

**Ministry of Defence
Defence Procurement Agency, ADRP2
Abbey Wood
Bristol
BS34 8JH**

OBSOLESCENCE NOTICE

All DTD specifications were declared obsolescent from 1st April 1999. All DTD 900 series approvals also lapsed at that time. The standards will no longer be updated but will be retained as obsolescent documents to provide for the servicing of existing equipment.

Further Guidance

The aim in declaring the specifications obsolescent is to recognise that the documents are not being updated and thus should be used with care by both purchaser and supplier. For example, a specification could contain valid technical information but may also contain type approval clauses that contradict procurement policy and/or use materials that do not comply with environmental legislation. The obsolescent specification can still be used as a basis for a purchase provided that the supplier and purchaser agree suitable changes to the specification within the purchase order/contract.

For the DTD 900 system, each specification has provided an MoD approved material and process. For these items, the declaration of obsolescence will constitute the termination of both the extant MoD approval and the continuing MoD assessment that had underpinned those approvals. Again, the technical content of the document remains valid and can be used by both purchaser and supplier as a basis for a contract but an acceptable (to the parties) approval/assessment procedure would be required.

Aircraft Material Specification
WHITE METAL BEARINGS

NOTES.—This specification is one of a series issued by the Ministry of Aviation, either to meet a limited requirement not covered by any existing British Standard for aircraft material or to serve as a basis for inspection of materials, the properties and uses of which are not sufficiently developed to warrant submission to the British Standards Institution for standardisation.

Acceptance of any particular manufacturer's white metal for use in a particular aircraft engine bearing is subject to an engine type test complying with the requirements of Specifications Nos. D. Eng. R. D. 2000 (Service Type Approval Tests for British Piston Aero Engines) or D. Eng. R.D. 2100 (Service Type Approval Tests for Jet Propulsion Aero Engines) as applicable.

1. Chemical composition.— (a) The chemical composition of the finished machined bearings shall be:—

Copper .. ..	.. ..	.. ..	not less than 5.5 nor more than 7.5 per cent.
Antimony .. ..	.. ..	.. ..	not less than 6.0 nor more than 7.0 per cent.
Nickel .. ..	.. ..	.. ..	not more than 0.6 per cent.
Tin .. ..	.. ..	.. ..	the remainder.

(b) The manufacturer shall supply the analysis of each batch of bearings made from the same cast of ingot metal and manufactured under identical conditions.

(c) The sample for analysis shall be obtained by melting the white metal off the bearing shell at the lowest possible temperature, the ingot so formed being sampled by milling or other suitable method.

2. Freedom from defects. — The bearings shall be free from harmful defects.

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AIR MINISTRY MATERIAL SPECIFICATION
WHITE METAL BEARINGS

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