



www.generalpetroleum.de

Product Data Sheet (PDS)



GP MARGEN MARINE 50140 (GS)

Published By: Quality

Control Department of
General Petroleum GmbH
Frankfurt, Germany

Last Update Date:

1/8/2023

Marine Cylinder Oil specially designed for the latest range of Super Long Stroke Low Speed 2-stroke Marine Diesel Engines using High Sulphur Heavy Fuel Oil (HFO). It meets the higher performance standards required of CAT II cylinder oils by MAN ES, particularly for piston cleanliness and deposit control.

Product Description:

GP MARGEN MARINE 50140 (GS) is an extended base number quality Marine Cylinder Lubricant (MCL) designed for the latest generation of super long stroke low speed crosshead diesel engines operating on residual fuels having sulphur content in excess of 1%. This oil is specially developed for de-rated diesel engines operating with higher brake mean effective pressures (bmep), the longest stroke length and Tier II compliance. This oil is formulated to SAE 50 viscosity grade with a base number (BN) of 140. This oil possesses outstanding acid neutralizing and detergency capability, assuring excellent engine cleanliness, minimal piston ring back face deposits, protection against cold corrosion and extended time between overhauls (TBO).

Features & Benefits:

- MAN ES & WIN G&D approved formulation.
- Increased acid neutralizing capability.
- Higher BN for increased acid neutralization capability and OEM's specified residual BN reserve in scrape down oil.
- Increased detergency minimizes deposits on critical components viz. pistons, piston rings, ring grooves and cylinder ports.
- Anti-wear property contributes to reduced piston ring & cylinder liner wear.
- Good compatibility with all normal seal materials.

Applications:

- Recommended for cylinder lubrication of MAN Mk 8.2 to Mk 9.6 & Mk 10.5 engines and Wartsila RT-Flex & W-X engines especially for the more severe characteristics of de-rated engines, slow steaming and using residual fuels with sulphur contents in excess of 1%.
- Lower feed rates are usually possible using high BN MCL. The minimum feed rates recommended by the OEM should be maintained. During running-in the OEM recommended feed rates must be observed.
- Periodic inspection of liner surface condition and MCL scrape down analysis is essential to ensure low wear rates and extended TBO. Switching from 85BN or 100BN to 140BN MCL is recommended where there is evidence of cold corrosion or when using the correct cylinder oil feed rate the residual BN in the scrape down oil is continuously lower than the manufacturers limit (normally a minimum of 20BN)

TECHNICAL DATA:

| Sr. No | Characteristics | Test Method | Results |
|--------|-------------------------|-------------|---------|
| 01 | SAE | | 50 |
| 02 | TBN | | 140 |
| 03 | Viscosity @ 100 0C, cSt | D 445 | 19.72 |
| 04 | Viscosity Index | D 2270 | 120 |
| 05 | Flash Point, 0C | D 92 | 234 |
| 06 | BN, mg KOH/g | D 2896 | 140 |
| 07 | Pour Point, 0C | D 97 | -9 |
| 08 | Density @ 15 0C, kg/l | D 4052 | 0.972 |

Health and Safety:

Based on available information, this product is not expected to produce adverse effects on health when used for the intended application, following the recommendations provided in the Material Safety Data Sheet (MSDS). MSDSs are available upon request. This product should not be used for purposes other than its intended use. If disposing of used product, take care to protect the environment.

Due to continual product research and development, the information contained herein is subject to change without notification. Typical Properties may vary slightly.

