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Remington Arms Company Inc.  
RESEARCH & DEVELOPMENT TECHNICAL CENTER  
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## M/710 Trial & Pilot (Test #2) Test Plan Changes

### Introduction:

The first iteration of Trial & Pilot testing was started on 11/3/00. The M/710 Trial & Pilot Test Plan, Revision # 4, dated 11/1/00 was followed. The Visual Examination and Packaging Audit was completed on 11/3/00. This was followed by some of the Preliminary Measurements, 10 rd. Safety Function Test w/Lanyard and Bore Sight Check testing. T & P testing was stopped on 11/6/00 due to a number of concerns raised during this first T & P. These were:

1. Headspace: 1 of 30 samples would not close on E-town's Min. Gauge.
2. Trigger location front to back in the trigger guard varied.
3. Trigger location side to side in the trigger guard varied.
4. 2 guns had follow-downs and one of these fired when the bolt was closed.
5. Bolt stop failure: 1 of 30 broke during preliminary measurements.

Guns in question were returned to Mayfield and the above issues were investigated. The Headspace issue was determined to be an E-town Gauging issue and not a gun issue. E-town will use current gauges for now and will update these to current SAAMI specification as soon as possible. Bent triggers caused the variation front to back in the trigger guards. This occurred during recoil in the Mayfield proof test device. This has been corrected. Trigger location side to side was tracked to stock distortion, assembly technique and lack of an agreed to criteria. The stock mold process has been improved which results in less stock distortion and sink. An inspection criteria using a .020" shim has been established between E-town and Mayfield. The follow-downs and fire-on-closing were attributed to improperly adjusted fire controls and an out of specification insert support bracket hole location in the receiver. Mayfield requested a change to the trigger pull specification which will give them more flexibility when adjusting fire controls. With all issues understood and addressed Mayfield

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