



Designation: A729/A729M – 17 (Reapproved 2022)

Standard Specification for Carbon and Alloy Steel Axles, Heat-Treated, for Mass Transit and Electric Railway Service¹

This standard is issued under the fixed designation A729/A729M; 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 heat-treated carbon and alloy steel axles for mass transit and commuter cars in electric and locomotive hauled railway service.

1.2 This specification is for solid design roller bearing axles with machined bodies.

1.3 Various axle designs are used for this service including motor and non-motor with either inboard or outboard journals.

1.4 Supplementary requirements including those in the general requirements of Specification A788/A788M are provided for use when additional testing or inspection is desired. These shall apply only when specified individually by the purchaser in the order.

1.5 Unless the order specifies the applicable “M” specification designation, the axles shall be furnished to the inch-pound units.

1.6 The values stated in either SI units or inch-pound units are to be regarded separately as standard. The values stated in each system are not necessarily exact equivalents; therefore, to ensure conformance with the standard, each system shall be used independently of the other, and values from the two systems shall not be combined.

1.7 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 ASTM Standards:²

¹ This specification is under the jurisdiction of ASTM Committee A01 on Steel, Stainless Steel and Related Alloys and is the direct responsibility of Subcommittee A01.06 on Steel Forgings and Billets.

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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.

A29/A29M Specification for General Requirements for Steel Bars, Carbon and Alloy, Hot-Wrought
A275/A275M Practice for Magnetic Particle Examination of Steel Forgings
A388/A388M Practice for Ultrasonic Examination of Steel Forgings
A788/A788M Specification for Steel Forgings, General Requirements
E112 Test Methods for Determining Average Grain Size
E381 Method of Macroetch Testing Steel Bars, Billets, Blooms, and Forgings
E1426 Test Method for Determining the X-Ray Elastic Constants for Use in the Measurement of Residual Stress Using X-Ray Diffraction Techniques

2.2 Other Standard:³

AAR Manual of Standards and Recommended Practices Wheels and Axles, Section G

3. Terminology

3.1 Definitions of Terms Specific to This Standard:

3.1.1 *class*—the set of chemical requirements for the steel to be used for the axles to be supplied.

3.1.2 *grade*—the designation of the specific set of mechanical properties selected for the axle(s) to be supplied. The grade is selected based on the axle design and service requirements.

3.2 Users of this specification are cautioned that the above terms may be used differently in other industry standards and purchaser ordering information. Producers and purchasers should ensure that both parties are in agreement regarding the specific mechanical and chemical requirements for the axles to be supplied.

4. Ordering Information

4.1 Material supplied to this specification shall conform to the requirements of Specification A788/A788M, which outlines ordering information, manufacturing requirements, testing and retesting methods and procedures, marking, certification, product analysis variations, and additional supplementary requirements.

³ Available from Association of American Railroads (AAR), 425 3rd St., SW, Washington, DC 20024, <http://www.aar.org>.

*A Summary of Changes section appears at the end of this standard

4.1.1 If the requirements of this specification are in conflict with the requirements of Specification **A788/A788M**, then the requirements of this specification shall prevail.

4.2 In addition to the ordering information required by Specification **A788/A788M**, the purchaser should include with the inquiry and order a detailed drawing, sketch or written description of the axle showing complete details pertaining to dimensions, grade, tolerances if more restrictive than those contained in this specification, degree of finish, and location of stamping.

4.2.1 Unless the purchaser designates a class in the purchase order or contract, the class used shall be at the producer's discretion.

4.3 Supplementary requirements, if needed, including any that are appropriate from Specification **A788/A788M**.

5. Chemical Requirements

5.1 *Chemical Composition*—The steel shall conform to the chemical requirements specified in **Table 1**.

5.2 Seven classes of steel are included in **Table 1**. Unless otherwise specified by the purchaser, the choice of steel class to be used for any given axle grade is at the option of the producer.

5.3 Classes F, G, and H are referenced in the AAR Manual of Standards and Recommended Practices, Section G, Standard M-101 as Grades F, G, and H and unspecified element additions to these classes shall be reported.

5.4 The purchaser may use the requirements of Specification **A788/A788M** for a product analysis.

6. Manufacture

6.1 *Forging Practice*—The axle may be made direct from the ingot or from blooms, the total reduction in cross-sectional area from ingot or strand cast blooms to axle forging being not less than 3 to 1, unless otherwise specified.

6.2 Cooling and Heating:

6.2.1 Blooms and ingots shall be reheated for forging in a manner that will prevent internal bursts and overheating.

6.2.2 Axles that are heat-treated directly from forging shall be cooled below 1000 °F [538 °C] and fully transformed before the start of any reheating operation.

6.3 Heat Treatment:

6.3.1 Axles shall be heat-treated in accordance with **Table 2**.

6.3.2 Grades A and F shall be heat-treated by double normalizing, followed by tempering. After heating to and holding at an appropriate temperature in the austenitic range, the axles shall be cooled in still air to under 500 °F [260 °C]. They shall then be reheated into the austenitic range to the same or a lower temperature and again air cooled to under 500 °F [260 °C]. A furnace charge thus treated is termed a double normalizing charge. After cooling, the axles are then tempered as in **6.3.4**.

6.3.3 All other Grades shall be liquid quenched and tempered. After heating to and holding at an appropriate temperature in the austenitic range, the axles shall be quenched in a suitable medium. A furnace charge thus treated is termed a quenching charge. Following quenching, the axles are tempered as in **6.3.4**.

6.3.3.1 Grade H axles require a normalizing cycle prior to the quenching heat treatment.

6.3.3.2 At the manufacturer's option for Grade G, a normalizing cycle may precede austenitizing for the liquid quenching operation.

6.3.4 *Tempering*—Axles shall be reheated gradually to and held at an appropriate subcritical temperature, and shall then be allowed to cool under uniform conditions. A furnace charge thus treated is termed a tempering charge.

6.3.4.1 When required by Supplementary Requirement S2, axles that have been rough machined after heat treatment shall be heated to and held for an appropriate time at a temperature that is less than the last tempering temperature by at least 50 °F [10 °C]. Then the axles shall be quenched directly into water with the axle length vertical.

6.3.5 Heat treatment may be performed in either batch-type furnaces or continuous furnaces.

6.4 *Straightening*—Straightening, if necessary, shall be done before machining and at a temperature between 950 °F [510 °C] and 100 °F [55 °C] below the final tempering temperature. Straightening performed at temperatures lower than 950 °F [510 °C] shall be followed by stress relieving or applicable heat treatment. These requirements do not apply to straightening performed prior to final heat treatment.

TABLE 1 Chemical Requirements

	Composition %					
	Class A	Class B	Class C	Class D ^A	Class F	Classes G & H
Carbon	0.43-0.48	0.28-0.33	0.38-0.43	0.28-0.33	0.45-0.59	...
Manganese	0.75-1.00	0.40-0.60	0.75-1.00	0.70-0.90	0.70-1.00	0.60-0.90
Phosphorous	0.035 max	0.035 max	0.035 max	0.035 max	0.035 max	0.035 max
Sulfur	0.040 max	0.040 max	0.040 max	0.040 max	0.040 max	0.040 max
Silicon	0.15-0.35	0.15-0.35	0.15-0.35	0.15-0.35	0.15 min	0.15 min
Nickel	...	...	...	0.40-0.70	^B	^B
Chromium	0.20-0.35	0.80-1.10	0.80-1.10	0.40-0.60	^B	^B
Molybdenum	...	0.15-0.25	0.15-0.25	0.15-0.25	^B	^B
Vanadium	0.08 max	0.08 max	0.08 max	0.08 max	0.02-0.08	^B
Aluminum	0.04 max	0.04 max	0.04 max	0.04 max	^B	^B

^A Class D meets the requirements of SAE 8630 alloy steel.

^B The manufacturer may add these elements as necessary to meet the specified mechanical properties after the required heat treatment. The actual chemistry shall be reported.