



## **GEARBOX ADDITIVE**

It is a new concept of additive manufactured in the United States, to improve the performance of regular lubricants that due to their characteristics do not fully fulfill the lubricity task of the gears, easy to apply and dose.

Adhesive/cohesive polymers eliminate dry starts to reduce wear. Used in gear oils, it helps prevent seal leaks. Separates water to keep gears dry. Reduces friction at lower operating temperatures and extends oil life cycles.

### **APPLICATIONS:**

- All API GL-3, GL-4 and GL-5 (most GL-1 and GL-2 applications)
- Military specifications MIL-PRF-2105E, MT-1 Viscosity range 4EP, 5EP and 6EP
- Mack Truck GO-A through GO-H (aplica a 80W-90) • Rockwell Standard 0-76 (aplica a 80W-90)
- KW Dart specifications (applies to 80W-90) Helps meet the following performance requirements when added to gear oils.

### **RECOMMENDED FOR THE FOLLOWING INDUSTRIES**

- Industrial manufacturing
- Food processing • Steel foundries and mills • Paper mills, printing presses, packaging plants • Construction, mining and agriculture • Concrete and asphalt paving
- For application in gearboxes of all brands.

### **IDEAL FOR USE IN:**

Mineral and synthetic gear oil SAE 75W to 250, SAE 75W, 80W, 90, 75W90, 80W90, 80W140, 140, 250, AGMA R&O #1-6 oils, AGMA EP 2EP-8AEP gear oil, CT-7 and pumps CT-2055, Differentials, Limited differentials, simple manual transmissions, cams, power dividers, gear train, bronze gears (up to 93°C) and gearboxes. It can be added as a make-up oil to other GL-5 petroleum-based gear oils.

### **DOSAGE:**

- For heavy gear oils use a dilution of 1 to 15 parts.
- For light gear oils use a dilution of 1 to 10 parts
- Subtract the amount of oil and complete with GEARBOX ADDITIVE.

**DO NOT USE ON:**

Automatic, universal transmissions, C-3 fluid or combined. Truck transmissions that only allow the use of GL-1 oil or for other Spicer/Da-na or Fuller transmissions or any other equipment for which the manufacturer does not recommend this type of gear lubricant. Never mix with an "SCL" type asphalt lubricant.

User benefits additives cohesive agents and polymers, adhesion agents keep the oil in the gears during high-speed operations and during periods of inactivity. Helps prevent mechanical wear, stress fractures and dry starts. Rust and corrosion inhibitors block corrosive elements such as acids, water, condensate and steam, forming a protective barrier on equipment surfaces to prevent chemical wear. Extreme Pressure (EP) Agents Heat seeking additive that increases lubricant capacity to prevent extreme wear that can occur under loads. Oxidation inhibitors extend the useful life of the lubricant by delaying the oxidation or decomposition process.

Shock load reducers impact cushions to minimize stress, vibration and knocking that can occur under heavy loads and during start-stop operations. Anti-wear agents form a lubricating film on metal surfaces in the presence of heavy loads and high temperatures. Avoid cold welding. Friction reducer plates on metal surfaces to prevent friction and wear under heavy loads. Demulsifiers separate water from oil to keep metal surfaces dry. Allows excess water to drain from the equipment.

Dropping point depressants keep oil flowing properly in cold temperatures. Reduces frictional drag and keeps equipment running at -20 degrees. Anti-foam agents resist agitation and heat without forming internal overpressures. Reduces the pressure level in seals and vents.

ESPECIFICACIONES TÉCNICAS	
Punto de ebullición, °C	154
Presión de vapor, mmHg	0.01
Densidad de vapor (Aire=1)	7.6
Gravedad específica	0.918
Color	Verde
Olor	Aceitoso
pH @ 100%	N/A
% Volátil por volumen	0
Viscosidad cinemática, cSt @ 100°C	53.5 – 67.1
Índice de viscosidad	175
VOC %	0
Rango de evaporación	0
Punto de inflamabilidad	204

**MADE IN USA**  
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