

INCH-POUND

MIL-DTL-25959E

28 June 2000

SUPERSEDING

MIL-DTL-25959D

31 March 1997

DETAILED SPECIFICATION

TIE DOWNS, CARGO, AIRCRAFT

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

1. SCOPE

1.1 Scope. This specification covers two types and styles of aircraft cargo tie downs.

1.2 Classification. Tie downs covered by this specification are one of the following types and styles:

Type I - 10,000 pound capacity.

Style A - MB-1

Style B - CGU-4/E

Type II - 25,000 pound capacity.

Style A - MB-2

Style B - CGU-3/E

Beneficial comments (recommendations, additions, deletions) and any pertinent data that may be of use in improving this document should be addressed to: Resources & Logistics Services Division, SA-ALC/TILDD, 485 Quentin Roosevelt Rd., Kelly AFB, Texas 78241-6425, by using the Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

AMSC N/A

FSC 1670

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

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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 requirements documents cited in sections 3 and 4 of this specification, whether or not they are listed.

2.2 Government documents.

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

SPECIFICATIONS

DEPARTMENT OF DEFENSE

MIL-DTL-6458 Chain Assemblies, Single Leg, Aircraft Cargo Tie Down

STANDARDS

DEPARTMENT OF DEFENSE

MIL-STD-130 Identification Marking of US Military Property

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

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

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AMERICAN SOCIETY FOR QUALITY CONTROL (ASQC)

ANSI/ASQC Z1.4 Procedures, Sampling And Tables For Inspection By
Attributes

(Application for copies should be addressed to American Society for Quality Control, 611 East Wisconsin Avenue, P.O. Box 3005, Milwaukee, WI 53201-3005, or to the American National Standards Institute, 11 West 42nd Street, New York, NY 10036.)

RADIO TECHNICAL COMMISSION FOR AERONAUTICS (RTCA)

RTCA/DO-160 Environmental Conditions and Test Procedures for
Airborne Equipment

(Application for copies should be addressed to RTCA, Inc, 1140 Connecticut Ave. NW, Washington, DC 20036.)

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 Qualification. The tie downs furnished under this specification shall be products that are authorized by the qualifying activity for listing on the applicable Qualified Products List before contract award (see 4.2 and 6.3).

3.2 Materials. All materials shall be suitably treated to resist corrosion due to electrolytic decomposition, fungus, salt spray, and any other atmospheric condition that may be encountered during operational use or storage (see 4.6, 4.7.2.1).

3.3 Design and construction. The tie down shall be as simple, lightweight, and compact as possible and shall be constructed so that no parts will work loose in service. It should be of rugged construction so as to withstand the rough handling encountered in installation and service. Frequent dropping of the tie down 16 feet to a concrete runway should not deform the tie down in such a manner that it would cause it to be rendered inoperable. There shall be no sharp comers or other stress risers, which would tend to cause cracks with repeated use under normal operating conditions. All mechanisms shall be so constructed that they will not cause injury to operating personnel. The MB-1 and MB-2 design shall be such that the adjuster mechanism hooks face downward when the tie downs are positioned with the release levers on top. The CGU-4/E is the same as the MB-1 except the adjuster mechanism hook is turned 180 degrees, and the CGU-3/E is the same as the MB-2 except the adjuster mechanism hook is turned 180 degrees (see 4.6).

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3.3.1 Tensioning ability. After preliminary adjustment of the tie down to remove excess slack, the tensioning assembly shall be operable and shall be capable of applying tension to the chain of not less than 300 pounds with a manually applied force of not more than 60 pounds (see 4.7.1.4). This mechanism shall be designed in such a manner that manually applied forces in excess of this magnitude shall not result in failure. Failure is defined as catastrophic as well as permanent deformation of components. The Tensioning adjustment control shall have a minimum height of one inch. It shall be of circular design with raised area to aid grip during tensioning.

3.3.2 Tension releasing. The tie down shall be so designed that the chain assembly can be manually released and automatically separated from the tensioning assembly in a single operation with an applied force not exceeding 50 pounds while restraining loads that apply 5000 pounds tension on the chain. It shall also be possible, by the application of additional force, to release the chain assembly from the tensioning assembly while restraining loads that apply 10,000 pounds tension (MB-1 and CGU-4/E) or 25,000 pounds (MB-2 and CGU-3/E) (see 4.7.1.5). Any release mechanism, which results in any component of the tensioning assembly becoming detached or damaged or does not permit the tie down to be immediately reapplied shall not be acceptable. The mechanism shall be designed in such a manner that inadvertent release of the mechanism by personnel moving about the aircraft will be improbable. Any design, which requires operating personnel to exercise extreme caution in releasing the tie down under the proof loads, cited in this specification shall not be acceptable.

3.4 Components. Each tie down shall consist of a chain assembly and tensioning assembly (see 4.6).

3.4.1 Chain assembly. The chain assembly shall conform to MIL-DTL-6458 as follows:

- a. Type I chain assembly for MB-1 and CGU-4/E tie down (10,000 pound capacity) (see 4.6).
- b. Type II chain assembly for MB-2 and CGU-3/E tie down (25,000 pound capacity) (see 4.6).

3.4.2 Tensioning assembly. The tensioning assembly adjustment shall be capable of quickly providing any adjustment within the range of 0 to at least 3.5 inches for MB-1 and CGU-4/E tie down, and 0 to at least 4.5 inches for the MB-2 and CGU-3/E tie down (see 4.7.1.3). Preliminary adjustment of the tie down length shall be accomplished as specified (see 3.4.2.2). Final adjustment of the tie down length shall be provided by a take-up in the tensioning assembly itself.

3.4.2.1 Ring attachment. One end of the tensioning assembly shall be provided with a flat hook to permit rapid attachment of the tensioning assembly to a ring having a minimum clear open diameter of 1.25 inches for the MB-1 and CGU-4/E tie downs and a minimum of 2 inches for the MB-2 and CGU-3/E tie downs. The stock cross-sectional diameter shall not be less than 0.875 inch for the MB-1 and CGU-4/E tie downs and not less than 1 inch for the MB-2 and CGU-3/E tie downs. The tip of the hook shall be wedge shaped so that operating personnel can use the tensioning assembly as a handle to scoop up and attach the hook to tie down rings in the aircraft

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floor. A spring-loaded mechanism or similar positive automatic-acting system shall be provided on the hook to prevent inadvertent disengagement. Pressure of the ring against the keeper shall permit the ring to enter the hook. Disengagement of hook and tie down ring shall be accomplished by manually depressing the keeper (see 4.3.2, 4.6).

3.4.2.2 Chain attachment. As a preliminary adjustment, the opposite end of the tensioning assembly shall be provided with a mechanism that will permit the tensioning assembly to be quickly attached to any link of the chain assembly with the exception of end links. This attachment shall provide any tie down length within the limits imposed by the chain link configuration and the lengths of the chain and tensioning assemblies. A spring loaded chain attachment mechanism or similar positive automatic-acting system shall be provided so that the chain will not become detached from the tensioning assembly during the operations required to apply the tie down when in use. The chain shall not become detached due to any manipulation of the chain including pushing, pulling, and twisting the links of the free end of the chain. Any design that requires the chain assembly to thread through the tensioning assembly or requires manipulation of the mechanism to attach the chain assembly will not be acceptable. The MB-1 and CGU-4/E chain attachment mechanism shall be capable of attachment to any chain that falls within dimensional requirements of MIL-DTL-6458 Type I. The MB-2 and CGU-3/E chain attachment mechanism shall be capable of attachment to any chain that falls within dimensional requirements of MIL-DTL-6458, Type II (see 4.3.2, 4.6).

3.4.2.3 Tensioning threads. Threads used for the primary tensioning mechanism where exposed shall be tolerant of damage due to dropping that may impair tensioning ability. Threads shall have a pitch no finer than that of UNC for the diameter used. Alternative thread profiles may be used (see 4.6).

3.4.3 Dimensions. The dimensions of the tensioning assembly, including the space through which levers and other mechanisms move, shall not exceed envelope sizes as shown in table I (see 4.3.2).

TABLE I. Tie down dimensions

Tie Down	Length	Width	Height
MB-1 and CGU-4/E	15 inches	4 inches	3.5 inches
MB-2 and CGU-3/E	18 inches	5 inches	4 inches

3.5 Operation. The four types of tie downs listed in this specification shall be capable of being easily operated in world wide environmental conditions (see 3.7). The tie downs must function easily by personnel wearing aircrew cold weather work gloves and/or chemical/biological gloves.. All mechanisms shall be manually operable without the use of tools or supplementary

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devices. Positive locking shall be incorporated in the tensioning mechanism and automatically engage upon completion of the tensioning operation. It shall be possible to override the positive locking feature to gradually remove tension without releasing and separating the chain. The mechanism shall be capable of one handed tensioning and release by one crewmember (see 4.7.1.2).

3.6 Loads.

3.6.1 Proof Loads. The tie down shall be capable of withstanding a proof load of 10,000 pounds for the MB-1 and CGU-4/E and 25,000 pounds for the MB-2 and CGU-3/E for 30 seconds without permanent deformation or damage (see 4.7.3.1).

3.6.2 Axial Torque Loads. The adjuster mechanism of the tie down shall be capable of withstanding an axial torque load of 2000 inch-pounds for the MB-1 and CGU-4/E and 4000 inch-pounds for the MB-2 and CGU-3/E in either direction for 30 seconds without permanent deformation or damage (see 4.7.3.2).

3.6.3 Ultimate loads. The tie down shall be capable of withstanding an ultimate load of 14,100 pounds for the MB-1 and CGU-4/E and 35,250 pounds for the MB-2 and CGU-3/E for 30 seconds without failure. Tie down deformation is allowed. The tie down need not be functional after exposure to the required duration of ultimate load (see 4.7.3.3).

3.7 Environmental conditions. The tie downs shall be capable of operating satisfactorily under the following conditions:

- a. Exposure to salt sea atmosphere (see 4.7.2.1).
- b. Sand and dust particles as encountered in desert areas (see 4.7.2.2).
- c. Vibrations encountered during use in transport aircraft (see 4.7.2.3, 6.2).
- d. Temperature range of -65°F to 160°F (see 4.7.2.4, 4.7.2.5).

3.8 Weight.

3.8.1 Weight of the MB-1 and CGU-4/E. The weight of the MB-1 and CGU-4/E tensioning assembly shall not exceed 3.5 pounds each (see 4.6).

3.8.2 Weight of the MB-2 and CGU-3/E. The weight of the MB-2 and CGU-3/E tensioning assembly shall not exceed 6.5 pounds each (see 4.6).

3.9 Reliability. The tie down shall perform in its intended environment (see 3.7) for at least 30 years of continuous use with no loss of function or safety.

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3.10 Interchange. All parts having the same manufacturer's part number shall be functionally and dimensionally interchangeable.

3.11 Identification. Equipment, assemblies, and parts shall be marked for identification in accordance with MIL-STD-130. The contract number and date, date of manufacture, contractor part number, and classification is mandatory. The marking must be permanent.

3.12 Safety. The tie downs shall be functional without sharp edges, burrs, or protrusions that might injure operational personnel or prevent the operation of the tie downs in restricted locations. Operation of tie down equipment shall not present undue hazards to personnel during tie down of cargo, while the cargo is secured, during the release of cargo restraint, or during removal or stowage of the tie downs. Normal operation shall not present cutting, pinching, stabbing, nor abrupt impact hazards to personnel.

3.13 Maintenance. The tie down shall not require periodic maintenance, lubrication, or adjustment to maintain its serviceability.

3.14 Recycled, recovered, or environmentally preferable materials. Recycled, recovered, or environmentally preferable materials should be used to the maximum extent possible provided that the materials meet or exceed the operational and maintenance requirements, and promote economically advantageous life cycle cost.

3.15 Toxic chemicals, hazardous substances, and ozone depleting chemicals(ODCs) . The use of toxic chemicals, hazardous substances, or ODCs shall be avoided, whenever feasible.

4. VERIFICATION

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

- a. Qualification inspection (see 4.2).
- b. Conformance inspection (see 4.3).

4.1.1 Sampling for inspection. Except as otherwise specified, sampling and associated procedures for formation of lots shall be in accordance with ANSI/ASQC Z1.4.

4.2 Qualification inspection. Qualification inspection shall be performed on three tie down assemblies. This inspection shall include the examination under 4.6 and the tests indicated in 4.7.

4.2.1 Qualification matrix. The testing sequence is shown in table II.

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TABLE II. Testing sequence

Test Paragraph	Test Article A	Test Article B	Test Article C
4.7.1 & all subparagraph.	1		
4.7.1.4		5	3
4.7.1.5		6	4
4.7.2.1		1	
4.7.2.2		2	
4.7.2.3		3	
4.7.2.4			1
4.7.2.5			2
4.7.3A	2		
4.7.3.2	3		
4.7.3.3	4		
4.7.4		4	

4.2.2 Inspection sample. The inspection sample shall consist of three tie downs, of the type submitted for qualification, which shall be identified with the supplier's product identification number and any identification required by the procuring activity.

4.3 Conformance inspection. Conformance inspection shall include examinations and inspections under 4.3.1, 4.3.2, and 4.6 and tests included in 4.7.1.4 and 4.7.1.5.

4.3.1 Visual characteristics examination. The sample unit shall be one tie down. Characteristics to be examined are shown in table III.

TABLE III. Visual examination

Examine	Defect	Classification	
		Major	Minor
Chain and Grab Hook	Not type specified.	X	
	Cracking, peeling, or flaking of protective finish; rust or corrosion. Any part broken or deformed.	X	X
Tensioning Assembly	Component missing.	X	
	Component damaged.	X	
	Rust or corrosion.		X
	Burrs or sharp edges.		X
Identification Marking	Missing, incomplete, incorrect, or not legible.		X
Workmanship	Loose, cocked, or inadequately headed rivets; distorted or loose bushings and pins; rough, malformed, misalign, or improperly fabricated fittings.	X	

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4.3.2 Dimensional inspection. The sample unit shall be one tie down. Inspection shall be made to determine conformance to the applicable dimensional requirements (see 3.4.2, 3.4.2.1, 3.4.2.2, and 3.4.3).

4.4 Test conditions. Unless otherwise specified, all tests shall be performed in accordance with the test conditions specified in RTCA/DO-160 for the applicable test.

4.5 Requirements cross-reference matrix. Table IV provides a cross-reference matrix of the section 3 requirements tested or verified in section 4.

TABLE IV. Requirements cross-reference matrix

REQUIREMENT	VERIFICATION
3.2	4.6, 4.7.2.1
3.3	4.6
3.3.1	4.7.1.4
3.3.2	4.7.1.5
3.4	4.6
3.4.1	4.6
3.4.2	4.7.1.3
3.4.2.1	4.3.2,4.6
3.4.2.2	4.3.2,4.6
3.4.2.3	4.6
3.4.3	4.3.2
3.5	4.7.1.2
3.6.1	4.7.3.1
3.6.2	4.7.3.2
3.6.3	4.7.3.3
3.7	4.7.2 & sub-paragraphs
3.8.1	4.6
3.8.2	4.6
3.9	4.7.2, 4.7.4, 4.7.2.1 through 4.7.2.4
3.10	4.6
3.11	4.3.1,4.6
3.12	4.6, 4.7.1.2, 4.7.1.5, 4.7.3.3
3.13	4.6
3.14	4.6
3.15	4.6

4.6 Examination. Each tie down assembly shall be examined for compliance with the requirements specified (see 3.2, 3.3, 3.4, 3.4.1, 3.4.2.1, 3.4.2.2, 3.4.2.3, 3.8.1, 3.8.2, 3.10, 3.11, 3.12, 3.13, 3.14, and 3.15). Any redesign or modification of the contractor's standard product to

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comply with specific requirements, or any necessary redesign or modification following failure to meet the specified requirements shall receive particular attention for adequacy and suitability. This element of inspection shall encompass all visual examinations for dissimilar metals as well as dimensional requirements (see 6.4).

4.7 Tests.

4.7.1 Performance.

4.7.1.1 Test methods. Except otherwise specified, tests shall be conducted with the tie down working length adjusted to 3 feet.

4.7.1.2 Operations test. The operations test ensures that gloves do not cause interference or otherwise present a safety hazard to the user during tie down operations. The test shall be performed in conjunction with the tensioning test (see 4.7.1.4) and the release test (see 4.7-1.5). These tests shall be conducted with test personnel wearing cold weather and/or chemical/biological gloves (see 3.5).

4.7.1.3 Manual adjustment test. This test consists of performing the tensioning test (see 4.7.1.4) at three incremental lengths specified by the Government (see 6.2).

4.7.1.4 Tensioning test. With the tie down connected between two fixed points 9 feet apart, the tensioning mechanism shall be operated and checked for compliance with the requirements (see 3.3.1 and 3.4.2).

4.7.1.5 Release test. The tie down shall be adjusted to a length of approximately 4 feet and assembled in a test machine. A load of 5000 pounds shall then be applied and the release mechanism operated manually while sustaining this load. The assembly shall then be released while sustaining a 10,000-pound load (MB-1/CGU-4/E) or a 25,000-pound load (MB-2/CGU-3/E). The release mechanism shall be as specified (see 3.3.2). The tie down shall be suspended between two free-swiveling rings that are positioned 80 inches apart in the same horizontal plane with sufficient slack in the connection to permit 5 inches of sag in the assembly. The tie down shall be rotated slowly through 360 degrees. Under these conditions, the chain shall not become detached from the tensioning assembly.

4.7.2 Environmental tests. Environmental testing shall be planned and conducted under the guidance of RTCA/DO-160. At the conclusion of each test, and during the temperature tests, the tie down shall be checked for compliance with the adjustment requirements (see 3.4.2) and subjected to the tests specified (see 4.7.1.4 and 4.7.1.5).

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4.7.2.1 Salt fog. The tie down shall be subjected to a salt fog test in accordance with RTCA/DO-160, Section 14, Category S, 5% Salt Spray (see 3.2, 3.7, 3.9).

4.7.2.2 Sand and Dust. The tie down shall be subjected to a dust test in accordance RTCA/DO-160, Section 12, Category D. Note: If 140-mesh silica flour is used, local environmental laws and criteria must be observed (see 3.7 and 3.9).

4.7.2.3 Vibration. The tie down shall be assembled between two points that are three feet apart and tensioned to 300 pounds. The tie down shall be subjected to a vibration test in accordance with RTCA/DO-160, Section 8, Standard and Random Vibration. The vibration profile shall be as specified (see 3.7.c. and 3.9).

4.7.2.4 Low temperature. The tie down shall be subjected to a low temperature test in accordance with RTCA/DO-160, Section 4, Category A3, Ground Survival Low Temperature Curve, and a temperature of -65°F (see 3.7 and 3.9).

4.7.2.5 High temperature. The tie down shall be subjected to a high temperature test in accordance with RTCA/DO-160, Section 4, Category A3, Ground Survival Low Temperature Curve, except the maximum temperature shall be 160°F (see 3.7 and 3.9).

4.7.3 Load tests.

4.7.3.1: Proof-load test. The tie downs shall be subjected to proof loads of 10,000 pounds for the MB-1 and CGU-4/E and 25,000 pounds for the MB-2 and CGU-3E for 30 seconds as specified (see 3.6.1). During this test, there shall be no slippage of the chain through the adjustment device. After this test, there shall be no damage or visible deformation and the tie down must remain fully functioning.

4.7.3.2 Axial-torque load test. A tie down for the test shall be adjustable with the hook extended 2.0 inches from the fully retracted position. The body of the tie down shall be held clamped firmly in a vice so that tie down is not damaged or deformed. Using suitable adapter, a torque shall be applied to the tie down adjuster hook for 30 seconds as specified (see 3.6.2). After the torque load is removed, there shall be no damage or visible deformation and the tie down must remain fully functioning.

4.7.3.3 Ultimate-load test. The tie downs shall be subjected to ultimate loads of 14,100 pounds for the MB-1, CGU-4/E, and 35,250 pounds for the MB-2 and CGU-3/E for 30 seconds as specified (see 3.6.3). During this test, part damage and deformation is allowed but complete rupture of hardware or failure to withstand load shall not be permitted. After this test, the release mechanism must be operable so that the chain can be separated from the tensioning assembly.

4.7.4 Accelerated handling test. One tie down shall be rotated for 1 hour in a tumbler. At the conclusion of this test, all tie down mechanisms shall be subjected to the salt fog test (see 4.7.2.1) and shall be operable as specified (see 3.3.1 and 3.3.2) by testing as specified (see 4.7.1.4 and 4.7.1.5).

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4.7.5 Drop test. One tie down shall be dropped 5 times from a height of 16 feet onto a flat concrete surface. At the conclusion of this test, the tie down shall be operable as specified (see 3.3.1 and 3.3.2) by testing as specified (see 4.7.1.4 and 4.7.1.5).

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.

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 tie downs covered in this specification are intended for use in securing cargo for transportation in military aircraft.

6.2 Acquisition requirements. Acquisition requirements must specify the following:

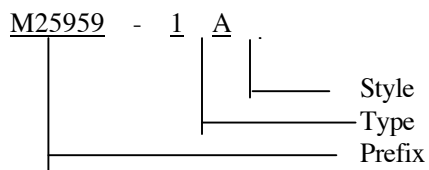
- a. Title, number, and date of this specification and any amendment thereto.
- b. Issue of the DoDISS to be cited in the solicitation, and if required, the specific issue of individual documents referenced in section 2.
- c. Vibration profile consistent with transport aircraft (see 3.7.c).
- d. Incremental lengths for conducting manual adjustment test (see 4.7.1.3).
- e. Any additional end item tests for acceptance or verification purposes.
- f. Packaging requirements (see 5.1).
- g. Item identification (see 3.11).
- h. Whether test reports are required.

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6.3 Qualification. With respect to products requiring qualification, awards will be made only for products, which are, at the time of award of contract, qualified for inclusion in Qualified Products List QPL 25959. whether or not such products have actually been so listed by that date. The attention of the contractors is called to these requirements, 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 purchase orders for the products covered by this specification. Information pertaining to qualification of products may be obtained from 311th HSW/YACL, 7909 Lindbergh Dr., Brooks AFB, TX 78235-5352.

6.4 Dissimilar metals inspection. Historically, MIL-STD-882, Dissimilar Metals, has been used to provide guidance on the use of dissimilar metals.

6.5 Part or Identifying Number (PIN). The PIN is as follows:



<u>Prefix</u>	<u>Type</u>	<u>Style</u>	<u>Government designation</u>
M25959	1	A	MB-1
M25959	1	B	CGU-4/E
M25959	2	A	MB-2
M25959	2	B	CGU-3/E

6.6 Subject term (key word) listing.

140 mesh silica flour
CGU-3/E
CGU-4/E
MB-1
MB-2

6.7 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:
Air Force - 11
Navy - AS

Preparing Activity:
Air Force - 11

Agent:
Air Force - 99

(Project 1670-1000)

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 MIL-DTL-25959E	2. DOCUMENT DATE (YYYYMMDD) 20000628
3. DOCUMENT TITLE TIE DOWNS, CARGO, AIRCRAFT		
4. NATURE OF CHANGE <i>(Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.)</i>		
5. REASON FOR RECOMMENDATION		
6. SUBMITTER		
a. NAME <i>(Last, First, Middle Initial)</i>	b. ORGANIZATION	
c. ADDRESS <i>(Include ZIP Code)</i>	d. TELEPHONE <i>(Include Area Code)</i> (1) Commercial (2) DSN <i>(If applicable)</i>	7. DATE SUBMITTED <i>(YYYYMMDD)</i>
8. PREPARING ACTIVITY		
a. NAME 311 HSW/YACS	b. TELEPHONE <i>(Include Area Code)</i> (1) Commercial 210-536-8619 (2) DSN 240-8619	
c. ADDRESS <i>(Include ZIP Code)</i> 7909 LINDBERGH DR BROOKS AFB, TX 78235-5352	IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT: Defense Standardization Program Office (DLSC-LM) 8725 John J. Kingman Road, Suite 2533 Fort Belvoir, Virginia 22060-6221 Telephone (703) 767-6888 DSN 427-6888	