



~~Designation: F1111-08a~~ Designation: F 1111 – 08b

Standard Test Method for Corrosion of Low-Embrittling Cadmium Plate by Aircraft Maintenance Chemicals¹

This standard is issued under the fixed designation F 1111; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

This standard has been approved for use by agencies of the Department of Defense.

1. Scope

1.1 This test method is intended as a means of determining the corrosive effects of aircraft maintenance chemicals on low-embrittling cadmium plating used on aircraft high-strength steel, under conditions of total immersion by quantitative measurements of weight change.

1.2 This standard may involve hazardous materials, operations, and equipment. *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* For specific hazard statements see Section 6, 4.1.

2. Referenced Documents

2.1 ASTM Standards:²

D 329 [Specification for Acetone](#) ~~D 740~~ [Specification for Methyl Ethyl Ketone](#)

D 1193 [Specification for Reagent Water](#)

~~D 4080~~ [Specification for Trichloroethylene, Technical and Vapor-Degreasing Grade](#) [Specification for Reagent Water](#)

2.2 Industry Standards:

SAE-AMS-6345 Steel Sheet, Strip and Plate (SAE 4130) Normalized or Otherwise Heat Treated³

2.3 Military Standards:

MIL-STD-870 Cadmium Plating, Low Embrittlement, Electrodeposition⁴

3. Significance and Use

3.1 The data generated by this test method shall be used to determine whether low embrittling cadmium plated parts are liable to be corroded or damaged by application of the test material during routine maintenance operations.

4. Apparatus

4.1 *Wide Mouth Sealable Glass Jar or Stoppered Flask*, having a capacity so chosen that specimens will remain fully immersed in a vertical position and not in contact with other specimens during the test and the ratio of area of immersed metal to the volume of solution will be as prescribed in 9.1. (**Warning**—Some aircraft maintenance chemicals when heated have high vapor pressures or may produce gases during testing. Suitable precautions should be taken to prevent the containing vessel from exploding or the vessel should be so chosen as to withstand the resulting pressures.)

4.2 *Constant Temperature Device*—Any suitable regulated heating device may be employed for maintaining the solution at the required temperature.

4.3 Sandblaster:

4.4 *Ampere Meter*, capable of measuring 60 ± 5 A.

4.5 *Oven*, capable of maintaining temperature of $110 \pm 2^\circ\text{C}$ ($230 \pm 4^\circ\text{F}$).

4.6 *Plating Bath*, containing the solution specified in MIL-STD-870, Type I, Class 1.

¹ This test method is under the jurisdiction of ASTM Committee F07 on Aerospace and Aircraft and is the direct responsibility of Subcommittee F07.07 on Qualification Testing of Aircraft Cleaning Materials.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Available from Society of Automotive Engineers (SAE), 400 Commonwealth Dr., Warrendale, PA 15096-0001.

⁴ Methyl-n-propyl ketone, 90% purity or better

⁴ Available from the Department of Defense Single Stock Point (DODSSP); web server at <http://dodssp.daps.dla.mil>