



Spheerol™ SBX 2

Heavy Duty Grease

Description

Castrol Spheerol™ SBX 2 Grease (previously called SBX Grease 2) is a smooth black lithium complex grease of a No. 2 consistency containing molybdenum disulphide and graphite solids.

Spheerol SBX 2 Grease is a unique blend of extreme pressure additives, solid lubricants and an effective corrosion inhibitor in a heavy viscosity synthetically modified base oil. It has a drop point (min) of 250°C and has a load carrying capacity exceeding 800kg under 4-Ball weld load tests.

Application

Originally designed to meet SKF requirements for sugar mill roller bearing grease. The extreme load capability of the grease makes it ideal for bucket pins, plain bearings and other heavy duty applications in the mining, sugar milling and general industrial industry.

The 5% molybdenum disulphide in Spheerol SBX 2 Grease meets certain minimum requirements of OEM's such as Caterpillar and Komatsu.

Advantages

- Solid lubricants – molybdenum disulphide 5%. helps maintaining separating film between gear tooth surfaces leading to minimising of gear tooth wear.
- Advanced EP additives provides excellent load carrying ability leads to protection from extreme loading
- Good water resistant properties helps in reducing grease consumption
- Good pumpability at low temperature ensures adequate grease supply during cold periods. Helps in avoiding equipment failure due to grease starvation.

Typical Characteristics

Name	Method	Units	Spheerol SBX 2
Appearance	Visual	-	Smooth black grease
Thickner Type	-	-	Lithium Complex
Consistency	ASTM D217 / ISO 2137	NLGI Grade	2
Base oil viscosity @ 40°C	ASTM D445	mm ² /s	1000
Timken OK Load	ASTM D2509	kg	20.4
Worked Penetration (60 strokes @ 25°C)	ASTM D217	1/10 mm	265-295
Four Ball Weld Load test, Kg	ASTM D2596	kg	800
Four Ball Wear test - Wear Scar Diameter (40 kgf / 75°C / 1200 rpm / 1 hr)	ASTM D2266	mm	0.52
Dropping Point	ASTM D2265	°C	250

Subject to usual manufacturing tolerances.

Additional Information

In order to minimise potential incompatibilities when converting to a new grease, all previous lubricant should be removed as much as possible prior to operation. During initial operation, relubrication intervals should be monitored closely to ensure all previous lubricant is purged.

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17 Jan 2017

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