



Castrol Cyltech Range

Crosshead Engine Cylinder Lubrication

Description

The Castrol Cyltech Offer of marine diesel engine lubricants provides optimal protection against corrosive and mechanical cylinder wear. Designed to meet the complex Sulphur Regulations of IMO 2020 and ECA's, the Castrol Cyltech Offer is available in over 800 ports around the world specifically to match your fuel and engine type. We provide the right balance of BN and detergency to ensure you can use the optimal lubricant to protect your engine.

Application

Cyltech is suitable for the cylinder lubrication of low speed crosshead engines burning a variety of fuels. The Cyltech range can be used with fuels containing sulphur in the range from 0% to 3.5% and above, when feed rates are adjusted by selecting the correctly balanced formula for your operating conditions. Please consult the engine makers for specific advice.

Advantages

- Excellent performance at optimised lubricant feed rates.
- Excellent control of piston ring and cylinder liner wear.
- High level of piston, piston ring and cylinder liner cleanliness.
- Good thermal and oxidative stability.

Product Performance Claims

Cyltech range has 'No Objection' status with the principal manufacturers of crosshead engines for use under conditions as specified in their current oil recommendation lists.

Typical Physical Characteristics

	Method/Units	Cyltech ACT ¹	Cyltech 40SX ¹	Cyltech 70	Cyltech 100	Cyltech 140 ³
Density @ 15°C relative	ASTM D1298 (g/ml)	0.90	0.93	0.93	0.94	0.97
Viscosity, Kinematic 100°C	ASTM D445 (mm ² /s)	19.5	19.5	19.5	19.5	19.5
Base Number, BN	ASTM D2896 (mg KOH/g)	16	40	70	100	140
Flash Point, PMCC	ASTM D93 (°C)	206	190	190	186	186
Pour Point	ASTM D97 (°C)		-9	-9	-9	-9
SAE Grade		50	50	50	50	50
Fuel Type	Sulphur content	≤0.1% & Dual Fuel	<1.0% ² & Dual Fuel	1.0-3.5% ⁴	1.0-3.5% ⁴	1.0-3.5% ⁴
ACOM		MAN ACOM				MAN ACOM

¹Castrol Cyltech ACT and Castrol 40SX have enhanced detergency to protect against piston ring-land deposit

²Can be used for fuels with higher Sulphur contents on some engine types: feed rates should be carefully monitored by scavenge drain analysis in order to reduce the risk of corrosion

³'No Objection' status currently only for MAN B&W engines

⁴May be suitable for lower sulphur fuels for short periods of operation; see OEM recommendations for engine-specific sulphur limits

User Advice

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.

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