

Castrol Molub-Alloy 8031

Open gear lubricant

Description

The Castrol Molub-Alloy™ 8031 range are based on a high viscosity base oil gel formulated with a non-soap, inorganic thickening system. They contain a high viscosity base fluid especially designed to provide extreme pressure (EP) and anti-wear characteristics to the lubricant.

A proprietary blend of Molub-Alloy lubricating solids is included to promote anti-wear and load carrying properties beyond those of conventional lubricants. Molub-Alloy lubricating solids work synergistically with chemical anti-wear and extreme pressure (EP) additives to reduce contact temperatures and wear while providing the ultimate in anti-weld protection under extreme pressure and shock loading.

Application

Molub-Alloy 8031 is designed to lubricate heavily loaded open gears, screw type actuators, and low to moderate velocity bushings and bearings equipped with centralised or sump type lubrication systems.

This range is recommended for use in open gear applications in cement, mining and any other industries, requiring anti-scuff and anti-wear protection and where no product build up is desired. It is also suited for units containing bushings, bearings and/or gears where ISO 1500, 3000 or 6000 viscosity grade lubricant is required, but straight fluid lubricants leak out.

Advantages

- Formulated to minimise distribution line plugging tendency – minimises the potential for eventual plugging of the lubricant distribution lines commonly associated with conventional greases
- Readily pumpable and slumpable for good lubricant distribution – good lubricant distribution in enclosed and semi-enclosed applications, and drainable for ease of removal from surrounding guards. This product is also specifically formulated to flush contaminants from gear and pinion flanks, and to resist accumulation in the roots of gear teeth
- Highly thixotropic – exhibits a stable form at rest but becomes a fluid when agitated therefore will not run off the gear teeth. However it will still spread easily and evenly, since the gel-like lube ‘liquefies’ when pressure is applied carrying away both heat and contaminants
- Formulated to address environmental concerns - free of solvents, lead, antimony, and barium

Typical Characteristics

Test	Method	Unit	8031/1500	8031/3000	8031/6000
Appearance, Visual	-	-	Dark and Opaque	Dark and Opaque	Dark and Opaque
Thickener Type	-	-	Inorganic	Inorganic	Inorganic
Base Oil Type	-	-	Mineral Oil	Mineral Oil	Mineral Oil
NLGI Grade	-	-	0	0	0
Density @ 20°C/68°F	ASTM D 1475	-	0.933	0.941	0.942
Base Fluid Flash Point	ISO 2592 ASTM D92	°C/°F	225/437	218/425	232/450
Worked Penetration, 60 Strokes @ 25°C/77°F	ISO 2137 ASTM D217	0.1 mm	400-430	400-430	400-430
Base Oil Viscosity @ 40°C/104°F	ISO 3104 ASTM D445	mm ² /s	1600	3000	6000
Copper Corrosion, 24 hrs, 100°C/212°F	ISO 2160 ASTM D4048	Rating	1b	1b	1b
Four Ball EP Test Load Wear Index Weld Load	ASTM D2596	kg	51 620	88 400	70 800
Brookfield Viscosity Spindle No. 7, 10 rpm @ 25°C/77°F	-	cP	46,000	80,000	48,000
FZG Test, A/2.76/50 Method, Failure Stage	DIN 51354	Rating	>12	>12	>12
US Steel Timken Retention Test, 15kg/33 LB @ 30 minutes	-	Rating	Pass	Pass	Pass
Pumpability by Lincoln Ventmeter @ -1°C/30°F @ -7°C/20°F @ -12°C/10°F	US Steel	Psi	140 300 830	210 440 840	200 380 790
DIN Classification	DIN 51826	-	-	OGPF 00 K-20	-
ISO Classification	ISO 6743/9	-	L-XCBFB 00	L-XBCGB-00	L-XABFB 00

Subject to usual manufacturing tolerances.

Additional Information

In order to minimise potential incompatibilities when converting to a new grease, all previous lubricant should be removed as much as possible prior to operation. During initial operation, relubrication intervals should be monitored closely to ensure all previous lubricant is purged.

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