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**The Automotive
Lubricant
Performance and
Service Classification
Maintenance
Procedure**

**SAE Recommended Practice
Completely Revised June 1986**

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THE AUTOMOTIVE LUBRICANT PERFORMANCE AND SERVICE
CLASSIFICATION MAINTENANCE PROCEDURE

The Automotive Lubricant Performance and Service Classification Maintenance Procedure is designed to keep abreast of changing requirements by redefining existing, adding new, or declaring as obsolete lubricant categories¹ with automotive application. To accomplish such action expeditiously requires close coordination among the appropriate societies (i.e. API or NLGI, ASTM and SAE)². This procedure is to be used for lubricants as currently defined in various SAE documents; i.e. engine oils (J183, J1423), transmission fluids (J311, J1285), axle/manual transmission lubricants (J306), and lubricating greases (J310).

Although it is neither possible nor desirable to develop rigid operating rules, the following guidelines are recommended:

1. Any individual, company, or society can request changes in, or additions to, the lubricant categories. Such requests shall be referred to SAE (Fuels and Lubricants Division).

¹Unless otherwise specified, the words categories or category shall also imply classifications or classification.

²The following committees are responsible within the respective societies:

- API - Marketing Department Fuels and Lubricants Committee
- ASTM - Committee D02, Subcommittee B, G, or O7 (as appropriate)
In the case of automotive greases, ASTM Subcommittee B develops performance criteria while Subcommittee G develops the test techniques.
- CEC - Engine Fuel, Engine Lubricants or Transmission Lubricants Technical Committee
- NLGI - Board of Directors
- SAE - Fuels and Lubricants Division

For the sake of brevity, API shall be used throughout this document; however, NLGI shall apply to lubricating grease-related references.

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2. SAE shall inform both API and ASTM of the request and ask for a member from each to serve on an SAE Task Force to study the request. These API and ASTM representatives shall reflect the viewpoints of their respective societies.
3. The SAE Task Force shall consider whether the request is consistent with the overall objectives which include:
 - (a) Consideration of the technical requirements and needs of the marketplace,
 - (b) Retention of flexibility,
 - (c) Avoidance of unnecessary and unsound changes or proliferation,
 - (d) Discouragement of the use of obsolete categories.
4. The SAE Task Force shall recommend acceptance or rejection of the request with the concurrence of both the API and ASTM representatives. If they recommend acceptance of the request an interim designation will be assigned for reference until such time as the final consumer language and designation is defined. The recommendation of the Task Force shall be forwarded to API and ASTM. The Task Force shall consider the following guidelines in their deliberations:
 - (a) Criteria for justifying establishment of a new category include the following:
 - (1) A reasonable existing or potential market for a lubricant of the proposed category.
 - (2) A service, engine, other component, or requirement not covered by existing categories.
 - (3) A significant difference in performance capability (either increased or decreased) of newly-developed lubricants compared with that of previously available products.
 - (b) Revisions may be necessary in user language of existing categories to accommodate changes in manufacturer recommendations and obsolescence. Changes such as updating existing techniques may be desirable, provided they do not result in significant performance differences.
 - (c) Revised or new categories must be describable by suitable tests; if suitable techniques are not available, they must be developed. New tests may be suggested by any individual or company, or they may be developed by groups such as CRC, CEC, or ASTM.

A coordination guide for category changes is included. The SAE Task Force shall have the additional responsibility of developing a specific coordination guide and monitoring and expediting, if necessary, the progress of the development of the proposed category through the respective societies. Any significant deviation from this specific coordination guide shall be reported to the respective committee(s).

5. SAE shall letter ballot the Task Force recommendation for a new, revised or obsoleted category within the appropriate Fuels and Lubricants Technical Committee and request a review by the Fuels and Lubricants Division Coordinating Committee. A negative ballot, as determined by normal SAE policy, would reject the requested revision. An affirmative ballot would initiate a request from the SAE Fuels and Lubricants Division Chairman:
(1) to ASTM to select or develop any needed test techniques and to develop performance criteria; and (2) to API to develop the user language including that deemed necessary to discourage the use of obsolete categories.
6. ASTM shall assign the appropriate subgroup to select test techniques and to develop performance criteria.
 - (a) Criteria considered in selecting test techniques shall include:
 - (1) Correlation with service.
 - (2) Precision.
 - (3) An adequate supply of test parts.
 - (4) Availability of reference lubricants and test fuel(s).
 - (b) The development of performance criteria shall include such factors as:
 - (1) Correlation of laboratory and field data.
 - (2) Performance of reference lubricants.
 - (c) Selection of test techniques and performance criteria shall consider the availability of laboratory and vehicle tests data.
 - (1) Ideally, data should be available from more than one equipment manufacturer, lubricant type, and lubricant performance level.
 - (2) If an inadequate or marginal data bank exists, requests for further data will be made to all concerned and particularly to the group(s) requesting the new category.
7. ASTM shall letter ballot the test techniques and performance criteria at ASTM Society, Committee D02 and appropriate subcommittee levels in accordance with normal ASTM policy related to the balloting of standards. Rejection would result in reconvening the ASTM Subgroup for further study and development leading to reballoting. If rejection persists, then ASTM will advise SAE and request further direction. The results of an affirmative ballot would be sent to both API and SAE.
8. API shall appoint a Task Force that includes at least one representative from ASTM and one from SAE to develop user language and designation. These ASTM and SAE representatives shall reflect the viewpoints of their respective societies on the user language and designation.

9. API shall letter ballot the user language and designation. A negative ballot as determined by normal API policy, would result in reconvening the API Task Force for further study and development for rebaloting. The results of an affirmative ballot would be sent to ASTM and SAE.
10. The SAE Task Force shall issue a final report for inclusion in the SAE Handbook upon approval of the Fuels and Lubricants Technical Committee and the Fuels and Lubricants Division.

Any revisions to this J1146 Procedure will be considered by a Task Force to be formed by the SAE Fuels and Lubricants Division Coordinating Committee Chairman and consisting of members of the respective societies. Any recommendations of this Task Force must be approved by the SAE Fuels and Lubricants Division and the other societies represented.

On occasion, procedures for the definition of new or redefinition of existing categories are developed within ASTM, CEC, CRC or an individual company prior to the formal request process described herein. In that event, it shall be the responsibility of the appropriate SAE Fuels and Lubricants Technical Committee to encourage these organizations to report to the membership at the appropriate meetings.

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