



Test Monitoring Center

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L-37 Information Letter 15-1
Sequence Number 51
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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 Surveillance Panel

SUBJECT: Cracked tooth definition

During its November 12, 2014 meeting, the L-37 Surveillance Panel added a definition for “cracked tooth” to the test procedure.

Sections 3.1.4, 12.7, and A9.3.8 of D 6121-14 have been updated. The text of the revisions is shown in the attachment. This change is effective November 12, 2014.

Chris Prengaman
Chairman
L-37 Surveillance Panel

Frank Farber
Director
ASTM Test Monitoring Center

Attachment

cc: ftp://ftp.astmtmc.cmu.edu/docs/gear/137/procedure_and_ils/il15-1.pdf

Distribution: Email

(Revises Test Method D 6121-14 as modified by Information Letters 14-1 and 14-2)

Insert this new section 3.1.4 before the current 3.1.4 and renumber the sections that follow accordingly:

3.1.4. *cracked gear tooth*; n - a gear tooth exhibiting a linear fracture of the tooth surface.

Replace the current wording of section 12.7 with the following:

12.7 Any reference or non-reference oil test exhibiting a broken or cracked pinion or ring gear tooth is non-interpretable. Note any broken or cracked teeth in the comment section of the test report.

Replace the current wording of section A9.3.8 with the following:

A9.3.8 Broken or cracked tooth—Note any broken or cracked teeth in the comment section of the test report.