



Test Monitoring Center

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L-60-1 Information Letter 11-1
Sequence Number 37
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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-60-1 Mailing List
SUBJECT: Revision to Hardware Sanding Requirements

At its February 9, 2011 meeting, the L-60-1 Surveillance Panel discussed revising the hardware sanding requirements. A proposal to change the hardware preparation requirements was approved for immediate implementation via an email ballot on April 26, 2011. Revised sections of the test procedure are shown on the following page.

Rick Graziano
Chairman
L-60-1 Surveillance Panel

Frank M. Farber
Administrator
ASTM Test Monitoring Center

Attachment

cc: ftp://ftp.astmtmc.cmu.edu/docs/gear/1601/procedure_and_ils/il11-1.pdf

Distribution: Email

8.4.1 Prepare each gear with new Screen-Kut silicon carbide C-180 paper.^{11,23} Place a new piece of silicon carbide paper on a solid surface that has a thickness greater than or equal to 1/2 in. (12.7 mm). Saturate the entire silicon carbide paper with cleaning solvent (see 7.5). Use one new piece of silicon carbide paper per gear side, using both sides of the silicon carbide paper as necessary. Sand both sides of the test gears, with the required gear holder apparatus (6.1.16) on the silicon carbide paper, using a figure eight motion. Do not apply a downward force to the gear holder while sanding. Sand the gears until the manufacturer's machining marks are removed. After final examination, wash gears once more with cleaning solvent (see 7.5) and finally with a volatile hydrocarbon solvent (see 7.6 or 7.7), to facilitate air drying. Allow gears to air dry. If the gears are not to be used immediately, wrap them in a paper towel and Nox-Rust paper.^{11,24}

8.4.1.1 Discard the test gears if not used within 24 h after polishing is completed.

8.6.2 Polish both catalyst strips on all six sides with Screen-Kut silicon carbide C-180 paper.^{11,23} Use either a new piece of Screen-Kut or one retained from the gear polishing procedure described in 8.4.1.