

AERONAUTICAL MATERIAL SPECIFICATION

Society of Automotive Engineers, Inc.
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Revised

STEEL TUBING, WELDED, CORROSION AND HEAT RESISTANT
18Cr - 10Ni - Ti (SAE 30321)

1. ACKNOWLEDGMENT: A vendor shall mention this specification number in all quotations and when acknowledging purchase orders.
2. APPLICATION: Parts and assemblies requiring both corrosion and heat resistance and especially when such parts and assemblies are welded during fabrication. Parts and assemblies requiring oxidation resistance up to approximately 1500 F, but useful at that temperature only when stresses are low.
3. COMPOSITION:

Check Analysis			
Under Min or Over Max			
Carbon	0.08 max	--	0.01
Manganese	1.00 - 2.00	0.04	0.04
Silicon	0.40 - 1.00	--	0.05
Phosphorus	0.040 max	--	0.005
Sulfur	0.030 max	--	0.005
Chromium	17.00 - 19.00	0.20	0.20
Nickel	8.00 - 11.00	0.15	0.15
Titanium	6x6 - 0.70	0.05	0.05
Molybdenum	0.50 max	--	0.03
Copper	0.50 max	--	0.03

4. CONDITION: Solution heat treated and descaled, or as ordered.
- 4.1 Tubing 3.00 in. and under in nominal OD shall be cold worked after welding.
5. TECHNICAL REQUIREMENTS:
- 5.1 Tensile Properties:

Tensile Strength, psi	
OD: Under 0.312 in.	105,000 max
0.312 in. and over	100,000 max
Elongation, % in 2 in.	
Strip	35 min
Full Section	40 min

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- 5.2 Flarability: Tubing shall be capable of being flared without formation of cracks or other visible defects. Specimens for flaring may be cut from any portion of the tube, or an entire tube may be used as a specimen. The end of the specimen to be flared shall be cut square, with the cut end smooth and free from burrs; but not rounded. The specimen shall, at room temperature, be forced axially with steady pressure over a hardened and polished tapered steel pin having a 74-degree included angle, to produce a flare having the permanent expanded OD specified in the following table.

Nominal OD Inch	Expanded OD Inch, min	Nominal OD Inch	Expanded OD Inch, min
0.188	0.290	0.750	0.937
0.250	0.359	1.000	1.187
0.312	0.421	1.250	1.500
0.375	0.484	1.500	1.721
0.500	0.656	1.750	2.106
0.625	0.781	2.000	2.356

- 5.2.1 Tubing with intermediate nominal OD shall take the same percentage flare as that for the next larger OD.
- 5.2.2 Tubing with nominal OD greater than 2.00 in. or less than 0.188 in., flarability shall be as agreed upon by purchaser and vendor.

- 5.3 Embrittlement: Tubing shall be capable of meeting the following test:

- 5.3.1 Test specimens, after being heated at $1200\text{ F} \pm 10$ for 2 hr and air cooled, shall withstand immersion for 48 hr in a boiling aqueous solution containing 100 g of $\text{CuSO}_4 \cdot 5\text{H}_2\text{O}$ and 100 ml of H_2SO_4 (sp gr 1.84) per liter of solution under a reflux condenser, without evidence of intercrystalline surface attack. After such immersion, full cross-sectional specimens of tubing 0.625 in. or less in diameter shall then be flattened to a total thickness under load of three times the wall thickness of the tubing, and one-inch-long specimens of tubing over 0.625 in. in diameter shall be split and bent 180 degrees, with outside surface of tube on inside of bend, around a diameter equal to the wall thickness, without showing evidence of cracks or defects. In either flattening or bending, the fold shall be made parallel to the axis of the tube, and shall coincide with the weld.

- 5.4 Pressure Testing: The tubing shall show no bulges, leaks, or other defects when subjected to an internal hydrostatic pressure, based on nominal dimensions, sufficient to cause a tensile stress of 20,000 psi in the tubing wall.

6. QUALITY:

- 6.1 Tubing shall have a good workmanlike finish conforming to the best practice for high quality aircraft material. Tubing shall be uniform in quality and condition, clean, sound, and free from grease or other foreign matter, and from internal and external defects detrimental to fabrication or to performance of parts.