



Product Data

Ball Bearing Grease LMM

Bearing Grease

Description

Castrol Ball Bearing LMM Grease is a multi-purpose lithium grease containing molybdenum disulphide solid lubricant to enhance its load carrying properties under conditions of high or shock loading or to prevent scuffing or fretting. It contains oxidation and corrosion inhibitors, anti-wear additives & has good mechanical stability

Application

Castrol Ball Bearing LMM grease may be used in plain and rolling element bearings at medium and high speeds, and those subject to shock loading and medium vibrations.

Typical applications include low and medium loaded plain and rolling element bearings in steel, paper, textile, tiles, cement and other general industries. Also suitable for bearings and equipment in marine environments, and mining and construction machinery.

The incorporation of solid lubricant in Ball Bearing LMM grease makes this grease particularly suited for the lubrication of reciprocating and sliding motion elements, where the prevention of scuffing and fretting is desirable.

Typical applications also include pivot pins, cams, screws, splined shafts, slides, flexible joints (ball, universal, CV joints etc.). It is also useful for the lubrication of chains, swivels and shackles to prevent scuffing.

Advantages

- Good anti-seize properties.
- Good resistance to water wash-out.
- Good protection against rust and corrosion.
- Good resistance against thinning out under excessive working of bearings, thereby extending service life.
- Good stability under both low and high temperatures.

Typical Characteristics

Name	Method	Units	Value
Consistency	ASTM D217	NLGI	2
Appearance	Visual	-	Dark Grey/Black Smooth
Drop Point	IP 396	°C	180 min
Thickener Type	-	-	Lithium
Worked Penetration 60X	ASTM D217	0.1 mm	265-295
Four Ball EP Properties, Weld Point	ASTM D2596	Kg Load	280

Additional Information

In order to minimize 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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