



Standard Test Method for Evaluation of Load-Carrying Capacity of Lubricants Under Conditions of Low Speed and High Torque Used for Final Hypoid Drive Axles¹

This standard is issued under the fixed designation D6121; 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.

INTRODUCTION

This test method is written for use by laboratories that use the portions of the test method that refer to ASTM Test Monitoring Center (TMC) services (see [Annex A1 – Annex A4](#)). Laboratories that choose not to use the TMC services may simply disregard these portions.

The TMC provides reference oils, and engineering and statistical services to laboratories that desire to produce test results that are statistically similar to those produced by laboratories previously calibrated by the TMC.

In general, the Test Purchaser decides if a calibrated test stand is to be used. Organizations such as the American Chemistry Council require that a laboratory utilize the TMC services as part of their test registration process. In addition, the American Petroleum Institute and the Gear Lubricant Review Committee of the Lubricant Review Institute (SAE International) require that a laboratory use the TMC services in seeking qualification of oils against their specifications.

NOTE 1—The advantage of using the TMC services to calibrate test stands is that the test laboratory (and hence the Test Purchaser) has an assurance that the test stand was operating at the proper level of test severity. It should also be borne in mind that results obtained in a non calibrated test stand may not be the same as those obtained in a test stand participating in the ASTM TMC services process.

1. Scope*

1.1 This test method is commonly referred to as the L-37 test.² This test method covers a test procedure for evaluating the load-carrying, wear, and extreme pressure properties of a gear lubricant in a hypoid axle under conditions of low-speed, high-torque operation.

1.2 This test method also provides for the running of the low axle temperature (Canadian) L-37 test. The procedure for the

low axle temperature (Canadian) L-37 test is identical to the standard L-37 test with the exceptions of the items specifically listed in [Annex A9](#). The procedure modifications listed in [Annex A9](#) refer to the corresponding section of the standard L-37 test method.

1.3 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.

1.3.1 *Exceptions*—In [Table A12.1](#), the values stated in SI units are to be regarded as standard. Also, no SI unit is provided where there is not a direct SI equivalent.

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.* Specific warning information is given in Sections [4](#) and [7](#).

¹ This test method is under the jurisdiction of ASTM Committee [D02](#) on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee [D02.B0.03](#) on Automotive Gear Lubricants & Fluids.

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² Until the next revision of this test method, the ASTM Test Monitoring Center (TMC) will update changes in this test method by means of Information Letters. This edition includes all Information Letters through No. 16–1. Information Letters may be obtained from the ASTM Test Monitoring Center, 6555 Penn Ave, Pittsburgh, PA 15206, Attn: Administrator. The TMC is also the source of reference oils.