HDAX® 9300 SAE 40

Premium Performance Gas Engine Oil

Product description

HDAX® 9300 is a premium performance medium ash, dispersant/detergent type gas engine oil designed for natural gas applications, including heavily loaded conditions and high output engines in the 10 MWe class. The optimized ash level helps provide protection against valve recession, while helping to reduce the formation of ash deposits in the combustion chamber that could lead to pre-ignition.

Customer benefits and product features

Customer benefits

HDAX 9300 is designed to provide the following potential benefits:

- **Extended drain capability and low oil consumption**
  Oxidation/nitration resistance and base number retention characteristics help support extended drain capability, even in high BMEP, steel piston engines designed to use a very low oil feed rate.
- **Helps promote engine cleanliness**
  Dispersant/detergent system allied to oxidation/nitration resistance helps minimize oil thickening and sludge formation, helping to protect against filter plugging.
- **Helps support component life**
  Control of carbonaceous deposits on pistons helps promote correct piston ring operation and helps assist with scuffing protection for cylinder liners. Helps protect against abrasive wear.
- **Optimized ash level**
  Helps provide valve recession control and helps reduce the potential for pre-ignition.
- **Catalyst compatible**
  Low phosphorus additive system optimized for use with catalysts.

Product features

- HDAX 9300 is formulated with premium base oils which contain lower levels of sulphur, nitrogen and aromatics. HDAX 9300 helps reduce sludge formation on cylinder liners, which could interfere with oil flow and lead to higher oil consumption.
- It is approved by Jenbacher for use in various engine models using natural gas, associated petroleum gas, mine gas and bio-gas.

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Applications

- HDAX 9300 is designed for use in latest generation high output, low emission four-stroke engines burning natural gas. It has a medium ash level and is designed for high Brake Mean Effective Pressure engines with steel pistons (BMEP greater than or equal to 22 bar) with long drain. HDAX 9300 is also suitable for lower BMEP engines with aluminium pistons.
- Four-cycle gas engines in cogeneration applications.
- Four-cycle medium-speed stationary spark ignition engines and dual-fuel pilot injection engines operating on sweet natural gas or LPG.
- Suitable for use with fuels containing low levels of sulphur and chloro-fluoro-carbons (CFC). In sour gas/high CFC applications, lubricants with higher base reserve may be required – for example, HDAX 9500 SAE 40 and HDAX 6500 SAE 40.

Product approvals, performance and recommendations

HDAX® 9300	SAE 40
Innio Jenbacher Type 9 (all versions) / TA 1000-1108, Fuel Class A[1]	Approved
Innio Jenbacher TA 1000-1109, Fuel Class A[1] for the following engine types/versions:	
- Type 2 and 3	Approved
- Type 3 (version F)	Approved
- Type 4 (versions C and E)	Approved
- Type 6 (version C and E)	Approved
- Type 6 (versions F and J)	Approved
- Type 6 (versions G, H and K)	Approved
Bergen Engines: All engine types, natural gas operation Engine types K-G1, K-G2, K-G3, K-G4, C26:33, B35:40, B36:45	Approved
Caterpillar Energy Solutions	
- Caterpillar CG Gas Engines	Approved
- MWM TC Gas Engines	Approved
Technical circular TR 2105 - approved lubricants with sulphated ash 0.6-1.0 weight%	
INNIO Waukesha gas engines	Meets the requirements

[1] Natural gas, associated petroleum gas, mine gas, biogas (sulphur < 200 mg/10 kWh).

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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, considering engine design, operating conditions, fuel type and quality, with particular reference to sulfur content and whether 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. Conversely, many engines require a certain amount of lubricant ash to help provide valve seat lubrication and help minimize valve seat recession.

Always confirm that the product selected is consistent with the original equipment manufacturer's (OEM's) recommendation for the equipment operating conditions and customer's maintenance practices.

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Typical Test Data

HDAX® 9300 SAE 40	TEST METHOD	RESULTS
SAE Grade		**40**
Product Code		**530041**
Density, @ 15°C, kg/l	ASTM D4052	0.88
Viscosity, Kinematic		
mm^2/s @ 40°C	ASTM D445	119
mm^2/s @ 100°C	ASTM D445	13.5
Viscosity Index	ASTM D2270	113
Pour Point, °C	ASTM D97	-33
Flash Point, COC, °C	ASTM D92	270
Base No., mg KOH/g	ASTM D2896	6.2
Sulphated Ash, %wt	ASTM D874	0.70

Minor variations in product typical test data are to be expected in normal manufacturing 2302

ENVIRONMENT, HEALTH, and SAFETY. Information is available on this product in the Safety Data Sheet (SDS) 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 an SDS for this product, visit the Product Information Center.

This Product Data Sheet (PDS) was produced for the Asia-Pacific region in good faith from the best information available at the time of issue. The specific information included may not directly reflect the local market or conditions. While the values and characteristics are considered representative, some variation, not affecting performance, can be expected. For the most up-to-date, country-specific information, please contact your local customer service center.

Customers should always confirm that the product selected is consistent with the original equipment manufacturer's recommendation for the equipment operating conditions and customer's maintenance practices.

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