CHEVRON SRI GREASE 2

PRODUCT DESCRIPTION

Chevron SRI Grease 2 is a high temperature ball and roller bearing grease.

CUSTOMER BENEFITS

Chevron SRI Grease 2 delivers value through:

- **Wide application range** — Suitable for high rpm operation, operating temperatures ranging from -30°C to 177°C (-22°F to 350°F).
- **Excellent oxidation stability** — Provides exceptional bearing life at operating temperatures in the range of 93°C to 177°C (199°F to 350°F).
- **Excellent rust protection** — Provides rust protection as defined by ASTM D5969 with 10% Synthetic Sea Water.

FEATURES

Chevron SRI Grease 2 is a high temperature ball and roller bearing grease.

It is formulated with highly refined base stocks, a modern ashless, organic polyurea thickener coupled with high performance rust and oxidation inhibitors (the latter to provide outstanding rust protection in severe applications that many electric motor applications are exposed to in field operations). Its texture is smooth and buttery and its color is dark green.

As noted, Chevron SRI Grease 2 passes the Static Bearing Rust Test, ASTM D5969, with 10% synthetic sea water. These properties help to provide longer bearing life under high speed and high temperature operation. This is nearly 10 times the life possible when using conventional lithium greases. Under normal operating temperatures and conditions, Chevron SRI Grease 2 can be used as a "Life Pack" lubricant in sealed bearings.

Note that in today's more modern, high output (horsepower), high load electric motors, there are times where these units employ ball bearings and roller element bearings on the same motor. On units where horsepower and load are considered high on the roller element bearing, EP greases should be employed. In these instances, Black Pearl® Grease EP would be the grease of choice and is fully compatible to use with Chevron SRI Grease 2.

APPLICATIONS

Chevron SRI Grease 2 is recommended:

- for use in a wide range of automotive and industrial applications
- for use in antifriction bearings operating at high speeds (10,000 rpm and greater)
- where the operating temperatures are on the order of 150°C (302°F) and higher
- where there is a likelihood that water or salt water will get into the bearings

Chevron SRI Grease 2 will perform in bearings at temperatures as low as -30°C (-22°F).

Chevron SRI Grease 2 is registered by **NSF** and is acceptable as a lubricant where there is no possibility of food contact (H2) in and around food processing areas. The NSF Nonfood Compounds Registration Program is a continuation of the USDA product approval and listing program, which is based on meeting regulatory requirements of appropriate use, ingredient review and labeling verification.

Product(s) manufactured in the USA.
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	2
Product Number	*254521*
SDS Number	*35940*
Operating Temperature, °C(°F) Minimum[a] Maximum[b]	 -30(-22) 177(350)
Penetration, at 25°C(77°F) Unworked Worked	 255 280
Dropping Point, °C(°F)	243(470)
High Temperature Life, hours at 177°C(350°F), ASTM D3336	750+
Lincoln Ventmeter, psig at 30 s, at 75°F 30°F 0°F	 225 425 750
Thickener, % Type	8.0 Polyurea
ISO Viscosity Grade, Base Oil Equivalent	 100
Viscosity, Kinematic* cSt at 40°C cSt at 100°C	 116 12.3
Viscosity, Saybolt* SUS at 100°F SUS at 210°F	 606 69.0
Viscosity Index*	97
Flash Point, °C(°F)*	260(500)
Pour Point, °C(°F)*	-15(+5)
Texture	Smooth, Buttery
Color	Dark Green

a 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.
b 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.

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

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