Taro® 55 XL

Medium-Speed Diesel Engine Oil

Product description

Extra high alkaline reserve (55 Base Number) trunk piston engine oil (TPEO) specifically designed for use in the latest generation, high specific output, very low oil consumption medium-speed trunk piston engines fitted with anti-polishing rings burning high sulfur residual fuels with sulfur content up to 4.5 mass%. Particularly suited to high load factor operations in marine or stationary service and where heavy residual fuels with high asphaltene content (vis broken residue) are used.

Customer benefits

- **Wear Protection**
  High alkalinity levels control cylinder liner wear effectively and protect bearings from corrosion. High-performance antiwear additives provide excellent protection against adhesive wear for cams, camshaft and bearings. Taro 55 XL also provides a high degree of water tolerance and antifoam protection.
- **Detergent-Dispersant Properties**
  Keeps crankcase and oil control rings clean. Prevents deposit formation throughout the engine. Reduces lube oil filter blockage. Effectively handles insolubles.
- **Oxidation Stability**
  Oxidation inhibitors protect the oil against thermal stresses, protect engine parts from corrosion and reduce undercrown deposits while promoting extended lubricant life.
- **Rust Prevention**
  Prevents corrosion of engine parts when engine is not in operation.
- **Balanced Additive Combination**
  Provides minimum maintenance and downtime, long engine life and economical operation

Applications

- Top-up and initial fill in latest very low specific oil consumption medium-speed trunk piston engines.
- Large medium-speed trunk piston engines fitted with anti-polishing rings.
- Medium-speed trunk piston engines including latest designs in stationary power generation, especially in high load factor operations.
- Medium-speed trunk piston engines in marine service.

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Product approvals, performance, and recommendations

Taro 55 XL is recommend/ approved by following OEM/s

- Wartsila – No Objection Letter (for fuel category ISO-F-RMA10 – RMK 700, CRO)

Service considerations

Base Number (BN) Selection
Manufacturer's lubricant recommendations must be matched to the properties of the fuel and to the severity of the application. Use of an oil with a BN lower than required can result in rapid corrosive wear. Excessively high BN lubricants, relative to fuel sulfur content, can result in ash deposit accumulation on exhaust valves and result in possible valve distress.
However, in newer low oil consumption engines, a high Base Number lubricant may be required to maintain in-service Base Number due to the lower alkalinity replenishment through oil make-up.
Residual fuel operation: In the engine types Wärtsilä® Vasa 32 / 32LN, Wärtsilä® 20, Wärtsilä® 26, Wärtsilä® 31, Wärtsilä® 32, Wärtsilä® 38, Wärtsilä® 46, Wärtsilä® 46F, Wärtsilä® 50 and Wärtsilä® 64 the use of BN 50-55 lubricants is recommended in the first place, especially if fuel sulphur content is above 2,0 % m/m.
Concerning the engine type Wartsila Sulzer Z40 / ZA40 / ZA40S use of BN 50-55 lubricating oils is recommended only in the engines being equipped with piston skirt lubrication and having the anti-polishing rings installed.

Fuel Quality
Heavy residual fuels often have poorer combustion characteristics due to their asphaltene content and can result in greater loading of soot and unburned fuel in the lube oil. A higher detergency oil has a greater ability to contain these materials and minimize the formation of "black sludge" as well as piston deposits.

Purification Systems
Active purification systems continuously remove combustion contaminants from the oil, by use of centrifugal type separators and automatic back flushing type
filtration systems. As a consequence, TPEOs are formulated to hold contaminants in suspension while in the engine and reserve tank, but release them in the purification system. At the same time, they must resist the loss of detergent/ dispersant additives with the contaminants whilst undergoing purification. Because of this, they are formulated differently from automotive and railroad diesel engine oils that are designed for systems without active purification. Consequently, one type should never be substituted for the other.
As a result of the need for TPEOs to release their contaminants in purification systems, the additive system must be extremely well balanced. This "detergency balance" can be easily disturbed if large amounts of top-up oil are added to a system oil containing a higher than normal loading of contaminants, such as can occur
with faulty purifier operation. For this reason, it is recommended that oil levels be maintained daily and not fall below 95% of nominal capacity.
In addition, top-ups with an oil of different detergent/dispersant characteristics will very likely cause a disturbance in dispersancy balance and will, therefore, require careful management of oil changeover procedures.
Water can be centrifuged out with essentially no loss of additive. However, water washing of the oil is not recommended.

Used Oil Analysis
Used oil analysis should be carried out on a regular basis to determine when change- out of the oil should occur, in accordance with the engine manufacturer's guidelines.

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CALTEX

Typical Test Data

TARO® 55 XL	TEST METHOD	RESULTS
SAE Grade		**40**
Product Code		**560050**
Density, kg/L @ 15°C	ASTM D4052	0.92
Base No., mg KOH/g	ASTM D2896	55
Viscosity,		
mm²/s @ 40°C	ASTM D445	135
mm²/s @ 100°C	ASTM D445	14.0
Viscosity Index	ASTM D2270	106
Pour Point, °C	ASTM D5950	-12
Flash Point, COC, °C	ASTM D92	240

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 the Product Information Center.

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