



CHEVRON MOLY GREASES EP

NLGI 1, 2

PRODUCT DESCRIPTION

Chevron Moly Greases EP are molybdenum disulfide extreme pressure (EP) greases designed for automotive and industrial applications.

CUSTOMER BENEFITS

Chevron Moly Greases EP deliver value through:

- **Good water and heat resistance**
- **Good corrosion protection**
- **Good oxidation stability**
- **Good pumpability**
- **Good wear protection**
- **Long lubrication**

FEATURES

Chevron Moly Greases EP are general purpose, extreme pressure (EP) greases.

They are manufactured using highly refined selected base oils, a lithium-12-hydroxystearate thickener, 3% molybdenum disulfide (moly), EP additive, rust and oxidation inhibitors. They are dark gray/black in color and smooth and buttery in texture.

These products satisfy the demand for high quality moly-type greases with extreme pressure capability in both automotive and industrial applications.

Chevron Moly Greases EP provide excellent performance under extreme pressure, boundary lubrication conditions because of their EP additive and moly content. With a Timken OK Load (ASTM D2509) of 50 lbs and moly to maintain a low coefficient of friction along sliding surfaces, even under loads exceeding the yield strengths of metals, Chevron Moly Greases EP provide both shock and heavy load protection. Moly provides a lubricity safety factor (staying power) in situations where the grease is

depleted and only molybdenum disulfide remains to provide lubrication until more grease is applied.

Chevron Moly Greases EP provide longer-lasting lubrication than conventional greases. Hence, lubrication frequencies can be extended and down time reduced. They are ideal in situations where lubrication is infrequent. The "moly" provides a reserve protection should the lubricant be squeezed from the bearing surface. They have good storage stability, are pumpable at low temperatures, and provide water resistance and rust protection.

APPLICATIONS

Chevron Moly Greases EP are recommended for use in automotive and industrial equipment where a moly type grease is recommended.

Typical applications in automotive equipment are: chassis, bearings, universal joints, fifth wheels, and ball joints. Chevron Moly Greases EP are also recommended for use in construction equipment such as bulldozers, scrapers, loaders, shovels, etc.

Chevron Moly Greases EP are recommended for use in roller chains, trunions, gears, cables, sheaves, slides, and chassis bearings.

In industrial applications, these greases are recommended for the lubrication of conveyor bearings, sliding and rubbing surfaces, kiln car bearings, etc. They are particularly suited for heavily loaded pivot pins, splined shafts, or other surfaces subjected to sliding, vibration, or oscillation where fretting is encountered.

Chevron Moly Greases EP meet Caterpillar recommendations for greases containing 3% molybdenum disulfide.

Product(s) manufactured in the USA and Colombia.

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.

A **Chevron** company product

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TYPICAL TEST DATA

NLGI Grade	1	2
Product Number	255659	255660
MSDS Number USA Colombia	6912 —	6912 33416
Operating Temperature, °C(°F) Minimum ¹ Maximum ²	-20(-4) 125(257)	-15(5) 127(260)
Penetration, at 25°C(77°F) Unworked Worked	325 325	275 280
Dropping Point, °C(°F)	191(376)	191(376)
Four-Ball Weld Point, kg	315	315
Timken OK Load, lb	50	50
Lincoln Ventmeter, psig at 30 s, at 75°F 30°F 0°F -22°F	250 → 475 1275	400 → 583 1367
Thickener, % Type	5.1 Lithium	6.4 Lithium
ISO Viscosity Grade, Base Oil Equivalent	220	220
Viscosity, Kinematic* cSt at 40°C cSt at 100°C	173 15.6	173 15.6
Viscosity, Saybolt* SUS at 100°F SUS at 210°F	1074 77	1074 77
Viscosity Index*	53	53
Flash Point, °C(°F)*	249(480)	249(480)
Pour Point, °C(°F)*	-18(0)	-18(0)
Texture	Smooth, Buttery	Smooth, Buttery
Color	Dark Gray/Black	Dark Gray/Black

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

- 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.

* Determined on mineral oil extracted by vacuum filtration.

→ Not tested at this temperature.

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