Running-in Oils

Product Information

DESCRIPTION

Castrol Running-In Oil 1 and 2 are mineral based multigrade crankcase lubricants designed to facilitate running-in of new and reconditioned diesel and petrol engines.

APPLICATION

Castrol Running-In Oil 1 is intended as a test bed oil for reconditioned engines or a "glaze buster" for units displaying symptoms of severely arrested running-in. Because of the specialised nature of Running-In Oil 1 it should not be used indiscriminately. Please consult Castrol for recommendations as to its application. Castrol Running-In Oil 2 is an initial fill oil for reconditioned engines and a second fill oil for new engines. Running-In Oil 2 should be used as follows:-

NEW UNITS

| Naturally-aspirated engines | Change initial fill at 1000 miles (or point recommended by engine manufacturer) for Running-In Oil 2 where it can remain for up to 6,000 miles before changing to service oil. |
|-----------------------------|--|
| Turbocharged engines | As for naturally aspirated diesel engines, but change to service oil after 2,000 miles max. |
| RECONDITIONED UNITS | |
| Naturally aspirated engines | Initial fill with Running-In Oil 2, change at 1,000 miles (again for Running-In Oil 2) and change to service oil after a further 6,000 miles. |
| Turbocharged engines | Initial fill with Running-In Oil 2, change at 1,000 miles (again for Running-In Oil 2) and change to service oil after 2,000 miles max. |

All reasonable care has been taken to ensure that the information contained in this publication is accurate as at the date of printing. It should be noted however that the information above may be affected by changes occurring subsequent to the date of printing in the blend formulation or methods of application of any of the products referred to or in the requirements of any specification approval relating to any such products .



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NOTE: Service oil should be used for top up in all cases.

The purpose of Running-In Oil is to give controlled initial wear of new components, to increase the actual contact area of bearing surfaces and generate optimum bearing relationships. This minimises subsequent wear and frictional losses.Running-In occurs in two stages

Stage 1 - Removal of surface roughness

Stage 2 - Correction of surface errors due to waviness or mis-shape

| TYPICAL CHARACTERISTICS | <u>No1</u> | <u>No2</u> |
|--|--|---|
| SAE viscosity Density at 20°C Viscosity at 40°C, mm²/s Viscosity at 100°C, mm²/s VI Flash Point (closed) °C Pour Point °C TBN | 10W-30 0.875 66.6 9.9 132 210 -27 2.4 | 20W-30 0.885 82.5 10.0 101 214 -30 4.4 |
| | | |

Health and Safety information sheets are available for all Castrol products from the address below. Castrol International, Pipers Way, Swindon, Wiltshire SN3 1RE, England, Telephone: Orders/Enquiries (08459) 123011, Technical Enquiries (01793)452222, Fax (01793)453750

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