



# Coupling Grease

## High performance coupling grease

### Product description

Coupling Grease is a high performance grease, with a lithium soap/polymer thickener, which offers a high resistance to separation under the high centrifugal forces found in couplings.

The consistency of Coupling Grease covers NLGI 0 and NLGI 1, and contains a highly viscous base oil and tackifier to keep the grease in place and prevent separation. The components are combined with oxidation, rust and corrosion inhibitors, with an extreme pressure additive. In the ASTM D 4425, High Speed Centrifugal Test, which develops G forces in excess of 36,000 at 15,000 rpm, Coupling Grease exhibits little or no oil separation.

### Customer benefits

- Resistance to centrifugal separation aids component protection
- Long service life helps reduce maintenance and grease recharge
- Offers high load carrying capabilities
- Resistant to water washing
- Stays in place in high speed operations
- Contributes to rust and corrosion protection
- Reduces coupling wear
- Low temperature performance down to -30°C

### Product highlights

- **Resistance to centrifugal separation**
- **Long service life**
- **Offers high load carrying capabilities**
- **Resistant to water washing**
- **Stays in place in high speed operations**

#### Selected specification standards include:

AGMA	Browning
DIN	Falk
Fast	ISO
Jaure	Koppers

### Applications

- Coupling Grease is recommended for many types of grease lubricated couplings used in industrial equipment. Common grease lubricated couplings include:
  1. geared couplings which have internal and external spur gears that mesh within a common rotating hub connecting shafts
  2. steel grid couplings which have a convoluted band of flexible spring steel physically linking the hubs
  3. flexible chain couplings which have a roller chain that meshes with a sprocket in each mating hub
- Coupling Grease will perform beyond the normal six-month change period. In actual field experience this grease has shown its ability to perform satisfactorily beyond 3 years. This product may be used in many types of grease coupling, especially in those hard to service or those operating under severe conditions
- Because of its high base oil viscosity, Coupling Grease is also suitable for use in other industrial applications where the equipment is subject to high water wash, low speeds and heavy or shock loads
- Coupling Grease is recommended for all types of grease lubricated couplings used in trains and metro systems
- Coupling Grease can also be used in the couplings on high speed cars

### Approvals, performance and recommendations

#### Approvals

Coupling Grease is listed for several types of grease couplings:

- Browning Esco Transmissions
- Falk Eugen Schmidt und  
Co Getriebe und  
Antriebselemente GMBH
- Koppers Esco Aandrijvingen BV
- Jaure Wartsila
- Fast Renk

#### Performance

DIN 51 502	ISO 6743-09	Operating temperature
KP 0/1 K-30	ISO-L-XCCIB 0/1	-10°C up to 120°C with short exposure time up to 160°C

Based on ASTM D 1478 and D 4693 torque tests, the minimum recommended bearing lubrication service would be -23°C. For coupling service the minimum usable temperature is not dependent upon ease of pumping or bearing breakaway force. Field service confirms problem-free coupling service at -30°C and below. Actual minimum temperature for coupling service would be below -30°C.

Coupling Grease meets the coupling requirements:

- AGMA CG-1 type
- AGMA CG-2 type
- AGMA CG-3 type

### Product maintenance and handling

The tacky nature of the product makes hand packing the preferred method of newly installed couplings to ensure even distribution throughout. Normal handling precautions should be observed as with any petroleum based products. Consult the coupling manufacturers installation instructions for detailed lubricant application procedures.

The following procedure outlines a popular lubrication method. Prior to assembly of gear couplings a coating of grease should be applied to gear teeth. After hand packing, the coupling should be rotated so the grease fitting reaches the 4 o'clock position and the fitting/plug removed. A short length of 1/4 inch pipe can be affixed and grease pumped into the coupling until product is observed flowing out the purge opening at the 10 o'clock position. The pipe should then be removed and the plugs reinserted. This practice insures that the coupling is adequately lubricated. Routine relubrication can be accomplished with disassembly using this method. The grease will then be evenly distributed to all moving and sliding surfaces and the full benefits of the product will be realized. Special care needs to be taken when filling "Full Travel" type couplings so the correct amount of grease is charged.

## Coupling Grease — Continued

Typical test data		
Test	Test methods	Results
<b>NLGI Grade</b>		<b>0/1</b>
<b>Product Code</b>		<b>1912</b>
Thickener type	-	Lithium
Appearance	-	Brown, smooth and tacky
Base oil type	-	Mineral
Base oil viscosity, 40°C, mm <sup>2</sup> /s (*)	DIN 51 562	612 - 748
Base oil viscosity, 100°C, mm <sup>2</sup> /s (*)	DIN 51 562	25.0
Penetration worked, mm/10	DIN ISO 2137	330
Dropping point, °C	Mettler	>160
Water resistance , static	DIN 51 807/1	0/0
Copper corrosion 24h/100°C	DIN 51 811	1
Centrifugal Oil Separation, vol %	ASTM D 4425	<3.0
Water Spray-Off, %wt	ASTM D 4049	<2.0
Rust Protection	ASTM D 1743	Pass
Timken, OK Load, lbs	ASTM D 2509	>40
Four ball EP, kgf	ASTM D2596	315
Four ball wear, mm 1hr, 75°C, 1200 rpm, 40kg	ASTM D2266	0.4

(\*) Run on base oil pre-blend

The information given in the typical data does not constitute a specification but is an indication based on current production and can be affected by allowable production tolerances. The right to make modifications is reserved. This supersedes all previous editions and information contained in them.

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