



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

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^{€1} NOTE—Parts of speech were added to Section 3 editorially in June 2004.

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:³

D 217 Test Methods for Cone Penetration of Lubricating Grease

D 566 Test Method for Dropping Point of Lubricating Grease

D 1264 Test Method for Determining the Water Washout Characteristics of Lubricating Greases

D 1742 Test Method for Oil Separation from Lubricating Grease During Storage

D 1743 Test Method for Corrosion Preventive Properties of Lubricating Greases

D 2265 Test Method for Dropping Point of Lubricating Grease over Wide Temperature Range

D 2266 Test Method for Wear Preventive Characteristics of Lubricating Grease (Four-Ball Method)

D 2596 Test Method for Measurement of Extreme-Pressure Properties of Lubricating Grease (Four-Ball Method)

D 3244 Practice for Utilization of Test Data to Determine Conformance with Specifications

D 3527 Test Method for Life Performance of Automotive Wheel Bearing Grease

D 4170 Test Method for Fretting Wear Protection by Lubricating Greases

D 4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants

D 4289 Test Method for Elastomer Compatibility of Lubricating Greases and Fluids

D 4290 Test Method for Determining the Leakage Tendencies of Automotive Wheel Bearing Grease Under Accelerated Conditions

D 4693 Test Method for Low-Temperature Torque of Grease-Lubricated Wheel Bearings

2.2 SAE Standards:⁴

¹ This classification and specification 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 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 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, 400 Commonwealth Drive, Warrendale, PA 15096.

AMS 3217A Standard Elastomer Stock-Test Slabs
 AMS 3217/2B Test Slabs, Acrylonitrile Butadiene (NBR-
 L)-Low Acrylonitrile, 65-75⁵
 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, n*—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, n*—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, n*—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, n*—with respect to *automotive service grease*, the systematic arrangement into categories according to differing levels of performance.

3.2.5 *"G" category group, n*—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, n*—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.

⁵ With respect to elastomer AMS 3217/2A, the elastomer specification has been superseded by AMS 3217/2B. Per SAE, the elastomers are identical, however the synthetic lubricant immersion fluid used to reference the elastomer has been exchanged from ARM-200 to AMS 3021. Reference fluid AMS 3021 better represents current market aviation fluids.

3.2.7 *multipurpose grease, n*—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 Classification⁶

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.).

⁶ 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.