



Standard Test Method for Evaluating the Thermal Stability of Manual Transmission Lubricants in a Cyclic Durability Test¹

This standard is issued under the fixed designation D 5579; 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.

1. Scope

1.1 This test method covers the thermal stability of fluids for use in heavy duty manual transmissions when operated at high temperatures.

1.2 The lubricant performance is measured by the number of shifting cycles that can be performed without failure of synchronization when the transmission is operated while continuously cycling between high and low range.

1.3 Correlation of test results with truck transmission service has not been established. However, the procedure has been shown to appropriately separate two transmission lubricants, which have shown satisfactory and unsatisfactory field performance in the trucks of one manufacturer.

1.4 Changes in this test method may be necessary due to refinements in the procedure, obsolescence of parts, or reagents, and so forth. These changes will be incorporated by Information Letters issued by the ASTM Test Monitoring Center (TMC).² The test method will be revised to show the content of all the letters, as issued.

1.5 The values stated in inch-pound units are to be regarded as standard. When materials, products, or equipment are available only in inch-pound units, SI units are omitted.

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.*

1.7 This test method is arranged as follows:

	Section
Scope	1
Referenced Documents	2
Terminology	3
Summary of Test Method	4
Significance and Use	5
Apparatus	6
Test Transmission	6.2
Transmission Mounts	6.3

Oil-Circulating System	6.4
Oil Return Hole	6.5
Air Pressure Controls	6.6
Drive System	6.7
Instrumentation	6.8
Thermocouple Placement	6.9
Reagents and Materials	7
Safety	8
Preparation of Apparatus	9
Cleaning of Parts	9.1
Assembly	9.2
Calibration	10
Transmission and Test Stand Calibration	10.1
Reference Oils	10.2
Reference Oil Test Frequency	10.3
Instrumentation Calibration	10.4
Shift Time Calibration	10.5
Operating Procedure	11
System Flush and Charge	11.1
Test Operation	11.2
Shut-Down Procedure	11.3
Transmission Disassembly	11.4
Determination of Test Results	12
Failure Criteria	12.1
Shifter Fork Wear	12.2
Test Validity Determination	12.3
Report	13
Precision and Bias	14
Keywords	15
Test Validity Calculations and Limits	Annex A1
Test Kit Parts	Annex A2
HTCT Test Report Forms and Data Dictionary	Annex A3
Manual Transmission Cyclic Durability Test Parts Inspection and Wear Measurements	Annex A4

2. Referenced Documents

2.1 ASTM Standards:³

D 235 Specification for Mineral Spirits (Petroleum Spirits) (Hydrocarbon Dry Cleaning Solvent)

2.2 SAE Standard:

SAE J308 Axle and Manual Transmission Lubricants⁴

2.3 Military Standard:

MIL-L-2105 Lubricating Oil, Gear, Multipurpose⁵

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.B0 on Automotive Lubricants.

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² ASTM Test Monitoring Center, 6555 Penn Ave., Pittsburgh, PA 15206-4489. This edition incorporates revisions in all Information Letters through No. 03-1.

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

⁵ Available from Standardization Documents Order Desk, DODSSP, Bldg. 4, Section D, 700 Robbins Ave., Philadelphia, PA 19111-5098.

2.4 Other Standard:

GO-H Mack Trucks Oil,Gear: Multi-Purpose⁶

3. Terminology

3.1 Definitions:

3.1.1 *wear*—the loss of material from two or more surfaces in relative motion.

3.2 Definitions of Terms Specific to This Standard:

3.2.1 *dual-range transmission*—a type of transmission in which the driver first shifts through all of the mainbox gear ratios in low range, and then shifts to high range and shifts through the mainbox again. The section containing the high-low range is the compound section.

3.2.2 *friction disk*—a steel circular plate to which a friction material has been bonded.

3.2.3 *glazed*—the condition of the friction disks when precipitates have filled the pores in the friction material, polishing the surface, and changing the frictional properties.

3.2.4 *reaction disk*—a steel disk that mates with the friction disk during synchronization.

3.2.5 *shift time*—the period of time required for the countershaft speed to increase from 500 to 700 r/min (high-to-low) or from 1700 to 500 r/min (low-to-high) shift.

3.2.6 *synchronizer*—a pack of friction and reaction plates used to match the speeds of the low- and high-range gears prior to engagement.

3.2.7 *unsynchronized shift*—a shift in which the speed of the mating gears is not matched to the speed of the transmission output shaft by the synchronizer.

4. Summary of Test Method

4.1 Prior to each test run, the transmission is disassembled and all parts, including the case and the oil-circulating and heating systems, are thoroughly cleaned. The transmission is rebuilt with a new synchronizer assembly, including measured shifter fork, friction, and reaction disks. All other worn or defective parts are replaced.

4.2 The rebuilt transmission is installed on a test stand.

4.3 The transmission and oil system are flushed with the test oil in accordance with the flush procedure.

4.4 The flush oil is drained, and the test oil is measured and charged to the transmission.

4.5 The transmission is started and operated in low range until the oil temperature reaches the test operating range.

4.6 The transmission is automatically cycled between low and high range until two unsynchronized shifts occur or the desired length of test is reached without failure. The time required to shift from high range to low range is recorded each hour.

4.7 At the conclusion of the test, the test parts are removed and visually inspected. The shifter fork and friction plates are measured again to determine wear.

5. Significance and Use

5.1 This test method is used to evaluate automotive manual transmission fluids for thermal instability, which results in deterioration of synchronizer performance.

5.2 This test method may also be utilized in other specifications and classifications of transmission and gear lubricants such as the following:

5.2.1 (final API designation of PG-1),

5.2.2 Military Specification MIL-L-2105,

5.2.3 **SAE Information Report J308 Axle and Manual Transmission Lubricants**, and

5.2.4 Mack Truck **GO-H Gear Lubricant Specification**.

6. Apparatus

6.1 **Table 1** is a list of the make and model of recommended instruments and equipment.

6.2 *Test Transmission*—The test transmission is a MACK T2180, configuration 11KBA51431 (see **Fig. 1**). Some parts in the transmission are to be removed and some are to be added before testing, as listed in **Table 2**. The main box shift rail cover can be replaced with an aluminum plate to facilitate transmission cleaning at end of test.

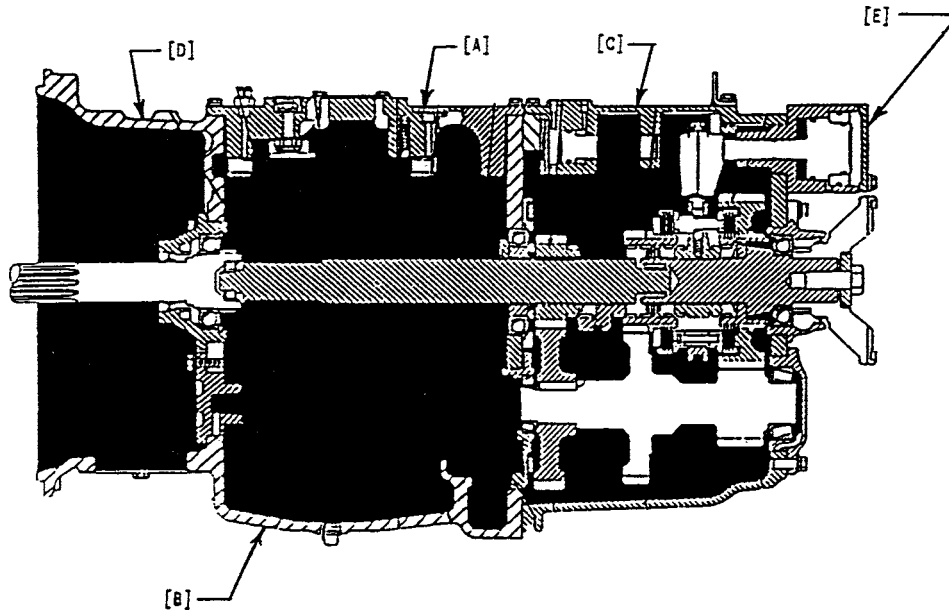
6.3 *Transmission Mounts*—The transmission is mounted as shown in **Fig. 2**.

6.4 *Oil-Circulating System*—The system heats the oil to the specified operating temperature of $250 \pm 5^\circ\text{F}$ ($121 \pm 2.7^\circ\text{C}$)

TABLE 1 Recommended Test Stand Components

Item	Manufacturer	Part No.
Panel Meters		
Tailshaft rpm	Newport	P-6031D20D
Countershaft rpm	Newport	P-6031D20D
Shift time	Newport	P-6031D20D
Coast down time	Newport	P-6031D20D
Control Indication		
Temperature controller	Omron	ESEX-AF
Temperature indicator	Newport	INF-0-0-0-JF
Cycle counter	Redington	P2-1006-115AC
Cycle timer	Omron	H5BR-B-AC100-240
T/C selector switch	Thermo Electric	33112
Oil psi gage/safety	Murphy	A-20EO, O-30 psi
Air supply gage	U.S. Gage	P44U, O-160 psi
Air regulator	Norgren	RO-8-300 RNMA
Shift solenoid	Asco	8317G35, 3-way solenoid
Mag. pickup	Electro	3010AN
12 VDC Power supply	Sola	SLS-12-017
Air pressure switch	Penn	P61AG-1
Relays—AC	Potter & Brumfield	KUP14A15
Relays—DC	Potter & Brumfield	KUP14D15
Mechanical Components		
Air lines	Mack	101AX24R, 3/8 in. OD
Pump	Brown & Sharp	No. 2
Heater element	Chromalox	MOT330A, 220v, 1Ph
Oil lines	Aeroquip	EC-350, No. 12
U Joint yoke	Mack	1710 Series, 38MU3413M
Drive shaft	Rockwell	1710 Series, 52 in. collapsed
Drive motor	General Electric	25-hp Induction Motor, 1760 rpm
High-Speed Recording System		
Pressure transducers	Sensotec	A-5/1034, 0-100 psi
Oscillograph	Astro-Med	Dash 4

⁶ Available from Mack Trucks, Inc., 13302 Pennsylvania Ave., Hagerstown, MD 21742.



NOTE 1—Left side view.

NOTE 2—See Table 2 for references to letters in brackets.

FIG. 1 Transmission Modified for Testing

TABLE 2 Transmission Parts to Be Added or Removed Before Testing

NOTE—Letters in brackets, [], refer to locations indicated on Fig. 1.

Parts to Be Removed
Rails, forks, springs, and ball from the mainbox shift cover [A]
All main box gesting [B]:
Mainshaft gears and thrust washers
Countershaft assemblies
Sliding clutches (320KB3136, (2)320KB3137A)
Compound [C]
Splitter clutch (320KB3141)
Splitter piston and fork (336KC333, 575KB3378)
Bell Housing [D]
All clutch related parts
Shafts (604KC277A, 604KC34B)
Yoke (301KD43B)
Parts to Be Added
Speedometer plug (37KC12) and washer (37AX419)
Pipe extension, 1/8 NPT and orifice (63AX3466) to Range Valve
Replace cast iron piston housing cover with fabricated steel cover [E]

and maintains this temperature throughout the duration of the test. The power density of the heater is not high enough to cause degradation of the oil (22 to 25 W/in.² (3.4 to 3.9 W/cm²)). The oil flow rate is between 6 and 10 gal/min (23 to 38 L/min). A layout of the oil-circulation system is shown in Fig. 3. A detailed drawing of the recommended oil heating chamber is shown in Fig. 4. The total oil capacity of the test system is 5.25 gal (19.87 L) with the oil level in the transmission at the lower edge of the fill hole. If the system capacity is too small, increase by lengthening oil hoses. When the system capacity is too great, decrease by shortening hoses, if it is practical to do so; otherwise, install an inert (stainless steel) block in the transmission main box sump to raise the oil level. Route the oil lines so that they will empty completely when draining the system.

6.5 *Oil Return Hole*—A hole shall be drilled and tapped in the compound case for the oil to return after flowing through the heat exchanger. The location and size of this hole are shown in Fig. 5.

6.6 *Air Pressure Controls*—The transmission is shifted by air pressure applied to alternating sides of the range shift piston. The air pressure is provided by a pilot valve, which is cycled by a solenoid valve at a rate of 5 cpm. These cycles are recorded by a counter, which provides the cycles to mis-shift data for the pass/fail criteria of the test. A typical air control system is shown in Fig. 6.

6.7 *Drive System*—In the truck operation, opposing torques help the synchronizer to complete the shift. In the test stand, the transmission is driven from the rear by an electric motor and belt drive with no loading on the input pinion. The torques, therefore, are not present, and shifting can be delayed. To help the synchronizer shift smoothly without the opposing torque, a vibration in the drive line is intentionally excited. The driveline is set out of phase by rotating the yoke at one end of the shaft with respect to the other by a one spline tooth offset (22°). The transmission output shaft is offset from the shaft of the motor or jack shaft, thereby placing the driveline at an angle. A layout showing the offset of the transmission relative to the jack shaft is shown in Fig. 2.

6.8 *Instrumentation*—Sensors and displays, either on the test console or in a data logging computer, are to be supplied as follows:

- 6.8.1 Oil sump temperature,
- 6.8.2 Countershaft speed,
- 6.8.3 Tail shaft speed,
- 6.8.4 Air pressure (system),
- 6.8.5 Air pressure (dynamic during shifting), and
- 6.8.6 Coast down time.

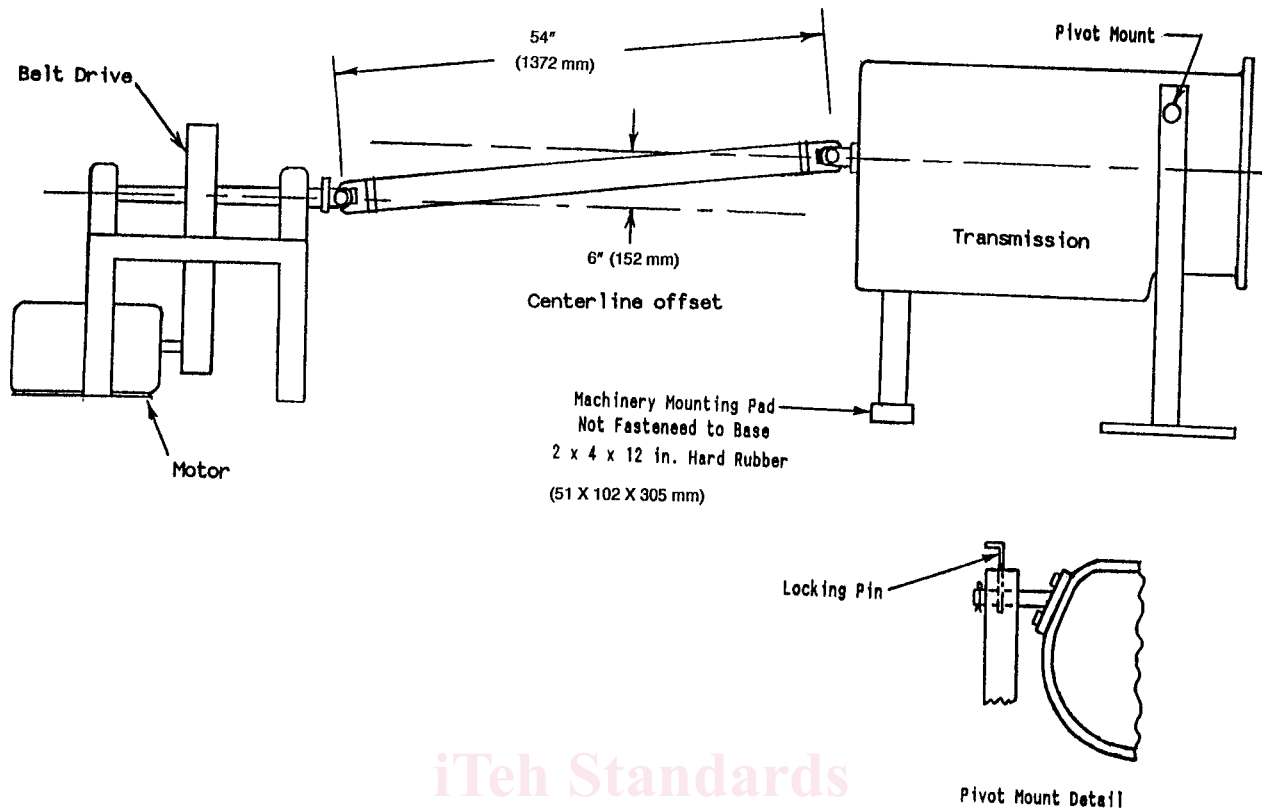


FIG. 2 Typical Layout of Drive System

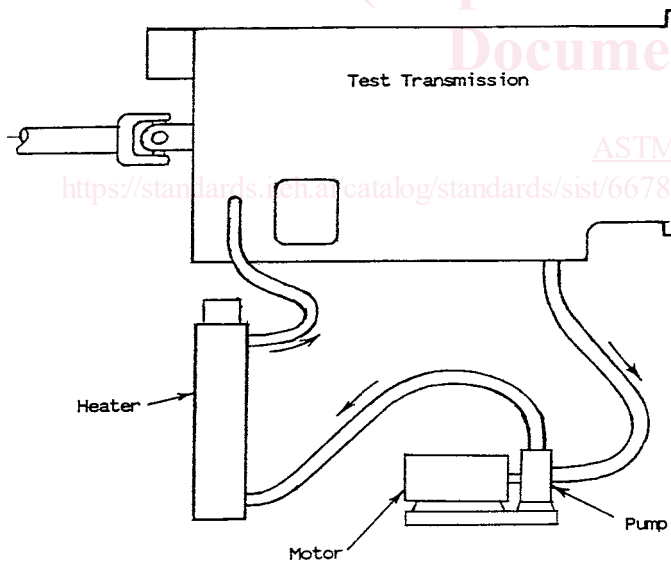


FIG. 3 Schematic of Oil System

6.9 *Thermocouple Placement*—Transmission sump temperature is measured in the compound section of the transmission with a thermocouple and conventional display equipment. Drill and tap the compound case to accept the thermocouple at a position located along the centerline of the transmission 8.0 in. (203 mm) forward of the back wall of the main case. Position the tip of the thermocouple to extend 1.5 in. (38 mm) into the sump. As a means of ensuring that the oil is not

exposed to excessive heat in the heater, place an additional thermocouple to measure the oil temperature leaving the heater as shown in Fig. 7.

7. Reagents and Materials

7.1 *Oil*—Approximately 12 gal (45.4 L) of test oil is required. The integrity of the test oil is the responsibility of the oil supplier.

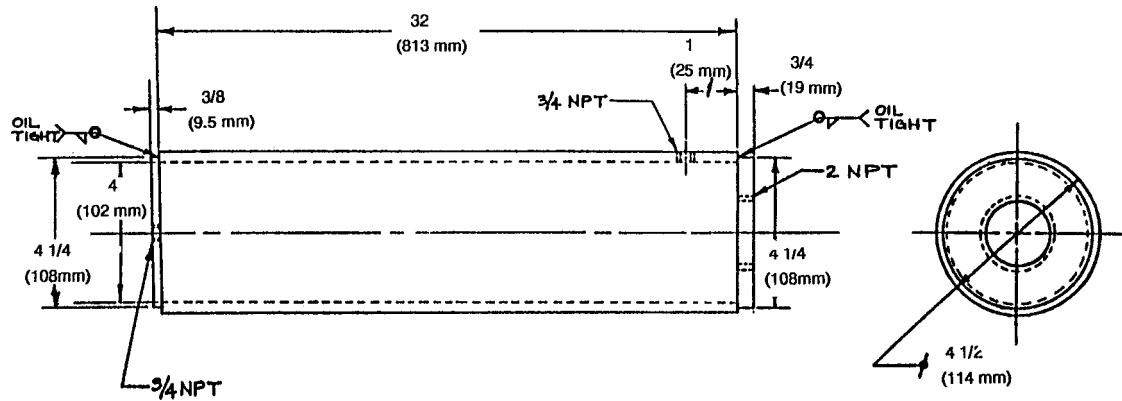
7.2 *Cleaning Materials*—A solvent meeting Specification D 235—Type II, Class C, is required for cleaning parts.

8. Safety

8.1 The following are suggestions of procedures and equipment that may assist in reducing safety hazards. No attempt has been made to address all possible safety problems. The user of this test method is responsible for establishing appropriate safety and health practices.

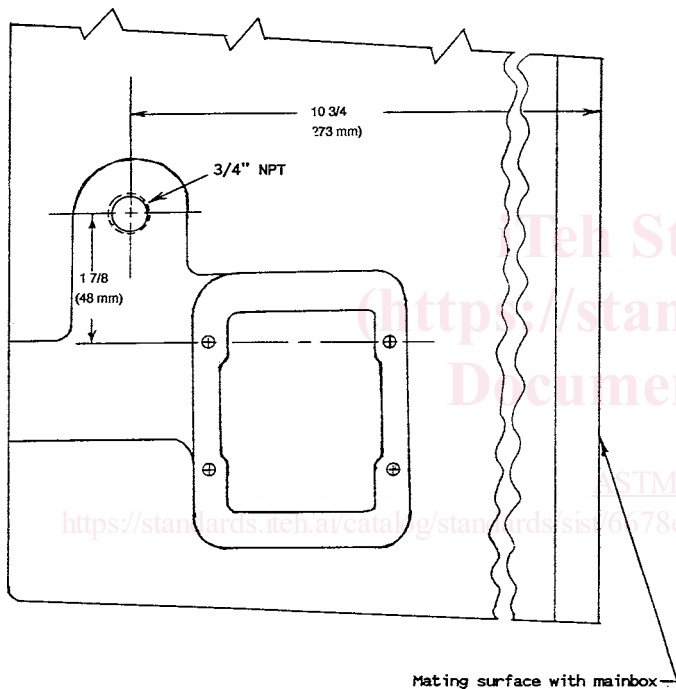
8.2 The operating of transmission tests can expose personnel and facilities to a number of safety hazards. Only personnel who are thoroughly trained and experienced in transmission testing should undertake the design, installation, and operation of transmission test stands.

8.3 Each laboratory conducting transmission tests should have its test installation inspected and approved by its safety department. Personnel working on the transmissions should be provided with the proper tools, be alert to common sense safety practices, and avoid contact with moving or hot transmission parts, or both. Heavy-duty guards should be installed around the driveline. When the test stand is operating, personnel



NOTE 1—Material 1018 is similar material.
 NOTE 2—All dimensions are in inches, unless otherwise noted.

FIG. 4 Typical Oil Heater Chamber



NOTE—Figure is not drawn to scale.
 FIG. 5 Oil Return Hole Location

should be cautioned against working alongside the transmission and drivelines. All oil lines and electrical wiring should be properly routed and grounded, guarded, and kept in good order. Safety masks or glasses should always be worn by personnel working on the transmissions. Loose or flowing clothing, long hair, or other accessories to dress that could become entangled, should not be worn near rotating equipment.

8.4 The external parts of the transmission and the floor area around the transmission should be kept clean and free of oil spills. In addition, the working area should be free of all tripping hazards. In case of injury, no matter how slight, first aid attention should be applied at once and the incident reported. Personnel should be alert for leaking oil, which

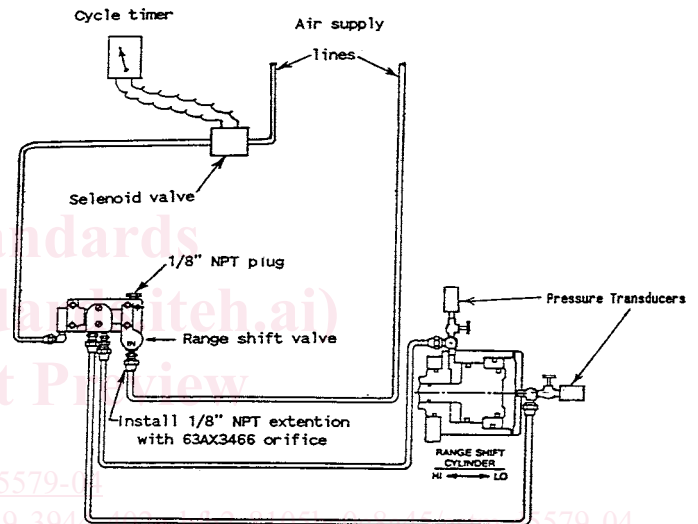


FIG. 6 Air Control and Supply System

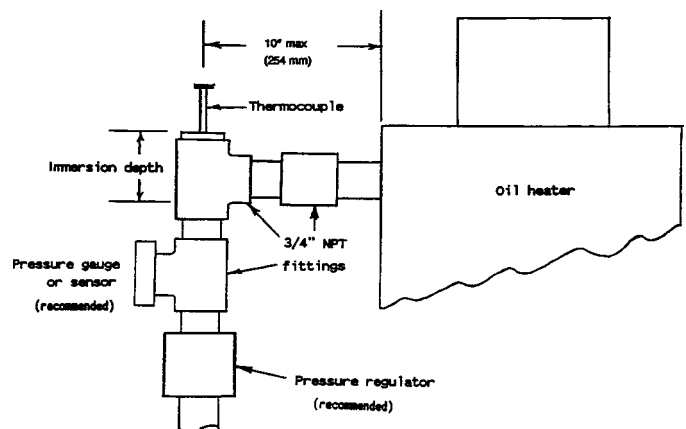


FIG. 7 Location of Oil Out-of-Heater Thermocouple, Pressure Regulator, and Sensor

represents a fire hazard. Containers of oil cannot be permitted to accumulate in the test area.

8.5 A remote station for shutting off the motor, pump, and heater is recommended. Fixed fire-protection equipment should be provided.

8.6 Normal precautions should be taken when using flammable solvents for cleaning purposes. Make sure adequate ventilation is provided and fire-fighting equipment is immediately accessible.

8.7 It is recommended that safeties be provided to shut down the drive motor and oil heater when the following conditions occur:

- 8.7.1 Oil temperature in transmission sump becomes excessive,
 - 8.7.2 Oil temperature leaving the oil-heating chamber becomes excessive,
 - 8.7.3 Oil-circulating system loses pressure,
 - 8.7.4 Motor over-speeds or under-speeds, and
 - 8.7.5 The fire-protection system is activated.
- 8.8 See Fig. 8 for a typical schematic of safety circuits.

9. Preparation of Apparatus

9.1 Cleaning of Parts:

9.1.1 *Transmission Case*—Thoroughly clean the transmission case with a cleaning solvent (see 7.2) to remove any oil, sludge, or varnish deposits remaining from the previous test and then air dry.

9.1.2 *Gears, Shafts, Synchronizer*—Remove all sludge, varnish, and deposits. Rinse with a cleaning solvent (see 7.2) and air dry.

9.1.3 *Heater, Oil-Circulating System*—Flush oil lines with a cleaning solvent (see 7.2) to remove any previous test oil and

then air dry. Disassemble the heater, clean, and air dry after each test. Check the heater periodically for leaks and replace when necessary.

TABLE 3 Part Numbers for Approved Configurations

Part description	Test Hardware Configuration	
	Configuration 1	Configuration 2
Synchronizer clutch assembly	320KB450C	320KB459A
Synchronizer pin (3 each)	301KC240B	301KC33
Synchronizer pin (3 each)	301KC241B	301KC34
Synchronizer pin (3 each)	48AX17	301KC35
Synchronizer pre-load spring (3 each)	107KD244	107KD247
High range mainshaft gear	751KB489	751KB4123
Low range mainshaft hub	84KC42	84KC47
Compound mainshaft, rear	601KC429	601KC432
Bearing, compound mainshaft	None required	46AX538
Thrust washers, mainshaft (2 each)	223KD316A	None required
Snap ring (2 each)	97AX151 or 97AX171	97AX151 or 97AX171
Snap ring (2 each)	97AX267	97AX267
Shift rail	591KC3154A	591KC3154A
O-ring, low range shift piston	56AX560	56AX560
Piston, high low range shift	336KC318	336KC318
Cylinder housing, hi-lo shift piston	55KC46A	55KC46A
O-ring, compound shift piston	None required	None required
O-ring, range high low shift piston	56AX588	56AX588
Countershaft gear, front	757KB3322	757KB3322
	757KB4108	757KB4108
Countershaft gear, rear	757KB4106	757KB4106
	757KB440A	
Range shift valve	216KD123	216KD42

9.2 Assembly:

9.2.1 *General*—Assemble all parts as instructed in the Mack Transmission Service Manual T2130/2180,⁶ except where the service manual applies to parts that are modified for this test method. Use the part numbers identified in Table 3 for the appropriate hardware configuration. Use test oil for lubricating parts during assembly. For all tests (reference and non-reference oil) starting after June 9, 1999, use only hardware listed under Configurations 1 or 2 in Table 3.

9.2.2 *New Parts*—Obtain the following parts from an authorized Mack truck dealer. Install the following new parts for each test:

	Number Required	Mack Part No.
Kit (Parts in this kit are listed in Annex A2)	1	377SH21
Friction Plate	8	N/A ⁷
Range Fork	1	575KB457
Low Range Mainshaft Hab	1	84KC47
		(Configuration 2 only)

9.2.2.1 Inspect the following parts after each test and replace if worn or damaged:

	Number Required	Mack Part No.
Thrust Washer	3	223KD249
Thrust Washer	2	223KD316A
Clutch Housing	2	53KC486C
High Range Mainshaft Gear	1	751KB4123
		(Configuration 2 only)

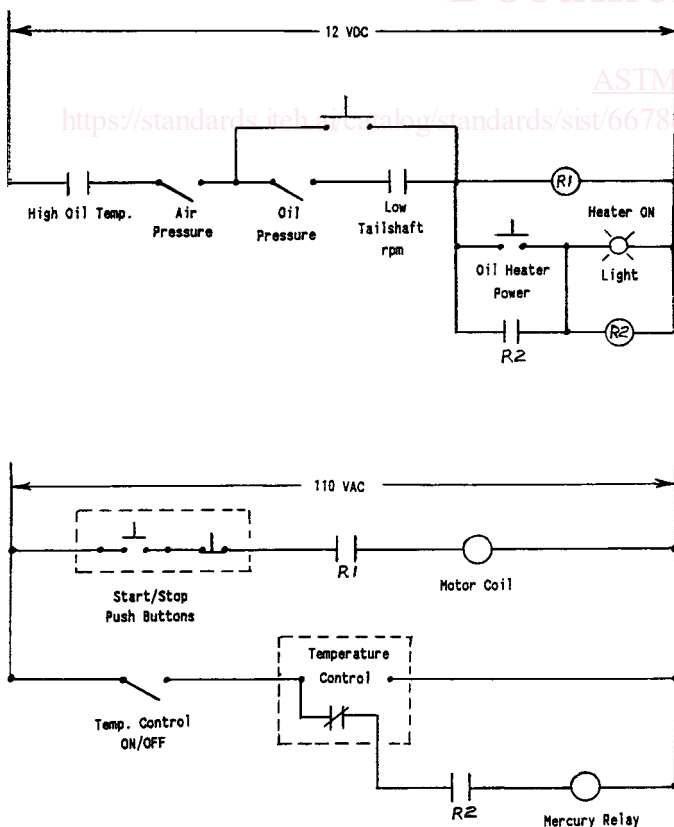


FIG. 8 Typical Schematics of Safety Circuits

⁷ Friction Plates are Wellman Item No. TESTWMP5460.