HDAX® 7200 Low Ash Gas Engine Oil SAE 40

High performance low ash stationary gas engine oil

Product Data Sheet

Customer benefits

Exceptional Engine Performance

Optimized detergent-dispersant additive package helps minimize the formation of engine deposits.

Valve Recession Protection

The level and type of ash-producing additives in the oil provides minimum valve recession with low levels of combustion chamber deposits to minimize the potential for pre-ignition and spark plug fouling.

Low Wear

Offers outstanding protection against piston, ring and liner scuffing, scoring and wear.

Long Oil Life

Improved oxidation and nitration resistance provides maximum flexibility in maintenance scheduling.

Clean Pistons

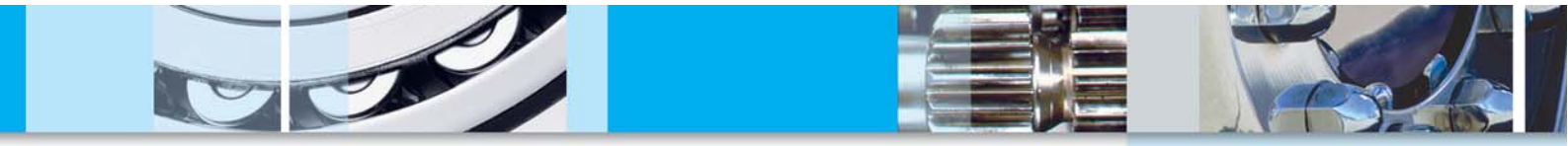
Works to keep pistons clean, which helps prevent ring sticking and maintains clean, varnish-free piston skirts.

Applications

- Lean-burn and stoichiometric four-cycle stationary spark ignition engines burning sweet natural gas or LPG, operating under high load, high temperature conditions.
- Four-cycle medium-speed stationary spark ignition engines operating on sweet natural gas or LPG
- Four-cycle medium-speed stationary dual-fuel pilot injection engines operating on sweet natural gas or LPG
- Formulated to meet non selective catalytic reduction (NSCR) catalyst compatibility requirements and is suited for installation requiring low phosphorus oil to help prevent exhaust catalyst poisoning.

Product features:

- Premium performance, long-drain, heavy-duty, low ash crankcase oil specifically designed to lubricate a wide range of four-stroke natural gas and dual-fuel engines where low ash oils are recommended.
- Formulated with hydrocracked base oils and additive technology to provide exceptional oxidation and nitration resistance, extended oil and filter life, outstanding protection against ring and liner scuffing and wear, and excellent piston and ring belt deposit control to effectively protect against the formation and build-up of engine sludge.



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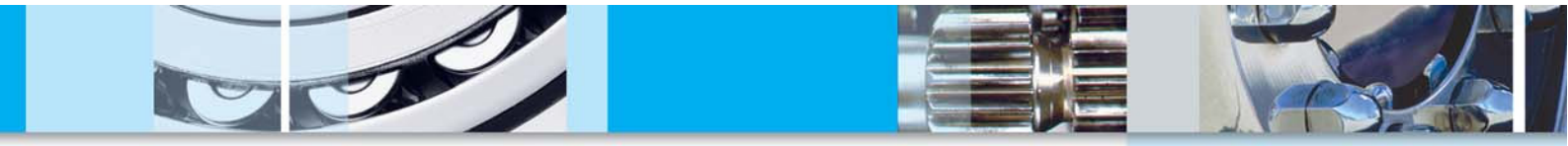
Performance standards

- Approved by Waukesha for cogeneration applications
- Approved by Jenbacher TA 1000-1109 using Fuel Class A for the following engine for types and version
  - Type 2, 3
  - Type 4 (version A, B and D)
  - Type 6 (version C and E)
- Approved by Deutz against TR 0199-99-01213/2 for 913, 914 and TCG2015 series engines
- Approved by MTU for Series 400 engines, both naturally aspirated and turbocharged, running on natural gas and propane gas
- Meets Caterpillar field test requirements for G3500 series and smaller engines (self-certified)
- Meets Caterpillar field test requirements for G3600 and C280 series engines (self-certified)
- Meets Waukesha field test requirements for engines burning natural gas other than the 220GL series (self-certified)
- Suitable for use in MTU Series 4000 engines L61, L62, L63, L64, running on natural gas



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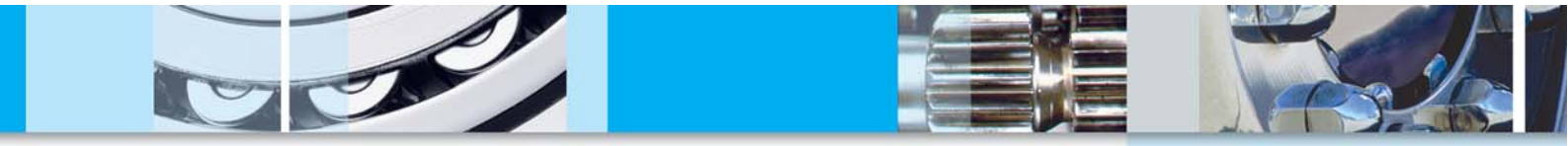
Typical test data

HDAX® 7200	TEST METHOD	RESULTS
Typical Shelf Life: 48 months from date of filling indicated on the product label*		
SAE Grade	**ASTM**	**40**
Product Code		**530023**
Density, @ 15 °C kg/l	D4052	0.881
Base No., mg KOH/g	D2896	5.1
Sulfated Ash, m %	D874	0.51
Viscosity,		
mm^2/s @ 40°C	D445	119
mm^2/s @ 100°C	D445	13.5
Viscosity Index	D2270	110
Pour Point °C	D97	-30

* Typical Shelf Life: (a) if stored under normal conditions and (b) can be extended aft er re-testing.

This bulletin was prepared in good faith from the best information available at the time of issue. While the values and characteristics are considered representative, some variation, not affecting performance, can be expected. It is the responsibility of the user to ensure that the products are used in the applications for which they are intended.

Produced by Chevron Global Lubricants: Africa, Middle East and Pakistan



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Service considerations

The sulfated ash, alkalinity reserve and phosphorus content of gas engine oils can be properly matched to the needs of individual applications, taking account of engine design, operating conditions, fuel type and quality, with particular reference to sulfur content and whether or not the engine is fitted with an exhaust catalyst for emission control purposes.

Spark ignition, gas-fuelled engines may be sensitive to the sulfated ash level of the lubricant and to the chemical nature of the ash. Excessive ash can lead to problems such as spark plug fouling, exhaust valve guttering and build-up of pre-ignition-inducing combustion chamber deposits. On the other hand, many engines require a certain amount of lubricant ash to ensure satisfactory valve seat lubrication and to minimize valve seat recession.

Environment, Health and Safety Information is available on this product in the Material Safety Data Sheet (MSDS) and Customer Safety Guide. Customers are encouraged to review this information, follow precautions and comply with laws and regulations concerning product use and disposal. To obtain a MSDS for this product, visit www.caltexoils.com.

For more information, go to www.chevronlubricants.com

A **Chevron** company product

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