



# SANDVIK PERFORMANCE FLUIDS

## LONG-LIFE AXLE OIL

### SANDVIK OA85W140

TECHNICAL SPECIFICATION

#### DESCRIPTION

Sandvik OA85W140 is a mineral universal gear oil for use in manual transmissions and axle gearboxes in mining and construction equipment.

#### APPLICATION

Sandvik OA85W140 is miscible and compatible with conventional branded gear oils. However, mixing with other gear oils should be avoided in order to fully utilize the product's benefits. A complete oil change is recommended when converting to Sandvik OA85W140. For information on product safety and proper disposal please refer to the latest Material Safety Data Sheet.



#### KEY FEATURES

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Sandvik OA85W140 provides improved lubrication and excellent protection against wear.

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Sandvik OA85W140 creates a stable lubricant film capable of withstanding severe loads.

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Due to the significant shear stability of Sandvik OA85W140, the oil remains within the OA85W140 viscosity range even after very long periods of use.

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The good corrosion protection provided by Sandvik OA85W140 protects against rust and attacking of non-ferrous metals.

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## SPECIFICATIONS

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API GL-4/GL-5

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## RECOMMENDATIONS

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MIL-L-2105 D

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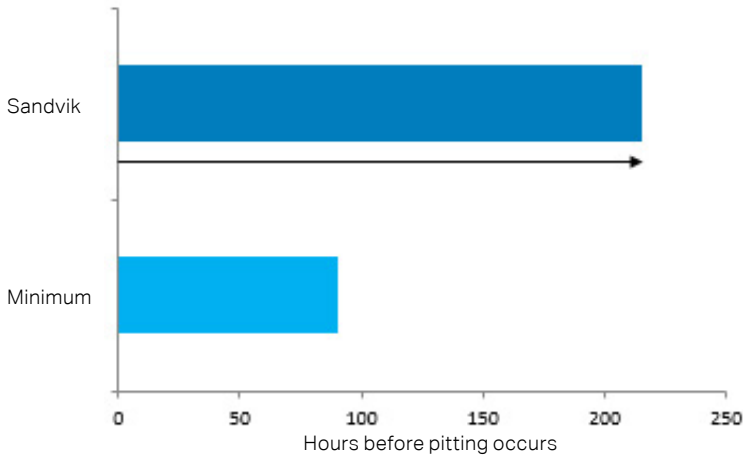
VOLVO 97310

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## TYPICAL CHARACTERISTICS

Density at 15 °C	DIN 51757	0.908 g/ml
Colour	DIN ISO 2049	5 ASTM
Flash Point, CoC	DIN ISO 2592	230 °C
Pour Point	DIN ISO 3016	-18 °C
Neutralization Number	FLV-N7 / DIN 51558	1.1 mgKOH/g
Foaming Tendency Seq. I/II/III	ASTM D 892	0/0 ; 0/0 ; 0/0 ml
Dynamic Viscosity at -12°C	DIN 51398	71,000 mPas
Kinematic Viscosity at 40°C	DIN 51562-1	427 mm <sup>2</sup> /s
Kinematic Viscosity at 100°C	DIN 51562-1	30.7 mm <sup>2</sup> /s
Viscosity Index	DIN ISO 2909	98

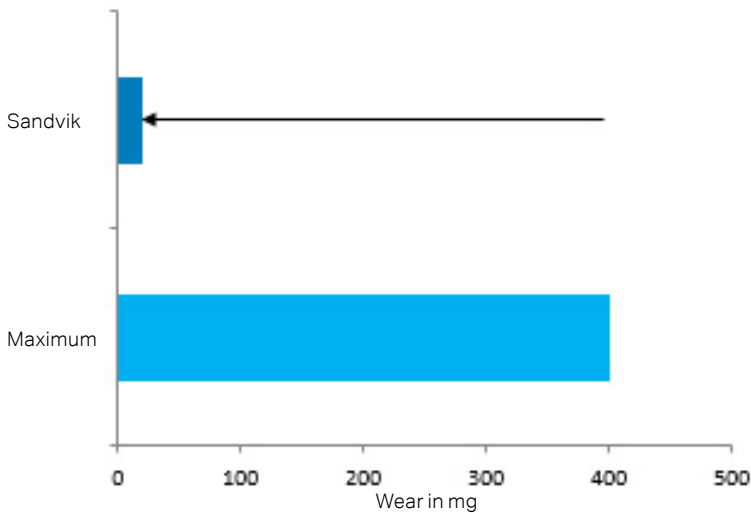
### FZG PITTING TEST



+~238% performance reserve.

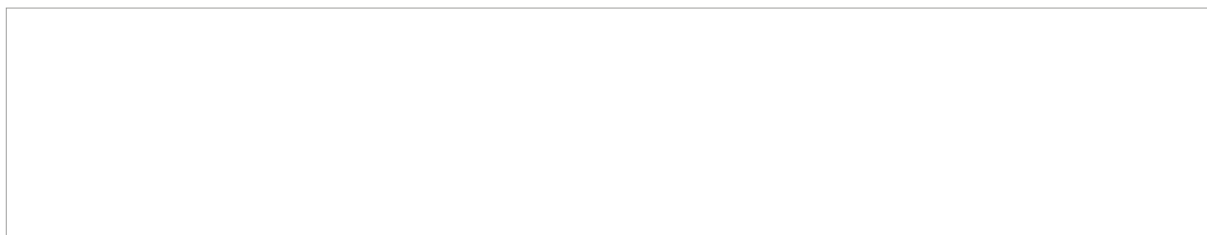
This test determines the pitting resistance in the gears teeth, which is provided by th oil. The fluid must protect the teeth from pitting for at least 90h - our tehcnology runs for 215h before pitting occurs.

### FZG WEAR TEST



~95% performance reserve.

This test determines what is typically regarded as wear on the gears. It runs in 3 stages at different temperatures at low speed what is typically for off-highway applications. At the beginning and end of test the parts are weighed - difference is loss of material caused by wear. Max accepted loss is 400 mg, while our tehcnology shows on 21 mg of wear.



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