

INCH-POUND

MIL-DTL-13714F

28 August 1998

SUPERSEDING

MIL-PRF-13714E

31 October 1996

## DETAIL SPECIFICATION

### TRAILER, UTILITY, CABLE REEL, 3.5 TON, M310

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

#### 1. SCOPE

1.1 Scope. This specification covers one type of trailer for use as a tactical military vehicle under extreme or unusual conditions of climate, weather, terrain, and military service.

#### 2. APPLICABLE DOCUMENTS

2.1 General. The documents listed in this section are specified in sections 3 and 4 of this specification. This section does not include documents cited in other sections of this specification or recommended for additional information or as examples. While every effort has been made to ensure the completeness of this list, document users are cautioned that they must meet all specified requirement documents cited in sections 3 and 4 of this specification, whether or not they are listed.

##### 2.2 Government documents.

2.2.1 Specifications, standards, and handbooks. The following specifications, standards, and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DoDISS) and supplement thereto, cited in the solicitation (see 6.2).

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: U.S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-TR-E/BUE, Warren, MI 48397-5000 by using the Standardization Document Improvement Proposal (DD Form 1426), appearing at the end of this document, or by letter.

AMSC N/A

FSC 2330

DISTRIBUTION STATEMENT A. Approved for public release; distribution is unlimited.

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### STANDARDS

#### FEDERAL

FED-STD-595 - Colors Used in Government Procurement.

(Unless otherwise indicated, copies of the above specifications, standards, and handbooks are available from the Standardization Document Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.2.2 Other Government documents, drawings, and publications. The following other Government documents, drawings, and publications form a part of this document to the extent specified herein. Unless otherwise specified, the issues are those cited in the solicitation.

#### DEPARTMENT OF TRANSPORTATION (DoT)

Federal Motor Carrier Safety Regulations (FMCSR)  
Federal Motor Vehicle Safety Standards (FMVSS)

(Application for copies of DoT publications should reference the Code of Federal Regulations (CFR), 49 CFR and the Federal Register, and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.)

#### DRAWING

#### DEPARTMENT OF DEFENSE

8358756 - Trailer, Cable Reel, 3-1/2 Ton, 2 Wheeled, M310.

(Copies of this drawing are available from the U.S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-TR-E/BLUE, Warren, MI 48397-5000.)

2.3 Non-Government publications. The following documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are DoD adopted are those listed in the issue of the DoDISS cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DoDISS are the issues of the documents cited in the solicitation (see 6.2).

#### AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

ASQC/ANSI Z1.4 - Sampling Procedures and Tables for Inspections by Attributes (DoD Adopted).

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(Copies of ANSI Standards may be obtained from The American National Standards Institute, 11 West 42nd Street, New York, NY 10036.)

2.4 Order of precedence. In the event of a conflict between the text of this document and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

### 3. REQUIREMENTS

3.1 First article. When specified (see 6.2), a sample shall be subjected to first article inspection in accordance with 4.2.

3.2 Materials. Unless specified herein, materials shall be in accordance with the manufacturer's materials specifications for vehicles. The materials shall be capable of meeting all the operational and environmental requirements specified herein. Asbestos, Cadmium, and radioactive material shall not be used in this item. Radioactive material is defined by Title 10, CFR, Parts 30 and 40, and other radioactive material in which the specific activity is greater than 0.002 microcuries per gram or the activity per item equals or exceeds 0.01 microcuries. Recovered materials shall be used to the maximum extent practicable (see 4.5.3.1).

3.3 Construction. Trailers, sub-assemblies, and assemblies shall be constructed and assembled in accordance with Drawing 8358756.

3.3.1 Seals. When fording or operating in mud, sand, and snow, seals shall prevent entrance of foreign matter into the bearings, which are exposed to contamination during these operations. All bearing seals shall restrict lubricant leakage (see 4.4.1 and 4.5.3.1).

3.3.2 Electrical circuits. Electrical circuits shall maintain continuity from end to end, without evidence of internal or external shorts, during all trailer operating conditions (see 4.4.2 and 4.5.3.1).

3.3.3 Lights. All lights specified on applicable drawings shall operate throughout all trailer operating conditions (see 4.4.3 and 4.5.2).

3.3.4 Adjustment mechanisms. All adjustment mechanisms shall function properly, and maintain adjustment settings, during all trailer operating conditions (see 4.4.4).

3.3.5 Safety. The trailer shall comply with all Federal Motor Carrier Safety Regulations and Federal Motor Vehicle Safety Standards requirements applicable to this vehicle at the time of manufacture. The semitrailer shall be free of sharp projections or edges that may cause the operator or maintainer injury. All rotating or moving parts, hot surfaces, electrically energized or

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high pressure components, or other inherently hazardous items shall be effectively guarded or insulated to protect operating and maintenance personnel (see 4.5.2).

3.4 Performance. Trailer shall meet performance requirements of this specification when fully equipped and loaded with applicable payload.

3.4.1 Environmental operation. The trailer shall operate under extreme conditions of weather and altitude in ambient air temperatures ranging from -65° to +125°F (-54° to 52°C). The complete trailer when in storage shall withstand a temperature of -80°F (-62°C), without deterioration that may cause failure of any component part of the trailer (see 4.4.5).

3.4.2 Payload and speeds. The trailer shall carry the rated payload evenly distributed, while being towed by suitable prime mover over the terrain and speed conditions listed in table I, without weaving or swaying from the path of the prime mover (see 4.4.6).

TABLE I. Payload, roads and speeds.

Model	Payload lb (kg) <u>1/</u>	Highway		Cross-country	
		Paved mph (km/h) <u>2/</u>	Gravel mph (km/h)	Level mph (km/h)	Hilly mph (km/h)
M310	7000 (3171)	50 (80)	35 (56)	25 (40)	20 (32)

1/ lb (kg) = pound (lb) (kilograms)

2/ mph (km/h) = miles per hour (kilometers per hour)

3.4.3 Grades and slopes. The trailer shall operate on 20 percent side slopes and 30 percent grades (ascending and descending) with rated payload in table I, without damage to the trailer or prime mover, and without load shift (see 4.4.7).

3.4.4 Brake holding ability.

3.4.4.1 Service brakes. The service brakes of the vehicle combination, under all conditions of towing, shall decelerate, stop and hold the vehicle combination (towing vehicle and trailer) within a braking distance of 30 feet (ft) (9.12 meters (m)) from a speed of 20 miles per hour (mph) (32 km/h) on dry, smooth relatively level, hard-surfaced roads free of loose material (see 4.4.8).

3.4.4.2 Parking brake. The parking (hand) brake shall hold the trailer with rated payload on a dry, hard-surfaced 30 percent grade, when uncoupled from the towing vehicle and while headed up or down slope (see 4.4.9).

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3.4.4.3 Automatic brake actuation. The chassis shall be equipped with an automatically actuated device to apply the chassis brakes upon breakaway from the towing vehicle, and to maintain application of brakes for not less than 15 minutes (min) (see 4.4.9.1).

3.4.5 Turning and tracking ability. The trailer, when coupled to the prime mover operating in its minimum turning circle, shall follow without cramping and without damage to the towed trailer or prime mover, and without interference between the towed trailer and the prime mover. The trailer shall follow the towing vehicle on level hard-surfaced roads without swaying from side to side (see 4.4.10).

3.4.6 Landing device. Unless otherwise specified (see 6.2), trailer shall be equipped with swing-up type landing wheels on legs. The landing device shall raise, support, and hold its proportion of the fully loaded trailer on a 19 percent grade in any direction, and shall swing up and down without binding or interference. When locked in the up position, landing device shall provide ground clearance for cross country operation (see 4.4.11 and 4.5.2).

3.4.7 Fording. The trailer shall ford hard-bottomed, salt or fresh water crossings 35 in. in depth, and shall withstand such immersions for periods up to 15 min duration without damage to the trailer or its components (see 4.4.12 and 4.5.2).

3.4.8 Lifting transportability. The trailer shall be capable of being lifted as in transfer operations of land to aircraft or ship to shore. The vehicle body and all components thereof shall withstand the induced forces without permanent set or part failure (see 4.4.13 and 4.5.2).

3.4.9 Waterproofness. The trailer and all components shall be waterproofed to prevent entrance of water due to rain, melting snow, and road splash during inclement weather (see 4.4.14).

3.5 Reliability. Trailer shall require only scheduled operator and organizational maintenance during the first 1000 miles (1609 kilometers (km)) of normal operation. Trailer shall require no replacement of any major component during 3000 miles (4827 km) of operation as specified in 3.5.1 (see 4.3.2.2).

3.5.1 Operational profile. Test mileage shall consist of 3000 miles (4827 km) of operation (see 4.3.2.2), apportioned as follows:

- |                          |                      |
|--------------------------|----------------------|
| a. Hard-surfaced roads   | 1200 miles (1930 km) |
| b. Gravel and dirt roads | 240 miles (386 km)   |
| c. Level cross-country   | 1000 miles (1609 km) |
| d. Hilly cross-country   | 500 miles (534 km)   |
| e. Belgian block         | 60 miles (96 km)     |

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3.6 Painting, marking and data plates.

3.6.1 Painting. The exterior and interior of trailer and component assemblies and parts which require painting shall be prepared and painted in accordance with the manufacturer's standard practice (see 4.5.2). The exterior color shall be in accordance with FED-STD-595 for the appropriate military service as specified by the procuring activity (see 6.2).

3.6.2 Rustproofing. Unless otherwise specified (see 6.2), the vehicle shall be rustproofed in accordance with best commercial practices. If tropical rustproofing is required, it shall be as specified in the contract (see 4.5.2 and 6.2).

3.6.3 Identification marking. Identification and marking (see 6.2), shall be permanent and legible. Marking shall be applied to a nameplate attached to the trailer by screws, bolts, or rivets in a conspicuous protected location. The nameplate shall be made of a material suitable to withstand environmental conditions expected with the trailer. The trailer nameplate shall include, as a minimum, the following information:

- a. Size (or weight).
- b. National stock number (NSN).
- c. Military part number.
- d. Manufacturer's serial number.
- e. Manufacturer's name or identification code (CAGE).
- f. Contractor or order number.
- g. Date of manufacture.

3.7 Servicing and adjustment. Prior to acceptance of trailers by the Government, the contractor shall adjust and service each trailer for immediate operational use, including the following (see 6.2): adjust brake system, check electrical system, inflate all tires, balance all wheels and tires, and completely lubricate trailer and all running gear with grades of lubricants specified for climatic conditions for the area to which the trailer is to be shipped (see 4.5.2).

3.8 Workmanship. Workmanship shall be of such quality as to assure that the trailer and its components are free of defects that compromise, limit or reduce the capability of the trailer in the performance of its intended use. In addition, to general appearance, the defects listed in table IV shall be considered to be cause for failure (see 4.5.2).

## 4. VERIFICATION

4.1 Classification of inspection. The inspection requirements specified herein are classified as follows:

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- a. First article inspection (see 4.2).
- b. Initial production inspection (see 4.3).
- c. Conformance inspection (see 4.5).

4.2 First article inspection. One first article sample (see 3.1), shall be inspected, at a location approved by the Government, to determine conformance to requirements of this specification. Inspection shall consist of examination as specified in 4.5.2 and all tests specified in table III.

4.2.1 Failure. Failure to pass any examination or test, or defect, shall be cause for refusal to grant first article approval.

4.3 Initial production inspection. On beginning production, vehicles shall undergo, and shall pass, initial production inspection. One vehicle shall undergo first production vehicle inspection, and the second vehicle will be subjected to the initial production test (see 4.3.2.1).

4.3.1 First production vehicle inspection.

4.3.1.1 Completed first production vehicle inspection. The first completed production vehicle shall be road tested and inspected by the contractor, to determine conformance to contract and specifications. After inspection, the contractor shall submit the vehicle (and all inspection records and certifications) to the responsible Government inspection element at contractor's plant for preliminary examination.

4.3.1.2 Preliminary examination. The responsible Government inspection element shall conduct a preliminary examination, as specified in 4.5.2, of the first completed production vehicle.

4.3.1.3 Repair of defects. Defects found as a result of the foregoing inspections shall be corrected by the contractor at no cost to the Government. Failure of the contractor to correct defects promptly shall be cause for suspension of acceptance of vehicles until corrective action has been accomplished and approved by the Government.

4.3.1.4 Vehicle disposition. On completion of first production vehicle inspection, the trailer shall remain at the manufacturing facility, as a production sample, and shall be the last vehicle shipped on contract. Trailer may be released sooner at the discretion of the Government. The contractor shall service and maintain vehicle during this period.

4.3.1.5 Final approval and acceptance. Final approval and acceptance of the first production vehicle shall be withheld until second vehicle is accepted (see 4.3.2).

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4.3.2 Second initial production vehicle inspection. One additional vehicle (see 4.3) from the first month's production, or the first 20 produced, will be subjected to the initial production test.

4.3.2.1 Initial production test. To determine conformance to Section 3 (inclusive), vehicles will be examined as specified in 4.5.2, and tested as specified in table III. Subsequently, both vehicles will be road tested for 3000 miles (4827 km) , as specified in table II. Inspection will be performed by the Government, and will require no more than 90 days.

TABLE II. 3000 mile test, loaded (proving ground).

Course	Mileage and speeds
Hard-surfaced roads	1200 miles (1930 km) at varying speeds up to maximum
Gravel	240 miles (386 km) at varying speeds up to maximum
Level cross-country	1000 miles (1609 km) at varying speeds up to maximum
Hilly cross-country	500 miles (804 km) at varying speeds up to maximum
Belgian block	60 miles (96 km) at varying speeds applicable to trailer characteristics

4.3.2.2 Reliability verification. To determine conformance to 3.5 and 3.5.1, reliability shall be verified while vehicles are subjected to 3000 miles (4827 km) initial production road test (see 4.3.2.1).

TABLE III. Classification of inspection.

Title	Requirement	First article	Conformance	
			Acceptance	Comparison
Seals	3.3.1	4.4.1	4.4.1	
Electrical circuits	3.3.2	4.4.2	4.4.2	
Lighting system	3.3.3	4.4.3	4.4.3	
Adjustment mechanisms	3.3.4	4.4.4	4.4.4	
Environmental	3.4.1	4.4.5		4.4.5
Payload and speeds	3.4.2	4.4.6	4.4.6	4.4.6



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TABLE III. Classification of inspection - Continued.

Title	Requirement	First article	Conformance	
			Acceptance	Comparison
Grades and slopes	3.4.3	4.4.7		4.4.7
Service brakes	3.4.4.1	4.4.8	4.4.8	4.4.8
Parking brake	3.4.4.2	4.4.9	4.4.9	4.4.9
Break-away, emergency	3.4.4.3	4.4.9.1	4.4.9.1	4.4.9.1
Turning and tracking	3.4.5	4.4.10	4.4.10	4.4.10
Landing device	3.4.6	4.4.11	4.4.11	4.4.11
Fording	3.4.7	4.4.12		4.4.12
Lifting	3.4.8	4.4.13		4.4.13
Waterproofness	3.4.9	4.4.14		
Reliability	3.5	4.3.2.2		

4.4 Testing.

4.4.1 Seals examination. To determine conformance to 3.3.1, after fording operation, all bearings, as applicable, shall be examined for lubricant leakage.

4.4.2 Electrical circuit examination. To determine conformance to 3.3.2, continuity of the electrical system shall be examined.

4.4.3 Lighting system examination. To determine conformance to 3.3.3, lights shall be operated and examined for functional requirements.

4.4.4 Adjustment mechanism examination. To determine conformance to 3.3.4, all adjustment mechanisms shall be examined for required adjustment and function.

4.4.5 Environmental operation test. To determine conformance to 3.4.1, trailer shall be stored and operated at the temperatures specified. The trailer shall evidence no damage as a result of such operation or storage.

4.4.6 Payload and speeds. To determine conformance to 3.4.2, the trailer shall be operated as specified over highway and cross country terrain and observed for towing and performance requirements. Wheels shall be observed for tramp or drumming (see 3.4.10). After the road test, doors and folding sides shall open and close without interference or binding.

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4.4.7 Grade and slope operation. To determine conformance to 3.4.3, the vehicle shall be operated on 30 percent grades headed up and down grade, and on 20 percent side slopes with each side of vehicle up slope.

4.4.8 Service brakes test. To determine conformance to 3.4.4.1, the vehicle combination shall be operated as specified and evaluated for conformance to requirements.

4.4.9 Parking brake test. To determine conformance to 3.4.4.2, the parking brake (hand) shall be operated as specified.

4.4.9.1 Automatic brake actuation test. To determine conformance to 3.4.4.3, the chassis shall be placed on a 15 percent grade and the automatic breakaway device actuated. The brakes shall hold the chassis stationary for time specified.

4.4.10 Turning and tracking ability test. To determine conformance to 3.4.5, the prime mover shall be coupled to the trailer and driven to the prime mover's minimum turning circle to the right and to the left, without interference between the prime mover and the towed trailer. During road test, trailer tracking ability shall be observed.

4.4.11 Landing device. To determine conformance to 3.4.6, the trailer shall be placed on firm surface and the landing device and leveling mechanisms operated. The towing vehicle shall be coupled and uncoupled and the leveling mechanism raised and lowered.

4.4.12 Fording test. To determine conformance to 3.4.7, the trailer shall be towed through water crossings at depth specified, and shall be immersed for the specified time.

4.4.13 Trailer lifting test. To determine conformance to 3.4.8, the trailer shall be lifted to a height at which the wheels are 12 inches off the ground and held for 15 min. Upon completion of the lift test, the trailer shall be examined for permanent deformation and failed welds.

4.4.14 Body waterproofness test. To determine conformance to 3.4.9, all openings shall be closed and secured as in normal trailer operation. Body shall be subjected to a 15 min spray test. The spray shall be delivered by nozzles supplied by a water system operating at a line pressure of not less than 25 pounds per square inch (psi) (172.37 kilopascals (kPa)), sufficient in number and so placed (approximately two feet from body) that the spray shall afford full coverage of the sides, front and rear to the body. Subsequent to test, all door openings and closures shall operate without binding and interference. Body interior shall be examined for any indication of water accumulation.

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4.5 Conformance inspection.4.5.1 Inspection provisions.

4.5.1.1 Lot size. An inspection lot shall consist of all vehicles from an identifiable production period (one day's production), submitted at one time for examination and test.

4.5.1.2 Sampling for inspection. A sample shall be selected from each inspection lot in accordance with ASQC/ANSI Z1.4.

4.5.2 Examination. Visual, dimensional, and primary functional examination shall consist of examination of the vehicle for conformance to the applicable drawings and this specification. Examinations shall be performed against the classification of defects specified in table IV. The following constitutes a part of the classification of defects (see 6.3):

- a. Any weep constitutes a minor defect.
- b. Any seep constitutes a minor defect.
- c. Any drip constitutes a major defect when the vehicle has been standing idle and the components are at ambient temperature.
- d. Any droplet that occurs at a static fit, metal to metal, or gasket to gasket combination shall constitute a major defect.

TABLE IV. Classification of defects.

Category	Defect	Method of examination
<u>Major:</u>		
101	Landing device not as specified (see 3.4.6).	Visual
102	Fording not as specified (see 3.4.7).	Visual
103	Lifting transportability not as specified (see 3.4.8).	Visual
<u>Minor:</u>		
201	Lights not as specified (see 3.3.3).	Visual and functional
202	Safety not as specified (see 3.3.5).	Visual
203	Painting not as specified (see 3.6.1).	Visual
204	Rustproofing not as specified (see 3.6.2).	Visual
205	Identification marking not as specified (see 3.6.3).	Visual
206	Servicing and adjustment not as specified (see 3.7).	Visual and functional
207	Workmanship not as specified (see 3.8).	Visual

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4.5.3 Method of inspection.

4.5.3.1 Materials and design. Conformance to 3.2, 3.3.1 and 3.3.2 shall be determined by inspection of contractor records providing proof or certification that materials conform to requirements. Applicable records shall include drawings, specifications, design data, receiving inspection records, processing and quality control standards, vendor catalogs and certifications, industry standards, test reports, and rating data.

4.5.4 Classification of tests. Testing shall be conducted in accordance with the following classifications:

- a. Acceptance test (see 4.5.5).
- b. Comparison test (see 4.5.6).

4.5.5 Acceptance tests. To determine conformance to section 3 (inclusive), each trailer shall be examined in accordance with 4.5.2 and operated by the contractor without payload for not less than 5 miles (8 km) over relatively smooth, hard-surfaced roads. Acceptance tests shall be those specified in table III. Payload for testing shall be as specified.

4.5.5.1 Test failure. If the trailer fails to pass any acceptance test specified herein, the Government shall stop acceptance of trailers until evidence has been provided by the contractor that corrective action has been taken.

4.5.6 Comparison tests. The Government may select trailers anytime during the contract production period and subject trailer to all applicable tests listed in tables III and IV to reveal deficiencies of workmanship or of a materials nature that may reduce their effective operation in the field and to compare existing quality with previous standards. These tests shall be conducted at Government laboratories or proving grounds designated by the contracting officer. Selection of trailer shall be on a spot check basis. Comparison test trailers shall be loaded as specified in table II.

## 5. PACKAGING

5.1 Packaging. For acquisition purposes, the packaging requirements shall be as specified in the contract or order (see 6.2). When actual packaging of materiel is to be performed by DoD personnel, these personnel need to contact the responsible packaging activity to ascertain requisite packaging requirements. Packaging requirements are maintained by the Inventory Control Point's packaging activity within the Military Department or Defense Agency, or within the Military Department's System Command. Packaging data retrieval is available from the managing Military Department's or Defense Agency's automated packaging files, CD-ROM products, or by contacting the responsible packaging activity.

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## 6. NOTES

(This section contains information of a general or explanatory nature which may be helpful, but is not mandatory.)

6.1 Intended use. The trailers covered by this specification are military unique. These trailers are used during tactical military operations, used under extreme or unusual conditions of climate, weather, terrain and military service. The trailers also must withstand the lifting and lowering from ground, trains, and ships, hence these trailers are military unique.

6.2 Acquisition requirements. Acquisition documents must specify the following:

- a. Title, number, and date of the specification.
- b. Issue of DoDISS to be cited in the solicitation and, if required, the specific issue of individual documents referenced (see 2.2.1 and 2.3).
- c. When first article is required (see 3.1).
- d. If landing device is not required (see 3.4.6).
- e. Exterior paint color (see 3.6.1).
- f. Rustproofing, if not required (see 3.6.2).
- g. Identification marking if other than as specified (see 3.6.3).
- h. Servicing and adjustment if other than specified (see 3.7).
- i. Packaging requirements (see 5.1).

6.3 Definitions. The following definitions should be used with the classification of defects for leaks:

- a. Weep: Any evidence of fluid beyond the seal.
- b. Seep: Any evidence of fluid beyond the seal that does not result in formation of a droplet.
- c. Droplet: Any evidence of fluid beyond the seal that results in the formation of a droplet.
- d. Drip: Any evidence of fluid beyond the seal where droplet forms and fails.

6.4 Subject term (key word) listing.

Landing device  
Payload  
Towing  
Transportability

6.5 Recommended service products. Typically, the “vehicles” should be serviced with the following product listed in table V or equivalent.

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TABLE V. Service products specifications.

Product use	Ambient air temperature	
	-65° to 0°F (-54° to -18°C) <u>1</u> /	-10° to +115°F (-23° to 46°C)
Oil:		
For hydraulic brakes	MIL-B-46176	MIL-B-46176
For shock absorbers	MIL-PRF-6083	MIL-PRF-6083
For general purpose lubrication	Commercial	MIL-PRF-3150
Grease:		
For sealed bearings	MIL-G-23827	MIL-G-23827
For general chassis lubrication, including wheel bearings	MIL-PRF-10924	MIL-PRF-10924

1/ = degrees Fahrenheit (°F) (degrees Celsius (°C))

6.6 Changes from previous issue. Marginal notations are not used in this revision to identify changes with respect to the previous issue due to the extent of the changes.

## Custodians:

Army - AT

Navy - YD1

Air Force - 99

## Preparing Activity:

Army - AT

(Project 2330-0306)

## Review Activities:

Army - CR, CE

# 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, and 7.
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.

<b>I RECOMMEND A CHANGE:</b>	<b>1. DOCUMENT NUMBER</b>	<b>2. DOCUMENT DATE (YYMMDD)</b>
	MIL-DTL-13714F	980828
<b>3. DOCUMENT TITLE</b>		
TRAILER, UTILITY, CABLE REEL, 3.5 TON, M310		
<b>4. NATURE OF CHANGE</b> ( <i>Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.</i> )		
<b>5. REASON FOR RECOMMENDATION</b>		
<b>6. SUBMITTER</b>		
<b>a. NAME</b> ( <i>Last, First, Middle Initial</i> )	<b>b. ORGANIZATION</b>	
<b>c. ADDRESS</b> ( <i>Include Zip Code</i> )	<b>d. TELEPHONE</b> ( <i>Include Area Code</i> ) (1) Commercial (2) AUTOVON ( <i>If applicable</i> )	<b>7. DATE SUBMITTED</b> (YYMMDD)
<b>8. PREPARING ACTIVITY</b>		
<b>a. NAME</b>	<b>b. TELEPHONE</b> ( <i>Include Area Code</i> ) (1) Commercial (810) 574-8745 (2) AUTOVON 786-8745	
<b>c. ADDRESS</b> ( <i>Include Zip Code</i> ) Commander U.S. Army Tank-automotive and Armaments Command ATTN: AMSTA-TR-E/BLUE Warren, MI 48397-5000	IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT: Defense Quality and Standardization Office 5203 Leesburg Pike, Suite 1403 Falls Church, VA 22041-3466 Telephone (703) 756-2340 AUTOVON 289-2340	