



Geotex[®] LA

Gas Engine Oil

Heavy-duty, low ash, monograde crankcase oil specifically designed to lubricate a wide range of spark ignition, natural gas engines where oils meeting API CD and U.S. EMA Low Ash Category are recommended.

APPLICATIONS

- Four-cycle stationary engines on sweet natural gas or LPG
- Two-cycle stationary engines on sweet natural gas or LPG
- Digester gas (biogas) engines
- Mobile heavy-duty automotive engines converted to run on sweet natural gas or LPG
- Gas powered co-generation engines

PERFORMANCE STANDARDS

- API CD
- U.S. EMA Low Ash Category
- Caterpillar four-cycle gas engine requirements
- Deutz approval for gases with low contamination levels
- Wärtsilä NSD W150SG, W175SG, W180SG, W220SG engine approval (SAE 40)
- Waukesha low ash definition (0.35% ash minimum)
- Jenbacher approval (TI 1000-1107)

ENVIRONMENT, HEALTH and SAFETY

Information is available on this product in the Caltex Material Safety Data Sheet (MSDS) and Caltex Customer Safety Guide. Customers are encouraged to review this information, follow precautions and comply with laws and regulations concerning product use and disposal. To obtain a MSDS for this product, visit www.caltexoils.com.

BENEFITS

- ★ **Maximizes engine life**
Detergent additive provides excellent piston deposit control. Balanced sulfated ash level reduces valve surface deposits.
- ★ **Reduced maintenance costs**
Outstanding oxidation and nitration resistance minimizes acid number increase, providing protection against bearing corrosion.
- ★ **Extended oil change periods**
Very high oxidation stability protects against the formation of gums and varnishes, reduces oil thickening and increases oil life.
- ★ **Increased service life**
Low phosphorus content ensures exhaust system catalyst compatibility and, therefore, maximizes unit's service life.

KEY PROPERTIES

SAE Grade	30	40
Base No.,		
D2896, mg KOH/g	5.2	5.2
D4739, mg KOH/g	4.9	4.9
Phosphorus, m %	0.03	0.03
Pour Point, °C	-21	-18
Sulfated Ash, m %	0.49	0.49
Viscosity,		
mm ² /s @ 40°C	105	125
mm ² /s @ 100°C	11.7	13.2
Viscosity Index	99	99
Zinc, m %	0.03	0.03

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SERVICE CONSIDERATIONS

The sulfated ash, alkalinity reserve and phosphorus content of gas engine oils can be properly matched to the needs of individual applications, taking account of engine design, operating conditions, fuel type and quality, with particular reference to sulfur content and whether or not the engine is fitted with an exhaust catalyst for emission control purposes.

All spark ignition, gas-fuelled engines are sensitive to the sulfated ash level of the lubricant and to the chemical nature of the ash. Excessive ash can lead to problems such as exhaust valve guttering and build-up of preignition-inducing combustion chamber deposits. On the other hand, many engines require a certain amount of lubricant ash to ensure satisfactory valve seat lubrication and to minimize valve seat recession.