



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
1333 ISAAC HULL AVE SE
WASHINGTON NAVY YARD DC 20376-0001

IN REPLY TO:

4730

Ser 04X/0448

23 DEC 2011

From: Commander, Naval Sea Systems Command

Subj: TAG-OUT USERS MANUAL (TUM), NAVSEA 0400-AD-URM-010,
UPDATED GUIDANCE FOR NEW TAGS

Ref: (a) NAVSEA ltr ser 04X/446 of 22 Dec 2011
(b) NAVSEA ltr ser 04X/337 of 24 Oct 2011

1. Purpose. This letter supplements guidance previously promulgated in reference (a) by providing additional guidance regarding the exposure of polyolefin tags to cleaning agents and other liquids.

2. Discussion.

a. Reference (b) revised Appendix D to add the new Danger and Caution Tag figures and their overviews including attachment device changes.

b. In anticipation of the transition to polyolefin tags, the Defense Logistics Agency (DLA) warehouse stock of paper Danger and Caution Tags has been purged. Additionally, the DLA warehouse stock of new polyolefin material Danger and Caution Tags has been depleted without all users getting a sufficient amount to sustain use through the transition period. Additionally, pending correction of deficiencies with polyolefin tags discussed below, NAVSEA is working with DLA to temporarily restore paper tags into the navy stock system to provide for sustainment.

c. The polyolefin tag material is rated for a temperature range of -70 to 200 degrees Fahrenheit. Tags applied to components with heat above this range have experienced melting. An alternate material is being sought for future higher heat applications.

d. Polyolefin tags are reportedly vulnerable to commonly used shipboard cleaning agents. When exposed to cleaning agents or other liquids, the red ink and written information on the tag

Subj: TAG-OUT USERS MANUAL (TUM), NAVSEA 0400-AD-URM-010,
UPDATED GUIDANCE FOR NEW TAGS

may dissolve and become illegible. NAVSEA is pursuing alternate more chemical resistant tag materials for future use.

e. Fleet Forces, Naval Supervising Authorities and other work authorizing activities were required to implement this change by 31 October 2011 or when operationally feasible. Manual holders unable to implement this change by 31 December 2011 were to notify NAVSEA in writing stating the reason for the inability to implement and the expected implementation date. The Fleets further directed their Forces to report to them for consolidation of Fleet input.

3. Action Update.

a. Appendix D allows the 50-pound unlocking strength nylon cable ties to be substituted with other attachment means except for string. For high heat applications where the nylon material melts, stainless steel cable ties or wire typically used for lock wiring are acceptable substitutes.

b. For high heat applications which melt new polyolefin tags, the following options are acceptable:

(1) Use paper tags if still available with metal attachment means (preferred method);

(2) Attach new tags with wire at a distance sufficient to prevent damage, while still providing adequate visual indication that the component is tagged; or

(3) Provide insulation between the component and tag, while ensuring visibility of the tag.

c. Until a more chemical resistant tag material is identified and distributed, polyolefin tags shall be protected from chemical exposure via the following methods:

(1) Use paper tags if still available (preferred);

(2) Protect polyolefin tags by enclosing them in clear plastic envelopes or sleeving in accordance with the TUM; or

(3) Exercise care and avoid overspray when using cleaning agents in the vicinity of polyolefin tags.

d. Judgment shall be used in determining when a tag has become damaged to the point that it can no longer perform its function (i.e. significant loss of red color, illegible entries

Subj: TAG-OUT USERS MANUAL (TUM), NAVSEA 0400-AD-URM-010,
UPDATED GUIDANCE FOR NEW TAGS

or signatures). Actions in response to damaged tags shall be in accordance with the TUM.

4. Implementation Update. Due to the lack of sufficient supply of new polyolefin tags and the issues identified with new tags, in-service, do not purge existing local inventories of paper tags and attachment devices, even if the new polyolefin material danger and caution tags are received in local inventory. If available, the old paper tags shall be used in all applications. Due to the limited quantity of paper tags remaining in local inventories, the use of paper tags should be prioritized for these applications discussed above, in which polyolefin tags have proven unsuitable without additional measures. Pending development and procurement of acceptable plastic tags, users should preferentially acquisition and use paper tags (when available) in applications discussed above that have been shown to be detrimental to the currently stocked polyolefin tags.

5. Engineering Manager for the TUM is Mr. Paul Mieszczanski, SEA 04XQ1M, at (202) 781-4472 or paul.mieszczanski@navy.mil.


J. F. BRICE
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Subj: TAG-OUT USERS MANUAL (TUM), NAVSEA 0400-AD-URM-010,
UPDATED GUIDANCE FOR NEW TAGS

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