



Standard Classification and Specification for Automotive Service Greases^{1,2}

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^{ε1} NOTE—Editorial corrections were made throughout in April 2000.

INTRODUCTION

This specification describes current categories of lubricating greases for automotive service-fill applications. A specific designation is assigned to each category. The system is open ended, that is, new designations are assigned for use with new categories as each new set of grease performance characteristics is defined. Grease categories are referenced by automotive manufacturers in making lubrication recommendations and used by grease suppliers and users in identifying products for specific applications.

1. Scope

1.1 This specification covers lubricating greases suitable for the periodic relubrication of chassis systems and wheel bearings of passenger cars, trucks, and other vehicles.

1.2 This specification defines the requirements used to describe the properties and performance characteristics of chassis greases and wheel bearing greases for service-fill applications.

1.3 The test requirements (acceptance limits) given in this specification are, as the case may be, minimum or maximum acceptable values for valid duplicate test results. No additional corrections for test precision, such as described in Practice D 3244, are to be applied inasmuch as the precision of the test methods was taken into account in the determination of the requirements.

1.4 The values stated in SI units are to be regarded as the standard. The values given in inch-pound units are for information only.

2. Referenced Documents

2.1 ASTM Standards:

- D 217 Test Methods for Cone Penetration of Lubricating Grease³
- D 566 Test Method for Dropping Point of Lubricating Grease³
- D 1264 Test Method for Water Washout Characteristics of

Lubricating Greases³

- D 1742 Test Method for Oil Separation from Lubricating Grease During Storage³
- D 1743 Test Method for Corrosion Preventive Properties of Lubricating Greases³
- D 2265 Test Method for Dropping Point of Lubricating Grease over Wide Temperature Range³
- D 2266 Test Method for Wear Preventive Characteristics of Lubricating Grease (Four-Ball Method)³
- D 2596 Test Method for Measurement of Extreme-Pressure Properties of Lubricating Grease (Four-Ball Method)³
- D 3244 Practice for Utilization of Test Data to Determine Conformance with Specifications⁴
- D 3527 Test Method for Life Performance of Automotive Wheel Bearing Grease⁴
- D 4170 Test Method for Fretting Wear Protection by Lubricating Greases⁴
- D 4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants⁴
- D 4289 Test Method for Compatibility of Lubricating Grease with Elastomers⁴
- D 4290 Test Method for Determining the Leakage Tendencies of Automotive Wheel Bearing Grease Under Accelerated Conditions⁴
- D 4693 Test Method for Low-Temperature Torque of Grease-Lubricated Wheel Bearings⁵

2.2 SAE Standards:⁶

- AMS 3217A Standard Elastomer Stock-Test Slabs
- AMS 3217/2A Test Slabs, Acrylonitrile Butadiene (NBR-L)-Low Acrylonitrile, 65-75

¹ This classification and specification is under the jurisdiction of ASTM Committee D-2 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.B0.04 on Automotive Greases. Current edition approved Sept. 10, 1995. Published November 1995.

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² This classification and specification was developed as a cooperative effort among the American Society for Testing and Materials, the National Lubricating Grease Institute (NLGI), and the Society of Automotive Engineers (SAE).

³ *Annual Book of ASTM Standards*, Vol 05.01.

⁴ *Annual Book of ASTM Standards*, Vol 05.02.

⁵ *Annual Book of ASTM Standards*, Vol 05.03.

⁶ Available from Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, PA 15096.

AMS 3217/3B Test Slabs Chloroprene (CR)-65-75
SAE J310 Automotive Lubricating Greases

3. Terminology

3.1 Definitions:

3.1.1 *lubricant, n*—any material interposed between two surfaces that reduces the friction or wear between them.

D 4175

3.1.2 *lubricating grease, n*—a semi-fluid to solid product of a dispersion of a thickener in a liquid lubricant.

3.1.2.1 *Discussion*—The dispersion of the thickener forms a two-phase system and immobilizes the liquid lubricant by surface tension and other physical forces. Other ingredients imparting special properties are often included. **D 217**

3.1.3 *thickener, n*—in *lubricating grease*, a substance composed of finely-divided particles dispersed in a liquid to form the product's structure.

3.1.3.1 *Discussion*—The thickener can be fibers (such as various metallic soaps) or plates or spheres (such as certain non-soap thickeners) which are insoluble or, at the most, only very slightly soluble in the liquid lubricant. The general requirements are that the solid particles be extremely small, uniformly dispersed, and capable of forming a relatively stable, gel-like structure with the liquid lubricant. **D 217**

3.2 Definitions of Terms Specific to This Standard:

3.2.1 *automotive service grease*—a lubricating grease suitable for the periodic relubrication of serviceable-type, chassis components or wheel bearings of passenger cars, trucks, and other vehicles and distinct from factory-fill greases (also known as initial-fill and OEM greases) initially installed by the original equipment manufacturer.

3.2.2 *category*—with respect to *automotive service grease*, a designation, such as LB, GC, etc., for a given level of performance in standardized tests.

3.2.3 *chassis grease*—an automotive service grease used to lubricate ball joints, steering pivots, universal joints, and, other lubrication points designated in the vehicle owner's service guide.

3.2.4 *classification*—with respect to *automotive service grease*, the systematic arrangement into categories according to differing levels of performance.

3.2.5 "*G*" *category group*—automotive service greases of such composition, properties, and performance characteristics as to be suitable for the service lubrication of those types of wheel bearings that require periodic relubrication.

3.2.6 "*L*" *category group*—automotive service greases of such composition, properties, and performance characteristics as to be suitable for the service lubrication of those types of suspension, steering, and drive-line components that require periodic relubrication.

3.2.7 *multipurpose grease*—an automotive service grease suitable for both chassis and wheel bearing lubrication.

3.2.7.1 *Discussion*—Commercial lubricating greases other than *automotive service greases* are often designated as multipurpose greases.

3.3 Abbreviations:

ASTM—American Society for Testing and Materials

NLGI—National Lubricating Grease Institute

SAE—Society of Automotive Engineers

4. Performance Classification⁷

4.1 Automotive service greases are classified into two general groups. Those designated with an "L" prefix (chassis greases) are intended for the service lubrication of ball joints, steering pivots, universal joints, and other chassis components as designated by the equipment manufacturer. Those designated with a "G" prefix are intended primarily for the service lubrication of wheel bearings. These groups are further subdivided into categories with intended service applications as follows:

4.1.1 *LA*—Service typical of chassis components and universal joints in passenger cars, trucks, and other vehicles under mild duty only. Mild duty will be encountered in vehicles operated with frequent relubrication in noncritical applications.

4.1.2 *LB*—Service typical of chassis components and universal joints in passenger cars, trucks, and other vehicles under mild to severe duty. Severe duty will be encountered in vehicles operated under conditions which may include prolonged relubrication intervals, or high loads, severe vibration, exposure to water or other contaminants, etc.

4.1.3 *GA*—Service typical of wheel bearings operating in passenger cars, trucks, and other vehicles under mild duty. Mild duty will be encountered in vehicles operated with frequent relubrication in noncritical applications.

4.1.4 *GB*—Service typical of wheel bearings operating in passenger cars, trucks, and other vehicles under mild to moderate duty. Moderate duty will be encountered in most vehicles operated under normal urban, highway, and off-highway service.

4.1.5 *GC*—Service typical of wheel bearings operating in passenger cars, trucks, and other vehicles under mild to severe duty. Severe duty will be encountered in certain vehicles operated under conditions resulting in high bearing temperatures. This includes vehicles operated under frequent stop-and-go service (buses, taxis, urban police cars, etc), or under severe braking service (trailer towing, heavy loading, mountain driving, etc.).

5. Performance Description⁸

5.1 The performance characteristics of the several categories of automotive service greases are described as follows:

5.1.1 *LA*—The grease shall satisfactorily lubricate chassis components and universal joints where frequent relubrication is practiced (at intervals of 3200 km or 2000 miles or less for passenger cars). During its service life, the grease should resist

⁷ The letter designations for the grease categories and the corresponding Performance Classification descriptions in Section 4 were developed by an *ad hoc* panel of the NLGI Literature Subcommittee in cooperation with ASTM D02.B0.04.02, (Subsection on) Automotive Grease Specifications. Although these designations and descriptions of the categories have been adopted *in toto* in this standard, the NLGI Literature Subcommittee retains jurisdiction over them as published in, "Chassis and Wheel Bearing Service Classification System," available from the National Lubricating Grease Institute, 4635 Wyandotte Street, Kansas City, MO 64112. It is the intention of Subcommittee D02.B to include in this standard future revisions to these descriptions providing they are deemed acceptable by ASTM.

⁸ The Performance Descriptions and Performance Requirements for the grease categories, as described in Sections 5 and 6, were developed by ASTM D02.B0.04.02 in cooperation with the NLGI Literature Subcommittee. ASTM Subcommittee D02.B retains jurisdiction over these descriptions (see Footnote 7).