

## AERO JET-TURBO II (Aircraft Type Gas Turbine Lubricant)

**DESCRIPTION:** AERO JET-TURBO II is a high performance aircraft-type gas turbine lubricant formulated with a combination of a highly stable synthetic base fluid and a unique chemical additive package. The combination provides outstanding thermal and oxidative stability to resist deterioration and deposit formation in both the liquid and vapour phases, as well as excellent resistance to foaming. The effective operating range of AERO JET-TURBO II is between -54°C to 204 °C. AERO JET-TURBO II is engineered for aircraft gas turbine engines used in commercial and military service requiring MIL-PRF-23699-STD level performance. It also is recommended for aircraft-type gas turbine engines in industrial or marine service applications.

FEATURES	ADVANTAGES & POTENTIAL BENEFITS
Excellent thermal and oxidation stability	Reduces the formation of varnish, carbon and sludge deposits. Maintains engine efficiency and extends engine life.
Excellent wear and corrosion protection	Extends gear and bearing life Reduces engine maintenance
Retains viscosity and film strength across wide temperature range	Provides effective lubrication at high operating temperatures
Chemically stable	Reduces evaporation losses and lowers oil consumption
Load Carrying Capacity	Excellent load carrying performance increasing the life of bearings, gears and other highly loaded lubricated surfaces.
Low pour point	Eases start-up in low ambient temperature conditions. Exceptional fluidity at -54°C enables use in critical applications where other Type II lubricants are excessively viscous.

### APPLICATION:

- AERO JET-TURBO II is recommended for aircraft gas turbine engines of the turbo-jet, turbo-fan, turbo-prop and turbo-shaft (helicopter) types in commercial and military service. It also is recommended for aircraft-type gas turbine engines in industrial or marine application.
- AERO JET-TURBO II is recommended for aircraft gas turbine engines of the turbo-jet, turbo-fan, turbo-prop, and turbo-shaft (helicopter) types in commercial and military service. It is also recommended for aircraft-type gas turbine engines used in industrial or marine applications.
- AERO JET-TURBO II is also compatible with other synthetic gas turbine lubricants meeting MIL-PRF-23699. However, mixing with other products is not recommended because the blend would result in some loss of the performance characteristics of AERO JET-TURBO II.
- AERO JET-TURBO II is compatible with all metals used in gas turbine construction, as well as with F Rubber (Viton A), H Rubber (Buna N), and silicone seal materials.

### Performance Standard Meets:

AERO JET-TURBO II meets all technical requirements & Standard Performance (STD) classification of U.S. Military Specification MIL-PRF-23699, PRI-QPL-AS5780/SPC, SAE AS5780D Grade SPC, DEF STAN 91-101 (British) equivalent by a wide range of engine and accessory manufacturers including:

**Storage:** All packages should be stored under cover. Where outside storage is unavoidable drums should be laid horizontally to avoid the possible ingress of water and the obliteration of drum markings. Products should not be stored above 60°C, exposed to hot sun or freezing conditions.

## PROPERTIES OF AERO JET-TURBO II

SPECIFICATIONS	TEST METHOD	MIL-PRF-23699 grade	AERO JET-TURBO II
Oil Type	-	Synthetic Ester	Synthetic Ester
Auto Ignition temperature test, Deg.C ,	30 CFR 35.20	-	404
Kinematic Viscosity @ 100°C , mm <sup>2</sup> /s,	ASTM D445	4.90 to 5.40	5.14
Kinematic Viscosity @ 40°C , mm <sup>2</sup> /s,	ASTM D445	23 min	26.21
Kinematic Viscosity @ -40°C , mm <sup>2</sup> /s,	ASTM D2532	13000 max	11000
Density @ 15 C, kg/l, ASTM D4052	ASTM D4052	-	0.982
Fire Point, °C,	ASTM D92	246 min	285
Flash Point, Cleveland Open Cup, °C,	ASTM D92	246 min	270
Pour Point °C,	ASTM D97	-54	-59
Swelling of Standard Synthetic Rubber			
Elastomer Compatibility, AMS-3217/4 (72hrs @204°C ), % swell,	FED STD 791- M.3604	5 to 25	15.6
Elastomer Compatibility, AMS-3217/1(72hr @70°C ), % swell,		5 to 25	16.4
Standard silicon rubber 90 hrs @121°C		5 to 25	8.9
Thermal Stability/Corrosivity 96 hrs @ 274°C	FED STD 791- M.3411		
metal weight change mg/cm <sup>2</sup>		4 max	0.23 pass
viscosity change @ 37.8°C %		5 max	1.3
Total Acid Number Change mgKOH/g		6 max	1.5
Corrosion & Oxidation Stability	ASTM D4636		
72 hrs @ 175°C		Must pass	Passes
72 hrs @ 204°C		Must pass	Passes
72 hrs @ 218°C		Must pass	Passes
Evaporation Loss, 6.5 h, 204 °C , mass%,	ASTMD972	10 max	3.0
Bearing Test Rig Type 1 ½			
Overall deposit demerit rating 200 hrs	FED-STD-791	35 max	26
viscosity change @400°C %		0 to +35 max	30.8
Total acid number change mgKOH/g		1.5 max	0.98
Filter Deposits gm		3 max	0.35
Change in viscosity, 72h @ -40 °C , %,	ASTM D2532	-	0.15
Foam, Sequence I @ 24°C, Tendency, ml,	ASTM D892	must pass	9/0 pass
Foam, Sequence II@ 93°C, Tendency, ml,	ASTM D892	must pass	8/0 pass
Foam, Sequence III @ 24°C, Tendency, ml,	ASTM D892	must pass	8/0 pass
Shear Stability, %KV loss @ 24°C,	ASTM D2603	4 max	0.3
Total Acidity, mgKOH/g,	SAE-ARP 5088	1 max	0.14
Ryder Gear Load Carrying, % vs ref.,	FTMS 791-6508	102	115
Trace Metal Content	ASTM D5185	Must pass	passes
Sediment	ASTM D791	Must pass	passes

**Additional Information:** When converting to new oil kindly flush previous oil before filling, all previous lubricant should be removed as much as possible prior to operation. During initial operation, lubrication intervals should be monitored closely to ensure all previous lubricant is purged.

**POWERMAXX LUBE INDIA**

Website: [www.powermaxxlube.com](http://www.powermaxxlube.com) Email: [info.powermaxx918@gmail.com](mailto:info.powermaxx918@gmail.com), [info@powermaxxlube.com](mailto:info@powermaxxlube.com)

Contact Number: 996748763, 7506973307