Coupling Grease

Specialty Industrial Grease

Product Data Sheet

Customer benefits

- **Maintains continuous lubrication**
  Lithium/polymer thickener system effectively resists oil separation and maintains continuous lubrication of coupling elements under conditions of high speed and high centrifugal force.
- **Protects metal surfaces**
  High viscosity base fluids and EP additives provide exceptional film strength and protection of contacting surfaces, minimizing wear under heavy and/or shock loads, or where shaft misalignment may be high.
- **Enhances service life**
  Superior resistance to oil separation and oxidation allows extended relubrication intervals relative to conventional greases.
- **Improves equipment life**
  Effective rust and corrosion inhibitors protect coupling components in wet conditions.

Applications

Can include;

- Gear, steel grid and flexible chain couplings on all types of high and low speed rotating equipment
- Industrial universal joints
- Other low speed industrial applications where equipment may be subject to high levels of water wash and/or shock loading

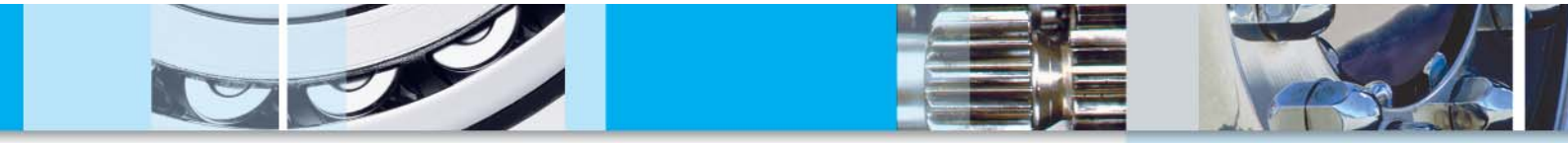
Usable operating temperature range in continuous service is -29 to 162 °C [(1)(2)]

(1) Minimum operating temperature is the lowest temperature at which a grease, already in place, could be expected to provide lubrication. Most greases cannot be pumped at these minimum temperatures.

(2) Maximum operating temperature is the highest temperature at which the grease could be used with frequent (daily) relubrication.

Product features:

Dark brown, tacky lithium grease specifically designed for lubrication of industrial flexible couplings. Formulated with a special polymer thickener, EP additives and corrosion and oxidation inhibitors.



Performance Standards

Meets the requirements of AGMA Coupling Grease specifications:

- AGMA CG-1, CG-2 and CG-3 type.

Product Specifications

COUPLING GREASE KEY PROPERTIES	RESULTS
NLGI Grade	1
Product Code	540809
Dropping Point, °C	190
Oil Viscosity **	
mm^2/s @ 40°C	680
mm^2/s @ 100°C	-26
Penetration, Worked @ 25°C	330
Timken OK Load, kg	18

** Nominal base oil viscosities without polymer = 680 mm^2/s @ 40°C & 26.1 mm^2/s @ 100°C

The information given in the typical data does not constitute a specification but is an indication based on current production and can be affected by allowable production tolerances. The right to make modifications is reserved. This supersedes all previous editions and information contained in them.

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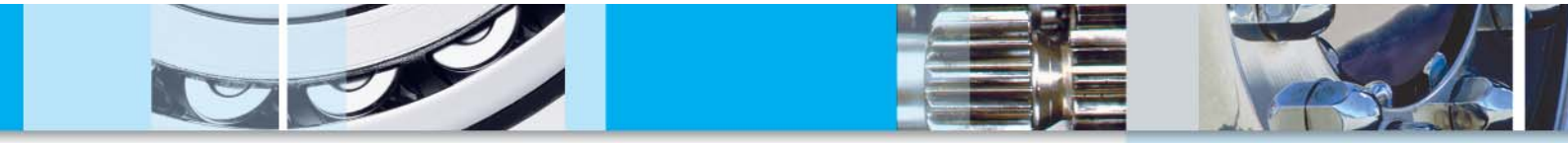

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Service Considerations

The rotating action of a coupling causes it to act like a centrifuge on the grease inside. If the lubricant used is a general purpose grease in which the thickener is of higher density than the oil, the thickener and the oil may separate. This phenomenon is quite different from oil separation caused by "bleeding" of the oil out of the grease. "Bleeding" takes place slowly and involves only a portion of the oil in the grease. Centrifugal separation can be very rapid and result in substantial separation of oil and thickener.

One problem with separation of the oil and thickener is that the oil will have a tendency to leak out of the coupling. A much greater problem however, is that the thickener which is separated out is moved by centrifugal force to the outer part of the grease reservoir against the torque transmission elements (e.g, the gear teeth in a geared flexible coupling). The thickener coats the transmission elements and keeps the oil component of the grease from lubricating them. This situation worsens with frequent relubrication and leads to component wear.

Coupling grease is manufactured using a special thickener system which is exceptionally resistant to separation from the oil. As a result, Coupling Grease can resist separation, even under the high centrifugal forces encountered in couplings. This ensures reliable coupling lubrication over long periods, even during high speed operation.

Note: Correct application of the lubricant is crucial to successful operation of flexible couplings. Due to its tacky nature, Coupling Grease should be packed by hand into newly installed couplings to ensure complete coating of all moving elements. After assembly, and at relubrication, the coupling should be filled in accordance with manufacturer's instructions.

Produced by Chevron Lubricants; Africa, Middle East and Pakistan.

For more information, go to **www.chevronlubricants.com**

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