

3-8-93.

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SAA.M1 ANCI Z 299.5-1990

DROP TEST:

4' DROP IN "SAFE CARRYING CONDITION"
1" RUBBER BARRIED BY CONCRETE.
MIN/MAX GUN WTS WITH/WITHOUT
CATEGORIES APPROPRIATE.

JAR-OFF TEST:

IN "CONDITION OF MAXIMUM READINESS"
12" FROM NEAREST POINT OF FIREARM.

ROTATION TEST:

leaning against a vertical surface
IN "SAFE CARRY CONDITION"
inspect on sides.

There are many more considerations in designing a safety mechanism than in the one that is alleged here. Some of the considerations are:

- . How will the mechanism work?
- . What part will it block, lock or separate to disengage the mechanism?
- . Where will the safety be located in respect to the shooter's hand and visual position?
- . In so doing the work required to disarm the gun, will the safety forces be reasonable; that is, can you actuate the safety to the "on safe" and "off safe" with a reasonable force?
- . Are the safety detents, that is, positions - clearly defined and understood?
- . Is the mechanism safe and foolproof if the gun is dropped?
- . Is the mechanism easy to understand?
- . Will the mechanism when actuated, disturb game within a reasonable distance?
- . Does the design follow the standard convention or practices developed over the years, in such that the experienced shooter can pick up the rifle and readily understand how the mechanism works?

• FIRING PIN
• SEAR
• TRIGGER

The Trigger mechanism on a Bolt Action rifle by its customer expectations, must be a mechanism which is free of creep, with an excellent Trigger pull. To develop this, the amount of engagement between

3-10-93

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AFTER JOURNAL
ON IMPACT
TORQUES
CIRCA, 1985

SAFETY AND TRIGGER MECHANISM AND BOU LOCK

CAN BE SEPARATE & INDEPENDENT
MECHANISMS

⇒ SAFETY WOULD LIKELY
APPEAR IN SEQUENCE (MECHANICAL)
CLOSED TO FIRING PIN TIP.

CAN BE COMMON & INTEGRAL
MECHANISM
INTERACTIVE