



# Test Monitoring Center

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L-37 Information Letter 04-3  
Sequence Number 32  
December 2, 2004

***ASTM consensus has not been obtained on this information letter. An appropriate ASTM ballot will be issued in order to achieve such consensus.***

TO: L-37 Mailing List

SUBJECT: 1. Revised Drive Shaft and Axle Shaft Specifications  
2. Revised Drawing for The Spray Nozzles Location

1. During the November 3, 2004 L-37 Surveillance Panel meeting, the panel approved a motion to revise the drive shaft and axle shaft specifications for Test Method D 6121. Attached are revised Sections 6.2.7 and 6.2.8.

2. During the November 3, 2004 L-37 Surveillance Panel meeting, the panel approved a motion to revise the drawing for the location of the spray nozzles. A revised Figure A5.1 is attached.

The items above are effective with the next reference oil test on or after November 15, 2004.

Donald T. Bartlett  
Chairman  
L-37 Surveillance Panel

John L. Zalar  
Administrator  
ASTM Test Monitoring Center

Attachment

c: [ftp://ftp.astmtmc.cmu.edu/docs/gear/l37/procedure\\_and\\_ils/il04-3.pdf](ftp://ftp.astmtmc.cmu.edu/docs/gear/l37/procedure_and_ils/il04-3.pdf)

Distribution: Electronic Mail

(Revises Test Method D 6121-04 as amended by Information Letter 04-2)

6.2.7 *Dynamometer Connecting Shafts* —Fabricate shafts connecting the dynamometer to the axle shafts. Shafts shall be strong enough to handle the torques encountered and shall be dynamically (spin) balanced.

6.2.8 *Drive Shaft and Universal Joints* —Fabricate a shaft with universal joints connecting the manual transmission and test axle. The shaft shall have a  $4 \pm 0.2$ -in. ( $10.1 \pm 0.51$ -cm) outside diameter with a  $0.095 \pm 0.005$ -in. ( $0.24 \pm 0.013$ -cm) wall thickness. Shaft and universal joints should be strong enough to handle the torques encountered and shall be dynamically (spin) balanced.

