

GAS ENGINE OIL P-PLUS

[LOW ASH]

Typical Properties

SAE Grade	20	30	40	60	15W-40
Viscosity, cSt					
At 100° C	8.8	11.0	13.8	23.8	14.2
At 40° C	67	92	127	292	103
Viscosity Index	103	105	105	102	141
Viscosity, CCS, cP @-20C ---					6400
Pour Point, °F/°C	-15/-26	-15/-26	-15/-26	-15/-26	-20/-29
Flash (COC), °F/°C	410/210	440/227	480/249	490/255	420/216
Sulfated Ash, %Wt	0.50	0.50	0.50	0.50	0.50

The values shown are typical of current production. Some are controlled in the manufacturing process, while others are not. All of them may vary within tolerable ranges.

Gas Engine Oil "P-Plus" is a line of premium performance gas engine oils formulated to meet the requirements of high output engines fueled by natural or synthetic gas. The product performs equally well in engines operating on gas generated from sewage treatment digesters and landfill sources. These oils provide a wide selection of viscosities to address an extended range of operational requirements. They effectively improve engine cleanliness and provide protection of critical engine parts against scuffing and wear. P-Plus gas engine oils are formulated with quality base stocks and utilize a low ash dispersant/detergent additive system that contributes to reduced combustion chamber deposits and protection against the buildup of engine sludge. These oils are compatible with NSCR emission reduction system due to their low phosphorus content.

APPLICATIONS

Recommended for all stationary natural gas fueled engines. Suitable in either 2 or 4 cycle, supercharged or naturally aspirated engines under conditions where the manufacturer specifies a low ash gas engine oil. These oils are preferable where "landfill gas" or moderately sour gas, sewer gas, well-head gas, methane and ethane are incorporated as gas engine fuels. The SAE 15W-40 grade utilizes a very shear stable VI improver making it appropriate for a wide temperature operating range.

These oils meet the performance requirements of 4-cycle engine manufacturers such as Dresser (Ingersol)-Rand (Categories I, II, and III natural gas engines), Caterpillar, Worthington C4, Cooper-Bessemer, Superior, Cummins, and Waukesha Class A type engines. They are satisfactory for Ajax, Clark-Dresser, Worthington, and Fairbanks-Morse/MEP two cycle engines.