[INCH-POUND]
A-A-59498
13 OCTOBER 1999
SUPERSEDING
MIL-T-21868C
5 DECEMBER 1989

COMMERCIAL ITEM DESCRIPTION
TRUCK, FORKLIFT, DIESEL ENGINE DRIVEN, DS SAFETY RATED, FOR SHIPBOARD USE

The General Services Administration has authorized the use of this commercial item description as a replacement for MIL-T-21868, which is canceled for all federal agencies.

1. SCOPE

1.1 Scope. This commercial item description (CID) covers five types of diesel powered forklift trucks (hereafter referred to as trucks) for shipboard use.

1.2 Intended Use. Each type of truck described herein is intended to be used aboard ships for the purpose of stacking, unstacking, and transporting palletized loads, some of which may consist of ordnance.

2. CLASSIFICATION. The trucks shall be of the following classifications:

TYPE 1 - 6000# Capacity, Solid Rubber Tire, Standard
TYPE 2 - 6000# Capacity, Solid Rubber Tire, Low Profile
TYPE 3 - 6000# Capacity, Pneumatic Rubber Tire
TYPE 4 - 15,000# Capacity, Pneumatic Rubber Tire
TYPE 5 - 20,000# Capacity, Pneumatic Rubber Tire

3. SALIENT CHARACTERISTICS

3.1 Configuration. In addition to the other requirements stated in this CID, each truck must meet the characteristics listed in Table 1.

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Naval Inventory Control Point Code 1041, MHE Division, 5450 Carlisle Pike, Mechanicsburg, Pennsylvania, 17055-0788.

FSC 3930

TABLE 1. SALIENT FEATURES

CHARACTERISTIC	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5
CAPACITY @ 24" LC (RATED LOAD)	6000#	6000#	6000#	15,000#	20,000#
TIRE TYPE	SOLID	SOLID	PNEUMATIC	PNEUMATIC	PNEUMATIC
# TIRES - DRIVE	2	2	4	4	4
LIFT HEIGHT (MIN.)	130"	92"	130"	220"	220"
COLLAPSED MAST HT. (MIN.)	87.5"	68"	89.25"	128"	145"
FREE LIFT HT (MIN.)	42"	33.5"	51"	31"	6"
FORK THICKNESS (MAX.)	2"	2"	2"	2.5"	3"
FORK WIDTH (MAX.)	6"	6"	6"	8"	10"
FORK LENGTH (MAX.)	40"	40"	40"	48"	48"
FORK SPACING (MIN SPREAD)	40"	44"	48"	58"	58"
FORK SPACING (MAX. TOGETHER)	14"	14"	14"	20"	22"
TRUCK OVERALL LENGTH (MAX. WITH FORKS)	152"	154"	160"	240"	240"
TRUCK OVERALL WIDTH	50"	66"	69"	96"	98"
TRUCK OVERALL HEIGHT(MAX)	87"	70"	91"	115"	115"
TRUCK WEIGHT (NO LOAD) (MAX.)	12,500#	12,800#	13,000#	28,800#	35,500#
RIGHT ANGLE TURN (MAX.)	124"	180"	200"	260"	264"
UNDERCLEARANCE (MIN)	3"	3"	5"	6"	6"
LONGITUDINAL STABILITY (STACKING)	4% 2.3 DEG	8% 4.6 DEG	4% 2.3 DEG	3.5% 2 DEG	4% 2.3 DEG

TABLE 1. SALIENT FEATURES (Continued)

CHARACTERISTIC	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5
LONGITUDINAL STABILITY (TRAVELING)	27% 15.1 DEG	27% 15.1 DEG	18% 10.2 DEG	18% 10.2 DEG	18% 10.2 DEG
LATERAL STABILITY - (STACKING)	6% 3.4 DEG	8% 4.6 DEG	6% 3.4 DEG	10% 5.7 DEG	10% 5.7 DEG
LATERAL STABILITY (TRAVELING)	40% 21.8 DEG	40% 21.8 DEG	40% 21.8 DEG	40% 21.8 DEG	40% 21.8 DEG
DECK LOADING (MAX.)	8,400 #	8,400#	4000#	9000#	10,500#
TRUCK SPEED MAX. W/ LOAD	7 MPH	7 MPH	7 MPH	10 MPH	10 MPH
SIDESHIFT EACH SIDE OF CENTER	4"	4"	4"	6"	6"
SLOPE ASCENSION (WITH LOAD)	22% 12.4 DEG	22% 12.4 DEG	22% 12.4 DEG	22% 12.4 DEG	22% 12.4 DEG
TILT - FORWARD	3 DEG	3 DEG	3 DEG	3 DEG	3 DEG
TILT - REARWARD	6 DEG	6 DEG	6 DEG	10 DEG	10 DEG

3.2 Design. Truck shall be designed for the lifting capacity (rated load) at the specified load center, measured from the vertical face of the forks, and to the specified full lift height. No adjustments or deration to the lifting capacity will be permitted for lift height, side shifters or any other factor specified herein. Design of trucks and all components therein shall insure safe operation under marine service conditions. Truck shall be designed to permit selection and operation of travel, lift, steering, tilt, and side shift separately, simultaneously or combinations thereof.

3.3 Safety. The truck shall conform to the applicable requirements of ASME B56.1, UL 558, and OSHA Standards in effect at the time of issue of the solicitation. Truck shall bear the UL stamp of approval for "DS" safety rated trucks.

3.4 Engine. The engine shall be diesel powered, capable of operating on the following fuels: Naval Distillate Fuel (F-76) conforming MIL-F-16884, Aviation Turbine Fuel JP-5 (F-44) conforming to MIL-DTL-5624, and JP-8 (F-34) conforming to MIL-DTL-83133. The engine shall meet all U.S. Environmental Protection Agency Regulations and U.S. Federal Laws in act at time of manufacture.

3.5 Fuel system. The fuel system of the truck shall provide for eight hours of continuous operation without the need for refueling. The fuel cap shall be painted green.

3.6 Exhaust system. The engine exhaust system shall be designed to prevent entry of rain into the exhaust system and to prevent accumulation of water and condensed vapors. Exhaust gases shall be discharged vertically above the operator's compartment or at the rear or side rear of the truck within the plan outline of the truck. Exhaust gases shall not be discharged in a path that would interfere with the operator or by-standers. All components of the system shall be replaceable with the use of hand tools.

3.7 Cooling System. The truck shall be equipped with a cooling system fan that discharges air away from the operator.

3.7 Starting system. Truck shall be provided with an interlock, or other means, in the starting system to prevent energizing the starter motor except when the directional control lever is in the neutral position and when the engine is not running.

3.8 Transmission. A power shifted transmission shall be furnished. Transmission in forward and reverse shall be provide either variable speed or single speed range for trucks of 6000 pound capacity and two speed range for trucks greater than 6000 pound capacity. Transmissions shall provide for positive inching control of truck (throughout the entire range of engine speed) in the forward and reverse directions.

3.9 Electrical system. The truck shall have a 12 volt electrical system. Each electrical circuit shall be protected from electrical overload with circuit breakers. Fuses are not permitted. All electrical circuitry, controls, instrumentation, and components shall be protected in order to prevent any type of moisture or water damage.

3.10 Lift system. The lift system shall consist of all components necessary for the lifting, fork positioning, tilting, and sideshift operations of the truck. The brake system and drive assembly shall not be a part of the lift (hydraulic) system. The lift system shall provide for lowering of the rated load in the event of failure or damage to components utilized within the lift system.

3.11 Hoses. Permanently attached type hose fittings are acceptable as original hose assemblies only when the permanent fitting and hose design are such that a replacement hose assembly

fitted with field attachable fittings will fit in place of the original hose assembly. Hoses in accordance with SAE J517 100R7 or 100R8 are not permitted.

3.12 Steering. Power steering shall be furnished.

3.13 Forks. Fork spacing dimensions shall be measured from the outer edges of the forks. Fork spacing on trucks of 6,000 pounds capacity shall be adjustable laterally without the use of hand tools and shall be attached to the fork carriage in accordance with ASME MH 11.4. Folding forks shall be furnished on trucks of 6,000 pounds capacity. The forks shall be hinged or pivoted near the heels and shall be capable of being folded back manually against the fork upright and backrest. A manually operated locking device shall hold the forks in the upright position. Trucks of 15,000 pound capacity and above shall have forks attached to the fork carriage in accordance with Industrial Truck Association Recommended Practices. When the operator is seated, at least the tip of one fork shall be visible at all lift heights.

3.14 Fork Positioner. Trucks of 15,000 pounds capacity and above shall be provided with hydraulic forks positioners.

3.15 Fork Sideshift. All trucks shall be equipped with a hydraulically operated side shift attachment.

3.16 Load backrest. A load backrest shall be provided which shall provide a vertical rear guard at least 48 inches high measured from the load carrying surface of the forks and at least equal to the width of the fork carriage.

3.17 Wheels and tires. Wheels and tires shall be selected from sizes, load, and speed ratings listed in the Year Book of the Tire and Rim Association. Split rims (wheels) are not permitted.

3.18 Service brakes. Brake system shall meet the requirements of ASME B56.1. Truck shall be equipped with a four wheel brake system. Brake system shall be independent of the lift system and drive assembly. Brakes shall be provided on both the drive and steer axle wheels. Brake system shall be equipped with a separate hydraulic circuit (split hydraulic) for each axle. Brake system shall be equipped with a flashing red or amber warning light which shall be energized in the event of a malfunction in either brake circuit. Brake linings, pads, or disks shall contain no asbestos.

3.19 Parking brake. A mechanically actuated parking brake shall be provided. Parking brake shall be independent of the service brake's hydraulic system.

3.20 Deadman control. A deadman control shall be provided such that upon removal of the operator's weight (85 pounds minimum) from the seat, the deadman control shall apply the drive wheel brakes and also automatically return the transmission to neutral when the engine is running. In no case shall the brakes be deactivated and the transmission (either mechanical or electrically operated) automatically return to any directional mode with the return of the operator's weight to the seat. A manual release or override of the deadman control shall be furnished.

3.20.1 Mechanically activated transmission. On mechanically activated type transmissions, the directional control lever shall be automatically returned to the neutral setting whenever the control lever is positioned at any setting other than neutral. Visual examination shall confirm the transmission control lever has been reset to neutral.

3.20.2 Electrically activated transmissions. On electrically activated transmissions, the control lever need not be returned to neutral but a flashing indicator light located on the instrument panel shall alert the operator that the transmission is in neutral regardless of the position of the transmission control lever. The flashing light shall only terminate when the transmission control lever directional mode selection has been completed and not on return of the operator's weight to the seat. A nameplate located adjacent to the flashing light shall instruct the operator he must first reset the transmission control lever to neutral prior to selecting a directional mode.

3.21 Towing device. A ring or pin type towing device shall be provided at the rear of the truck. It shall not protrude beyond the path followed by the rear end of the truck when making a turn of minimum turning radius.

3.22 Slinging and Tiedown Attachments. Truck shall be equipped with a minimum of four slinging and tiedown attachments conforming to MIL-STD-209, Class 1, 2 or 3 for Type II or III equipment, excluding air transportation requirements. Also tiedown attachments shall meet the requirements of a Grade A item in Type A, HI (High-Impact) Shock as specified in MIL-S-901.

3.23 Operator's overhead guard. The truck shall be equipped with an overhead guard in accordance with ASME B56.1. Whenever the collapsed mast height is lower than the overhead guard height, the over head guard shall be removable with the use of hand tools. A non-removable guard is permitted when the overhead guard is either the same or lower than the collapsed mast height.

3.24 Controls. All controls shall be clearly marked. Plastic control knobs, buttons, switches, etcetera are not permitted. All load motion controls shall be self-centering.

3.24.1 Electrical Control. A three position key switch with a safety lockout feature to prevent accidental engagement of the starter when the engine is running shall be provided on the truck. Engine operation shall terminate when switch is turned to the off position. All trucks under a single contract shall be keyed identically. Two keys shall be provide with each truck.

3.25 Instruments. The instruments, gauges, and warning lights furnished on the manufacturer's standard commercial models shall be furnished. A time totalizing hour meter shall be furnished.

3.26 Floodlights. Each truck shall be equipped with two horizontally and vertically adjustable floodlights, one for forward illumination and one for rearward illumination. Each floodlight shall be furnished with three sets of lenses. Color of lenses shall be clear, red and yellow. Lenses shall be stored in a pocket located on the back of the operator's seat. Installation of floodlights shall not interfere with operator visibility and shall not interfere with removal of the overhead guard (if applicable).

3.27 Stoplight. One combination stoplight and tail lamp shall be provided.

3.28 Warning Device. Truck shall be equipped with an operator controlled warning device (e.g. horn).

3.29 Seat. The truck shall be provided with a cushioned seat and backrest, which shall be adjustable forwards and backwards.

3.30 Weighing device. Trucks of 6000 pounds capacity shall be equipped with an analog weighing device capable of weighing 150% of the rated load.

3.31 Identification Plates. The truck shall be equipped with identification plates conforming to A-A-50271, Composition C, with information as specified herein.

3.31.1 Identification marking. Each truck shall be identified with an identification plate. The identifying data to be applied to the plates shall be in accordance with ASME B56.1 in addition to the following: truck lifting capacity and load center, lift height, model number, serial number, contract number, gross vehicle weight (with rated load), USN registration number, delivery date, technical manual stock number, shipping weight (with forks and without rated load), cube dimension, name or stamp of government inspector, warranty expiration, High Shock test date, and manufacturer's name and address.

3.31.2 Instruction, warning, and caution plates. Each truck shall be equipped with instruction, warning, and caution plates prominently located and describing any special or important procedures to be followed in operating, lifting, and servicing of the truck or its components.

3.31.3 Shipping data plate. Shipping data plate shall indicate the silhouette of the forklift in transport position showing the center of gravity and the location and capacity of the lifting and tiedown attachments. Wheel loading information may be included on shipping data plate.

3.31.4 Wheel loading plate. Each truck shall be equipped with a wheel loading plate. As a minimum the plate shall have the following information:

Wheel loading (no load on forks)	
Drive wheels (each wheel)	pounds
Steer wheels (each)	pounds

Wheel load (rated load on forks)	
Drive wheels (each wheel at maximum sideshift)	pounds
Steer wheels (each)	pounds

3.31.5 Safety rating plate. Each truck shall be equipped with a safety designation plate. As a minimum, the plate shall indicate the truck manufacturer's name, truck model number, safety designation (Type DS), Underwriters Laboratories registration or index number assigned to the inspected truck and date of inspection.

3.31.6 Lubrication Tag. The truck shall be equipped with a lubricant/fluid list installed in a visible location to indicate

which lubricant/fluid has been used in each component or system. The lubricants/fluids shall be listed by their commercial designation and their military equivalent, if applicable.

3.32 Vehicle marking. Each truck shall be marked as specified herein. All markings shall be painted in black enamel block letters and numbers.

3.32.1 Vehicle Weight. The truck's weight without load shall be painted on each side of the truck in 2 inch high numerals. Example: Truck weight - 13000 pounds.

3.32.2 Safe working load. Safe working load (capacity) of the truck shall be painted with 3 inch high numerals located on each side of mast.
Example: SWL 6000 pounds

3.32.3 Registration number. Assigned USN registration number for each truck shall be 3 inches high located on each side and on rear of truck. Example: USN 13-12345

3.32.4 Tire pressure. For pneumatic tired trucks, the tire pressure for each tire shall be painted with 1 inch high numerals located on near the applicable tire.
Example: TIRE PRESSURE 120 PSI

3.32.5 Safety rating. Markers indicating the "DS" safety designation of truck shall be applied on each side of the truck. These markers shall be in accordance with UL 558.

3.32.6 Supplementary markings. Supplementary marking and load handling symbols as specified in ASME MH11.3 are required.

3.32.7 Slinging and tiedowns. Slinging and tiedown markings shall be in accordance with MIL-STD-209, except the shipping data plate shall conform to A-A-50271.

3.32.8 Safety warning. Safety warning information shall be painted with 2 inch high letters, located as follows:

3.32.8.1 Safety warning. "NO RIDERS" shall be located on rear of mast.

3.32.8.2 Safety warning. "NO SMOKING" shall be visible when operator is in normal operating position.

3.32.9 Fuel type. Fuel type shall be painted in 1 inch high letters and located near fuel tank filler. Example: DIESEL FUEL ONLY

3.32.10 Shipboard marking. Truck shall be identified with the words "SHIPBOARD USE APPROVED", located on each side of truck, painted in 1 inch high letters.

3.32.11 Structural testing. Trucks which successfully pass the weight test shall be identified on each side of truck with 1/4 inch high letters:

STRUCTURALLY TESTED
(month / year)
BY (manufacturer's name)

3.32.12 Paint marking. Each side of truck shall be marked as follows with 1/4" high letters:

PAINTED WITH LEAD/CHROMATE FREE PAINT
BY (manufacturer)
(month / year)

3.32.13 Brake marking. Following statement shall be painted on truck using 1/4" high letters:
NON-ASBESTOS BRAKE LININGS USED. REPLACEMENTS SHALL BE NON-ASBESTOS.

3.33 Treatment and painting. Primer and paint shall be lead and chromate free. Painting of truck shall be in accordance with the manufacturer's standard commercial practice. The finish color shall be yellow. Color 13538 of FED-STD-595 may be used for reference.

3.34 Fluid Service Access. All fluid levels must be accessible without removal of panels. This includes both provisions for the checking and topping off of fluid levels. There shall be no leakage of any fluid while the vehicle is positioned in any stability or slope configuration. All fluid reservoirs exceeding 15 quarts shall be fitted with sampling valves, excluding fuel and coolant reservoirs. The valves shall be accessible without removal of panels.

3.35 Performance. In addition to the following performance characteristics, truck shall meet all dimensional and performance requirements listed in Table 1.

3.35.1 Lifting and lowering speed. Speed of lifting rated load shall be 55 feet per minute through the entire lift range. Speed of lowering of forks shall be not less than 50 feet per minute without rated load and not more than 80 feet per minute with rated load over the entire distance from maximum fork height to ground level. The hydraulic system shall provide for lowering of the rated load at a rate of 30 feet per minute maximum in the event of hydraulic fluid loss and/or failure of or damage to the hydraulic system.

3.35.2 Drift of lift assembly. The lift assembly shall be capable of holding the rated load at the maximum lift height for not less than ten minutes with not more than 1.75 inches of vertical drift and not more than one degree of rotational drift from the vertical.

3.35.3 Overload. The truck shall be capable of sustaining 300 percent overload for a minimum of ten minutes. (Front axle support and rear axle tiedowns are permissible.)

3.35.4 Resistance to saline atmosphere. The truck components and paint finish shall be designed to withstand the corrosive effects of saline atmosphere without any loss or deterioration of performance, loss of mobility of parts, harmful corrosion, evidence of paint chipping and flaking and an inability to disassemble parts for service or repair. All components within the electrical system shall remain operative.

3.35.5 High (High-Impact) shock requirement. The truck shall be designed such that all lifting and lowering operations, forward and reverse drive operations, sideshift operations, and steering operations be fully functional when subjected to Type "A" High Shock in accordance with MIL-S-901.

3.35.6 Noise limits. The sound level at the operator's station shall not exceed 85 dB(A) maximum.

3.35.7 Deck loading. Truck individual wheel loading with rated load and forks at each maximum sideshift position shall not exceed the weight listed on Table 1. The minimum dimension measured across the bearing area of each individual tire shall not be less than 5-1/2 inches under the wheel loading specified herein. In no case shall deck loading exceed 250 psi.

3.35.8 Electromagnetic interference characteristics. The truck shall conform to the radiation and susceptibility EMI requirements of MIL-STD-461D.

3.35.9 Weight testing. Each truck shall be capable of sustaining 150 percent of the rated load without damage to the truck in the operational mode.

3.35.10 Operating Temperature. The engine shall start within 5 minutes and the truck shall operate as specified herein within 15 minutes after engine start in any ambient temperature from 0° F to plus 115° F. Fluid priming systems are not permitted for cold starting.

3.35.11 Rain. The truck shall start within 5 minutes and operate as specified herein when subjected to a rainfall of not less than 4 inches per hour for a period of one hour without malfunction or damage to any component.

3.36 Reliability. Truck shall be capable of operating for 500 hours without the need for unscheduled maintenance.

3.37 Maintainability. Provisions shall be made for timely servicing of the truck. All components associated with routine and preventive maintenance shall be readily accessible. All routine and preventive maintenance actions shall be accomplished with the use of common automotive tools.

4. REGULATORY REQUIREMENTS.

4.1 Recovered materials. The manufacturer is encouraged to use recovered materials to the maximum extent practical, in accordance with paragraph 23.403 of the Federal Acquisition Regulation (FAR). However, used, rebuilt or remanufactured components, pieces and parts shall not be incorporated in the forklift truck.

5. QUALITY ASSURANCE PROVISIONS.

5.1 . Product Conformance. The products provided shall meet the salient characteristics of this commercial item description, conform to the producer's own drawings, specifications, standards, quality assurance practices, and be the same product offered for sale in the commercial market. The government reserves the right to require proof of such conformance.

5.2 Warranty. Unless otherwise specified in the contract or purchase order, the manufacturer's standard commercial warranty shall apply.

6. PACKAGING.

6.1 Preservation, packing, and marking. Preservation, packing, and marking shall be in accordance with the manufacturer's standard commercial practice unless otherwise specified in the contract or purchase order.

7. NOTES.

(Information in this section is for guidance only. This section contains information of general or explanatory nature, which is helpful, but not necessary.)

7.1 Source of documents.

7.1.1. Federal and Military Specifications and Standards are available from the DODSSP, Standardization Documents Order Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094.

MIL-S-901 - Shock Tests, H.I.(High Impact)Shipboard, Machinery, Equipment and Systems; Requirements For
MIL-F-16884 - Fuel, Naval Distillate

MIL-DTL-5624 - Turbine Fuel, Aviation Grades JP-4, JP-5, and JP-5/JP-8 ST
MIL-DTL-83133- Turbine Fuels, Aviation, Kerosene Types, NATO F-34(JP-8) and NATO F-35.
FED-STD-595 - Colors

MIL-STD-209 - Slinging and Tiedown Provisions For Lifting and Tying Down Military Equipment
MIL-STD-461 - Requirements for the control of Electromagnetic Interference Emissions and Susceptibility
A-A-50271 - Plate Identification

7.1.2 Other documents are available as follows:

DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

29 CFR, Chapter XVII, Part 1910

(Application for copies should be addressed to the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402).

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

ASME B56.1 - Safety Standard for Low Lift and High Lift Trucks.

ASME MH11.3 - Load Handling Symbols for Powered Industrial Trucks.

ASME B56.11.4 - Hook-Type Forks and Fork Carriers for Powered Industrial Trucks.

(Applications for copies should be addressed to the American Society of Mechanical Engineers, United Engineering Center, 345 East 47th Street, New York, N.Y. 10017).

INDUSTRIAL TRUCK ASSOCIATION

Recommended Practices Manual

(Application for copies should be addressed to Industrial Truck Association, Suite 210, 1750 K Street NW, Washington, DC 20006).

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE)

SAE HANDBOOK - SAE J517 Hydraulic Hose.

(Application for copies should be addressed to the Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, Pennsylvania 15096).

TIRE AND RIM ASSOCIATION

YEAR BOOK.

(Application for copies should be addressed to the Tire and Rim Association, Inc., 175 Montrose West Avenue, Suite 150, Copley, Ohio 44321).

UNDERWRITERS LABORATORIES (UL)

UL 558 - Internal Combustion Engine-Powered Industrial Trucks. (Applications for copies of UL 558 should be addressed to: Underwriter's Laboratories Inc., 333 Pfingsten Road, Northbrook, Illinois 60062)

7.2 Ordering Data. Acquisition documents should specify the following:

a. Title, number, and date of this commercial item description.
b. Classification of truck required. (See Paragraph 2.)

7.3 Supersession data. This commercial item description replaces Military Specification MIL-T-21868 dated 5 December 1989.

Custodian:
Navy-SA

Preparing Activity:
Navy-SA

(Project Number 3930-0018/001)

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

INSTRUCTIONS

1. The preparing activity must complete blocks 1, 2, 3, and 8. In block 1, both the document number and revision letter should be given.

2. The submitter of this form must complete blocks 4, 5, 6, and 7, and send to preparing activity.

3. The preparing activity must provide a reply within 30 days from receipt of the form.

NOTE: This form may not be used to request copies of documents, nor to request waivers, or clarification of requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

I RECOMMEND A CHANGE:	**1. DOCUMENT NUMBER** A-A-59498	**2. DOCUMENT DATE (YYYYMMDD)** 19991013

3. DOCUMENT TITLE **TRUCK, FORKLIFT, DIESEL ENGINE DRIVEN, DS SAFETY RATED, FOR SHIPBOARD USE**

4. NATURE OF CHANGE *(Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.)*

5. REASON FOR RECOMMENDATION

6. SUBMITTER

a. NAME *(Last, First, Middle Initial)*	b. ORGANIZATION	
c. ADDRESS *(Include Zip Code)*	d. TELEPHONE (Include Area Code) (1) Commercial (2) AUTOVON *(if applicable)*	**7.DATE SUBMITTED** (YYYYMMDD)

8. PREPARING ACTIVITY

a. NAME NAVAL INVENTORY CONTROL POINT	b. TELEPHONE *Include Area Code)* (1) Commercial (717) 605-4025 (2) AUTOVON 430-4025
c. ADDRESS *(Include Zip Code)* CODE 1041, 5450 CARLISLE PIKE MECHANICSBURG, PA 17055-0788	**IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT:** Defense Standardization Program Office (DLSC-LM) 8725 John J. Kingman road, Suite 2533, Ft. Belvoir, VA 22060-2533 Telephone (703) 767-6888 AUTOVON 427-6888