

RUNNING-IN OIL SAE 30 API SG/CF

Proprietary blend of HYDRO-SYN™ base oils and specifically engineered additives designed to use in the critical running in period of both new and rebuilt petrol and diesel engines.

Description

HOCL RUNNING-IN OIL 30 is a mono-grade engine oil that incorporates highly refined and thermally stable HYDRO-SYN™ base oils, with specially selected detergents and non-friction modified supplements with ZDDP additives.

HOCL RUNNING-IN OIL 30 utilises a unique low ash formulation that virtually eliminates combustion chamber deposits, maximises protection for new bearing surfaces and valve-train components, but still allows rapid and complete bedding in of piston rings to cylinder bores.

Application

HOCL RUNNING-IN OIL 30 is suitable for a wide variety of passenger car, light commercial and motorcycle four-stroke petrol and light diesel engines, including high performance applications.

This oil has been developed for use in engines that are run-in by driving the vehicle approximately 500 - 800 km on the road. It is then recommended that the oil filter be replaced and the crankcase drained while the oil is hot and refilled with the correct grade and quantity of the recommended oil.

Note: This product is not recommended for vehicles fitted with Diesel Particulate Filters (DPF)

Benefits

- Detergents provide exceptional cleaning and assist any tiny contaminants to be held in suspension for removal in the oil filter
- Enhanced wear protection of new bearing surfaces
- Enhanced wear protection of valve-train components
- Promotes complete bedding in of piston rings to cylinder walls
- Reduces the chance of cylinder 'glazing'

Suggested running-in procedure

Always ensure that fuel settings, camshaft and ignition timing are set to correct specifications.

Start engine initially and ensure adequate oil pressure is achieved. Stop engine and inspect for any oil or coolant leakage and top up levels if required. Restart engine and hold throttle steady at approximately 2000 rpm for around 15 minutes ensuring that correct coolant level, temperature and oil pressure are maintained.

When driving the vehicle avoid idling for long periods, avoid stop-start city traffic and avoid long drives at constant speeds with light throttle. Only run the engine to 2/3 of the maximum RPM and use large throttle openings at medium revs to assist the piston rings to 'bed-in'. Driving on twisty mountain roads with plenty of steep grades, varying the load and throttle position is an ideal way to run-in a new engine. Remember, idling and labouring at low speeds can be as detrimental to the successful running-in of an engine as revving it too highly.

Specifications:

API: SG/CF

TEST DESCRIPTION	ASTM	RESULT
Description	Visual	Clear/Amber
SAE Viscosity Grade		30
Viscosity, cSt @ 40°C	D-445	91.63
Viscosity, cSt @ 100°C	D-445	11.26
Viscosity Index	D-2270	110
Density @ 15°C, kg/L	D-4052	0.876
Total Base Number, (TBN), mg KOH/g	D-2896	11.3
HTHS @ 150°C, cPa	D-4683	3.23
Cold Crank Viscosity, mPa.s @ -20°C	D-5293	8,024
Pour Point, °C	D-5950	-28
Flash Point (COC), °C	D-92	233
NOACK Volatility, Evaporative Loss @ 250°C	D-5800	5.78%
Zinc, ppm		1200
Product Code:		88700

88700v20DG/GS

Typical formulation specifications at time of production, minor variations may occur.