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StandardGuide for Instrument and Precision Bearing Lubricants—Part 2 Greases[1]

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1. Scope

1.1 This guide is a tool to aid in the choice of lubricating grease for precision rolling element bearing applications. The recommendations in this guide are not intended for general purpose bearing applications There are two areas where this guide should have the greatest impact: (*1*) when lubricating grease is being chosen for a new bearing application and (*2*) when grease for a bearing has to be replaced because the original grease specified for the bearing can no longer be obtained. The Report (see Section 5) contains a series of tests on a wide variety of greases commonly used in bearing applications to allow comparisons of those properties of the grease that the committee thought to be most important when making a choice of lubricating grease. Each test was performed by the same laboratory. This guide contains a listing of the properties of greases by base oil type, that is, ester, perfluoropolyether (PFPE), polyalphaolefin (PAO), and so forth. This organization is necessary since the operational requirements in a particular bearing application may limit the choice of grease to a particular base oil type and thickener due to its temperature stability, viscosity index or temperature-vapor pressure characteristics, etc. The guide provides data to assist the user in selecting replacement greases for those greases tested that are no longer available. The guide also includes a glossary of terms used in describing/discussing the lubrication of precision and instrument bearings.

1.2 The lubricating greases presented in this guide are commonly used in precision rolling element bearings (PREB). These greases were selected for the testing based on the grease survey obtained from DoD, OEM and grease manufactures and evaluated according to the test protocol that was designed by Subcommittee F34 on Tribology. This test protocol covers the essential requirements identified for precision bearing greases. The performance requirements of these greases are very unique. They are dictated by the performance expectations of precision bearings including high speed, low noise, extended life, and no contamination of surrounding components by the bearing's lubricant system. To increase the reliability of test data, all tests were performed by a DoD laboratory and three independent testing laboratories. There were no grease manufacturer's data imported except for base oil viscosity. Most of tests were performed by U.S. Army Tank–Automotive Research, Development and Engineering Center (TARDEC) and three independent laboratories, and the results were monitored by the Naval Research Laboratory (NRL). This continuity of testing should form a solid basis for comparing the properties of the multitude of lubricating greases tested by avoiding some of the variability introduced when greases are tested by different laboratories using different or even the "same" procedures. Additional test data will be considered for inclusion, provided the defined protocol is followed and the tests are performed by independent laboratories.

1.3 This study was a part of DoD Aging Aircraft Replacement Program and supported by Defense Logistic Agent (DLA) and Defense Supply Center Richmond (DSCR).[2]

1.4 *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.*

2. Referenced Documents

2.1 *ASTM Standards:*[3]

D217 Test Methods for Cone Penetration of Lubricating Grease

D972 Test Method for Evaporation Loss of Lubricating Greases and Oils

D1264 Test Method for Determining the Water Washout Characteristics of Lubricating Greases

D1742 Test Method for Oil Separation from Lubricating Grease During Storage

[1] This guide is under the jurisdiction of ASTM Committee F34 on Rolling Element Bearings

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[2] Rhee, In-Sik, "Precision Bearing Grease Selection Guide," *U.S. Army TARDEC Technical Report No. 15688*, Defense Technical Information Center, 8725 John. J. Kingman Rd., Suite 0944, Ft. Belvoir, VA 22060–6218.

[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.

D1743 Test Method for Determining Corrosion Preventive Properties of Lubricating Greases
D1831 Test Method for Roll Stability of Lubricating Grease
D2265 Test Method for Dropping Point of Lubricating Grease Over Wide Temperature Range
D2266 Test Method for Wear Preventive Characteristics of Lubricating Grease (Four-Ball Method)
D2596 Test Method for Measurement of Extreme-Pressure Properties of Lubricating Grease (Four-Ball Method)
D3527 Test Method for Life Performance of Automotive Wheel Bearing Grease
D4048 Test Method for Detection of Copper Corrosion from Lubricating Grease
D4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants
D4289 Test Method for Elastomer Compatibility of Lubricating Greases and Fluids
D4425 Test Method for Oil Separation from Lubricating Grease by Centrifuging (Koppers Method)
D4693 Test Method for Low-Temperature Torque of Grease-Lubricated Wheel Bearings
D5483 Test Method for Oxidation Induction Time of Lubricating Greases by Pressure Differential Scanning Calorimetry
E1131 Test Method for Compositional Analysis by Thermogravimetry
F2161 Guide for Instrument and Precision Bearing Lubricants—Part 1 Oils
F2488 Terminology for Rolling Element Bearings

2.2 *Government Documents:*[4]
Federal Standard Test Method 791C, 3005.4 Dirt Content of Grease
MIL-G-25537 Aircraft Helicopter Bearing Grease
MIL-PRF-23827 Aircraft and instrument Grease
MIL-PRF-81322 Aircraft Wide Temperature Range Grease
MIL-PRF-83261 Aircraft Extreme Pressure
MIL-PRF-10924 Grease, Automotive and Artillery
MIL-G-27617 Grease, Aircraft and Instrument, Fuel and Oxidizer Resistant
MIL-G-21164 Molybdenum Disulfide Grease
MIL-G-25760 Grease, Aircraft, Ball and Roller Bearing, Wide Temperature Range
MIL-L-15719 High Temperature Electrical Bearing Grease
DoD-G-24508 Multipurpose Grease

2.3 *Industrial Standards:*
SKF Be-Quite Noise Test Method[5]
TA Rheometry Procedure for Steady Shear Flow Curve[6]
Wet Shell Roll Test Method[7]

2.4 *SAE Standard:*[8]
SAE-AMS-G-81937 Grease, Instrument, Ultra-Clean, Metric

3. Terminology

3.1 For definition of standard terms used in this guide, see Terminology D4175 and F2488 or Compilation of ASTM Standard Definitions.

3.2 *Definitions of Terms Specific to This Standard:*

3.2.1 *esters, n*—esters are formed from the reaction of acids and alcohols. Esters form a class of synthetic lubricants. Esters of higher alcohols with divalent fatty acids form diester lubricants while esters of polyhydric alcohols are called the polyol ester lubricants. These latter esters have higher viscosity and are more heat-resistant than diesters.

3.2.2 *mineral oil, n*—oils based on petroleum stocks. These oils come in two types, naphthenic and paraffinic. The naphthenic oils contain unsaturated hydrocarbons, usually in the form of aromatic species. The paraffinic oils are primarily saturated hydrocarbons with only low levels of unsaturation.

3.2.3 *perfluoropolyethers (PFPE or PFAE), n*—fully fluorinated long-chain aliphatic ethers. The perfluoropolyethers show some extraordinary properties like chemical inertness, nonflammability, high thermal and oxidative resistance, very good viscosity-temperature characteristics, and compatibility with a wide range of materials, including metals and plastics. The perfluoropolyethers, however, are not always suitable for metal alloys at elevated temperatures (contact temperatures higher than about 550°F). The perfluoropolyethers are not miscible with other types of synthetic fluids and mineral oils and cannot dissolve common lubricant additives.

3.2.4 *silicone oils, n*—synthetic fluids composed of organic esters of long chain complex silicic acids. Silicone oils have better physical properties than mineral oils. However, silicone oils have poorer lubrication properties, lower load-carrying capacity, and a strong tendency to spread on surfaces (see *surface tension*).

3.2.5 *synthetic fluids, n*—lubricating fluids produced by chemical synthesis. The synthetic route to formulate these lubricants allows the manufacturer to introduce those chemical structures into the lubricant molecule that will impart specific properties into the resultant fluid such as very low pour point, good viscosity-temperature relationship, low evaporation loss, long lubricating lifetime, and so forth.

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

4. Significance and Use

4.1 The purpose of this guide is to report on the testing of, to discuss and compare the properties of, and to provide guidelines for the choice of lubricating greases for precision rolling element bearings (PREB). The PREB are, for the purposes of this guide, meant to include bearings of Annular

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

[5] Available from SKF North American Technical Center, 46815 Port St., Plymouth, MI 48170.

[6] Available from TA Instruments Company, 109 Lukens Drive, New Castle, DE 19720-2765.

[7] Available from Southwest Petro-Chem Division, Witco Corp., P.O. Box 1974, Olathe, KS 66061.

[8] Available from Society of Automotive Engineers (SAE), 400 Commonwealth Dr., Warrendale, PA 15096-0001.

Bearing Engineer's Committee (ABEC) 5 quality and above. This guide limits its scope to lubricating greases used in PREB.

4.2 The number of lubricating greases used in PREB increased dramatically from the early 1940s to the mid 1990s. In the beginning of this period, petroleum products were the only widely available base stocks. Later, synthetic base oils became available. They included synthetic hydrocarbons, esters, silicones, multiply alkylated cyclopentanes (MAC) and fluorinated materials, including perfluorinated ethers and the fluorosilicones. This broad spectrum of lubricant choices has led to the use of a large number of different lubricants in PREB applications. The U.S. Department of Defense, as a user of many PREB, has seen a significant increase in the logistics effort required to support the procurement and distribution of these items. In addition, as time has passed, some of the greases used in certain PREB are no longer available or require improved performances due to advanced bearing technology/requirements. This implies that replacement lubricating greases must be found, especially in this era of extending the lifetime of DoD assets, with the consequent and unprojected demand for sources of replacement parts.

4.3 One of the primary goals of this study was to take a broad spectrum of the lubricating greases used in PREB and do a comprehensive series of tests on them in order that their properties could be compared and, if necessary, potential replacement greases be identified. This study is also meant to be a design guide for choosing lubricating greases for future PREB applications. This guide represents a collective effort of many members of this community who span the spectrum from bearing manufacturers, original equipment manufactures (OEMs), grease manufacturers and suppliers, procurement specialists, and quality assurance representatives (QARs) from DoD and end users both inside and outside DoD.

4.4 It is strongly recommend that, prior to replacing a grease in a PREB, all of the existing grease should be removed from the bearing. Reactions may occur between incompatible greases resulting in severely degraded performance. When users have more than one type of grease in service, maintenance practices must be in place to avoid accidental mixing of greases. In addition, all fluids used specifically to prolong storage life of PREBs (preservatives) should be removed prior to lubricating the bearings. Reactions may occur which would degrade the grease.

4.5 The base oils, thickeners, and additives dictates grease performances. The properties of many base oils can be found in the previous study (Guide F2161). This study included a discussion of elastohydrodynamic lubrication theory.

5. Report

5.1 The test results are summarized in Tables 1–3. Table 1 presents the classification of base oils, thickener types, and military specification products evaluated in this program. Table 2 lists the test protocol for this study and covers the test methods, their test conditions, and the testing laboratories. Table 3 (A-C) provides the test results of the 38 precision bearing greases tested. Each grease tested was assigned a code to mask their source to mitigate any potential bias in the testing results. The tradename of each grease is listed in Research Report F34–1000.[9] For the evaluation, each grease was tested for dropping point, consistency, water and work stability, oxidation stability, oil separation, evaporation loss, wear, EP properties, corrosion prevention, low temperature characteristics, cleanliness, apparent viscosity, grease noise, and grease life. Compatibility testing with elastomers incorporated into PREB and their environments were not done due to the large number of combinations that would require testing to span the potential mixes of greases and elastomer components that might occur in bearing applications. It is recommended that the user verify grease/elastomer compatibility when needed.

5.2 In these tables, some of the data may not agree with those of manufacturers due to the variation of the test methods and their test apparatuses (that is, noise test). All tests were performed by a government laboratory and three independent laboratories. No grease manufacturers performed any of these tests except for the base oil viscosities of greases. To increase the availability of precision bearing greases, these tables will be revised periodically to include new greases as long as the manufacturer submits test results on their product following precisely the protocol defined in the document.

6. Application Considerations

6.1 This guide applies only to precision bearing greases. The other types of greases such as industrial greases or automotive general purpose greases are not covered by this guide.

6.1.1 Precision bearing greases contain base oil to which a thickener has been added to prevent oil migration from the lubrication site and various additives to improve its operating performance. Currently, many technical articles often designate types of lubricating greases based on their thickeners. However, the operative properties of precision bearing greases depend on the combination of base oil, thickener, and additive formulation. This guide distinguishes lubricating greases by their base oil types.

6.1.2 Cleanliness is critical to bearing life. Even microscopic contamination can determine the wear processes that impact bearing life/performance and result in bearing failure. Clean greases or ultra-filtered greases that exclude particles above a predetermined size can prevent wear on precision bearings and extend the bearing life.

6.1.3 The types of thickener material and its quantity are vitally important to obtain a stable grease structure and its physical properties. The improper ratio of thickener to base oil has a profound impact on grease's consistency stability, mechanical stability, excessive oil separation, and thermal-oxidation stability. These physical and chemical properties of the grease tend to dictate the precision bearing's performance and its life.

6.1.4 Thermal-oxidation stability is generally comprehensively observed in the evaporation loss, dropping point, and oxidation stability tests. Typically, a low evaporation loss and

[9] Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:F34-1000.

TABLE 1 Classification of Tested Greases

Code	Base Oil	Thickener	Military Standard
G-1	Mineral	Calcium	MIL-G-25537
G-2	Mineral/PAO/Ester	Calcium Complex	No
G-3	Silicone	Lithium	MIL-G-15719A
G-4	Silicone	Lithium	No
G-5	Silicone	PTFE	No
G-6	Ester	Clay	MIL-G-25760
G-7	Ester	Clay	MIL-G-21164
G-8	Ester	Polyurea	No
G-9	Ester/PAO	Polyurea	No
G-10	Ester/PAO	Lithium	No
G-11	Ester/PFPE	Polyurea	No
G-12	Ester	Clay	MIL-PRF-23827, Type II
G-13	Ester/PAO	Lithium special	No
G-14	Ester/PAO	Lithium special	No
G-15	Ester	Lithium complex	No
G-16	Ester	Lithium complex	No
G-17	Ester	Lithium complex	No
G-18	Ester	Lithium	MIL-PRF-23827
G-19	PAO	Polyurea	No
G-20	PAO	Lithium	No
G-21	PAO	Barium	No
G-22	PAO	Clay	MIL-PRF-81322, DoD –G-24508
G-23	PAO/Ester	Lithium Complex	MIL-PRF-23537, Type I
G-24	PAO/Mineral	Lithium Complex	MIL-PRF-10924G
G-25	PAO	Lithium Complex	No
G-26	PAO	Lithium Complex	No
G-27	PFPE, Branched	PTFE	MIL-G-27617, Type III
G-28	PFPE, Branched	PTFE	MIL-G-27617, Type II
G-29	PFPE, Branched	PTFE	No
G-30	PFPE	PTFE	No
G-31	PFPE	PTFE	No
G-32	PFPE, Branched	PTFE	MIL-G-27617
G-33	PFPE, Linear	PTFE	No
G-34	Ester	Lithium	SAE-AMS-G-81937
G-35	PFPE	PTFE	MIL-PRF-83261
G-36	MAC (Pennzane)	Sodium Complex	No
G-37	PFPE, Linear	PTFE	No
G-38	PFPE, Linear	PTFE	No

excellent oxidation stability are required for precision bearing greases in order to have a long service life.

6.1.5 Tribological properties are some of the important operational parameters in precision bearing greases. Most precision bearing greases often use anti-wear additives to improve their wear prevention properties. Some precision bearing greases incorporate EP additives to improve a load carrying capacity, but this property may not be required in all precision bearing applications.

6.1.6 A wide operational temperature range is desired for the precision bearing greases. This property should be determined based on dropping point test and low temperature characterization at actual operational temperatures. Further testing in high temperature test rigs should be done to validate bearing-lubricant performance at operational temperatures.

6.1.7 Channeling capability of lubricating grease is a critical property for PREB lubrication. It assesses the tendency of the grease to keep oil inside of the precision bearing. This capability tends to form a channel by working down of lubricating grease in a precision bearing, leaving shoulders of unworked grease which serves as a seal and oil reservoir.

6.1.8 Corrosion prevention and good water stability (minimal change in consistency under wet conditions) are also important properties to prevent rust on bearing surfaces and to preserve grease consistency.

6.1.9 Apparent dynamic viscosity tends to indicate the usable temperature range of a lubricating grease for high speed precision bearing applications.

6.1.10 Long grease life is desired in precision bearing applications. Most precision bearings are not re-lubricated during their lifetime. Also, the grease life is also dependent on the operational temperature.

6.1.11 A high level of noise generated from a precision bearing is usually caused by surface defects or damage of the anti-friction components (balls, races), due to the solid or semi-solid particles present in lubricating greases. Quiet greases that are formulated with few very small particles

TABLE 2 Test Protocol

Test	Method	Test Condition	Testing Laboratory	Evaluation
Dropping Point	ASTM Test Method D2265	Standard	U.S. Army TARDEC	Measure the temperature at which the first drop of grease falls from the cup
Oil Separation (static)	ASTM Test Method D1742	Standard	U.S. Army TARDEC	Measure the oil separation of grease under normal storage conditions
Oil Separation (Dynamic)	ASTM Test Method D4425	40°C, 2h	U.S. Army TARDEC	Measure the oil separation of grease by a high speed centrifuge force
Work Penetration	ASTM Test Methods D217	Standard	U.S. Army TARDEC	Measure the consistency of the grease. Higher number indicates a soft grease
Copper Corrosion	ASTM Test Method D4048	Standard	U.S. Army TARDEC	Measure corrosion on copper metal in comparison to the ASTM Copper Strip Corrosion Standards. The 1a and 1b ratings indicate no corrosion
Rust Preventive	ASTM Test Method D1743	Standard	U.S. Army TARDEC	Determine the rust preventive properties of greases using grease lubricated tapered roller bearings stored under wet conditions (flash water). No corrosion is pass rating.
Water Stability	MIL-PRF-10924	Standard	U.S. Army TARDEC	Measure water stability of greases by using a full scale grease worker. The change in consistency after being subjected to water is a measure of the water stability of the grease. Small difference indicates better water stability.
Water Washout	ASTM Test Method D1264	Standard	Petro-Luburicants Testing Lab	Measure the percentage weight of grease washed out from a bearing at the test temperature.
Oxidation Stability	ASTM Test Method D5483	Standard	U.S. Army TARDEC	Measure the oxidation induction time of grease under oxygen environments. A longer induction time indicates better oxidation stability.
Evaporation Loss	ASTM Test Method D972	Standard	U.S. Army TARDEC	Measure the evaporation loss of greases at 99 C°.
High Temperature Evaporation Loss at 180°C	ASTM Test Method E1131 (TGA)	1 h	U.S. Army TARDEC	Measure the evaporation loss of grease at 180°C.
Channeling Ability	ASTM Test Method D4693	Visual check after bearing test	U.S. Army TARDEC	Determine channeling capability of a grease in a lubricated tapered roller bearing.
Apparent Dynamic Viscosity	TA Rheometer	At 25°C	ICI Paints Strongsville Research Center	Measure apparent dynamic viscosity of a grease at 25 C°
Wet Shell Roll Stability	Wet Shell Roll Test	Standard	U.S. Army TARDEC	Measure water stability of greases using a roll stability test apparatus, small sample required. The difference in cone penetration before and after being worked in the presence of water is a measure of the effect of water on the grease. Small difference indicates better water stability.
Work Stability	ASTM Test Methods D217	Standard	U.S. Army TARDEC	Determine the work stability using a grease worker. The difference between the cone penetration before and after working is a measure of the worked stability of the grease. Small difference indicates better worked stability.
Roll Stability	ASTM Test Method D1831	Standard	U.S. Army TARDEC	Determine the roll stability of grease. The difference between the cone penetration before and after rolling is a measure of the roll stability of the grease. Small difference indicates better roll stability.
Four Ball Wear Test	ASTM Test Method D2266	Standard	U.S. Army TARDEC	Determine the wear preventive characteristics of greases in sliding- steel-on-steel applications. Measure the diameters of wear scars after the test. A small diameter indicates less wear.
Four Ball EP Test	ASTM Test Method D2596	Standard	U.S. Army TARDEC	Determine the load-carrying properties of greases. It measures Load –wear index (LWI). A high LWI number indicates a better load-carrying property.
Grease Life	ASTM Test Method D3527	Standard	U.S. Army TARDEC	Measure grease life at the test temperature.
Low Temperature Torque	ASTM Test Method D4693	Test temperatures, -20 C°, -40°C, -54°C	U.S. Army TARDEC	Measure low temperature property of grease. It measures initial torque and running torque at 1 and 5 min. A lower number indicates a better low temperature property.
Rolling Bearing Noise	SKF Be-quite	Standard	SKF	Measure noise level using an acoustic instrument. The rakings are : very noisy (GNX)>noisy (GN1)>standard noise (GN2)>quite (GN3)>very quite(GN4)
Dirt Count	FTM 3005.4	Standard	U.S. Army TARDEC	Measure the cleanness of greases. Zero indicates no dirt contamination.

particulates or filtered to remove particulates are typically required for precision bearing applications.

6.1.12 Seal compatibility may vary with each lubricating grease. The type of material used in seals will determine which lubricating greases can be used in a particular PREB. Compatibility issues can be resolved by previous experience with PREB or by Test Method D4289 with actual seal materials (that is, careful consideration must be given to assure compatibility between the grease and the bearing seal, shield or retainer materials, or both.

6.2 *Grease Advantages and Limitations (by Chemical Classifications):*

6.2.1 *Mineral Oil Base Grease*—The use of mineral oil base greases is, in general, not recommended. These greases may exhibit a high evaporation rate and excessive oil separation.

TABLE 3 Grease Test Data (A)

Code	Dropping point (c)	Oil Separation (Dynamic) (%)	Worked Penetration (mm)	Copper Corrosion	Rust Preventive	Water Stability (1/10 mm)	Wet Shell Roll Stability (1/10 mm)	Work Stability (1/10 mm)	Roll Stability (1/10 mm)	Four ball wear (mm)	Grease life (h)
G-1	151	39	284	1a	Pass	62	53	47	37	0.36	27
G-2	215	24	284	1a	Pass	. . .	12	. . .	22	0.56	225
G-3	217	0.5	263	1b	Pass	-11	-8	40	3	2.20	295
G-4	218	3	285	1b	Pass	14	8	16	12	1.24	423
G-5	334	43	268	1b	Pass	. . .	-3	. . .	-4	2.27	354
G-6	321	45	295	1a	Pass	132	119	82	76	0.58	394
G-7	263	42	302	1a	Pass	25	37	59	49	0.49	231
G-8	286	5	259	1b	Pass	. . .	58	. . .	36	0.36	397
G-9	279	6	252	1a	Pass	. . .	69	. . .	45	0.40	300
G-10	338	24	266	1a	Pass	. . .	55	---	57	0.60	180
G-11	269	0.4	286	1a	Pass	. . .	21	. . .	10	0.44	371
G-12	282	45	321	1a	Pass	29	23	36	42	0.54	110
G-13	323	14	290	1b	Pass	. . .	11	. . .	4	0.47	90
G-14	279	13	249	1a	Pass	. . .	18	. . .	5	0.52	100
G-15	273	25	244	1b	Pass	. . .	83	. . .	25	0.49	240
G-16	195	32	318	3a	Pass	. . .	39	. . .	18	0.51	210
G-17	203	11	260	1b	Pass	. . .	113	. . .	47	0.85	170
G-18	187	34	271	1a	Pass	. . .	>162	41	24	0.91	100
G-19	213	5	274	1a	Pass	9	1	17	-8	0.48	400
G-20	194	57	257	1b	Pass	. . .	37	. . .	20	0.58	171
G-21	279	28	266	1b	Pass	. . .	7	. . .	3	0.48	120
G-22	310	47	290	1a	Pass	125	97	37	97	0.69	271
G-23	242	53	297	1a	Pass	7	7	12	10	0.52	140
G-24	256	13	281	1a	Pass	-2	-3	28	26	0.48	150
G-25	227	21	291	1b	Pass	. . .	38	. . .	22	0.35	49
G-26	225	8	213	2c	Pass	. . .	41	. . .	3	0.40	161
G-27	243	16	266	1b	Pass	. . .	11	. . .	19	0.83	397
G-28	191	33	260	1b	Pass	. . .	38	. . .	13	0.72	400
G-29	213	29	263	1b	Pass	. . .	42	. . .	22	1.00	450
G-30	293	13	275	1b	Pass	. . .	-4	. . .	30	0.87	365
G-31	217	31	256	1a	Pass	. . .	59	. . .	46	0.68	>500
G-32	221	33	303	1b	Pass	. . .	17	. . .	12	0.90	309
G-33	199	35	279	1a	Pass	. . .	-13	. . .	8	1.13	>500
G-34	207	19	218	1a	Pass	. . .	137	. . .	94	0.77	60
G-35	187	14	307	4a	Pass	. . .	21	. . .	34	1.41	>500
G-36	318	24	232	1b	Pass	. . .	80	. . .	70	0.37	>500
G-37	239	22	281	1b	Pass	. . .	10	. . .	1	0.77	>500
G-38	235	22	290	1b	Pass	. . .	1	. . .	6	0.87	>500

TABLE 3 Grease Test Data (B)

Code	Oil Separation (Static) (%)	Four Ball EPLWI	Evaporation Loss (%) At 99ºC	Dirt Count Particles per mL			Water Washout (%)	Evaporation Loss at 180ºC, % (TGA)	Low Temperature Torque			
				25 to 75 microns	75 to 125 microns	125+ microns			Test temperature °C	Breakaway (Nm)	1 min (Nm)	5 min (Nm)
G-1	16.5	23	0.88	500	200	100	5.63	41.2	-54	4.93	1.9	1.63
G-2	3.0	53	0.23	650	100	0	1.53	3.6	-40	2.47	1.27	0.93
G-3	0.3	28	0.26	350	100	50	1.46	1.3	-40	2.18	1.4	1.12
G-4	1.4	29	0.46	350	50	0	2.31	1.3	-54	0.86	0.43	0.4
G-5	0.9	22	0.14	50	0	0	1.00	0.4	-40	5.85	1.97	1.64
G-6	0.6	66	0.35	100	0	0	2.67	2.4	-54	3.98	1.83	1.46
G-7	6.1	68	0.60	250	50	0	1.69	5.2	-54	0.82	0.53	0.47
G-8	0.5	25	0.06	100	50	0	2.97	2.6	-40	2.79	1.72	1.59
G-9	0.9	39	0.19	50	0	0	2.16	3.6	-40	0.9	0.43	0.39
G-10	5.3	39	0.20	0	0	0	5.40	2.6	-54	1.92	1.22	1.09
G-11	0.01	38	0.10	0	0	0	0.61	2.3	-20	2.67	1.61	1.41
G-12	2.6	39	0.53	400	0	0	1.47	6.4	-54	0.74	0.52	0.5
G-13	0.0	20	0.26	100	0	0	3.19	2.0	-54	2.34	1.53	1.19
G-14	0.8	20	0.36	0	0	0	2.43	2.5	-54	2.56	1.47	1.16
G-15	10.3	25	0.35	100	0	0	9.64	2.4	-54	7.1	3.29	2.99
G-16	10.8	20	0.22	100	50	0	6.83	2.1	-54	0.95	0.55	0.49
G-17	5.3	26	0.18	100	0	0	5.49	0.2	-54	36.0	3.48	3.2
G-18	17.1	39	0.58	150	50	0	8.68	11.7	-54	0.91	0.47	0.36
G-19	0.01	21	0.31	0	0	0	0.95	2.0	-40	2.67	1.67	1.47
G-20	7.6	25	0.22	0	0	0	1.51	5.0	-54	0.98	0.5	0.43
G-21	0.5	36	0.10	50	0	0	0.30	1.9	-40	1.27	0.71	0.56
G-22	9.9	39	0.14	400	0	0	0.79	1.8	-54	1.46	1.12	1.01
G-23	10.8	57	0.62	300	0	0	1.24	8.5	-54	1.05	0.54	0.45
G-24	2.0	34	2.10	100	0	0	3.18	6.5	-54	3.51	2.54	1.96