

THE FUTURE OF ELECTRIC VEHICLE MATERIALS TESTING

Gold bullets indicate ISO/IEC 17025:2017 Accreditation

Driving Change

Electric Vehicle (EV) Materials Testing

The transportation industry and its fluids and greases are evolving, and Savant Labs are at the forefront of electric vehicle drivetrain fluids testing.

As leaders in lubrication testing and research, Savant Labs can help you prepare for the future as you develop fluids that meet the expanding EV industry requirements.



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Method	Test Description
• ASTM D92	Flash and Fire Points by Cleveland Open Cup
• ASTM D130	Copper Strip Corrosion
ASTM D217	Cone Penetration
• ASTM D445	Kinematic Viscosity at 100°C
ASTM D877	Dielectric Breakdown Voltage
• ASTM D892	Foaming Characteristics of Lubricating Oils
ASTM D924	Dissipation/Power Factor
ASTM D1264	Water Washout (Single Temperature)
ASTM D1478	Low-Temperature Torque - Grease
ASTM D1742	Oil Separation, Storage of Greases
ASTM D1831	Roll Stability of Grease
ASTM D2265	Dropping Point
ASTM D2266	Four Ball Wear (Grease)
ASTM D2596	Four-Ball Extreme Pressure Up to 400 kg.
ASTM D2596	Four-Ball Extreme Pressure Above 400 kg.
ASTM D3336	High Temperature Bearing Performance Up to 600 Hours
ASTM D3427	Air Release, Gas Bubble Separation
ASTM D4052	Specific Gravity (Includes API Gravity)
ASTM D4170	Fretting Wear, Grease
ASTM D4289	Elastomer Compatibility NBR L and CR Grease
ASTM D4289	Elastomer Compatibility NBR L or CR Grease
• ASTM D4683	High Temperature High Shear / TBS Viscosity at 150°C
• ASTM D4684	TP-1 MRV Viscosity, Single Temperature
ASTM D4693	Low-Temperature Torque, Grease
• ASTM D5185	Elemental Analysis by Inductively Coupled Plasma (No S)
• ASTM D5293	Cold Cranking Simulator, Single Temperature
ASTM D5706	Extreme Pressure, High-Frequency, Linear Oscillation, SRV
• ASTM D6082	Foaming, Sequence IV (Specify Option A if Required)
ASTM D6138	Corrosion-Preventive, Dynamic Wet Conditions (Emcor Test)
ASTM D6138	Corrosion-Preventive, Dynamic Wet Conditions (Emcor Test - 2 Bearings)
ASTM D6184	Oil Separation from Lubricating Grease
• ASTM D6304	Water by Karl Fischer
• ASTM D6417	Simulated Distillation by Gas Chromatography
• ASTM D6443	Chlorine by XRF
ASTM D7594	Fretting Wear, High Hertzian Contact, High-Frequency, Linear-Oscillation, SRV
ASTM E1269	Specific Heat Capacity by Differential Scanning Calorimetry
CEC L-45-99 mod. & D445	KRL Shear 20 Hours + 1 Temperature pre & post shear KV
CEC L-48	Oxidation Stability of Lubricating Oils by Artificial Aging
SAVLAB EV-CDT	Conductive Deposit Test
SAVLAB EV-WCT	Wire Corrosion Test

WCT : Savant Labs, in partnership with Lubrizol, is exclusive test provider in North America.
CDT: Equipment developed and patented by Tannas Co.

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Testing Properties of EV Materials

The electric vehicle (EV) powertrain has fewer moving parts, incorporates different materials, and operates under conditions that are, in many ways, different than those of ICE vehicles.

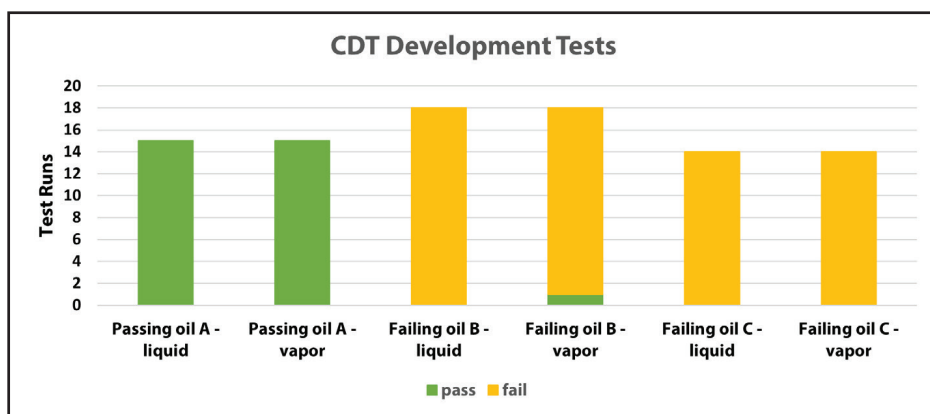
Developing and testing fluids engineered to meet the specific requirements for electric vehicles are critical to providing protection and assurance. The lubrication and cooling demands of electrical systems present new challenges to fluid formulations, primarily copper corrosion and the potential for conductive deposit formation in EV powertrains.

Savant Labs run a full slate of fluid property testing and can perform these crucial tests that have been uniquely developed to address these emerging concerns.



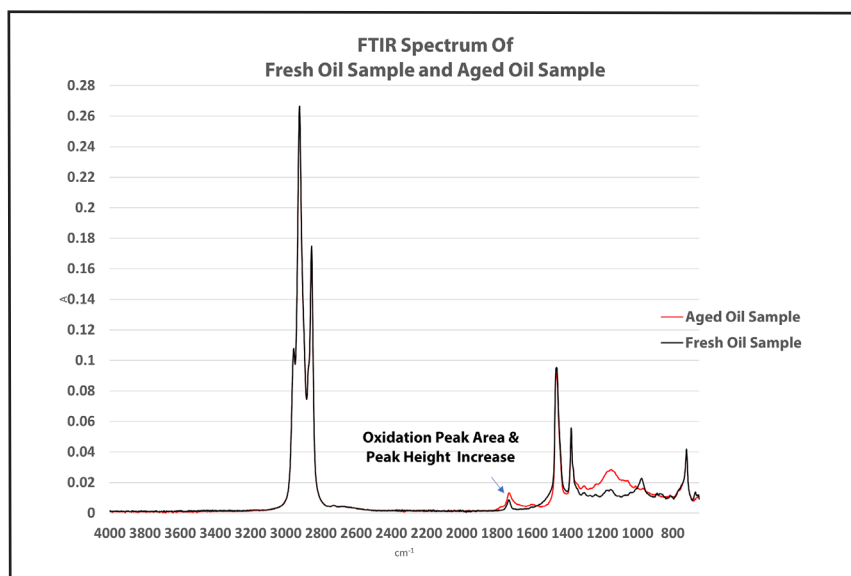
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Conductive Deposit Test (CDT): Reveals destructive conductive deposits forming from the chemical reaction of the lubricating fluid and copper at elevated temperatures under low voltage, electrified conditions, both in the fluid and vapor states.



Wire Corrosion Test (WCT): Identifies the rate of corrosion and depletion of copper on the test wire in both fluid and vapor states.

CEC L-48 Oxidation Stability of Lubricating Oils by Artificial Aging: Assesses resistance of lubricants to high temperature oxidation and the ability to resist oil degradation and sludging.



The degree of oxidation is measured by FTIR in accordance with ASTM D7214 which quantifies the Peak Area Increase (PAI) in the carbonyl region.