



Designation: D7450 – 08

Standard Specification for Performance of Rear Axle Gear Lubricants Intended for API Category GL-5 Service¹

This standard is issued under the fixed designation D7450; 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 specification covers test methods and acceptance criteria for determining the acceptability of gear oils for applications which specify a lubricant meeting the performance requirements of API Category GL-5 service. Lubricants which meet these performance requirements are typically intended for use in automotive axles, particularly those containing hypoid gears, operating under various combinations of high-speed/shock-load and low-speed/high-torque conditions.

1.2 The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.3 *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:²

- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test
- D892 Test Method for Foaming Characteristics of Lubricating Oils
- D5704 Test Method for Evaluation of the Thermal and Oxidative Stability of Lubricating Oils Used for Manual Transmissions and Final Drive Axles
- D6121 Test Method for Evaluation of Load-Carrying Capacity of Lubricants Under Conditions of Low Speed and High Torque Used for Final Hypoid Drive Axles
- D7038 Test Method for Evaluation of Moisture Corrosion Resistance of Automotive Gear Lubricants

¹ This 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.

Current edition approved May 1, 2008. Published June 2008. DOI: 10.1520/D7450-08.

² 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.

2.2 Military Standards:³

- MIL-L-2105C Lubricating Oil, Gear, Multipurpose
- MIL-L-2105D Lubricating Oil, Gear, Multipurpose
- MIL-PRF-2105E Lubricating Oil, Gear, Multipurpose

2.3 ASTM Test Monitoring Center Documents:⁴

- L-42 Test Procedure

2.4 SAE Documents:⁵

- J306 Automotive Gear Lubricant Viscosity Classification
- J2360 Lubricating Oil, Gear Multipurpose (Metric) Military Use

3. Terminology

3.1 Definitions:

3.1.1 *ridging, n*—on ring and pinion gears, an alteration of the tooth surface to give a series of parallel raised and polished ridges running diagonally in the direction of sliding motion, either partially or completely across the tooth surfaces of gears.

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3.1.2 *rippling, n*—on ring and pinion gears, an alteration of the tooth surface to give an appearance of a more or less regular pattern resembling ripples on water or fish scales.

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3.1.3 *pitting, n*—on ring and pinion gears, small irregular cavities in the tooth surface, resulting from the breaking out of small areas of surface metal.

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3.1.4 *spalling, n*—on ring and pinion gears, the breaking out of flakes of irregular area of the tooth surface, a condition more extensive than pitting.

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3.1.5 *scoring, n*—on ring and pinion gears, the rapid removal of metal from the tooth surfaces caused by the tearing out of small contacting particles that have welded together as a result of metal-to-metal contact. The scored surface is characterized by a matte or dull finish.

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³ Available from Standardization Documents Order Desk, DODSSP, Bldg. 4, Section D, 700 Robbins Ave., Philadelphia, PA 19111-5098, <http://www.dodssp.daps.mil>.

⁴ Available from ASTM Test Monitoring Center, 6555 Penn Avenue, Pittsburgh, PA 15206-4489, Attn: Administrator.

⁵ Available from Society of Automotive Engineers (SAE), 400 Commonwealth Dr., Warrendale, PA 15096-0001, <http://www.sae.org>.

TABLE 1 API Category GL-5 Tests and Acceptance Criteria

Test Item	Minimum	Maximum
L-42 ^{A,B}	...	
%Scoring, Pinion Drive Side		Equal to or better (lower) than the mean scoring value of the passing reference oil test results used to calibrate the stand
Coast Side		
%Scoring, Ring Drive Side		
Coast Side		
Test Method D6121 (formerly L-37) using non-lubricated hardware ^{B,C}		
Ridging, ASTM merit rating	8	...
Rippling, ASTM merit rating	8	...
Wear, ASTM merit rating	5	...
Pitting/Spalling, ASTM merit rating	9.3	...
Scoring, ASTM merit rating	10	...
Test Method D7038 (formerly L-33-1) ^D		
Final rust merit rating	9.0	
Test Method D5704 ^E (formerly L-60-1) or L-60		
Viscosity Increase, percent	...	100
Pentane Insolubles, wt percent	...	3.0
Toluene Insolubles, wt percent	...	2.0
Test Method D892 , tendency		
Sequence I, mL	...	20
Sequence II, mL	...	50
Sequence III, mL	...	20
Test Method D130 ^F		
ASTM rating	...	3

^A The latest version of this test can be obtained from the ASTM Test Monitoring Center. The Canadian version of the L-42 test follows the procedure of the L-42 test with the modifications detailed in Annex A1, Table A1.1 of the L-42 test procedure.

^B This test may be conducted under two different sets of operating conditions, commonly referred to as Standard and Canadian. The test conditions to be used are dependant upon the viscosity grade of the lubricant under evaluation. Please see [A2.2](#) and [Table A2.1](#) for details as to which version of this test should be used in the evaluation of a specific lubricant.

^C The Canadian version of the Test Method **D6121** test follows the procedure of the Test Method **D6121** test with the modifications detailed in Test Method **D6121**, Annex A6.2, Table A6.1.

^D Candidate fluids tested previous to the development of the Test Method **D7038** procedure using the L-33 test procedure with a cover plate merit rating of a minimum of 8 and a merit rating for all other areas of a minimum of 10 are considered acceptable results against the performance requirements of this Specification.

^E Carbon or Varnish and Sludge ratings are reported in Test Method **D5704** but are not an acceptance criterion for API Category GL-5.

^F Tested for 3 h at 250°F (121°C).

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<https://standards.iteh.ai/catalog/standards/sist/aa277d23-3c4a-4d61-93d0-6695ab174d02/astm-d7450-08>

3.1.6 *wear, n—on ring and pinion gears*, the removal of metal, without evidence of surface fatigue or adhesive wear, resulting in partial or complete elimination of tool or grinding marks or development of a discernible shoulder ridge at the bottom of the contact area near the root or at the toe or heel end of pinion tooth contact area (abrasive wear). **D6121**

3.2 Definitions of Terms Specific to This Standard:

3.2.1 *lubricated, adj*—having its surface coated with phosphate.

4. Performance Classification

4.1 *API Category GL-5*—The designation API Category GL-5 is designed to identify the category of lubricants intended for gears, particularly those in automotive axles equipped with hypoid gears, operating under various combination of high-speed/shock-load and low-speed/high-torque conditions. Ap-

proved lubricants under the SAE J2360 Standard, the MIL-L-2105C Specification, the MIL-L-2105D Specification, and the MIL-PRF-2105E Specification satisfy the requirements of API Category GL-5. Note that these standards and specifications contain performance requirements that exceed those of API Category GL-5.

5. Performance Requirements

5.1 API Category GL-5 performance requirements for candidate gear lubricants using the most current test methods and procedures are provided in [Table 1](#).

6. Keywords

6.1 axle lubricants; gear lubricants; high-speed/shock-load; hypoid gear lubricants; hypoid gears; low-speed/high-torque