DELO® GREASE ESI®

PRODUCT DESCRIPTION

Delo® Grease ESI® is a technically advanced, extended service interval wheel bearing, chassis and kingpin grease for a wide variety of on-road and off-road applications.

CUSTOMER BENEFITS

Delo Grease ESI delivers value through:

- Extended Service Protection to 30,000+ miles/48,000+ km (or equivalent hours)[1]
- Extreme pressure high load carrying capacity
- Excellent corrosion and wear protection
- Excellent water resistance
- Excellent high temperature stability
- Superb low temperature pumpability[2]

FEATURES

Delo Grease ESI is a technically advanced, extended service premium grease for a wide variety of on-highway and light duty off-road applications.

It is formulated with highly refined base stocks, a lithium complex thickener, rust and oxidation inhibitors, and extreme pressure and tackiness additives. Delo Grease ESI is red in color with a tacky texture, and is an NLGI 2 consistency grade.

It is engineered to minimize friction and wear with a thick, velvety coating for excellent load carrying protection.

Delo Grease ESI is specially formulated for extreme pressure in extended service wheel bearing and chassis applications including the steering drag links, kingpins, fifth-wheels, transmission cross shaft spring pins, shackle pins, brake cam shafts, and fifth wheel faceplates and pivots operating under high and low temperature conditions.

This product is formulated to perform in unusually demanding conditions of high and low temperatures including good pumpability in a variety of lubrication systems. Delo Grease ESI uses a lithium complex thickener system and has a dropping point of approximately 266°C (510°F). Delo Grease ESI has excellent high temperature stability up to 177°C (350°F).[3] Delo Grease ESI can also be recommended for applications operating down to -32°C (-25°F).[4]

1 Notes: Service intervals of 30,000+ miles/ 48,000+ km (or equivalent hours) are recommended for customers who maintain equipment in accordance with OEM requirements for their specific geographic area and specific service of the vehicle.
2 As compared to Mid-High Viscosity Base Oil Heavy Duty EP 2 Greases.
3 Maximum operating temperature is the highest temperature at which the grease could be used with frequent (daily) relubrication.
4 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.

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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Delo® Grease ESI® has the proper base oil viscosity to meet NLGI LB requirements for low temperature operation. Delo Grease ESI exceeds the requirements of NLGI GC for EP protection and wheel bearing life.

APPLICATIONS

Delo Grease ESI is designed for extreme duty in a wide variety of on-highway and light duty off-road vehicle and equipment applications.

On-highway heavy duty trucks — This lubricant is perfect for a wide variety of Class 6 - 8 trucks in most chassis and wheel bearing applications ranging from automatic centralized greasing systems (see Notes A and B) to wheel bearings operating near the high temperatures of disc brakes. This product is for most applications, from owner/operators to fleets (especially those considering extended service intervals of 30,000+ miles/48,000+ km or equivalent hours).[5]

Light Duty Off-Road vehicles — Whether the application is in logging, agriculture or utilities, this grease will perform. Use it in tractors, cherry pickers or any of a number of light duty off-road vehicles.

Automobiles — Delo Grease ESI is an exceptional lubricant for high temperature wheel bearings and other high performance automotive applications.

Note A: Delo Grease ESI is designed using high viscosity base oils. These oils offer excellent protection in severe duty, high shock load conditions where typical ambient temperatures are above -32°C (-25°F). Before using in applications involving onboard automatic grease dispensing systems in severe cold climate conditions, you should first consult with your equipment OEM specialist or Chevron Lubrication Specialist.

Note B: Not recommended for unheated shops where centralized automatic dispensing systems or long manual grease runs are the preferred method of lubrication and normal operating temperatures are consistently below -7°C (20°F).

Delo Grease ESI is approved for:

- MB-Approval 265.1

5 Notes: Service intervals of 30,000+ miles/ 48,000+ km (or equivalent hours) are recommended for customers who maintain equipment in accordance with OEM requirements for their specific geographic area and specific service of the vehicle.

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TYPICAL TEST DATA

NLGI Grade	2
Product Number	255198
SDS Number	24950
Operating Temperature, °C(°F) Minimum[a] Maximum[b]	 -32(-25) 177(350)
Penetration, at 25°C(77°F) Worked (60 strokes)	 285
Dropping Point, °C(°F)	266(511)
Four Ball Weld Point, kg Wear Scar, mm	 400 0.45
Timken OK Load, lb	80
Load Wear Index, kg	72
Bearing Water Washout, wt % Loss at 175°F	4
Water Spray-Off, % at 100°F	15
EMCOR Dynamic Bearing Rust, 10% Synthetic Sea Water, ASTM D6138	0
Lincoln Ventmeter, psig at 30 s, at 75°F 32°F 0°F -22°F	 325 570 1601 †
Copper Corrosion	1B
Thickener, % Type	11 Lithium Complex
ISO Viscosity Grade, Base Oil Equivalent	 220/320
Viscosity, Kinematic* cSt at 40°C cSt at 100°C	 261 21.5
Viscosity Index*	98
Flash Point, °C(°F)*	274(525)
Texture	Tacky
Color	Red

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.
† Too stiff at this temperature to pump through device.
* 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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