx-A01	Power pack
yyy_A02	yyyxxxx-A02	Power unit
yyy_A03	yyyxxxx-A03	Engine cooling system
yyy_A04	yyyxxxx-A04	Fuel systems
yyy_A05	yyyxxxx-A05	Air and exhaust systems
yyy_A06	yyyxxxx-A06	Lubrication systems
yyy_A07	yyyxxxx-A07	Transmission
yyy_A08	yyyxxxx-A08	Automotive/remote piloting and digital control systems
yyy_A09	yyyxxxx-A09	Controls (drivers)
yyy_B	yyyxxxx-B	Structure
yyy_B01	yyyxxxx-B01	Hull/frame
yyy_B02	yyyxxxx-B02	Body/cab
yyy_B03	yyyxxxx-B03	Suspension/track/wheels
yyy_B04	yyyxxxx-B04	Turret assembly
yyy_C	yyyxxxx-C	Armaments
yyy_C01	yyyxxxx-C01	Gun control systems
yyy_C02	yyyxxxx-C02	Fire control systems
yyy_C03	yyyxxxx-C03	Thermal imaging
yyy_C04	yyyxxxx-C04	Thermal imaging cooling systems
yyy_C05	yyyxxxx-C05	Optical sighting systems
yyy_C06	yyyxxxx-C06	Weapon/gun
yyy_C07	yyyxxxx-C07	Automatic loading systems
yyy_D	yyyxxxx-D	Electrical systems
yyy_D01	yyyxxxx-D01	Electrical systems (engine/power pack)
yyy_D02	yyyxxxx-D02	Electrical systems (hull/frame)
yyy_D03	yyyxxxx-D03	Electrical systems (body/cab)
yyy_D04	yyyxxxx-D04	Electrical systems (turret)
yyy_E	yyyxxxx-E	Communications
yyy_E01	yyyxxxx-E01	Communication systems
yyy_E02	yyyxxxx-E02	Identification friend/foe (IFF)
yyy_F	yyyxxxx-F	Navigation
yyy_F01	yyyxxxx-F01	Navigation systems

yyy_G
yyy_G01
yyy_G02
yyy_H
yyy_H01
yyy_J
J044_J01
yyy_K
yyy_K01
yyy_K02
yyy_L
yyy_L01
yyy_M
yyy_M01
yyy_N
yyy_N01
yyy_N02
yyy_P
yyy_P01
yyy_P02
yyy_P03
yyy_P04
yyy_Q
yyy_Q01
yyy_Q02

yyyxxxx-G
yyyxxxx-G01
yyyxxxx-G02
yyyxxxx-H
yyyxxxx-H01
yyyxxxx-J
J044xxxx-J01
yyyxxxx-K
yyyxxxx-K01
yyyxxxx-K02
yyyxxxx-L
yyyxxxx-L01
yyyxxxx-M
yyyxxxx-M01
yyyxxxx-N
yyyxxxx-N01
yyyxxxx-N02
yyyxxxx-P
yyyxxxx-P01
yyyxxxx-P02
yyyxxxx-P03
yyyxxxx-P04
yyyxxxx-Q
yyyxxxx-Q01
yyyxxxx-Q02

Surveillance

Surveillance systems
Meteorological/atmospheric research

Steering

Steering systems

Ventilation/heating/cooling

Ventilation/heating/cooling systems

Hydraulic & Pneumatic systems

Hydraulics
Pneumatic systems

Electronic system

Electronics

Auxiliary

Auxiliary systems

Survivability

Fire protection systems
Nuclear, biological, chemical

Special equipment/systems

Special to type equipment
Special recovery equipment
Special fit equipment
Special purpose equipment

Outfit, furnishings and stowage

Stowage
Complete equipment schedule (CES)

Annex B - Armoured Fighting Vehicle Structure

fleet Allowed Location	Specific Vehicle Actual Location	
Node_id <i>Where yy is the fleet identifier *provided by DND*</i>	FLOC_id <i>where xxxx is a sequential number identifying a specific vehicle</i>	Description
Jyy	Jyyxxxx	Description of Vehicle
Jyy-A00	Jyyxxxx-A00	Chasis
Jyy-A00-01	Jyyxxxx-A00-01	<i>Covers, Guards & Access Panels</i>
Jyy-A00-02	Jyyxxxx-A00-02	<i>Doors, Hatches & Grills</i>
Jyy-A00-03	Jyyxxxx-A00-03	<i>Seats</i>
Jyy-A00-04	Jyyxxxx-A00-04	<i>Stowage</i>
Jyy-B00	Jyyxxxx-B00	Power Pack
Jyy-C00	Jyyxxxx-C00	Climate Control
Jyy-C00-01	Jyyxxxx-C00-01	<i>Air Conditioner</i>
Jyy-C00-02	Jyyxxxx-C00-02	<i>Heater System</i>
Jyy-C00-03	Jyyxxxx-C00-03	<i>NBC Protection System</i>
Jyy-D00	Jyyxxxx-D00	Brake System
Jyy-E00	Jyyxxxx-E00	Electrical System
Jyy-E00-01	Jyyxxxx-E00-01	<i>Lighting</i>
Jyy-E00-02	Jyyxxxx-E00-02	<i>Electronic Controls & Warning Devices</i>
Jyy-E00-03	Jyyxxxx-E00-03	<i>Cooking/Boiling unit</i>
Jyy-F00	Jyyxxxx-F00	Fuel System
Jyy-G00	Jyyxxxx-G00	Steering System
Jyy-H00	Jyyxxxx-H00	Hydraulic System
Jyy-J00	Jyyxxxx-I00	Pneumatic System
Jyy-K00	Jyyxxxx-K00	Suspension System
Jyy-L00	Jyyxxxx-L00	Armoure Vehicle
Jyy-M00	Jyyxxxx-M00	Navigation System
Jyy-N00	Jyyxxxx-N00	Sighting Systems
Jyy-O00	Jyyxxxx-O00	Surveillance System
Jyy-P00	Jyyxxxx-P00	Communications System
Jyy-Q00	Jyyxxxx-Q00	Lubricants
Jyy-R00	Jyyxxxx-R00	Weapon Systems
Jyy-S00	Jyyxxxx-S00	Ancillary Systems
Jyy-S00-01	Jyyxxxx-S00-01	<i>Crane</i>
Jyy-S00-02	Jyyxxxx-S00-02	<i>Winch</i>

Jyy-T00

Jyyxxx-T00

Jyy-U00

Jyyxxx-U00

Jyy-V00

Jyyxxx-V00

Jyy-X00

Jyyxxx-X00

Turret System

Driveline System

Fire Suppression

Viewing Systems

Annex C – Standard Military Pattern Structure

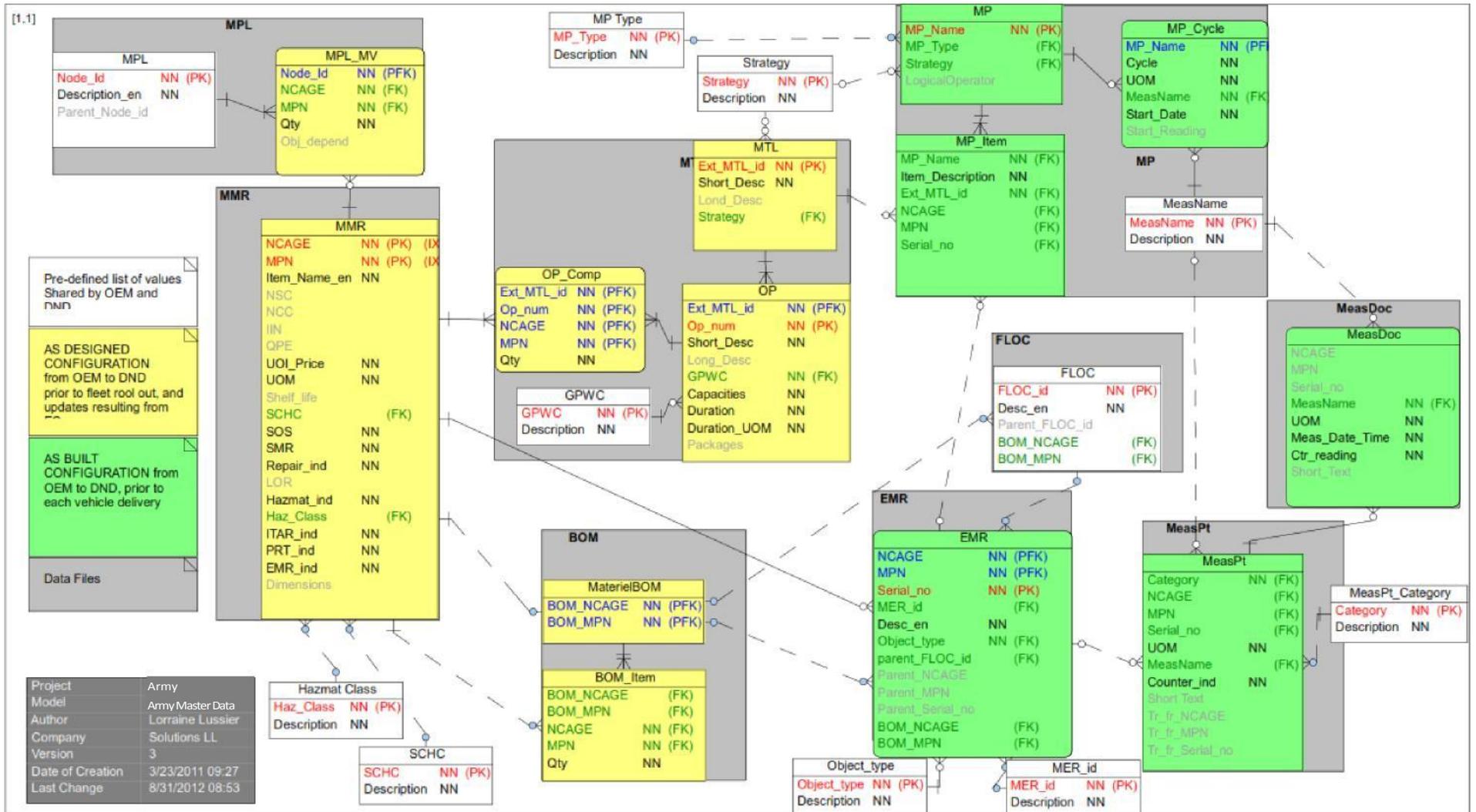
fleet	Specific Vehicle	
Allowed Location	Actual Location	
Node_id	FLOC_id	Description
<i>Where yy is the fleet identifier *provided by DND*</i>	<i>where xxxx is a sequential number identifying a specific vehicle</i>	
Byy	Byyxxxx	Description of the vehicle
Byy-A00	Byyxxxx-A00	CHASSIS
Byy-A00-001	Byyxxxx-A00-001	CARGO BODY SYSTEM
Byy-A00-002	Byyxxxx-A00-002	CAB SYSTEM
Byy-B00	Byyxxxx-B00	POWER PACK
Byy-C00	Byyxxxx-C00	CLIMATE CONTROL
Byy-C00-001	Byyxxxx-C00-001	HEATING SYSTEM
Byy-C00-002	Byyxxxx-C00-002	AIR INTAKE SYSTEM
Byy-D00	Byyxxxx-D00	BRAKE SYSTEM
Byy-E00	Byyxxxx-E00	ELECTRICAL SYSTEM
Byy-E00-001	Byyxxxx-E00-001	IGNITION SYSTEM
Byy-E00-002	Byyxxxx-E00-002	LIGHTS AND WIRING
Byy-E00-003	Byyxxxx-E00-003	CHARGING SYSTEM
Byy-E00-004	Byyxxxx-E00-004	STARTING SYSTEM
Byy-F00	Byyxxxx-F00	FUEL SYSTEM
Byy-G00	Byyxxxx-G00	STEERING SYSTEM
Byy-H00	Byyxxxx-H00	HYDRAULIC SYSTEM
Byy-J00	Byyxxxx-J00	PNEUMATIC SYSTEM
Byy-K00	Byyxxxx-K00	SUSPENSION SYSTEM
Byy-L00	Byyxxxx-L00	ARMOUR
Byy-M00	Byyxxxx-M00	NAVIGATION SYSTEMS
Byy-N00	Byyxxxx-N00	SIGHTING SYSTEMS
Byy-O00	Byyxxxx-O00	SURVEILLANCE SYSTEM
Byy-P00	Byyxxxx-P00	COMMUNICATION SYSTEMS
Byy-Q00	Byyxxxx-Q00	LUBRICANTS
Byy-R00	Byyxxxx-R00	WEAPONS SYSTEMS
Byy-S00	Byyxxxx-S00	ANCILLARY SYSTEM
Byy-S00-01	Byyxxxx-S00-01	CRANE
Byy-S00-02	Byyxxxx-S00-02	WINCH
Byy-U00	Byyxxxx-U00	DRIVELINE SYSTEM

Annex D – Artillery Structure

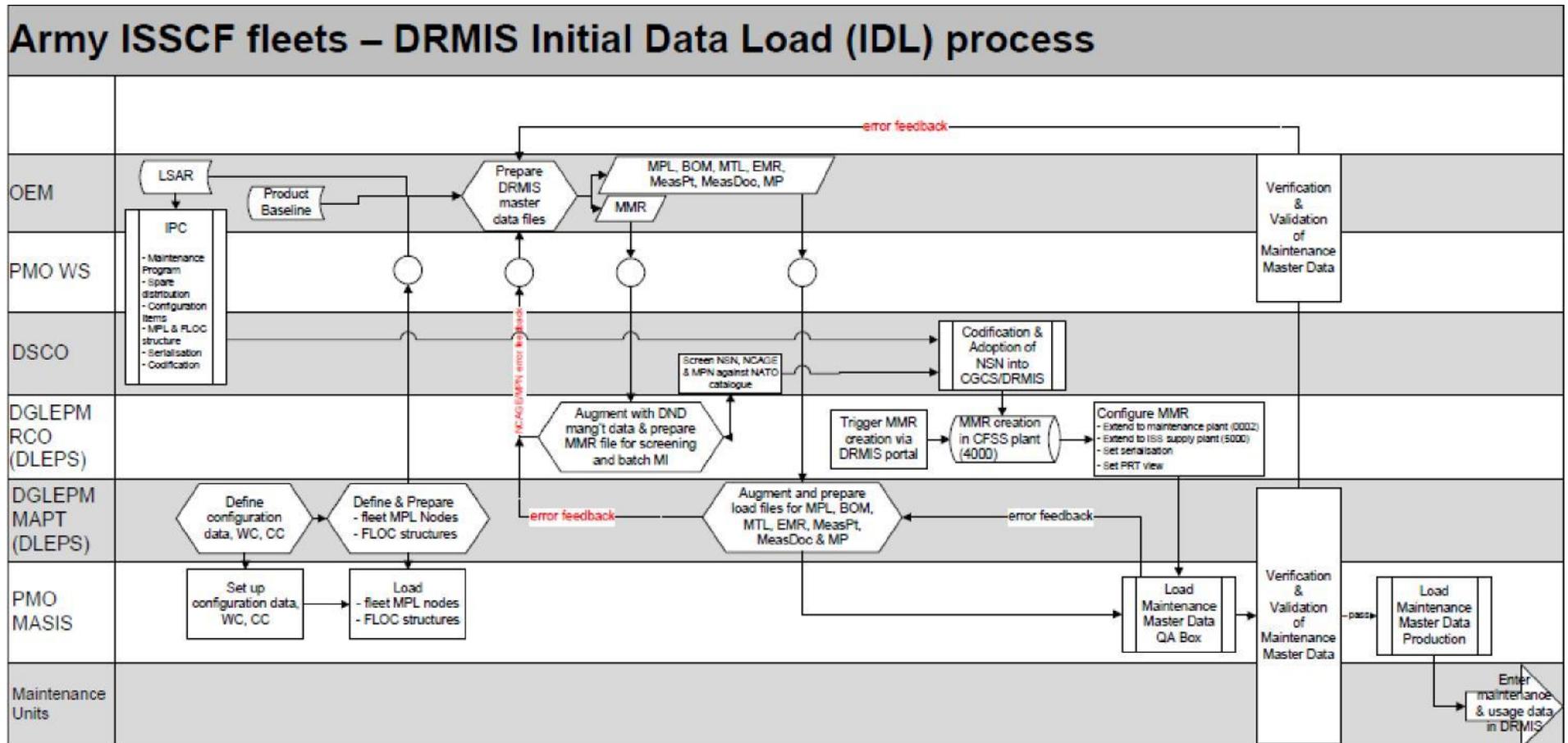
fleet Allowed Location	Specific Vehicle Actual Location	Description
Node_id <i>Where yyy is the fleet identifier *provided by DND*</i>	FLOC_id <i>where xxxx is a sequential number identifying a specific vehicle</i>	
yyy	yyyxxxx	Description of the vehicle
yyy-R00	yyyxxxx-R00	WEAPON SYSTEM
yyy-R00-01	yyyxxxx-R00-01	ORDNANCE
yyy-R00-02	yyyxxxx-R00-02	RECOIL
yyy-R00-03	yyyxxxx-R00-03	UPPER CARRIAGE
yyy-R00-04	yyyxxxx-R00-04	LOWER CARRIAGE
yyy-R00-05	yyyxxxx-R00-05	OPTICAL FIRE CONTROL
yyy-R00-06	yyyxxxx-R00-06	DIGITAL FIRE CONTROL

Annex E – Army - DRMIS Master Data – Business Relationships

(For illustration purposes only)



Annex F – Army ISSCF fleets - DRMIS Initial Data Load Process



Annex G - List of Acronyms

BOM	Bill Of Materiel - (SAP)
CDMT	Central Data Management Team
CE	Collaborative Environment
CM	Configuration Management
DIR	Document Information Record - (SAP)
DRMIS	Defence Resource Management Information System
EC	Engineering Change
EDE	Electronic Data Exchange
EIE	Electronic Information Environment
EMR	Equipment Master Record - (SAP)
ERP	Enterprise Resource Planning
FLOC	Functional Locations - (SAP)
IDL	Initial Data Load
IPC	Initial Provisioning Conference
ISS CF	In-Service Support Contract Framework
LCN	Logistic Control Number
LSA	Logistic Support Analysis
LSAR	Logistic Support Analysis Record
MA&S	Materiel Acquisition & Support
MDP	Materiel Data Protocol
MeasDoc	Measurement Document - (SAP)
MeasPt	Measurement Point - (SAP)
MER	Master Equipment Record - (SAP)
MI	Materiel Identification

MMR	Materiel Master Record - (SAP)
MP	Maintenance Plan - (SAP)
MPL	Master Parts List - (SAP)
MPN	Manufacturer Part Number
MSN	Manufacturer Serial Number
MTL	Maintenance Task List - (SAP)
NCAGE	NATO Commercial and Government Entity Code (manufacturer, vendor & supplier codes)
NMCRL	NATO Master Catalogue of References for Logistics
NSN	NATO Stock Number
OEM	Original Equipment Manufacturer
PBA	Performance Base Accounting
PRT	Production Resource Tool - (SAP)
PSCN	Permanent System Control Number
RAMD	Reliability, Availability, Maintainability and Durability
STE	Support & Test Equipment (<i>referred to as PRT in SAP</i>)
TPMS	Technical Problem Management System
WO	Work Order