



## Test Monitoring Center

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L-37 Information Letter 12-1  
Sequence Number 44  
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*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: "Broken Tooth" Definition and Usage

At its February 8, 2012 meeting, the L-37 Surveillance Panel finalized the definition and usage of the term "broken" as applied to gear tooth defect. This action was the culmination of iterative discussions between the L-37 Surveillance Panel and the Gear Rating Workshop attendees beginning with the January 2011 workshop.

Section 12.7 of D 6121-11 has been updated to clarify instructions for reporting tests exhibiting broken gear teeth.

Sections 3 and A9.3 of D 6121-11 have been updated to add the broken tooth definition.

Revised sections of D 6121-11 are shown on the following page. These changes are effective immediately on the issuance of this information letter.

Galen Greene  
Chairman  
L-37 Surveillance Panel

Frank Farber  
Administrator  
ASTM Test Monitoring Center

Attachment

cc: [ftp://ftp.astmtmc.cmu.edu/docs/gear/l37/procedure\\_and\\_ils/il12-1.pdf](ftp://ftp.astmtmc.cmu.edu/docs/gear/l37/procedure_and_ils/il12-1.pdf)

Distribution: Email

(Revises Test Method D 6121-11 as modified by Information Letter 11-3)

**12.7** Consider as noninterpretable any reference or non-reference oil test that has one or more broken pinion or ring gear teeth. Note any broken teeth in the comment section of the test report.

3.1.5 broken gear tooth, n - a gear tooth where a portion of the tooth face is missing and the missing material includes some part of the top land, toe, heel, or coast side of the tooth.

3.1.5.1 Discussion--this condition is distinct from and more extensive than 'chipping' which is defined in 3.1.4.

Insert the above following 3.1.4 and renumber remainder of section 3 as necessary.

**A9.3.8** Broken tooth - Note any broken teeth in the comment section of the test report.