Product Information

Flush Oil (6469)

Helps Ensure Optimum Performance



Flush Oil (6469) is a light oil formulated to purge oil systems before changing over to a Lubrication Engineers high-performance lubricant.

Flush Oil helps prepare systems for optimum performance with compressor oil, transmission fluid, hydraulic fluid, industrial oil, gear oil, engine oil or turbine oil. Simply draining the old lubricant may leave residual oil behind. Intricate oil passages, reservoirs, fluid lines, cylinders, accumulators, pumps, separators, coolers and other system components can retain old lubricant that may contaminate the new lubricant.

A brief flushing cycle with Flush Oil helps remove residual lubricant throughout the system. This is especially important during compressor changeovers. Flush Oil also helps remove loose deposits that could reduce compressor efficiency or interfere with operation.

Flushing is highly recommended for compressor changeovers and for components that are older, heavily deposited or contaminated, or have demonstrated performance deficiencies.

Certain synthetic chemistries, including glycols, silicones and some esters, can adversely affect petroleum base oils. For this reason, flushing is recommended when changing a component from an alternate brand.

LE lubricants are compatible with all mineral oils and most PAO lubricants. However, residual lubricant and deposits can limit the benefits of LE's high-performance additive chemistries. Flushing helps remove old lubricant and loose contaminants that could affect the service life or performance of the new LE lubricant.

Beneficial Qualities

Long-Lasting Reliable Service

- Helps ensure optimum lubricant performance
- Helps remove loose deposits
- Helps prevent adverse effects from incompatible chemistries

Technical Data

Flush Oil

	6469
Color	Amber
ISO VG	32
Relative Density @ 60°F/60°F, ASTM D1298	0.866
Viscosity @ 100°C, cSt, ASTM D445	5.15
Viscosity @ 40°C, cSt, ASTM D445	30.0
Viscosity Index ASTM D2270	99
Flash Point °C (°F), (COC), ASTM D92	228 (442)
Pour Point °C (°F), ASTM D97	-30 (-22)

During the first few weeks of operation, closely monitor filters, inlet screens, operating temperatures and overall performance. Sludge and other deposits loosened during the changeover and initial use of LE lubricants may continue to clog filters and inlets for a period of time. These blockages can cause lubricant starvation, noisy operation, elevated operating temperatures and other operational problems. Watch for an inlet-to-outlet pressure increase of 10 lb. Replace or clean filters, air/oil separators and inlet screens as often as needed during this period to help restore the unit to maximum operating efficiency.

Recommendations

- Rotary and reciprocating compressor changeovers
- Any component with high mileage or operating hours, a system known to be dirty, or demonstrated performance issues

Note: Not recommended for gearboxes requiring extreme-pressure lubricants or heavier base oils.

Recommended Changeover Procedure

When flushing is recommended before a changeover, follow this basic procedure:

1. Bring the component to operating temperature with the old lubricant.
2. Shut down the component, drain the oil immediately and remove all filters. Pay particular attention to reservoirs, fluid lines, cylinders, accumulators, separators, coolers and other system components where residual oil may be trapped.
3. If the component is old, shows evidence of contamination, is particularly dirty or has exhibited performance deficiencies, clean it as thoroughly as conditions permit. Pay special attention to oil-wetted areas and reservoirs containing residual sludge or other deposits.
4. Inspect filters and install clean filters as needed.
5. Fill the system with LE Flush Oil. Operate at no load or minimum pressure, then slowly bring the fluid to normal operating temperature and operate all parts. Run only long enough to ensure complete circulation of the flushing oil. (Most gearboxes can be filled to one-third capacity and operated at no load for 15 minutes. If a one-third fill does not provide proper splash or lubricant circulation, fill to normal capacity.)
6. Carefully monitor operating temperatures, filters and inlet screens while using Flush Oil. Shut down if filters become plugged or temperatures exceed normal no-load limits.
7. After the flushing cycle is complete, drain the Flush Oil as thoroughly as possible while it is still warm, without allowing it to settle.
8. Inspect filters and install clean filters as needed.
9. Fill the system with the new LE high-performance lubricant and place the equipment back in service.

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