



**GREASES**

**HOLLAND**



## AIMOL

Anglo International Mining is a company based in The Netherlands and owner of the AIMOL brandname. AIMOL produces high-quality lubricants for every industrial application, for automotive use and for motorsports. Applying all available technologies, which we significantly improved in the last 30 years, we can guarantee "friction-free" performance of transport and industrial equipment. AIMOL guarantees reliable high-quality products for all your machineries and engines.

AIMOL was created by a nucleus of industry specialists with a collective experience of many years working for major oil companies. Our vision is to harness new technology and with the expertise of our chemists provide the correct lubricant for each application. It is just a matter of knowledge.

Specific product information is available in our brochures and most of the technical data sheets can be found on our website; [www.aimol.nl](http://www.aimol.nl). Our main products are divided into groups with the most common being presented in our brochures. The most up to date information can always be found on our website.

## Bio Lubricants

This group of products includes biodegradable hydraulic, gear, and other lubricants as well as a range of greases and concrete mould release agents. High performance, long life, low toxicity and biodegradability are key factors within this product group.

## Compressor, Vacuum and Refrigeration Fluids

A comprehensive range of gas and refrigeration compressor fluids providing long life and low maintenance costs in combination with high efficiency. The range consists of mineral, and synthetic (hydro treated, PAO, POE, Alkyl Benzenes, Di-Ester, Ester, PAG, PFPE) based lubricants with performances up to 12.000 hour drain intervals.

## Food Grade Lubricants

A complete range of fluids, lubricants and greases for applications whenever a food grade lubricant is required. The high performance Foodline is NSF approved and includes a range of spray cans.

## Industrial Specialty Products

This product group includes a range of specialty chain lubricants, gear oils, transformer oils and many more products. All the products exceed the performance expectations contributing to lower maintenance costs.

## Greases and Pastes

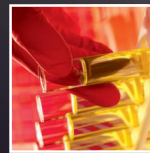
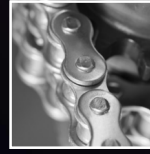
An extensive range of specialty greases and pastes, including polyurea, calcium sulphonate, aluminium, barium, silicon, inorganic and PFPE. By using the latest technology and materials we are able to provide high performance and problem solving products.

## Metal Working Fluids and Rust Preventatives

This line of products includes the latest technology soluble metal working fluids, neat cutting oils, cold and hot forging, quenching, drawing and stamping products.

## Specialty Base Oils and Dispersions

These base oils are used in the formulation of metalworking fluids, biodegradable hydraulic fluids, top tier 2 stroke engine oils, mould release agents and many more. They include DTO, TOFA and various types of esters. Another range include both technical and pharmaceutical white oils. The AIMOL X-Forge line colloidal dispersions contain products based on graphite, MoS<sub>2</sub>, PTFE and Boron Nitride (hBn). These can be used as additives, lubricants and processing products.





## Greases

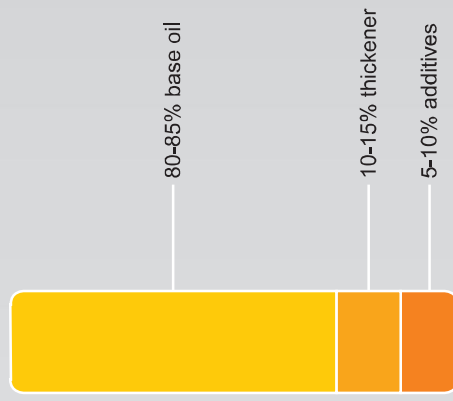
Greases are the result of dispersing a thickening agent in a liquid lubricant. Depending on the type of thickener and the type of base oil and the additive technology used, properties of greases vary. AIMOL uses almost all available components in the production of greases, this has resulted in a very extensive range of greases suitable for all sorts of applications. In this brochure the properties or the core range of greases are illustrated and explained. There can be very specific circumstances which require fine tuning or even a complete new formulation. It is our challenge to provide you with the right lubricant (grease) for the right application, so please feel free to contact us.

### Why the use of Grease?

There are a number of reasons why grease is preferred over oil:

- Grease can act as a sealant to prevent lubricant leakage and keep deteriorated seals effective in cases where oil would leak out of the application
- It avoids corrosive contaminants and foreign material to enter
- Solids such as graphite, calcium carbonate, molybdenum disulphide, PTFE and hBN will be held in suspension, while these solids tend to settle out of oil
- Grease-demanding equipment is simple in design, requires less space and weighs substantially less than similar equipment. This will result in reduced cost of the equipment, both for purchase and maintenance
- Grease has a much longer service life than liquid lubrication before replenishment is required. This is a critical benefit for hard-to-reach or hazardous locations

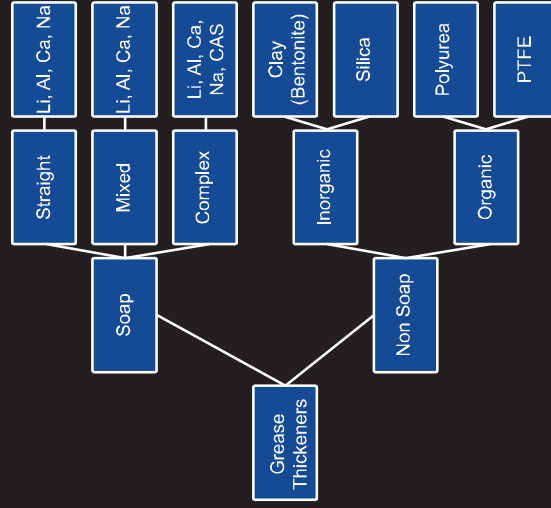
A typical lubricating grease generally contains 80-85% base oil, 10-15% thickener and 5-10% additives.



## Thickeners

The easiest way to illustrate the working of a grease thickener is the comparison with a sponge. It is a structure which holds the base oil. The nature of the thickener is essential for the final product. Properties such as dropping point, mechanical stability, water resistance, lubricity, re-lubrication intervals, running temperatures and sealing properties can all be attributed to the thickener system.

Thickeners can be divided into two different types: soap and non-soap based.



## Straight Soap Based Thickeners

### Calcium Grease

Calcium greases are made by chemically reacting hydrated lime with tallow fatty acid in the presence of mineral oil. They are smooth and buttery in texture, have excellent water resistance, a fair mechanical stability, are easy to apply and have melting points just under the boiling point of water. Their lower temperature characteristics are governed by the mineral oil. Their maximum temperature is usually limited to about 65 °C, while they may survive 95 °C for short periods of time. Applications are found in the automotive and farm industries. Other uses include chassis lube, mine car grease, fifth wheel grease, track roll grease and water pump grease.

### Calcium 12 Hydroxy Stearate Grease

This grease is made by reacting 12-hydroxy-stearic acid with hydrated lime and diluting with mineral oil. It is sometimes referred to as anhydrous calcium grease. It has excellent water resistance, good mechanical stability, and its low temperature properties are also dependent on the mineral oil used. The melting or dropping point is usually around 120 °C and can be used in areas where conventional calcium can not.

### Lithium Soap Thickened Grease

These greases hold the highest value as a true multipurpose grease at a reasonably low cost. Lithium greases are buttery in texture, with high melting points above 175 °C. When blended with 12-hydroxy-stearates and complexing agents, good qualities can be obtained. Those include very high melting points, good water resistance and excellent resistance to breakdown or softening by working.

### Sodium Soap Thickened Grease

Sodium soap greases present several drawbacks, such as age hardening, solubility in water and poor lubricity, and have therefore relatively low usage, mostly limited to rolling contact bearings.



## Complex Soap Based Thickeners

### Calcium Complex Grease

Calcium complex grease is made by reacting two dissimilar acids with hydrated lime to form a complex molecule. These dissimilar acids, acetic and stearic, when increased to the proper amounts, will yield a natural, high, extreme-pressure rating, usually around a 55 on the Timken O.K. Load. This is one of their advantages. They also have the advantage of good stability at higher temperatures and are extremely resistant to water washout. The disadvantages are that they harden considerably at elevated temperatures, separate under pressure, cause caking when used in pressurized central systems, have poor pumpability and mechanical stability, softening rapidly when sheared. Calcium complexes should not be considered as multipurpose greases. They are very useful, but should be considered carefully beforehand.

### Calcium Sulfonate Grease

Calcium sulfonates, also referred to as overbased calcium sulfonate complex are the most versatile of the calcium greases. Calcium Sulfonate is a high temperature grease with many excellent properties such as shear stability, corrosion inhibition, water resistance and an inherent high load carrying capability. Calcium Sulfonate is the only one of the calcium greases that can be considered a multipurpose grease. This type of grease is considered the "last generation" greases and can be used in marine applications, the offshore and onshore industries, heavily loaded equipment applications and food machinery. Because of its unique properties Calcium Sulfonate greases find their way to the market as real problem solving greases.

### Barium Complex Grease

Barium complexes were one of the first multipurpose greases. They are made by reacting barium hydroxide in a crystalline form with a fatty acid, complexing the soap with stabilizing substances and then blending with the desired amount of oil. Textures can vary from buttery to fibrous depending on the complexing agent used. The fibrous is the most common. The dropping point ranges from 200 °C - 250 °C, and the greases are fairly stable to shear and working. They are water resistant and act as fair rust preventatives. They are not very pumpable at cool temperatures, but can be made so by adjusting the base oil. Barium complex greases are fairly good multipurpose greases, but are relatively expensive. These greases work very well in wheel bearings, water pumps, chassis and universal joints. They also work well as an outside gear lubricant because of water resistance and have excellent adhesive properties.

### Aluminium Complex Grease

They are made from two dissimilar acids reacted with aluminum iso-propoxide to form a complex soap molecule. They have high dropping points, excellent water resistance and good pumpability depending on the mineral oil used. They respond well to additive treatments which fortify the grease for high loads. There are two main drawbacks, namely poor shear stability and poor protection against rust and corrosion. Applications are typically found in heavy industries, steel mills and food machinery.

### Lithium Complex Grease

The first lithium complex grease was invented in 1959. It is an all round high temperature lubricating grease with excellent pumpability and shear stability properties. Depending on the base fluid, the actual working temperature may exceed 220°C for intermediate periods. There has been a growing trend in the worldwide use of this grease.



### **Mixed Soap Thickened Grease**

These greases are made with two or more metallic soaps in combination to produce a lubricant that contains some of the desired properties of both. The most successful combination is Lithium Calcium. Other combinations have been used, such as aluminum-sodium, calcium-zinc, lithium-calcium-sodium and lithium-sodium, however, most of these have been developed for highly specialized use and some are still in the experimental stage.

### **Non-Soap Thickened Grease**

There are numerous types of these non-soap thickeners, of which the most common is bentone and another is polyurea.

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### **Inorganc Thickened Grease**

#### **Organ Clay (Bentone)**

Commercial bentone powder used as a thickener is basically an organophillic montmorillonite type of clay. The greases are formed by slurring in the bentone powder in a portion of the oil, pre-gelling by adding a dispersant and stirring, then heating to drive off the remainder of the dispersant. Finally, the oil is blended in to adjust to the proper consistency. Bentones have a buttery texture, virtually no melting point, good adhesiveness, fair mechanical stability and poor rust preventative properties. They are valuable in high temperature applications and can be used as multipurpose greases. The greatest disadvantage occurs if maintenance is neglected and an offing-out or breakdown of the grease occurs. The end result is bentonite clay in the bearing which will cause a rapid, catastrophic failure of the system.

#### **Silica**

Silica based greases display very good pumpability and can be used in a wide range of applications, including aviation. They can be used at very high temperatures. The lack of fibrous structure can, however, result in excessive oil separation under pressure. This happens in centralized lubrication systems for example.

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### **Organic Thickened Grease**

#### **Polyurea**

Polyureas are made with ashless organic thickeners and have a good resistance to oxidation. They provide very good high temperature performance since the consistency will not drop that much at elevated temperatures. This makes the grease very suitable where potential leakage from the bearings is seen due to high temperature thinning of the grease. Polyurea greases are very suitable for long line centralized systems. Therefore polyurea greases are popular greases in steel and paper processes.

#### **PTFE**

Polytetrafluoreten (PTFE) is a polymer (plastic) with a very low friction coefficient. PTFE is used as a thickener in high temperature and chemically inert greases.





## Base Oils

Grease consists for 80-85% of base oils, therefore the properties of a grease depend a lot on the selected base oil to formulate the grease. Although mineral oils are by far the most commonly used, synthetic oils are generally superior to mineral oils providing better oxidation stability, higher viscosity index and lower friction coefficient. Synthetic fluids are also used for extreme temperatures. In the table below some basic properties of various base oils are displayed.

## Basic Base Oil properties

Properties	Mineral Oil	HT	PAO	Esters	PAG	Silicon	PFPE
Density at 200C, g/ml	0.9	0.85	0.85	0.9	0.9-1.1	0.9-1.05	1.9
Viscosity Index	80-100	100-120	130-160	140-175	150-270	190-500	50-140
Flash point °C	< 200	< 250	< 200	200-230	150-300	150-350	Non flammable
Oxidation stability	medium	good	good	good	good	very good	excellent
Thermal stability	medium	good	good	good	good	very good	very good
Lubricity	good	good	good	good	excellent	poor	good
Compatibility with seals	good	good	good	poor	poor to good	good	good

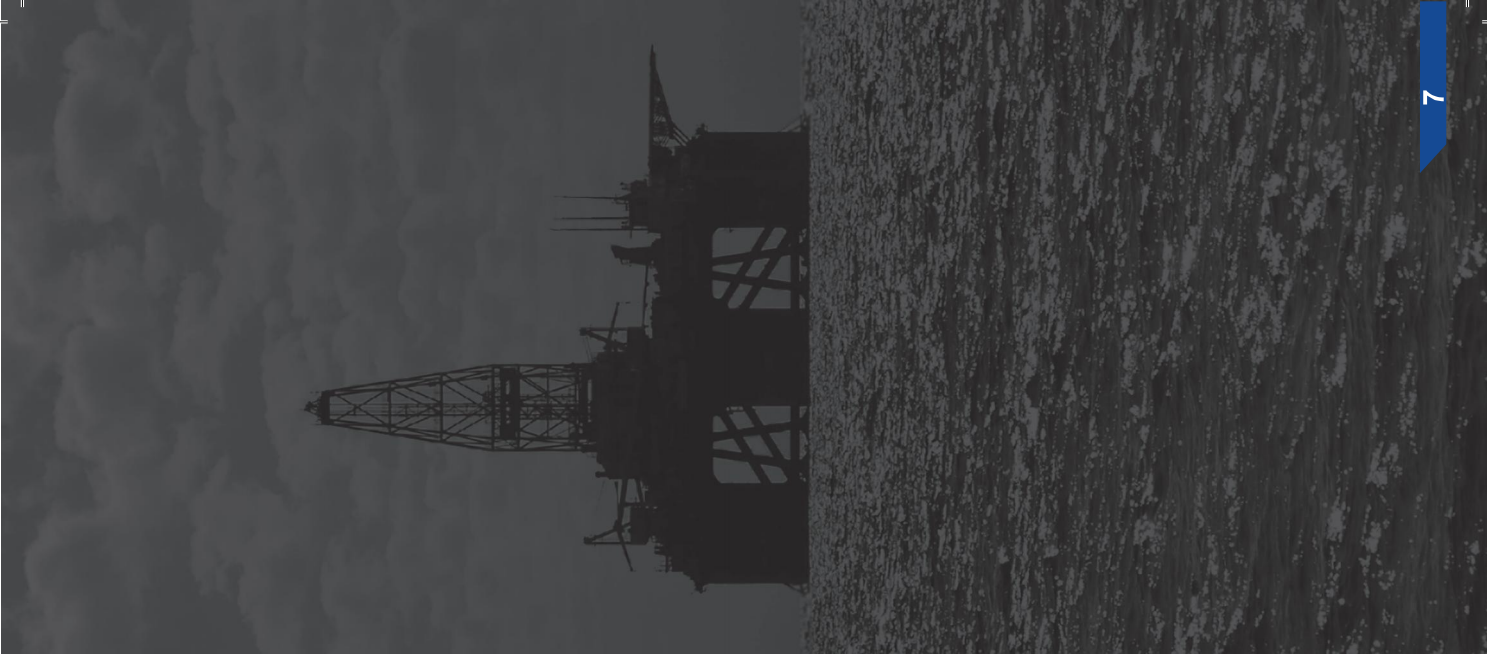
## Base Oil Viscosity Selection

Base oils used in greases typically have viscosities in the range of 20-500 mm<sup>2</sup>/s at 400 °C. However, viscosity selection depends on the application of the grease. Generally spoken, low viscosity oils can be suitable for use in low temperature applications while higher viscosity oils are preferable for heavy loads and higher working temperatures thanks to their film thickness and lower volatility.

Base oil viscosity selection is very important in relation to speed. Low speed requires a high viscosity base oil in order to warrant the required hydrodynamic lubrication while for high speed applications low viscosity oils are preferable.

## Base Oil Viscosity Selection in Relation to Speed

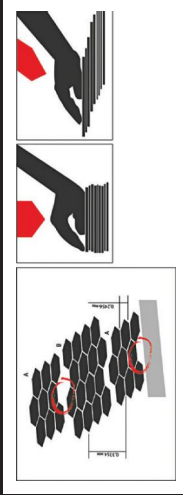
Low Speed <15 m/min vibration < 0.5 m/s <sup>2</sup>	Medium Speed 15 to 60 m/min vibration < 1 m/s	High Speed > 60 m/min vibration < 2 m/s <sup>2</sup>
↑ wear ↓	↓ friction heat ↑	↑ friction heat ↓
High Viscosity 100-500 Cst	Medium Viscosity Approx. 100 Cst	Low Viscosity 25-70 Cst



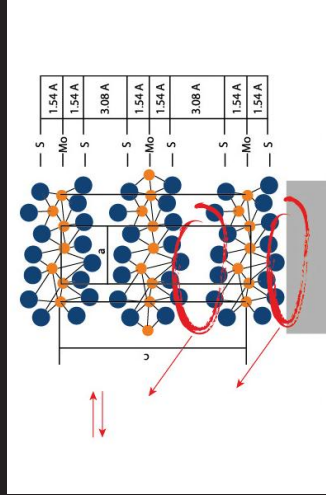
## Additives

The oil additives used in greases are very similar to the additives used in liquid lubricants. In the table on the right you will find an overview of the most common used additives. Additives are used to give specific properties to a grease.

## Graphite



## Molybdenum Disulfide



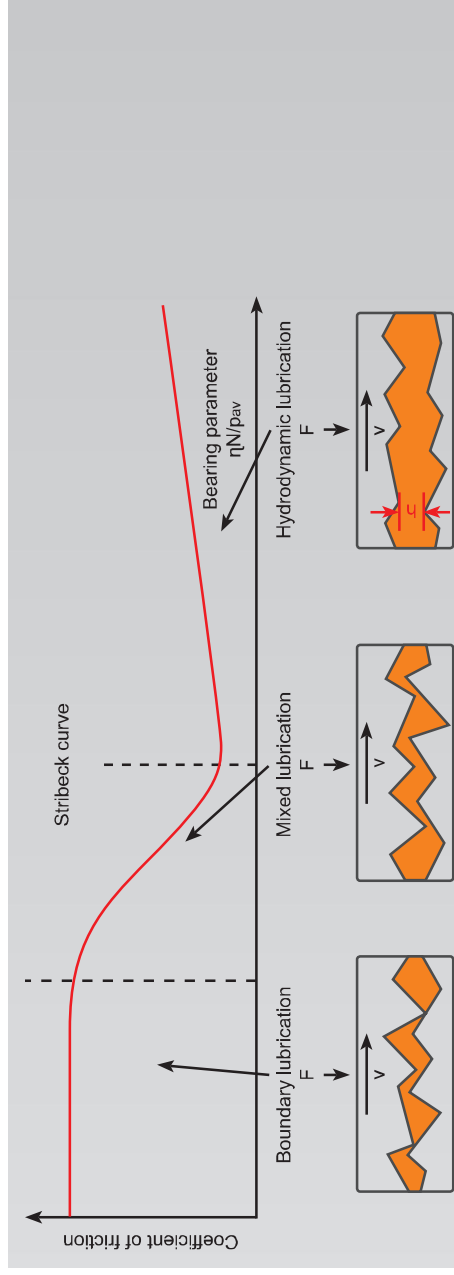
## NLGI: Classifying Stiffness

The best way to define the consistency or stiffness of the grease is set out by the NLGI (National Lubricating Grease Institute). A test method defines the following grades according to a level of penetration measured at a temperature of 25 °C. The consistency of the grease will change as soon as the temperature of the application will increase or decrease. When temperature falls below 25 °C, the NLGI grade rises and the grease will appear more stiff. On the other hand, as soon as the temperature will go beyond 25 °C, the NLGI grade is reduced and the grease becomes less stiff.

Additives	Function
Antioxidant	Retard oxidation of base stock for longer lubricant life
Rust Inhibitor	Protect ferrous surfaces from rusting
Antiwear	Provide wear protection during boundary lubrication
Extreme Pressure	Provide protection during high load and shock loading conditions
Tackifiers/Polymers	Enhance water resistance and metal adhesiveness
Molybdenum Disulfide/Graphite/PTFE/hBN	Solid lubricants providing protection and friction reduction under high load/sliding conditions at low speeds

Solid lubricants like MoS2 (Molybdenum Disulfide), Graphite, PTFE and hBN (Boron Nitride) can be used in greases to provide a lower friction and protect heavy loaded equipment against excessive wear in 'boundary' lubrication circumstances. In the picture below the different lubricating regimes are illustrated.

## Lubricating Regimes



NLGI Class	Worked Penetration	General Consistency
000	445-475	Liquid
00	400-430	Mildly liquid
0	355-385	Semi liquid
1	310-340	Very weak
2	265-295	Weak
3	220-250	Semi solid
4	175-205	Solid
5	130-160	Very solid
6	085-110	Firm



## Grease Compatibility

Not all thickeners and base oils are compatible with each other. It is important to determine this before changing over from one type of grease to another if compatibility might be an issue. In the thickener and base oil compatibility tables some basic information about the compatibility can be found. In cases where greases or base oils are being expected to be incompatible please consult the AIMOL technical department for advice on the suitable change-over procedure.

## Compatibility of Greases

	Metal Soap				Complex Soap							Greases		
	AL	Ca	Li	Na	AL	Ba	Ca	Li	CAS	Na	Bentonite	Polyurea	PTFE	
Metal	p	m	m	p	m	p	m	m	p	p	m	m	m	
Soap	p	m	m	m	m	m	m	p	m	m	m	m	m	
	m	m	n	n	m	m	p	p	n	m	n	p	p	
	m	m	m	m	m	m	p	p	n	p	p	p	m	
	p	m	m	m	m	p	p	p	n	m	m	p	m	
Complex Soap	m	m	m	p	p	m	m	m	m	m	m	m	m	
	p	m	m	p	p	m	m	m	p	p	m	p	m	
	p	m	n	m	p	m	m	m	n	n	n	m	m	
Bentonite	m	m	p	n	p	m	p	m	n	n	n	m	m	
Polyurea	m	m	p	m	p	m	p	m	m	m	m	m	m	
PTFE	m	m	m	m	m	m	m	m	n	m	m	m	m	

m = miscible / p = partially miscible / n = not miscible

## Compatibility of Base Oils

	Mineral Oil	Synthetic HC	Ester Oil	Polyglycol	Silicone Oil (methyl)	Perfluoralkyl Ether Oil	Silicone Oil (Phenyl)	Polyphenyl Ether Oil
Mineral Oil	m	m	m	n	n	n	p	m
Synthetic HC	m	m	m	n	n	n	n	m
Ester Oil	m	m	m	m	n	n	m	m
Polyglycol	n	n	m	m	n	n	n	n
Silicone Oil (Methyl)	n	n	n	n	m	n	p	n
Perfluoralkyl Ether	n	n	n	n	n	m	n	n
Silicone Oil (Phenyl)	p	n	m	n	p	n	m	m
Polyphenyl Ether Oil	m	m	m	n	n	n	m	m

m = miscible / p = partially miscible / n = not miscible



## Selecting the Right Grease for the Right Application?

Knowing that all different components in greases provide unique properties it is difficult to select the right grease for the right application. Very often people tend to 'stick to 'general purpose' greases because of lack of knowledge. This can result in poor lubrication and unnecessary equipment failure.

AIMOL has a very extensive range of greases. In the grease selection tables on the following pages, the core line of our products is listed. The information in this brochure should allow you to better understand the different properties. In the figure below a number of questions are listed, which need to be answered first in order to get the necessary information about the circumstances and condition concerning a specific application.

### How to Select the Right Grease in Practice?



Note: Selecting a grease based on the use of an existing product will copy mistakes made in the past.  
 Note: Often the selection of using a grease have been made years ago. Today there is new technology which can improve the performance of equipments resulting in less breakdown and large savings.





Notes:





## Remarks and other characteristics

Water resistant chassis lubrication
Water resistant, extremely suitable for central lubrication systems
Heavy duty grease for the lubrication of roll mill bearings
Low temperature grease for railroad and automotive applications
Automotive applications with wide temp range needed. Meets MIL-G-10924D
Blue coloured grease, very tacky and water resistant
Universal Shipping Grease
For the lubrication of heavy loaded mechanisms
For the lubrication of heavy loaded mechanisms
Industrial grease with added MoS2 for extreme conditions (shocks, temperature, boundary lubrication)
Ejector pin grease for injection moulding
General purpose grease suitable for most applications
General purpose grease suitable for most applications, fortified with PTFE
Specially designed for the lubrication of wheel flanges in railway lubricating systems
High & medium speed long life applications (automotive)
Heavy duty grease for gears, slides, guides and drive trains. Suitable for centralised lub systems
Bearing grease with noise reducing capacity
Fully synthetic closed gear grease
Specially designed for the lubrication of welding robots, provides long life in gear boxes
General purpose grease when a higher temperature limit is required, blue coloured
Heavy duty, high load
Heavy duty, high load, vibrations, for metal working processes (cold rolling)
Roller bearing grease for water pumps, electric motor, couplings, cardan joints, high load and water resistance, low temperature
Heavy duty, high load, vibrations, for metal working processes (cold rolling)
Developed for low temperature lubrication
High loads, temperature, water
MoS2 grease with low temperature characteristics and good pumpability
General purpose grease with synthetic base oil, long life HT temp resistance
General purpose grease with synthetic base oil, long life HT temp resistance
General purpose grease fortified with PTFE
General purpose grease fortified with PTFE based on mineral oil
General purpose grease fortified with PTFE, water and vapour resistant
General purpose grease fortified with PTFE, high EP properties

Legenda Grease Types		Legenda base oils & solids		
Calcium	Ca	Silicon	Si	Very suitable
Calcium Complex	Cca	Mineral	M	Suitable
Calcium Sulphonate	Cas	Synthetic	Si	Suitable with limitations
Lithium	Li	Semi Synthetic	SS	
Lithium Complex	Cli	Graphite	G	* NLGI 1/2
Lithium Calcium	LiCa	PTFE	P	** NLGI 0/1
Inorganic	I	MoS2	Mo	
Polyurea	P	Boron Nitride	hBN	
Aluminium Complex	AC			
Sodium Complex	CS			
Bentone	B			
Organic	O			





## Remarks and other characteristics

High temperature grease for corrugated paper production equipment
Extreme temperature, resistant to chemical agents, vibrations, contains special anti-oxidants
Extreme temperature, resistant to chemical agents, vibrations
Extreme temperature, resistant to chemical agents, vibrations
More economic alternative to Greasetech Fluor EP S
More economic alternative to Greasetech Fluor EP S
Water resistant grease, very stable, high temperature resistant, steel industry
Water resistant grease, very stable, high temperature resistant, steel industry, continuous casting
Roller mill bearings (strong temperature variations)
High temperature, long life, electrical motor bearings
Water resistant grease, very stable, high temperature resistant, steel industry, continuous casting
Silicone free
Good pumpability, centralized systems, medium-high temperatures
High base oil viscosity for high loads and low speeds
Bentonite based high temperature grease, frequent relubrication required
Bentonite based high temperature grease, frequent relubrication required
Water, alkalis, loads
High speed, water, long life. Spindle grease for MVF equipment
Water, vapour, high load
Water, vapour, high load, low speed
Lubrication in the packaging industry (white colored)
Prevents salt or surface oxides from interrupting the electrical power circulation in electrical contacts
HD applications in Mines which are exposed to dust, water, high anti wear properties
Multipurpose grease fortified with Moly for HD circumstances
Multipurpose grease fortified with Extra Moly for extra HD circumstances
Multipurpose grease fortified with Moly for HD circumstances, High Temperatures
Special open gear grease, pin & bush
Wire rope lubrication, drip free, low dust collection, fully water resistant, very low consumption
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Lithium Calcium	LiCa	PTFE	P		** NLGI 0/1
Inorganic	I	MoS2	Mo		
Polyurea	P	Boron Nitride	hBN		
Aluminium Complex	AC				
Sodium Complex	CS				
Bentone	B				
Organic	O				

Base Oil Viscosity @ 25 C





## Remarks and other characteristics

Large crown lubrication , running inn fluid
Priming grease
Service lub for steel, cement & mining industry, girth mills & open gearsets, high adherence, sprayable
Multipurpose lubricant, with excellent dewatering properties
Service lub for steel, cement & mining industry, girth mills & open gearsets, high adherence, sprayable
Service lub for steel, cement & mining industry, girth mills & open gearsets, high adherence, sprayable
Service lub for steel, cement & mining industry, girth mills & open gearsets, high adherence, sprayable
Running in lubricant for open gears
Bubbling lubrication
Heavy duty mills & open gear sets. Very suitable for preheated rotary ball mills for carbon milling in electricity plants
Heavy duty mills & open gear sets. Very suitable for preheated rotary ball mills for carbon milling in electricity plants
Crown repair fluid
H1 approved, water and steam resistant
H1 approved, water and steam resistant, very good EP properties
H1 approved, water and steam resistant, very good EP properties, Pellet press lubrication
H1 approved, water and high temperature resistant, very suitable for infrequent lubrication
H1 approved, water and high temperature resistant, very suitable for infrequent lubrication
H1 approved, water and high temperature resistant, very suitable for infrequent lubrication
H1 approved, water resistant, translucent appearance
H1 approved, contains PTFE for boundary lubrication, very suitable for sliding surfaces
Low temperature applications non toxic grease
Water resistant and resistant to chemical agents, non-toxic H1 approved, water taps NLGI 3 for boom lubrication
3H grease for direct contact with food
High temperature, resistant to chemical agents, vibrations, contains special anti-oxidants
Biodegradable water resistant
Biodegradable water resistant, fortified with graphite, for train wheel flange and rail curve lubrication
Biodegradable water resistant, fortified with graphite
Biodegradable water resistant
Biodegradable wire rope grease
Silicon grease
Low temperature lubrication
High temperature lubrication
Suitable for plastic lubrication, long life, high temperature

Legenda Grease Types		Legenda base oils & solids		
Calcium	Ca	Silicon	Si	Very suitable
Calcium Complex	Cca	Mineral	M	Suitable
Calcium Sulphonate	Cas	Synthetic	Si	Suitable with limitations
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Lithium Complex	Clc	Graphite	G	* NLGI 1/2
Lithium Calcium	LiCa	PTFE	P	** NLGI 0/1
Inorganic	I	MoS2	Mo	
Polyurea	P	Boron Nitride	hBN	
Aluminium Complex	AC			
Sodium Complex	CS			
Bentone	B			
Organic	O			

**Additive**

A chemical added in small quantities to a product to improve certain properties. Among the more common petroleum product additives are: oxidation inhibitors for increasing the product's resistance to oxidation and for lengthening its service life; rust and corrosion inhibitors to protect lubricated surfaces against rusting and corrosion, demulsifiers to promote oil-water separation, VI improvers to make an oil's viscosity less sensitive to changes in temperature, pour-point depressants to lower the cold-temperature fluidity of petroleum products, oiliness agents, anti-wear agents, and EP additives to prevent high friction, wear, or scoring under various conditions of boundary lubrication, detergents and dispersants to maintain cleanliness of lubricated parts, anti-foam agents to reduce foaming tendencies, and tackiness agents to increase the adhesive properties of a lubricant, improve retention, and prevent dripping or spattering.

**Anhydrous**

Free of water, especially water of crystallization.

**Anti-Foam Agent**

An additive that causes foam to dissipate more rapidly. It promotes the combination of small bubbles into large bubbles which burst more rapidly.

**Anti-Oxidant**

A chemical added in small quantities to a petroleum product to increase its oxidative resistance in order to prolong its storage and/or service life. The additive activates in two ways: by combining with the peroxides formed initially by oxidation paralyzing their oxidizing influence, or reacting with a catalyst to coat it with an inert film.

**Anti-Wear Agent**

An additive that minimizes wear caused by metal-to-metal contact by reacting chemically with the metal by forming a film on the surfaces under normal operating conditions.

**Acid Number**

Also referred to as NEUT or NEUTRALIZATION number: the specific quantity of reagent required to 'neutralize' the acidity or alkalinity of a lube oil sample. In service, the oil will, in time, show increasing acidity as the result of oxidation and, in some cases, additive depletion. Though acidity is not, of itself, necessarily harmful, an increase in acidity may be indicative of oil deterioration, and NEUT number is widely used to evaluate the condition of an oil in service. The most common measurement is ACID NUMBER, the specific quantity of KOH (potassium hydroxide) required to counterbalance the acid characteristics. How high an acid number can be tolerated depends on the oil and the service conditions, and only broad experience with the individual situation can determine such a value.

**Auto-Ignition Temperature**

Minimum temperature at which a combustible fluid will burst into flame without the assistance of an extraneous ignition source. This temperature is typically several hundred degrees higher than the flash and fire point.

**Base Oils**

Base stocks or blends used as an inert ingredient in the manufacturing of automotive and industrial lubricants.

**Base Stocks**

Refined petroleum oils that can either be blended with one another or supplemented with additives to make lubricants.

**Base Oil Viscosity in a Grease**

Because oil does the lubricating in a grease, and viscosity is the most important property of the lubricant, the viscosity of the base oil needs to be designed correctly for the application.

**Boundary Lubrication**

A form of lubrication effective in the absence of a full fluid film. Made possible by the inclusion of certain additives in the lubricating oil that prevent excessive friction and scoring by forming a film whose strength is greater than that of oil alone. These additives include oiliness agents, compounded oils, anti-wear agents, and extreme pressure agents.

**Carbon Residue**

Coked material formed after lubricating oil has been exposed to high temperatures.

**Copper-Strip Corrosion**

Evaluation of a product's tendency to corrode copper or copper alloys, ASTM D130. Test results are based on the matching of corrosion stains.

**Corrosion Inhibitor**

A lubricant additive for protecting surfaces against chemical attack from contaminants in the lubricant.

**Compatibility of a Grease**

This is one of the most important grease properties. Whenever two incompatible thickeners are mixed, grease usually becomes soft and runs out of the bearing. When mixing different thickener types, consult supplier on compatibility. Some incompatible thickeners are aluminum and barium soaps, clay and some polyureas.

**Consistency**

NLGI grade is based on amount of thickener. Consistency describes the stiffness of the grease. NLGI 2 is the most common grade.

**Demulsibility**

A lubricant's ability to separate from water, an important consideration in the lubricant maintenance of many circulating systems.

**Detergent**

An additive which chemically neutralizes acidic contaminants in the oil before they become insoluble and fall out of the oil forming sludge. Particles are kept finely divided so that they can remain dispersed throughout the lubricant.

**Dropping point**

The temperature at which a grease changes from semi-solid to a liquid state under test conditions. It may be considered an indication of the high temperature limitation for application purposes.

**Entrainment**

Describing a state of an immiscible fluid component. Minute quantities of a fluid (typically water) can be dissolved or absorbed into the oil, but excess quantities can be most harmful to equipment due to the entrainment leaving gaps in the lubricated areas.

**Emulsion**

A mechanical mixture of two mutually insoluble liquids (such as oil and water).

**EP agent**

An additive to improve the extreme pressure properties of a lubricant.

**Flash Point**

Lowest temperature at which the air vapor from a sample of a petroleum product or other combustible fluid will "flash" in the presence of an ignition source. The flash can be seen in the form of a small spark over the liquid.

**Fire Point**

Lowest temperature at which a combustible fluid will burst into flame in the presence of an extraneous ignition source. Very little additional heat is required to reach the fire point from the flash point.

**Foaming**

A possible reaction of an oil when mixed with air. This entrained air can result in reduced film strength and performance reduction.

**Foam Inhibitor**

An additive which causes foam to dissipate more rapidly. It promotes the combination of small bubbles into large bubbles which burst more easily.

**Four-Ball Tests**

Two test procedures on the same principle. The Four Ball Wear Test is used to determine the relative wear-preventing properties of lubricants operating under boundary lubrication conditions. The Four Ball Extreme Pressure Test is designed to evaluate performance under much higher unit loads.

**Hydrocarbons**

Compounds of hydrogen and carbon of which petroleum products are typically examples. Petroleum oils are generally grouped into two parts: Naphthenics, which possess a high proportion of unsaturated cyclic molecules; and paraffinic, which possess a low proportion of unsaturated cyclic molecules.

**Hydro Treating**

A Gulf patented process used to make lubricant base stocks. In the process, lubricant feedstocks are reacted with hydrogen in the presence of a catalyst at very high temperature (400oC) and pressure (3000 plus psi). The process displaces impurities and unsaturated hydrocarbons.

**Hydrodynamic Lubrication**

A type of lubrication effected solely by the pumping action developed by the sliding of one surface over another in contact with an oil. Adhesion to the moving surface draws the oil into the high-pressure area between the surfaces, and viscosity retards the tendency to squeeze the oil out. If the pressure developed by this action is sufficient to completely separate the two surfaces, full-fluid-film lubrication is said to prevail.

**ISO**

International Standard Organization

**Load Carrying Ability**

Under high-load conditions, high-viscosity base stock is required and usually with an EP additive or solid additive like molybdenum disulfide.

**NLGI: classifying stiffness of a Grease**

The best way to define the consistency or stiffness of the grease is set out by the NLGI (National Lubricating Grease Institute). A test method defines the following grades according to a level of penetration measured at a temperature of 25 °C. The consistency of the grease will change as soon as the temperature of the application will increase or decrease. When temperature falls below 25 °C, the NLGI grade rises and the grease will appear more stiff.

On the other hand, as soon as the temperature will go beyond 25 °C, the NLGI grade is reduced and the grease becomes less stiff.

**Oxidation**

A form of chemical deterioration to which all petroleum products are subject to, and involves the addition of oxygen atoms resulting in degradation. It is accelerated by higher temperatures above 25oC, with the rate of oxidation doubling by each 10o increase. With fuels and lubricant oils, oxidation produces sludges, varnishes, gums, and acids, all of which are undesirable.

**Oxidation Inhibitor**

A chemical added in small quantities to a petroleum product to increase its oxidation resistance in order to prolong its storage and/or service life. The additive activates in two ways: by combining with the peroxides formed initially by oxidation, paralyzing their oxidizing influence, or reacting with a catalyst to coat it with an inert film.

**Oil Separation of a Grease**

For a grease to be effective, a small amount of oil must separate from the thickener (usually less than 3%).

**Pumpability of a Grease**

This is an important property when pumping grease in centralized systems at low temperatures. Most common test is Lincoln Ventmeter.

**Pour Point**

A widely used low temperature flow indicator, depicted as -15oC above the temperature to which a normal liquid petroleum product maintains fluidity. It is a significant factor in cold weather start-up. Paraffinic oils typically have higher pour points due to the formation of wax crystals, while many other lubricants reach their low pour points through an increase in viscosity.

**Rust Inhibitor**

A lubricant additive for protecting ferrous (iron and steel) components from rusting caused by water contamination or other harmful materials from oil degradation.

**Shear Stress**

A unit of frictional force overcome in sliding one layer of fluid along another. This is typically measured in pounds per square foot, with pounds representing the frictional force, and square feet representing the area of contact between the sliding layers.

**Shear Stability**

Grease needs to maintain its consistency under high shear conditions. The shear stability test measures the softening of grease when sheared for 10,000 or 100,000 double strokes with a grease worker. Loss of less than one NLGI grease grade signifies a stable thickener under high shear conditions.

**Sludge**

The collective name for contamination in a compressor and on parts bathed by the lubricating oil. This includes decomposition products from the fuel, oil, and particulates from sources external to the compressor.

**Solvency**

The ability to dissolve into a solution producing a homogeneous physical mixture. The degree of solvency varies along with the rate of dissolution depending on the amount of heat added to the solution.

**Synthetic lubricants**

Lubricants manufactured by a process, where a chemical conversion or transformation of one complex mixture of molecules into another complex mixture takes place.

Common types of synthetic base oil include: Polyalpha olefins (PAO), Hydrocracked/Hydroisomerized, Unconventional Base Oils (UCBO), Organic Esters, Polyglycols (PAG).

**Timken OK load**

Measure of the extreme pressure properties of a lubricants.

**Thickener for Grease**

A grease consists of a base oil, additives and a thickener. There are soap and non-soap thickeners. Each thickener type provides unique characteristics to the grease.

**Vapor Pressure**

The measure of a liquid's volatility. The higher the pressure at a standard test temperature, the more volatile the sample, and the more readily it will evaporate.

**Varnish**

A deposit resulting from oxidation and polymerization of fuels and lubricants. Similar to but softer than lacquer.

**Viscosity**

Measure of a fluid's resistance to flow. This is typically measured as the time required for a standard quantity of fluid at a certain temperature to flow through a standard orifice. The higher the value, the more viscous the fluid. Viscosity varies inversely with temperature so the measurements are always expressed together. Tests are typically conducted at 40oC and 100oC.

**Viscosity Index**

The measure of the rate of change of viscosity with temperature. Heating tends to make lubricants thinner, cooling makes them thicker. The higher a VI is on a particular fluid, the less of a change in viscosity there will be over a given temperature range. In determining the VI, two temperatures of viscosity are taken, one at 40oC and the other at 100oC.

**Volatility**

The property of a liquid that defines its evaporation characteristics. Of two liquids, the more volatile one will boil at a lower temperature and will evaporate faster when both liquids are at the same temperature. The volatility of petroleum products can be evaluated with tests for flash point, vapor pressure, distillation, and evaporation rate.

**Water Resistance**

Water washout test measures ability of a thickener to remain intact in bearing when submerged in water. Water-spray-off measures ability of a thickener to remain in bearing in presence of water spray. Both of these tests measure percent grease removed.





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