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Designation: A 6/A 6M – 04a

Standard Specification for General Requirements for Rolled Structural Steel Bars, Plates, Shapes, and Sheet Piling[1]

This standard is issued under the fixed designation A 6/A 6M; 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 general requirements specification[2] covers a group of common requirements that, unless otherwise specified in the applicable product specification, apply to rolled structural steel bars, plates, shapes, and sheet piling covered by each of the following product specifications issued by ASTM:

ASTM Designation[3]	Title of Specification
A 36/A 36M	Carbon Structural Steel
A 131/A 131M	Structural Steel for Ships
A 242/A 242M	High-Strength Low-Alloy Structural Steel
A 283/A 283M	Low and Intermediate Tensile Strength Carbon Steel Plates
A 328/A 328M	Steel Sheet Piling
A 514/A 514M	High-Yield Strength, Quenched and Tempered Alloy Steel Plate Suitable for Welding
A 529/A 529M	High-Strength Carbon-Manganese Steel of Structural Quality
A 572/A 572M	High-Strength Low-Alloy Columbium-Vanadium Steel
A 573/A 573M	Structural Carbon Steel Plates of Improved Toughness
A 588/A 588M	High-Strength Low-Alloy Structural Steel with 50 ksi [345 MPa] Minimum Yield Point to 4 in. [100 mm] Thick
A 633/A 633M	Normalized High-Strength Low-Alloy Structural Steel Plates
A 656/A 656M	Hot-Rolled Structural Steel, High-Strength Low-Alloy Plate with Improved Formability
A 678/A 678M	Quenched-and-Tempered Carbon and High-Strength Low-Alloy Structural Steel Plates
A 690/A 690M	High-Strength Low-Alloy Steel H-Piles and Sheet Piling for Use in Marine Environments
A 709/A 709M	Carbon and High-Strength Low-Alloy Structural Steel Shapes, Plates, and Bars and Quenched-and-Tempered Alloy Structural Steel Plates for Bridges
A 710/A 710M	Age-Hardening Low-Carbon Nickel-Copper-Chromium-Molybdenum-Columbium Alloy Structural Steel Plates
A 769/A 769M	Carbon and High-Strength Electric Resistance Welded Steel Structural Shapes
A 786/A 786M	Rolled Steel Floor Plates
A 808/A 808M	High-Strength Low-Alloy Carbon, Manganese, Columbium, Vanadium Steel of Structural Quality with Improved Notch Toughness
A 827/A 827M	Plates, Carbon Steel, for Forging and Similar Applications
A 829/A 829M	Plates, Alloy Steel, Structural Quality
A 830/A 830M	Plates, Carbon Steel, Structural Quality, Furnished to Chemical Composition Requirements
A 852/A 852M	Quenched and Tempered Low-Alloy Structural Steel Plate with 70 ksi [485 MPa] Minimum Yield Strength to 4 in. [100 mm] Thick
A 857/A 857M	Steel Sheet Piling, Cold Formed, Light Gage
A 871/A 871M	High-Strength Low-Alloy Structural Steel Plate with Atmospheric Corrosion Resistance
A 913/A 913M	Specification for High-Strength Low-Alloy Steel Shapes of Structural Quality, Produced by Quenching and Self-Tempering Process (QST)
A 945/A 945M	Specification for High-Strength Low-Alloy Structural Steel Plate with Low Carbon and Restricted Sulfur for Improved Weldability, Formability, and Toughness
A 992/A 992M	Specification for Steel for Structural Shapes for Use in Building Framing

1.2 Annex A1 lists permitted variations in dimensions and mass (Note 1) in SI units. The values listed are not exact conversions of the values in Tables 1 to 31 inclusive but are, instead, rounded or rationalized values. Conformance to Annex A1 is mandatory when the "M" specification designation is used.

NOTE 1—The term "weight" is used when inch-pound units are the standard, however, under SI, the preferred term is "mass."

1.3 Annex A2 lists the dimensions of some shape profiles.

1.4 Appendix X1 provides information on coil as a source of structural products.

1.5 Appendix X2 provides information on the variability of tensile properties in plates and structural shapes.

1.6 Appendix X3 provides information on weldability.

1.7 Appendix X4 provides information on cold bending of plates, including suggested minimum inside radii for cold bending.

1.8 This general requirements specification also covers a group of supplementary requirements that are applicable to several of the above product specifications as indicated therein. Such requirements are provided for use where additional testing or additional restrictions are required by the purchaser, and apply only where specified individually in the purchase order.

1.9 In case of any conflict in requirements, the requirements of the applicable product specification prevail over those of this general requirements specification.

[1] This specification is under the jurisdiction of ASTM Committee A01 on Steel, Stainless Steel, and Related Alloys and is the direct responsibility of Subcommittee A01.02 on Structural Steel for Bridges, Buildings, Rolling Stock, and Ships.

Current edition approved March 1, 2004. Published April 2004. Originally approved in 1949. Last previous edition approved in 2004 as A 6/A 6M – 04.

[2] For ASME Boiler and Pressure Vessel Code applications, see related Specification SA-6/SA-6M in Section II of that Code.

*A Summary of Changes section appears at the end of this standard.

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TABLE A1.19 Permitted Variations in Length for S, M, C, MC, L, T, Z, and Bulb Angle Shapes

NOTE 1—Where "..." appears in this table, there is no requirement.

Nominal Size,[A] mm	Permitted Variations From Specified Length for Lengths Given in Metres, mm													
	1½ to 3, excl		3 to 6, excl		6 to 9, incl		Over 9 to 12, incl		Over 12 to 15, incl		Over 15 to 20, incl		Over 20 m	
	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under
Under 75	16	0	25	0	38	0	51	0	64	0	64	0	...	...
75 and over	25	0	38	0	45	0	57	0	70	0	70	0	...	...

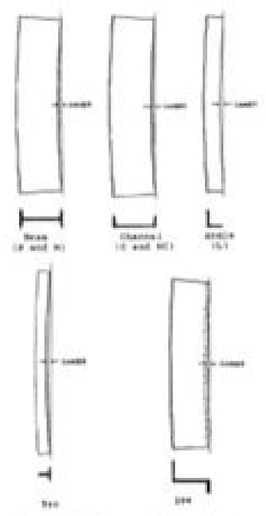
[A] Greatest cross-sectional dimension.

TABLE A1.20 Permitted Variations in End Out-of-Square for S, M, C, MC, L, T, Z, and Bulb Angle Shapes

Shapes	Permitted Variation
S, M, C, and MC	0.017 mm per millimetre of depth
L[A]	0.026 mm per millimetre of leg length or 1½ °
Bulb angles	0.026 mm per millimetre of depth or 1½ °
Rolled tees[A]	0.017 mm per millimetre of flange or stem
Zees	0.026 mm per millimetre of sum of both flange lengths

[A] Permitted variations in ends out-of-square are determined on the longer members of the shape.

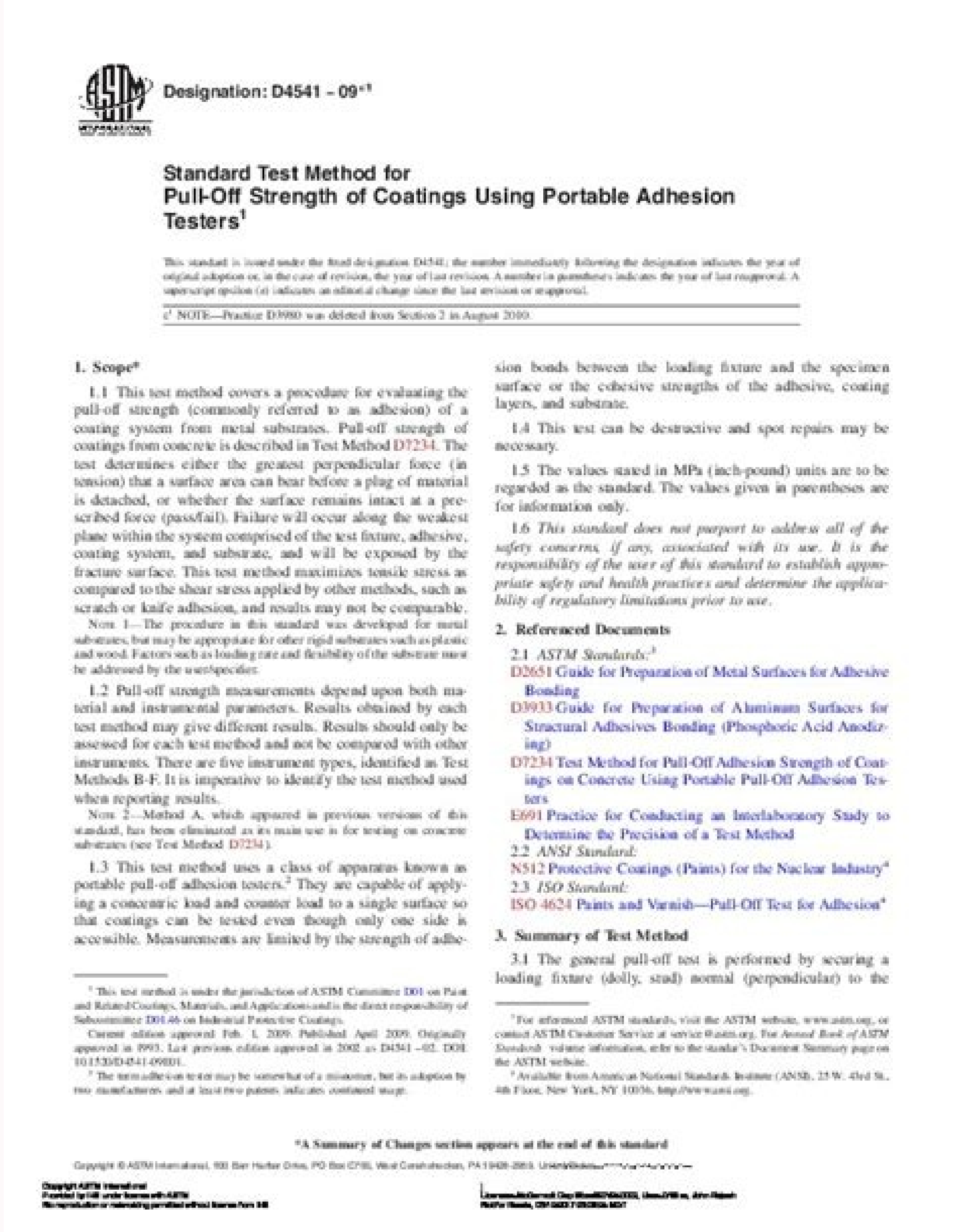
TABLE A1.21 Permitted Variations in Straightness for S, M, C, MC, L, T, Z, and Bulb Angle Shapes



Positions for Measuring Camber of Shapes

Variable	Nominal Size,[A] mm	Permitted Variation, mm
Camber	under 75	4 × number of metres of total length
	75 and over	2 × number of metres of total length
Sweep	all	Due to the extreme variations in flexibility of these shapes, permitted variations for sweep are subject to negotiations between the manufacturer and the purchaser for the individual sections involved.

[A] Greatest cross-sectional dimension.



Designation: D4541 – 09^ε1

Standard Test Method for Pull-Off Strength of Coatings Using Portable Adhesion Testers[1]

This standard is issued under the fixed designation D4541; 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.

ε1 NOTE—Practice D3980 was deleted from Section 2 in August 2010.

1. Scope*

1.1 This test method covers a procedure for evaluating the pull-off strength (commonly referred to as adhesion) of a coating system from metal substrates. Pull-off strength of coatings from concrete is described in Test Method D7234. The test determines either the greatest perpendicular force (in tension) that a surface area can bear before a plug of material is detached, or whether the surface remains intact at a prescribed force (pass/fail). Failure will occur along the weakest plane within the system comprised of the test fixture, adhesive, coating system, and substrate, and will be exposed by the fracture surface. This test method maximizes tensile stress as compared to the shear stress applied by other methods, such as scratch or knife adhesion, and results may not be comparable.

NOTE 1—The procedure in this standard was developed for metal substrates, but may be appropriate for other rigid substrates such as plastic and wood. Factors such as loading rate and flexibility of the substrate must be addressed by the user/specifier.

1.2 Pull-off strength measurements depend upon both material and instrumental parameters. Results obtained by each test method may give different results. Results should only be assessed for each test method and not be compared with other instruments. There are five instrument types, identified as Test Methods B-F. It is imperative to identify the test method used when reporting results.

NOTE 2—Method A, which appeared in previous versions of this standard, has been eliminated as its main use is for testing on concrete substrates (see Test Method D7234).

1.3 This test method uses a class of apparatus known as portable pull-off adhesion testers.[2] They are capable of applying a concentric load and counter load to a single surface so that coatings can be tested even though only one side is accessible. Measurements are limited by the strength of adhesion bonds between the loading fixture and the specimen surface or the cohesive strengths of the adhesive, coating layers, and substrate.

1.4 This test can be destructive and spot repairs may be necessary.

1.5 The values stated in MPa (inch-pound) units are to be regarded as the standard. The values given in parentheses are for information only.

1.6 *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.*

2. Referenced Documents

2.1 *ASTM Standards:*[3]

D2651 Guide for Preparation of Metal Surfaces for Adhesive Bonding

D3933 Guide for Preparation of Aluminum Surfaces for Structural Adhesives Bonding (Phosphoric Acid Anodizing)

D7234 Test Method for Pull-Off Adhesion Strength of Coatings on Concrete Using Portable Pull-Off Adhesion Testers

E691 Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method

2.2 *ANSI Standard:*

N512 Protective Coatings (Paints) for the Nuclear Industry[4]

2.3 *ISO Standard:*

ISO 4624 Paints and Varnish—Pull-Off Test for Adhesion[4]

3. Summary of Test Method

3.1 The general pull-off test is performed by securing a loading fixture (dolly, stud) normal (perpendicular) to the

[1] This test method is under the jurisdiction of ASTM Committee D01 on Paint and Related Coatings, Materials, and Applications and is the direct responsibility of Subcommittee D01.46 on Industrial Protective Coatings.

Current edition approved Feb. 1, 2009. Published April 2009. Originally approved in 1993. Last previous edition approved in 2002 as D4541 – 02. DOI: 10.1520/D4541-09E01.

[2] The term adhesion tester may be somewhat of a misnomer, but its adoption by two manufacturers and at least two patents indicates continued usage.

[3] 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.

[4] Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, http://www.ansi.org.

*A Summary of Changes section appears at the end of this standard

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Crankshaft, Crankshaft, connecting rods and pistons To withstand the high combustion pressures of a diesel engine, the crankshaft for the EE20 engine was subjected to a surface treatment for increased strength. Furthermore, the crankshaft journals were made from aluminium and cast iron due to the high pressure applied on both side of the cylinder block.The forged connecting rods had fracture split bearings for the crank end and an asymmetrical profile which increased precision during assembly. The pistons had internal cooling channels, while oil jets in the crankcase sprayed the underside of the pistons. Cylinder head The EE20 engine had an aluminium alloy cylinder head that was 17 mm thinner than the EJ20 engine. Furthermore, the intake ports and the diameter of the intake valves were designed to create a swirling effect for the air as it entered the combustion chamber. The EE20 engine had double overhead camshafts (DOHC) per cylinder bank that were driven by a chain and gear with a speed-reducing gear. The four valves per cylinder (two intake and two exhaust) were actuated by pivot-type roller rocker arms. IHI turbocharger The EE20 engines have IHI turbochargers with variable nozzle turbines (VNTs). Generally, VNTs use movable vanes in the turbine housing to adjust the air-flow to the turbine to realise comparable exhaust gas velocity and back pressure throughout the engine¢ÃÂÂs rev range. To enhance torque at engine speeds below 1800 rpm, the nozzle vanes would close to narrow the air path and increase the speed of the air flow. At higher engine speeds, however, the vanes would open to reduce airflow resistance and improve fuel consumption. Initially, the turbocharger was positioned under the engine. For the Euro 6 EE20 engine, it is understood that the turbocharger was relocated to the bottom right of the engine. It is understood that the maximum turbine speed for the IHI turbochargers used in the EE20 engine is 190,000 rpm. and combustion The Euro 4 and Euro 5 EE20 diesel engines had a Denso common-rail injection system with eight-hole, solenoid-type injectors that achieved an injection pressure of 180 MPa. For the Euro 6 EE20 engine, however, injection pressure was increased to 200 MPa. For the EE20 engine, the injectors were positioned at an almost 90 degree angle to the cylinder and were 40-50 mm shorter than those used in inline four-cylinder diesel engines.The Euro 5 and Euro 6 EE20 engines are understood to have ceramic-type glow plugs. EGR and DPF The EE20 diesel engine had a water-cooled exhaust gas recirculation (EGR) system which recirculated exhaust gases to the intake to lower combustion temperatures and reduce NOx emissions.The Euro 5 and Euro 6 EE20 engines had a closed-loop diesel particulate filter (DPF); both the oxidation catalyst and DPF were positioned next to the turbocharger to utilise the heat of the exhaust air. Alternator The alternator for the EE20 diesel engine had a voltage charging control system which, to reduce the alternator¢ÃÂÂs load on the engine, reduced the charging voltage when the vehicle was idling or being driven at a constant speed and increased voltage at low speeds. Euro 6 changes The Euro 6 emissions compliant EE20 diesel engine was introduced in the Subaru BS Outback in 2014 and the Subaru SJ.II Forester in 2015. Relative to the Euro 5 version, changes for the Euro 6 EE20 engine included: An open deck cylinder block; An increase in piston crown capacity; A new piston skirt coating was introduced to reduce friction; A reduction in the compression ratio to 15.2:1 to lower combustion temperature and reduce NOx emissions; A fourth generation common rail injection system was introduced for higher injection pressure (200 MPa, previously 180 MPa) and a finer fuel spray; Each diesel injector had an integrated driver unit to reduce fuel leak volume, fuel pump load and improve fuel economy; A The timing chain has been introduced to conduct the fuel pump (previously oriented to the gear) for the most silent operation; The brightness plugs were reviewed to improve the process of the use in the innio and increase time after time; The jets of the ãle have been added the current current; A low pressure EGR circuit was introduced to increase the EGR rate, while the high -pressure EGR circuit was "optimized"; The turbocharger repositioned at the bottom right of the engine (previously under the engine) and improved the control of the vane was reached; Diesel Particle Filter Substrate (DPF) species were reviewed and the performance of regeneration has improved. The type and amount of precious metals in the oxidation catalyst and DPF catalyst were also revised; The number of idlers used in the auxiliary belt system has been reduced; A more accurate sensor measured the battery current, tension and temperature; And, the rear flange and support material, exhaust tube and final plate material have been changed to rust. Full pdf packagedownload full pdf Package This document a brief summary of this paper22 full pdfs related to this paperdownloadpdf pack pack

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