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MIL-V-15508B
25 January 1971
SUPERSEDING
MIL-V-15508A
15 April 1952
(See 6.5)

MILITARY SPECIFICATION

VALVES, REMOTE CONTROL, DIAPHRAGM ACTUATED

(FLUID SYSTEMS, 150 and 250 P.S.I. W.P. 140°F. MAXIMUM)

This specification is mandatory for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers diaphragm actuated, globe and angle remote control valves, for use in fluid systems where quick opening and closing of supply lines and resistance to salt water corrosion is required.

1.2 Classification. Valves shall be of the following types, classes and sizes as specified (see 6.1).

Type I - Globe.
Type II - Angle,
Class A - 150 pounds per square inch (p.s.i.) service.
Class B - 250 p.s.i service.
Sizes - Valves shall be 3/8 inch through 16 inches iron pipe size (i.p.s.).

2. APPLICABLE DOCUMENTS

2.1 The following documents of the issue in effect on date of invitation for bids or request for proposal, form a part of the specification to the extent specified herein.

SPECIFICATIONS

FEDERAL

O-F-555 - Foam Liquid, Fire Extinguishing, Mechanical.
QQ-B-637 - Brass, Naval: Rod, Wire, Shapes, Forgings, and Flat Products with Finished Edges (Bar, Flat Wire, and Strip).
OQ-N-281 - Nickel-Copper-Alloy, Bar, Plate, Rod, Sheet, Wire, Forgings and Structural and Special Shaped Sections.
QQ-N-288 - Nickel-Copper Alloy and Nickel-Copper-Silicon Alloy Castings.
OQ-W-321 - Wire, Copper Alloy,
QQ-W-390 - Wire: Nickel-Chromium-Iron Alloy.
QQ-W-470 - Wire, Steel, High Carbon, Spring, Bright, Music.

MILITARY

MIL-V-3 - Valves, Fittings and Flanges (Except for Systems Indicated Herein); Packaging of.
MIL-R-196 - Repair Parts for Internal Combustion Engines, Packaging of,
MIL-B-857 - Bolts, Nuts, and Studs.
MIL-S-901 - Shock Tests, H.I. (High-Impact); Shipboard Machinery, Equipment, and Systems, Requirements for.
MIL-D-1000 - Drawings, Engineering and Associated Lists.
MIL-D-1000/2 - Drawings, Engineering and Associated Lists.
MIL-F-1183 - Fittings, Tube, Cast Bronze, Silver-Brazing.
MIL-E-2036 - Enclosures for Electric and Electronic Equipment, Naval Shipboard.
MIL-C-2212 - Controllers, Electric Motor, A.C. or D.C. and Associated Switching Devices, Naval Shipboard,
MIL-R-2765 - Rubber Sheet, Strip, Extruded, and Molded Shapes, Synthetic, Oil Resistant.
MIL-C-6183 - Cork and Rubber Composition Sheet; for Aromatic Fuel and Oil Resistant Gaskets.

FSC 4810

MILITARY (Cont'd)

- MIL-M-15071 - Manuals, Technical, Equipment and Systems Content Requirements for.
- MIL-P-15137 - Provisioning Technical Documentation for Repair Parts For Electrical and Mechanical Equipment (Naval Shipboard Use).
- MIL-B-16541 - Bronze, Valves: Castings.
- MIL-E-17555 - Electronic and Electrical Equipment, Accessories, and Repair Parts; Packaging and Packing of.
- MIL-F-20042 - Flanges, Pipe, Bronze, Silver Brazing.
- MI L-F-24385 - Fire Extinguishing Agent, Aqueous Film Forming Foam (AFFF) Liquid Concentrate, Six Percent, For Fresh and Sea Water.

STANDARDS

MILITARY

- MIL-STD-129 - Marking for Shipment and Storage.
- MIL-STD-417 - Rubber Compositions, Vulcanized General Purpose, Solid (Symbols and Tests).

(Copies of specifications, standards, drawings and publications required by suppliers in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 Other publications . The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

- AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM)
- B61 - Steam or Valve Bronze Castings.
- B143 - Tin Bronze and Leaded Tin Bronze Sand Castings.
- B164 - Nickel-Copper Alloy Rod and Bar.

(Application for copies should be addressed to the American Society for Testing and Materials, 1916 Race Street, Philadelphia, Pa. 19103.)

- UNIFORM CLASSIFICATION COMMITTEE
- Uniform Freight Classification Rules.

(Application for copies should be addressed to the Uniform Classification Committee, 202 Union Station, 516 West Jackson Boulevard, Chicago, Illinois 60606.)

- NATIONAL CLASSIFICATION BOARD
- National Motor Freight Classification Rules.

(Application for copies should be addressed to the National Motor Freight Traffic Association, Inc., 1616 P Street, N. W., Washington, D. C. 20036.)

3. REQUIREMENTS

3.1 Qualification. The valves furnished under this specification shall be products which are qualified for listing on the applicable qualified products list at time set for opening of bids (see 4.2 and 6.3) .

3.2 Material. The material used in the construction of the valves shall be as specified in table I or shall be of equal or superior properties for the intended use.

Table I - Materials

Name of part	Material	Applicable documents	Remarks
Bodies Bonnetts	Bronze	MIL-B-16541, ASTM B61 or ASTM B143-1A	Main valve and pilot valve
Seats	Nickel copper alloy	QQ-N-281 class A or B or QQ-N-288 comp. A or B	---
Discs	Nickel copper alloy	QQ-N-281 class A or B or QQ-N-288 comp. A or B	One piece disc.

Table I - Materials (Cont'd).

Name of part	Material	Applicable documents	Remarks
Holder, disc	Bronze	MIL-B-16541, ASTM B61 or ASTM B143-1A	Composite type disc.
Insert, disc	Rubber	MIL-R-2765 or MIL-STD-417	
Nut, insert, retainer	Nickel copper alloy	QQ-N-281 class A or B or QQ-N-288 comp A or B	
Stem	Nickel copper alloy	QQ-N-281 class A or B	---
Diaphragms	Rubber coated fabric (single and multiple ply)	MIL-R-2765, MIL-STD-417 or commercial material which is resistant to oil, sea water and foam liquid as specified in O-F-555 and MIL-F-24385	Composition in accordance with MIL-STD-417 shall be approved by NAVSEC
Bolts, studs and nuts	Naval brass	QQ-B-637 MIL-B-857	Not in contact with sea water.
	Nickel copper alloy	QQ-N-281 class A or B	In contact with sea water.
Pilot valve internal parts	Nickel copper alloy	QQ-N-281 class A or B	---
Springs	Phosphor bronze	QQ-W-321	Not in contact with sea water.
	Carbon steel (cadmium plated)	QQ-W-470	
	Nickel copper alloy	ASTM B164	In contact with sea water.
	Nickel chromium iron alloy	QQ-W-390	
Gaskets	Buna-N and cork	MIL-C-6183, class 1	Other materials if submitted to NAVSEC and approved.

3.3 Design. The valves shall be of the globe (type I) or angle (type II) type main valve, controlled by a pilot valve employing the fluid flowing through the main valve to rapidly (not more than 2 seconds maximum) open or close the main valve. The movement of the main valve disc shall be positively actuated by the movement of a rubber diaphragm when it is subjected to fluid pressures from 50 to 250 p.s.i. while controlling fluid in a similar range of pressures. Diaphragms shall not be used as a disc or seating element. Weight and size of the assembled unit shall be kept to a minimum.

3.3.1 A pilot control valve of a multiple port design shall be furnished to provide for the quick opening and closing of the main valve, and shall be operable with electrical or mechanical operating mechanism (see 3.3.12) .

3.3.2 Valves shall be so designed and constructed that failure of the diaphragm will cause the valve to remain open,

3.3.3 The design of all valves shall be such as to afford easy access for adjustment and repair without removal from the line.

3.3.4 Body. The main valve body shall be designed for class A 150 or class B 250 p.s.i. fluid service. Hydrostatic (water) test pressure shall be as follows:

Class A - 150 p.s.i. service - 225 p.s.i. hydrostatic test,
Class B - 250 p.s.i. service - 375 p.s.i. hydrostatic test.

3.3.4.1 Marking. The following information shall be cast in raised letters on the body of the main valve:

size
 Manufacturer's name or trademark _____
 Location of bridge wall _____.

The following information shall be either cast in raised letters or stamped with a round bottom stamp on a raised pad cast on the body of the main valve:

Specification MIL-V-15508
 Direction of flow _____.

3.3.5 Inlet and outlet connections. Inlet and outlet connections of the main valve shall be integral with the body. The connection shall be either flanged or silver brazing union end type, as specified (see 6.1). When silver brazing union end connections are specified, the dimensions shall conform to the applicable requirements of MIL-F-1183. When union ends are required, the valve shall have the thread piece integral with the body, and shall be furnished complete with union rings and tail pieces. Flanged connections shall conform to dimensions specified in MIL-F-20042 with drilling in accordance with MIL-F-20042 unless otherwise specified (see 6.1). All flanges on the valve shall be finished on the gasket mating surface as specified in MIL-F-20042. Valve bore to be chamfered to match dimension "T" of MIL-F-20042.

3.3.6 Bonnet or dome. The valve bonnet or dome shall be designed to withstand the highest control pressure to which it will be subjected in the specified working range. Where the bonnet or dome and body incorporate valve stem guides, the bonnet or dome and body mating flanges shall be provided with a positive means to facilitate and maintain alignment of the valve stem guides to insure free movement at any angle of valve installation in service.

3.3.7 Stuffing boxes. Packed stuffing boxes shall not be used.

3.3.8 Valve discs and stems. Valve discs and stems shall be positively guided in such a manner as to prevent binding or seizing due to lateral or angular thrust, to insure proper seating. Valve discs shall be single seated.

3.3.9 Valve seats shall be separate from the body and of a renewable type.

3.3.10 Springs. Springs shall be so designed that they will not be fully compressed under normal operation or adjustment within the designed working range of the valve. When removed from the valve and compressed solid, the springs shall not take a permanent set exceeding 0.10 inch per inch of face length of spring after a period of 10 minutes, at the time the valve is submitted for test.

3.3.11 Operation. Valves shall operate freely and smoothly when installed in any position. There shall be no hunting, chattering, pounding or excessive noise conditions under normal operation.

3.3.12 Valve operating mechanism. The method of operation shall be electrical or mechanical, as specified (see 6.1).

3.3.12.1 Mechanical operating mechanism. Mechanical operating mechanism, when specified, shall be of the linkage type designed to permit the use of cable, pulleys and pull boxes. Provision shall be made for automatically and positively holding the pilot valve open or closed.

3.3.12.2 Electrical operating mechanism. When specified (see 6.1), pilot valves shall be furnished complete with electrical controls in accordance with MIL-C-2212. The controls shall be of a design approved by the command or agency concerned for the purpose intended, and shall conform to the following classification requirements, except that enclosure shall be splashproof in accordance with MIL-E-2036:

Ambient -----50°C.
 Voltage -----440 volts.
 Duty -----Intermittent (shunt coils which are energized by a momentary contact pushbutton shall be capable of being energized for 5 minutes without exceeding a temperature use of 65°C.)
 Insulation ----- Class A.
 Master switch --- Remote (2-element momentary contact pushbutton station) not to be furnished by contractor,

3.3.12.2.1 The electrical controls shall provide for opening and closing the pilot control valve by momentary operation of remote pushbuttons. The controls shall be mechanically latched in such a manner that the position of the pilot valve will not at any time be affected by the loss of electric power. The control shall incorporate contacts for operation of a remote 115-volt indicator light to indicate when the pilot control valve is in the open position. Provision shall be made for emergency manual operation. The manual operating means shall be so protected as not to be readily operated by unauthorized persons, but shall be readily accessible to authorized personnel. Sufficient capacity shall be incorporated in the control to assure positive operation of the pilot valve under all conditions of service. It is to be expected that a valve (installed on a ship and connected to a fire main continuously under pressure) may not be operated for a period of six months and positive operation of the valve on low (80 percent of rated) voltage is required after such a period of idleness.

3.3.13 Position indicating mechanism. Each main valve shall incorporate a mechanism for indicating the position of the valve disc.

3.3.14 Shock. The valve shall be designed to meet the shock requirements of MIL-S-901 for grade A, Class I, type A equipment.

3.4 Repair parts. Stock repair parts (shore-based) shall be handled in accordance with procedures of MIL-P-15137 (see 6.2). The following parts of the valves shall be furnished as onboard repair parts, as specified (one set = 100 percent per valve) (see 6.1):

- (a) Diaphragms.
- (b) Springs.
- (c) Seat rings and discs or disc inserts.
- (d) Compression rings or seals.
- (e) Pilot valve, complete.
- (f) Repair parts for electrical control mechanism when furnished, shall be in accordance with MIL-C-2212.

3.5 Special tools. Special tools for servicing of the valve, when required shall be furnished in the quantity specified (see 6.1). Special tools are defined as those tools not listed in the Federal Supply Catalog (copies of this catalog may be consulted in the office of the Defense Contract Administration Service (DCAS)).

3.6 Drawings. The contractor shall furnish, prior to production, drawings of the valve proposed for approval of the command or agency concerned. Drawings shall conform to categories B, E, G and H, and form 3 of MIL-D-1000 and type II of MIL-D-1000/2.

3.7 Technical manuals. One technical manual in accordance with type I of MIL-M-15071 shall be furnished with each valve as specified (see 6.1).

3.8 Workmanship. Valves shall be free from defects affecting their appearance or that may affect their operation. Castings shall be clean, sound and free from blow holes, hard spots, porosity, cracks, and other injurious defects. They shall be smooth and well cleaned both inside and outside, and all fins and roughness shall be removed. Castings shall not be repaired, plugged, impregnated, brazed, or burned. The workmanship shall be first class in every respect.

4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. Unless otherwise specified in the contract or purchase order, the supplier is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract or order, the supplier may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.2 Qualification tests.^{1/} Qualification tests shall be conducted at a laboratory satisfactory to the Naval Ship Engineering Center (NAVSEC). Qualification tests shall consist of the tests specified in 4.2.1.

^{1/} Application for Qualification tests shall be made in accordance with "Provisions Governing Qualification SD-6" (see 6.3 and 6.3.1).

4.2.1 Sampling for qualification. One class B valve of each type shall be submitted for the examination and tests specified in 4.5 and 4.6. Qualification approval of the 2 inch size will include qualification of the 2 inch size and under. Qualification approval of the 6 inch size will include qualification of the 2-1/2 through 16 inch size.

4.3 Sampling for quality conformance inspection

4.3.1 All valves of the same size, type, class and operating mechanism presented at one time shall be considered a lot for the purpose of quality conformance inspection.

4.3.2 Sampling for visual and dimensional examination. A random sample of valves shall be selected from each lot in accordance with table II for the examination specified in 4.4.1. Any valve in the sample containing one or more visual or dimensional defects shall be rejected, and if the number of defective valves in any sample exceeds the acceptance number for that sample the lot represented by the sample shall be rejected.

Table II - Sampling for visual and dimensional examination
 AQL (approx.) = 1.5 percent defective.

Number of valves in lot	Number of valves in sample	Acceptance number (defectives)	Rejection number (defectives)
15 and under	10	0	1
16 to 40	15	0	1
41 to 110	25	1	2
111 to 300	35	1	2
301 and over	50	2	3

4.4 Quality conformance inspection.

4.4.1 Examination. Each valve selected in accordance with 4.3.2 shall be subjected to the visual and dimensional examination specified in 4.5.

4.4.2 Tests. Each valve in the lot shall be subjected to the tests of 4.6.1 through 4.6.1.2.

4.5 Visual and dimensional examination. Valves shall be examined to determine compliance with the requirements of this specification as to material, workmanship and dimensions.

4.6 Tests.

4.6.1 Hydrostatic tests.

4.6.1.1 Assembled valves shall be tested hydrostatically with water to a pressure of 300 p.s.i. for strength and porosity with the valve open, Leakage, sweating, or visible deformation at any point on the surface shall be cause for rejection of the valve.

4.6.1.2 Valves shall be tested hydrostatically with water for tightness on seat as follows. Leakage under these tests shall be cause for rejection.

Class A valves:

- (a) With 150 p.s.i. under the valve discs and 150 p.s.i. operating pressure on the valve diaphragm, with the opposite side open for examination.
- (b) With 150 p.s.i. over the disc and 150 p.s.i. over the diaphragm, with the opposite end open for examination.

Class B valves:

Same as class A except 250 p.s.i.

4.6.2 Control valves (main valves, pilot valves, and electrical or mechanical operation) shall be tested for ease and speed of operation within the pressure range of 50 to 150 p.s.i. for class A valves and 50 to 250 p.s.i. for class B valves.

4.6.3 The main valve diaphragm shall be subjected to an accelerated life test consisting of repeated opening and closing of the valve for not less than 2,500 cycles without failure of the diaphragm. Reliability under repeated operations shall be determined.

4.6.4 A typical assembled unit shall be shock-tested in accordance with MIL-S-901, for grade A, class I, type A equipment.

4.6.5 Service tests (for shipboard application). Service tests shall be made onboard ship or in a simulated shipboard metallation for a period of not less than 6 months or a period determined satisfactory by the NAVSEC to determine suitability for Military use.

4.7 Inspection of preparation for delivery. The preservation, packaging, packing and marking shall be inspected for compliance with section 5 of this document.

5. PREPARATION FOR DELIVERY

(The preparation for delivery requirements specified herein apply only for direct Government procurements. For the extent of applicability of the preparation for delivery requirements of referenced documents listed in section 2, see 6.4.)

5.1 Preservation and packaging. Preservation and packaging shall be level A or C as specified (see 6.1).

5.1.1 Level A.

5.1.1.1 Valves. Valves shall be preserved and packaged in accordance with level A of MIL-V-3.

5.1.1.2 Operating mechanisms. Electrical and mechanical operating mechanisms and associated parts thereto shall be packaged level A of MIL-E-17555 or MIL-R-196, except that package testing and packaging information such as drawings or other technical data annotated in MIL-E-17555 is not required.

5.1.2 Level C. Valves and valve mechanisms shall be packaged to afford protection against corrosion, deterioration and physical damage from the supply source to the first receiving activity for immediate use. The suppliers normal preservation and packaging methods may be used when such meets the requirements of this level.

5.2 Packing. Packing shall be level A, B or C as specified (see 6.1).

5.2.1 Level A and B.

5.2.1.1 Valves. Valves preserved and packaged as specified shall be packed level A or B as specified 6.1) in accordance with MIL-V-3.

5.2.1.2 Operating mechanisms. Electrical and mechanical operating mechanisms packaged as specified shall be packed level A or B of MIL-B-17555 or MIL-R-196 as applicable. Unless otherwise specified (see 6.1), the rough handling tests of MIL-E-17555 are not required.

5.2.2 Level C. Valves and valve mechanisms packaged as specified shall be packed in a manner to insure carrier acceptance and safe delivery at destination at the lowest rate. Containers, packing or method of shipment shall comply with Uniform Freight and National Motor Freight Classification Rules or other carrier rules as applicable to the mode of transportation.

5.2.3 Repair parts and special tools. Electrical and mechanical repair parts and special tools shall be preserved and packaged level A or C, packed level A, B or C in accordance with MIL-E-17555 or MIL-R-196 as applicable.

5.2.4 Technical manuals. Technical manuals which accompany shipments that are packed level A or B shall be packaged in transparent waterproof plastic bags, minimum 4 mil thick. Technical manuals shall not be placed within any sealed flexible barrier material used to enclose the item(s). For equipment in multiple shipping containers, the manuals accompanying the equipment shall be packed in the shipping container housing the main unit. Technical manuals, when shipped in bulk quantities, shall not be individually wrapped, but shall be packed in accordance with the requirements of the applicable technical manual specification or packed in containers conforming to the requirements of level A, B or C in accordance with MIL-V-3, as specified (see 6.1).

5.3 Marking. In addition to any special marking required by the contract or order, interior packages and exterior shipping containers shall be marked in accordance with MIL-STD-129.

6. NOTES

6.1 Ordering data. Procurement documents should specify the following:

- (a) Title, number and date of this specification.
- (b) Type, class and size required (see 1.2).
- (c) Type of inlet and outlet connections for main and pilot valves, specification for drilling requirements (see 3.3.5) ,
- (d) Method of operation (electrical or mechanical), and when electrical, whether controls should be furnished (see 3.3.12 and 3.3.12.2).
- (e) The number of sets of repair parts (see 3.4).
- (f) Quantity of special tools required (see 3.5).
- (g) Quantity of technical manuals required (see 3.7).
- (h) Level of preservation and packaging required (see 5.1).
- (i) Level of packing required (see 5.2, 5.2.1.1 and 5.2.4) ,
- (j) When rough handling tests are required (see 5.2.1.2).
- (k) Preliminary drawings to be submitted with bids.

6.2 Management control system document. The following management control system document should be included on DD Form 1660:

- (a) MIL-P-15137 (see 3.4).

6.3 With respect to products requiring qualification, awards will be made only for products which are at the time set for opening of bids, qualified for inclusion in applicable Qualified Products List QPL 15508 whether or not such products have actually been so listed by that date. The attention of the suppliers is called to this requirement, and manufacturers are urged to arrange to have the products that they propose to offer to the Federal Government tested for qualification in order that they may be eligible to be awarded contracts or orders for the products covered by this specification. The activity responsible for the Qualified Products List is the Naval Ship Engineering Center, Prince George's Center, Center Building, Hyattsville, Maryland 20782, and information pertaining to qualification of products may be obtained from that activity. Application for Qualification tests shall be made in accordance with "Provisions Governing Qualification SD-6" (see 6.3.1).

6.3.1 Copies of "Provisions Governing Qualification SD-6" may be obtained upon application to Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pennsylvania 19120.

6.4 Sub-contracted material and parts. The preparation for delivery requirements of referenced documents listed in Section 2 do not apply when material and parts are procured by the supplier for incorporation into the equipment and lose their separate identity when the equipment is shipped.

6.5 CHANGES FROM PREVIOUS ISSUE. THE OUTSIDE MARGINS OF THIS DOCUMENT HAVE BEEN MARKED "#" TO INDICATE WHERE CHANGES (DELETIONS, ADDITIONS, ETC.) FROM THE PREVIOUS ISSUE HAVE BEEN MADE THIS HAS BEEN DONE AS A CONVENIENCE ONLY AND THE GOVERNMENT ASSUMES NO LIABILITY WHATSOEVER FOR ANY INACCURACIES IN THESE NOTATIONS. BIDDERS AND CONTRACTORS ARE CAUTIONED TO EVALUATE THE REQUIREMENTS OF THIS DOCUMENT BASED ON THE ENTIRE CONTENT AS WRITTEN IRRESPECTIVE OF THE MARGINAL NOTATIONS AND RELATIONSHIP TO THE LAST PREVIOUS ISSUE.

Custodians :

Army - ME
Navy - SH
Air Force - 82

Preparing activity:

Navy - SH
(Project 4810-0033)

Review activities:

Army - ME
Navy - SH
Air Force - 82

User activities:

Army - AT
Navy - MC, YD

SPECIFICATION ANALYSIS SHEET

Form Approved
Budget Bureau No. 119-R004

INSTRUCTIONS

This sheet is to be filled out by personnel either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet is provided for obtaining information on the use of this specification which will insure that suitable products can be procured with minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold lines on reverse side, staple in corner, and send to preparing activity (as indicated on reverse hereof)

SPECIFICATION

ORGANIZATION (Of submitter)

CITY AND STATE

CONTRACT NO.

QUANTITY OF ITEMS PROCURED

DOLLAR AMOUNT

\$

MATERIAL PROCURED UNDER A

DIRECT GOVERNMENT CONTRACT

SUBCONTRACT

1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED INTERPRETATION IN PROCUREMENT USE?

A. GIVE PARAGRAPH NUMBER AND WORDING.

B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES.

2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID

3. IS THE SPECIFICATION RESTRICTIVE?

 YES

 NO

IF "YES", IN WHAT WAY?

4. REMARKS (Attach any pertinent data which may be of use in improving this specification. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity)

SUBMITTED BY (Printed or typed name and activity)

DATE

FOLD

DEPARTMENT OF THE NAVY
Naval Ship Engineering Center
Center Building
Prince George's Center
Hyattsville, Maryland 20782

POSTAGE AND FEES PAID
NAVY DEPARTMENT

OFFICIAL BUSINESS

Commander, Naval Ship Engineering Center
DOD Standardization Program & Documents Branch
Center Building
Prince George's Center
Hyattsville, Maryland 20782

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