

your global specialist

High speeds and  
more efficiency.

Speciality lubricants for the railway industry





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# Speciality lubricants from Klüber Lubrication – for more reliability and efficiency

## Clearing the line with high-quality speciality lubricants

With Klüber Lubrication speciality lubricants, you make sure the complex interaction of trains and infrastructure is kept running. The right lubricant will reduce operating costs reliably and efficiently by ensuring the correct lubrication of bogie components, doors and switches.

## On the track to success with the right lubricant

Trouble-free functioning of trains and the infrastructure must be ensured to keep trains to schedule. Adequate lubrication of switches is therefore essential. A switch failing to shift due to insufficient lubrication may cause disruptions that can potentially affect the entire rail network. Although a very small factor, insufficient switch lubrication can lead to delays of several hours throughout the network, to cancellations and customer complaints.

The rail industry has therefore begun to take a holistic view of maintenance and repair costs. How does a single factor influence the system as a whole? Lubricants that seem inexpensive at first may bring savings in switch lubrication but result in considerably higher costs of the entire operation, especially in cases where the lubricant has little reserve capacity to cope with extremes, making more frequent relubrication necessary.

Selecting the right lubrication partner is crucial to meeting all requirements of the rail industry.

## Lubricants made by Klüber Lubrication: customised solutions for maximum benefit

Speciality lubricants made by Klüber Lubrication make a considerable difference: For more than 85 years the special requirements of rail industry users have been a central concern of our work. We collaborate with our customers to analyse the lubrication requirements of their components and use the resulting specifications as a basis for developing customised lubricants.

In addition to high-quality, mineral oil based lubricants we also offer a comprehensive range of synthetic high-performance speciality lubricants that contribute to better efficiency of rail vehicles and higher infrastructure uptime. Our speciality lubricants help extend maintenance intervals and reduce the quantities of lubricant required. As a major contribution to your efforts to reduce impact on the environment, we offer eco-compatible and rapidly biodegradable lubricants.

## We are where you are

Our aim is to offer you high-quality speciality lubricants and services around the globe along with the outstanding technical competence for which Klüber Lubrication is known. We meet this aim through our worldwide network of production and sales companies, competent dealers, and last but not least, through our highly specialised experts who are ready to respond to your individual requirements.

We have compiled a selection of speciality lubricants and listed them by modules and components. These lubricants have proven effective in trains and switches, some of them for decades.

# Gear lubrication

Rail vehicle gearboxes have to reliably withstand high stress: high loads, high speeds, vibrations and extremely variable temperatures. Klüber Lubrication has developed a range of high-performance gear oils to ensure that gearboxes can meet

these challenges. Due to their extraordinary performance capabilities, these gear oils can cope with different sets of requirements. All our gear oils for railway applications are fully synthetic and based on polyalphaolefins (PAO):

	Pour point in °C	Kinematic viscosity at 40 °C in mm <sup>2</sup> /s	Kinematic viscosity at 100 °C in mm <sup>2</sup> /s	Viscosity index	Micropitting resistance	API GL 5 scuffing test	Product characteristics
Klübersynth GE 4 75 W 90	-42	130	18	≥ 150	High GFT ≥ 10	Passed	Temperature range from -40 °C to +150 °C
Klübersynth LEG 4 75 W 90	-60	90	14.5	≥ 170	High GFT ≥ 10	Passed	High performance at low temperatures
Klübersynth GE 4 80 W 140	-30	250	30	≥ 150	High GFT ≥ 10	Passed	For very high loads

Railway gear oils from Klüber Lubrication have a very high scuffing load strength of API GL-5, and can therefore be used in gearboxes with API GL-4 or API GL-5 requirements. They protect gear wheels and rolling bearings reliably against wear and contribute to longer component life. Our gear oils also show a high micropitting resistance of GFT ≥ 10 acc. to FVA 54/7, which means they offer sufficient protection for gear wheels susceptible to this kind of damage. Our products are designed to build up a reliable lubricant film even at slow speeds.



There's „75 W 90“, and then there's „75 W 90“

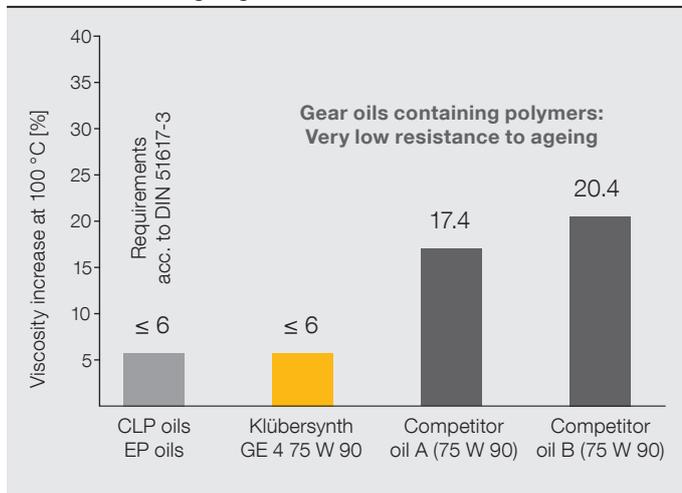
There is a wide variety of “75 W 90” gear oils. But what are the differences between them? The fully synthetic gear oils from Klüber Lubrication have polyalphaolefin (PAO) base oils. They were developed especially for the requirements of the railway industry and do not contain viscosity improvers. What does that mean? Many of the “75 W 90” oils commonly found on the market have base oils containing a sizeable proportion of polymer-based viscosity improvers. These products have been designed with a view to the requirements of the automotive industry. While they are inexpensive, they have some major disadvantages compared to our product design that does not use polymers.

### 1. Oxidation stability

As the following diagram shows, gear oils containing polymers show clear signs of ageing in the form of changes to the molecular structure of the polymer, leading to higher viscosity – the oil becomes “thicker”. In addition, as the polymer changes substantially, so do the properties of the oil. The following graph shows the change in viscosity under elevated oxidative stress. Requirements for CLP oils specify that viscosity must increase by no more than 6 %. Our gear oils meet this requirement. By contrast, the viscosity of oils containing polymers often increases by 15–20 %.

#### Klübersynth GE 4 75W90 and competitors

Resistance to ageing



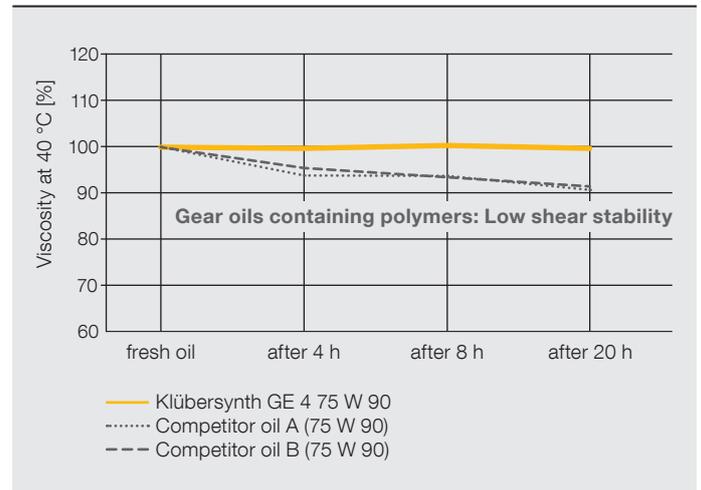
Resistance to ageing 312 h, 95 °C, DIN EN ISO 4163-4

### 2. Shear stability

Besides their limited thermal stability, polymer-based viscosity improvers show no pronounced shear stability. As shown in the diagram below, the shear forces acting inside a railway gearbox tend to shear off the polymer contained, leading to reduced viscosity – the oil becomes “thinner”.

#### Klübersynth GE 4 75W90 and competitors

Shear stability



VKA shear stability 1,450 U/min, 5,000 N, 60 °C, DIN 51350-6

The effects of polymer-based viscosity improvers described under 1 and 2 impair the performance of gear oils. The longer the oils are in use, the more their performance characteristics change. The higher the oil sump temperatures and shear stresses to which they are subjected, the more oils containing viscosity improvers are affected. The oil designs used by Klüber Lubrication do not have these drawbacks.

What does that mean in practice?

Our railway gear oils allow much longer oil change intervals, as the oxidation and shear stability of our lubricants changes very little over time.



# Traction motor bearing lubrication

Lubricants for use in traction motors have to fulfil stringent requirements. They also have to do their job reliably at low or high temperatures, variable speeds and vibrations. It is therefore advisable that you use only lubricants that have shown their capability to cope with such requirements in practice. Many of our customers from all over the world have had very positive experiences of our speciality lubricants and have also performed used grease analyses for different mileages. These analyses show that our lubricants work reliably in traction motors over a huge mileage range.

## Major factor influencing the overall operating costs of a traction motor

The total cost of ownership of a traction motor is determined mostly by bearing lifetime, as replacing bearings incurs high costs and lengthy downtime. As the process steps involve considerable expense, whether bearings last one or three million kilometres makes a significant difference to the total cost of ownership. Klüber Lubrication offers two different product concepts for lubricating traction motor bearings:

## Proven fully synthetic grease

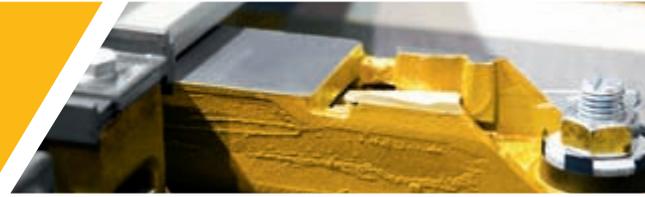
**ISOFLEX TOPAS L 152** comes into its own in traction motors in which the bearing temperature is normally not much higher than 100 °C. The oil release characteristics of this fully synthetic rolling bearing grease are ideal for continuous oil supply to the rolling contact, even for linear contact as in cylindrical roller bearings. In addition, **ISOFLEX TOPAS L 152** is particularly resistant to oxidation and ageing. Good wear protection at varying speeds and loads completes this speciality lubricant's profile. Our **ISOFLEX TOPAS L 152** has proven successful in the long term in many applications, from high-speed trains to locomotives and streetcars. The grease maintains its lubricity in traction motor bearings even after many years of use and stays smooth. The combination of fully synthetic base oil and a special lithium soap thickener means **ISOFLEX TOPAS L 152** can be used at temperatures down to minus 50 °C with low friction coefficients, ensuring safe start-up in challenging climates.

## High-performance hybrid grease

For traction motor bearings constantly operated at temperatures considerably above 100 °C we recommend our patented hybrid grease **Klübersynth BHP 72-102**. This synthetic long-term grease was designed for the demanding operating conditions of rolling bearings in traction motors. In addition to outstanding antiwear and anticorrosive effects, **Klübersynth BHP 72-102** offers excellent ageing and oxidation resistance. This ensures very high component availability even under strong vibrations or when exposed to moisture. **Klübersynth BHP 72-102** enables much longer relubrication intervals than conventional lubricants. This powerful hybrid grease has been shown in practical application to run for more than 1 million kilometres without relubrication.



# Lubrication of railway switches



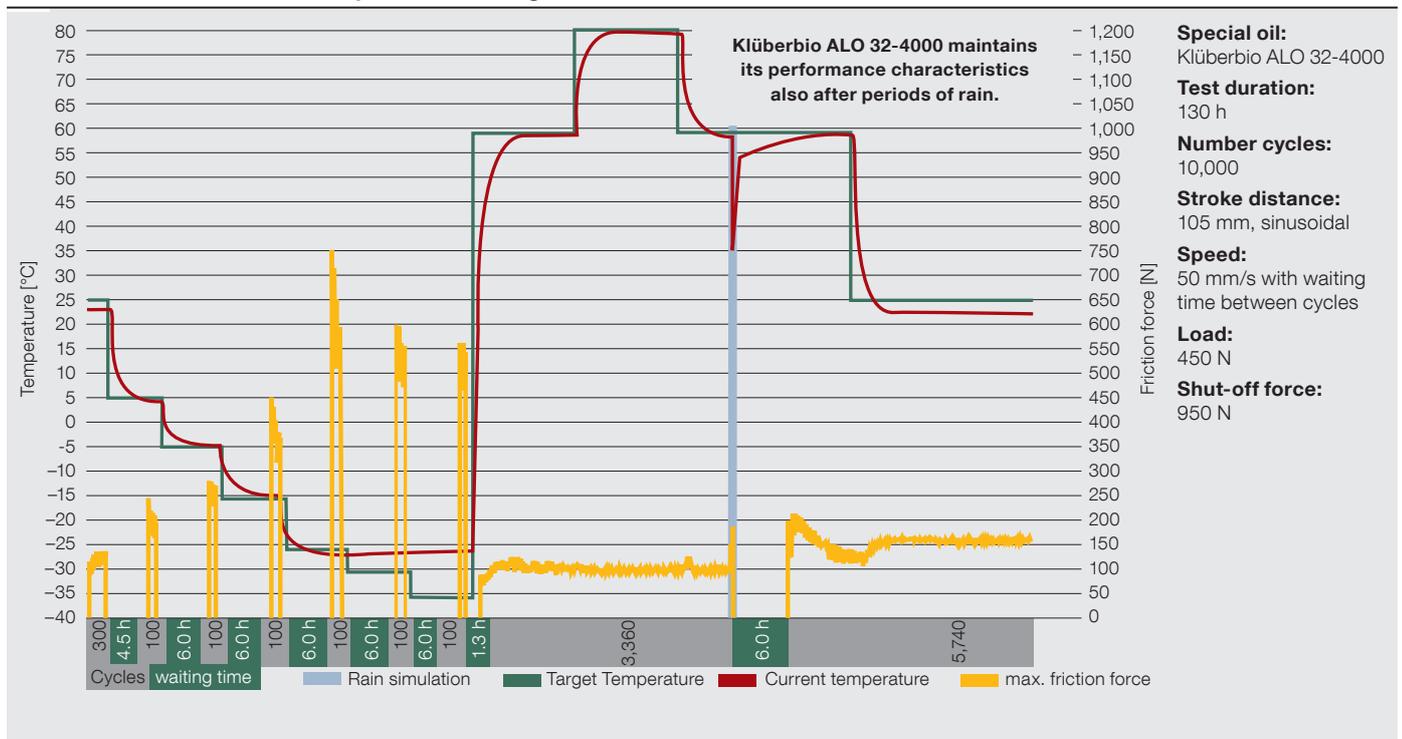
One of the most important maintenance tasks of railway and infrastructure operators is ensuring that switches work correctly under all weather conditions. Appropriate high-performance lubricants increase the reliability of switches. They also have a positive effect on the total costs.

A railway switch lubricant must feature certain characteristics to ensure long relubrication intervals. These include a low friction coefficient, high corrosion and wear protection, good adhesion to the slide plate, very high water and UV resistance and easy application – even at low temperatures. Another important aspect are the ever increasing environmental protection requirements. Conventional biodegradable lubricants, however, often offer lower performance than standard mineral oil lubricants. The key challenge for us when developing our railway switch lubricants was to combine these different requirements. All our railway switch lubricants are now rapidly biodegradable according to OECD standard 301 while providing high performance.

The most important task of a high-performance railway switch lubricant is to ensure low switch positioning forces for a long time. It is difficult to measure the setting forces on a real-life switch over a long period of time. We have developed a special test rig for our customers to simulate actual conditions and to measure the forces in each setting cycle. Various test cycles can be run and specific operating conditions simulated. Our railway switch test rig can measure adjustment forces at different temperatures.

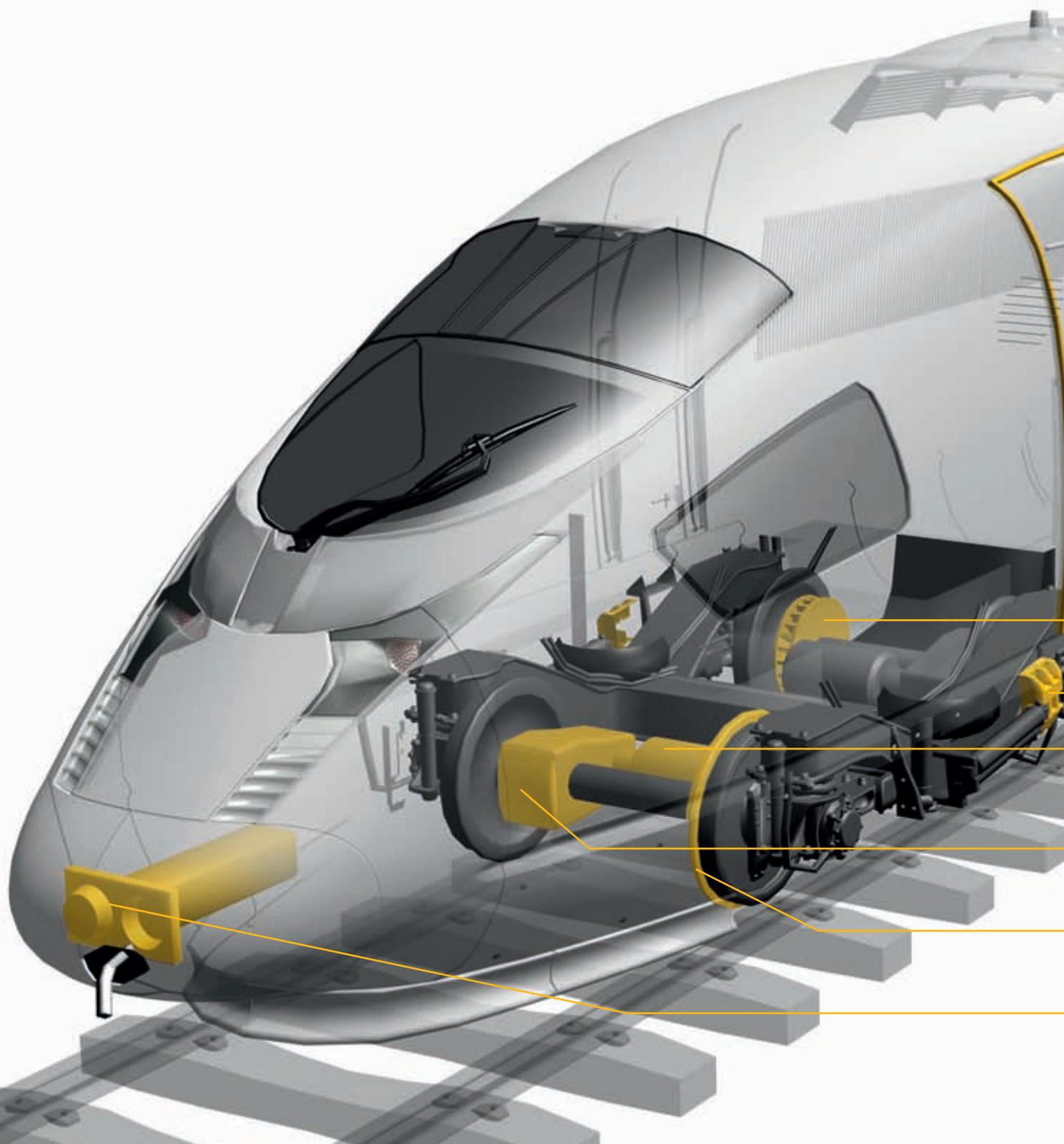
A 30-minute simulation can be used to determine the influence of rain on adjustment forces. Tests have shown that friction forces increase only slightly under the influence of rain when using our railway switch lubricants, such as **Klüberbio ALO 32-4000**, which also offer very good corrosion protection. Their good corrosion protection has also been proven on slide plates.

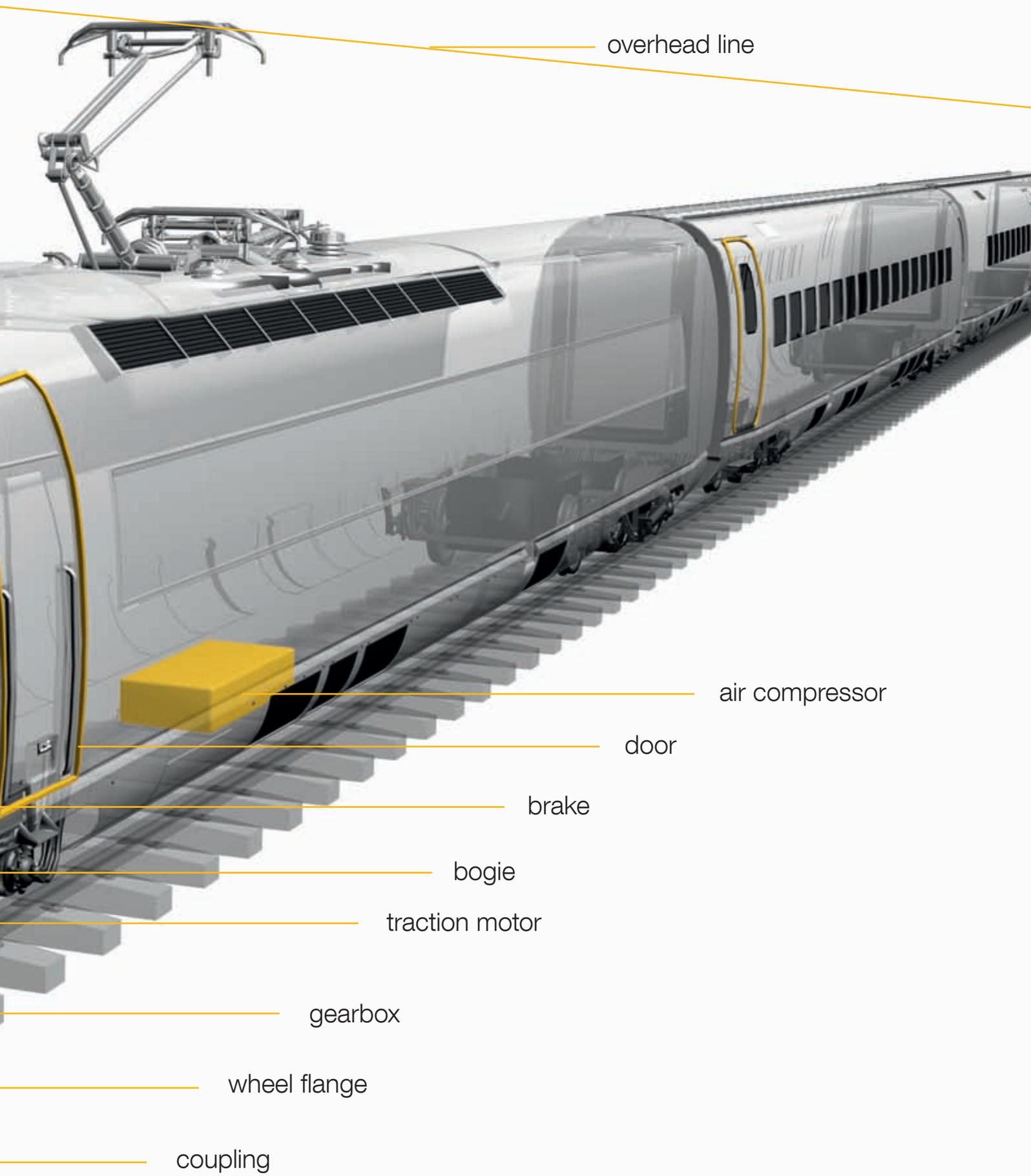
## Rain simulation in the railway switch test rig



Using our railway switch test rig we were able to develop a portfolio of railway switch lubricants that meets the different requirements of infrastructure operators (see chapter on infrastructure on page 16).

Optimally equipped with  
our speciality lubricants





overhead line

air compressor

door

brake

bogie

traction motor

gearbox

wheel flange

coupling

# Drives and chassis

	Module	Application	Lubricant composition
	Traction motor bearings	Service temperature < 100 °C permanently	Fully-synthetic hydrocarbon oil with lithium soap
		Service temperature > 100 °C permanently	Ester oil mixed with PFPE, PTFE and a polyurea thickener
	Wheelset gears		Fully synthetic polyalphaolefin (PAO)
			Fully synthetic polyalphaolefin (PAO)
	Wheelset	Housing and bolt connections	Mineral oil with barium complex soap and a high percentage of solid lubricant
	Curved gear couplings	Gear teeth	Mineral oil with lithium complex soap and a high percentage of solid lubricant
	Disc brakes	Bolts, bushes, slideways	Mineral oil with barium complex soap and a high percentage of solid lubricant
	Block brakes	Plain bearings, linkages, guides, screw connections	Mineral oil with aluminium complex soap and a high percentage of light-coloured solid lubricant

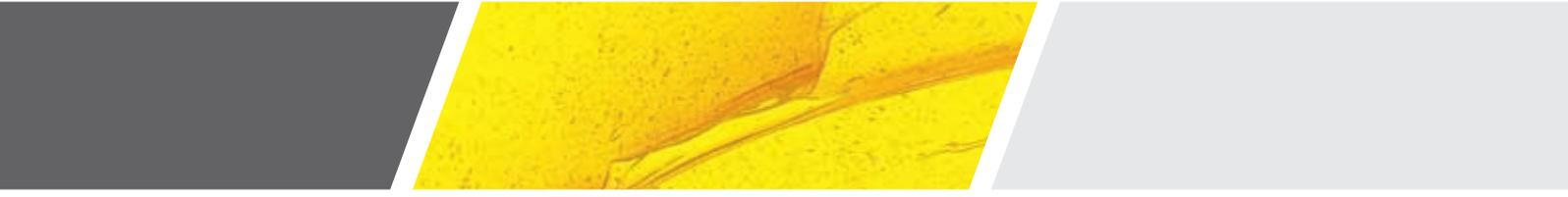
© Picture traction motor by Bombardier Transportation.  
 © Picture curved gear couplings by RENK Aktiengesellschaft, Werk Rheine.

Product	Benefits for your application
ISOFLEX TOPAS L 152	<ul style="list-style-type: none"> <li>- Extended relubrication intervals</li> <li>- Good thermal resistance</li> <li>- Low start-up torque at low temperatures</li> <li>- Tried-and-tested for many years by international OEMs and operators</li> </ul>
Klübersynth BHP 72-102	<ul style="list-style-type: none"> <li>- Very good performance at high bearing temperatures</li> <li>- Long relubrication intervals</li> <li>- Successfully used by international OEMs like Bombardier, TSA, VEM, Skoda Electric and operators</li> </ul>
Klübersynth GE 4 75 W 90	<ul style="list-style-type: none"> <li>- Fully synthetic gear oil with particularly high temperature resistance and special additive package</li> <li>- Meets API-GL5 requirements, hence high scuffing resistance</li> <li>- Much longer oil change intervals due to high ageing and shear stability</li> <li>- Approvals from important gear manufacturers like Voith Turbo, Watteeuw, Siemens-Flender and Deutsche Bahn available</li> </ul>
Klübersynth GE 4 80 W 140	<ul style="list-style-type: none"> <li>- Fully synthetic gear oil with particularly high temperature resistance and special additive package</li> <li>- Meets API-GL5 requirements, hence high scuffing resistance</li> <li>- Much longer oil change intervals due to high ageing and shear stability</li> </ul>
Klübersynth LEG 4 75 W 90	<ul style="list-style-type: none"> <li>- Fully synthetic gear oil for low-temperature applications, pour point &lt; -60 °C</li> <li>- Meets API-GL5 requirements, hence high scuffing resistance</li> <li>- Much longer oil change intervals due to high ageing and shear stability</li> </ul>
STABURAGS NBU 30 PTM	<ul style="list-style-type: none"> <li>- For easy dismantling of screw connections, also after longtime use</li> <li>- Protects against tribo-corrosion</li> <li>- Very good water and media resistance</li> <li>- Good corrosion protection</li> <li>- With friction values from 0.09 to 0.14 it meets DIN 25201 requirements</li> <li>- Also available as spray</li> </ul>
Klüberlub BE 41-1501	<ul style="list-style-type: none"> <li>- Heavy-duty grease</li> <li>- Very good wear protection due to high percentage of solid lubricant and EP/AW additives</li> <li>- Low oil separation</li> <li>- Long-standing practical experience</li> </ul>
STABURAGS NBU 30 PTM	<ul style="list-style-type: none"> <li>- Very adhesive assembly grease</li> <li>- Easy dismantling of screws and fasteners after a long period of use</li> <li>- Protects against tribo-corrosion</li> <li>- Very good water and media resistance</li> <li>- Good corrosion protection</li> <li>- With friction values from 0.09 to 0.14 it meets DIN 25201 requirements</li> </ul>
Klüberplex AG 11-462	<ul style="list-style-type: none"> <li>- Light, very adhesive yet easily spreadable grease</li> <li>- Ensures easy dismantling of fastening elements</li> <li>- Good water resistance</li> <li>- Good corrosion protection</li> </ul>

# Bogies

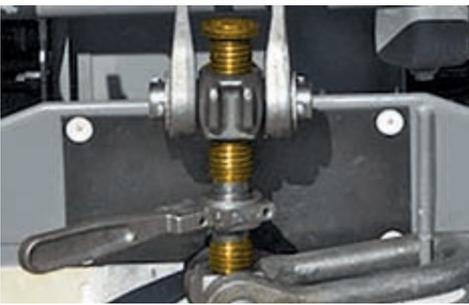
	Module	Application	Lubricant composition
	Bogies	Screw and bolt connections	Mineral oil with barium complex soap and a high percentage of solid lubricant
		Screw and bolt connections made of special steel	PAO + mineral with lithium complex soap thickener and light-coloured solid lubricants
	Bogie wheels	Wheel flanges	Ester oil with bentonite thickener and solid lubricant
	Axles	Pressing on of bogie wheels	Barium complex soap with mineral oil and a high percentage of light-coloured solid lubricant

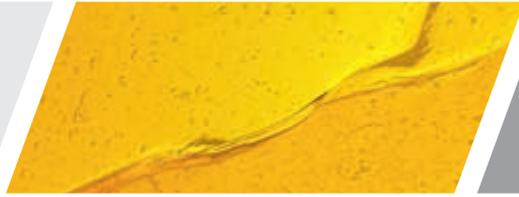
© Picture bogie wheels, BAIER + KÖPPEL GmbH + Co. KG



<b>Product</b>	<b>Benefits for your application</b>
STABURAGS NBU 30 PTM	<ul style="list-style-type: none"><li>- Easy dismantling of screws and fasteners after a long period of use</li><li>- Protects against tribo-corrosion</li><li>- Very good water and media resistance</li><li>- Good corrosion protection</li><li>- With friction values from 0.09 to 0.14 it meets DIN 25201 requirements</li><li>- Also available as spray</li></ul>
DUOTEMPI PMY 45	<ul style="list-style-type: none"><li>- With friction values from 0.09 to 0.14 it meets DIN 25201 requirements</li><li>- Easy dismantling of screw connections, even after long period of use</li><li>- Good corrosion protection</li><li>- Very good resistance to water and media</li></ul>
Klüberail LEA 62-2000	<ul style="list-style-type: none"><li>- Sprayable fluid grease</li><li>- Lubricant is not flung off the wheel flange, even at high speeds</li><li>- Good wear protection</li><li>- Good water resistance</li><li>- Readily biodegradable acc. to OECD 301F for environmentally sound operation</li></ul>
ALTEMP Q NB 50	<ul style="list-style-type: none"><li>- Uniform pressing on of the wheel due to high pressure absorption capacity</li><li>- Low friction value allows reduction of assembly forces</li><li>- Clean operation due to light colour of lubricant</li><li>- Good resistance to water and media</li><li>- Protects against tribocorrosion</li></ul>

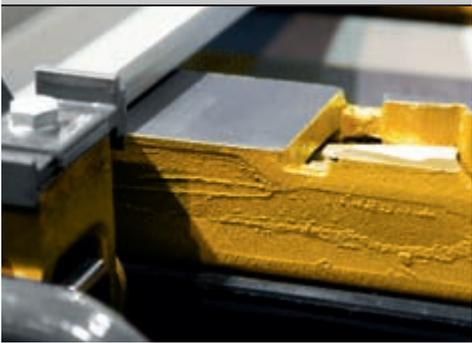
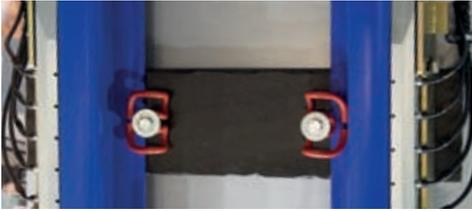
# Coaches and connectors

	Module	Application	Lubricant composition
	Doors	Seals, T > -25 °C	PFPE oil with PTFE thickener
		Seals, T < -25 °C	PFPE oil with PTFE thickener
		Linear guides, drive spindles	Mineral/ester oil mixture with lithium soap
		Functional surfaces, locks, springs, star wheels, mounting rails, torsion springs	Hydrocarbon oil with barium complex soap
	Buffer heads		Mineral oil with aluminium complex soap and a high percentage of light-coloured solid lubricant
			Calcium soap with ester oil and solid lubricants
	Screw coupling		Aluminium complex soap with mineral oil and a high percentage of light-coloured solid lubricants
			Calcium soap with ester oil and solid lubricants
	Automatic couplings	Couplings, coupling heads, main bolts, coupling rods, electronic couplings, etc.	Hydrocarbon oil with calcium complex soap
	Air compressors		Hydrocarbon oil with additives
			Ester oil with additives



Product	Benefits for your application
BARRIERTA L 25 DL	<ul style="list-style-type: none"> <li>- Low frictional torque during start-up, even at low temperatures</li> </ul>
BARRIERTA KL 092	<ul style="list-style-type: none"> <li>- Ensures low door opening and closing forces; particularly at low temperatures</li> <li>- Smooth opening and closing of doors, especially at low temperatures</li> <li>- Good UV protection for longer seal life</li> <li>- Neutral towards EPDM and silicone seals</li> <li>- Silicone-free – no impairment of coating processes during chassis repair</li> </ul>
ISOFLEX LDS 18 Spezial A	<ul style="list-style-type: none"> <li>- Dynamically light long-term grease</li> <li>- Good corrosion protection</li> <li>- Good water resistance</li> <li>- Low friction coefficient at high speeds</li> <li>- Low start-up torque, also at low temperatures</li> </ul>
ISOFLEX TOPAS NB 52	<ul style="list-style-type: none"> <li>- Fully synthetic long-term grease with good wear protection</li> <li>- Very good water and media resistance</li> <li>- Good low-temperature characteristics</li> <li>- Good oil retention for better adhesion, also at high temperatures</li> <li>- Successfully used by international OEMs and operators</li> <li>- Also available as spray</li> </ul>
Klüberplex AG 11-462	<ul style="list-style-type: none"> <li>- Very adhesive grease</li> <li>- High percentage of special solid lubricant for very good wear protection</li> <li>- Good corrosion protection</li> <li>- No dropping, even at high temperatures</li> <li>- Also available as spray</li> </ul>
Klüberbio AG 39-602	<ul style="list-style-type: none"> <li>- Readily biodegradable acc. to OECD 301F for environmentally sound operation</li> <li>- The base oil consists of native raw materials</li> <li>- Base oil composed of native base oils</li> <li>- Good adhesion and water resistance</li> <li>- Does not dip off even at high temperatures</li> <li>- Good corrosion protection</li> </ul>
Klüberplex AG 11-462	<ul style="list-style-type: none"> <li>- Very adhesive grease</li> <li>- High percentage of special solid lubricant for very good wear protection</li> <li>- Good corrosion protection</li> <li>- No dropping, even at high temperatures</li> <li>- Also available as spray</li> </ul>
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ISOLFLEX TOPAS NCA 52	<ul style="list-style-type: none"> <li>- Keeps movements smooth even at low temperatures down to -50 °C</li> <li>- Good corrosion protection</li> <li>- Very good wear protection</li> </ul>
Klüber Summit SH 46/68	<ul style="list-style-type: none"> <li>- Fully-synthetic oil for long relubrication intervals.</li> <li>- High evaporation stability</li> <li>- Low formation of oxidation residues in the oil circuit</li> </ul>
Klüber Summit Ultima 46/68	<ul style="list-style-type: none"> <li>- Fully-synthetic oil for considerably longer relubrication intervals.</li> <li>- High evaporation stability and hence clean (oil-free) compressed air</li> <li>- Low formation of oxidation residues in the oil circuit</li> </ul>

# Infrastructure

	Module	Application	Lubricant composition
	Points	Spray application with spray equipment on slide plates, sprayable down to -20 °C	Ester oil with calcium soap, very thin consistency
		Spray/brush application on slide plates, sprayable down to -10 °C	Ester oil with calcium soap, thin consistency
		Brush application on slide plates	Ester oil with calcium soap, slightly viscous consistency
	Rail	Rail flank, stationary lubrication system	Ester oil with solid lubricants and bentonite thickener
	Power supply	contact wire - winter	ester oil with calcium soap and solid lubricant
	Electrical contacts	Without thermal loads	Special lithium soap with fully synthetic hydrocarbon
		With thermal loads	PFPE oil with PTFE thickener
	Escalator	Gear box	Fully synthetic polyglycol oil with KlüberComp Lube Technology
	Outdoor escalators	Chain	Mineral oil
	Indoor escalators	Chain	Fully synthetic oil based on a mixture of polyalphaolefin and ester



Product	Benefits for your application
Klüberail AL 32-2000	<ul style="list-style-type: none"> <li>- Readily biodegradable, eco-friendly lubricant</li> <li>- Low switching forces in points, also at low temperatures</li> <li>- Good water resistance</li> </ul>
Klüberail AL 32-3000	<ul style="list-style-type: none"> <li>- Good corrosion protection</li> <li>- Long relubrication intervals</li> <li>- Easy application with portable spray equipment</li> </ul>
Klüberbio ALO 32-4000	<ul style="list-style-type: none"> <li>- Readily biodegradable for good environmental compatibility</li> <li>- Low adjustment forces of the point, also at low temperatures</li> <li>- Good water resistance</li> <li>- Good corrosion protection</li> <li>- Long relubrication intervals</li> <li>- To be applied preferably by brush</li> </ul>
Klüberail AE 62-21	<ul style="list-style-type: none"> <li>- Good adhesiveness</li> <li>- Is not flung off the wheel flange</li> <li>- Good pumpability in lubrication system</li> <li>- Readily biodegradable acc. to OECD 301F for environmentally sound operation</li> </ul>
Klüberbio LO 32-2500	<ul style="list-style-type: none"> <li>- Considerably less wear on contact wires</li> <li>- No leakage</li> <li>- Reduced sparking</li> <li>- Reduces contact wire vibrations</li> <li>- Is not washed off by rain</li> </ul>
Klüberlectric KR 44-402	<ul style="list-style-type: none"> <li>- Reduced plug-in and switching forces</li> <li>- Less fretting corrosion</li> <li>- Very good corrosion protection of copper, tin and silver surfaces</li> <li>- Considerably longer service life due to excellent ageing resistance and oxidation stability</li> <li>- Good compatibility with plastics</li> </ul>
BARRIERTA KM 192	<ul style="list-style-type: none"> <li>- Very good thermal stability</li> <li>- Reduces switching forces</li> <li>- Considerably longer service life due to excellent ageing resistance and oxidation stability</li> <li>- Good compatibility with plastics</li> </ul>
Klübersynth GH 6	<ul style="list-style-type: none"> <li>- Fully synthetic high-performance gear oil</li> <li>- Very high wear protection</li> <li>- Reduces friction and temperatures</li> <li>- Excellent scuffing load resistance</li> <li>- Good elastomer compatibility</li> <li>- Excellent ageing and oxidation resistance</li> </ul>
Klüberoil C 1-150	<ul style="list-style-type: none"> <li>- Good corrosion and wear protection</li> <li>- Noise dampening</li> <li>- Good creeping and penetration properties</li> <li>- Good resistance to water, media and salt water</li> </ul>
HOTEMP 2000	<ul style="list-style-type: none"> <li>- Fully synthetic chain oil</li> <li>- Very good adhesiveness</li> <li>- Good creeping and penetration properties</li> <li>- Smooth, noise-dampening chain operation</li> <li>- Long-term lubrication effect and low oil consumption</li> </ul>

# Production and workshops

Application	Function	Product	Benefits for your application
Screws and bolts, chains, locks, hinges, control cables	Lubricating oil, preservation, rust remover, cutting oil	QUIETSCH-EX	<ul style="list-style-type: none"> <li>- Infiltrates and repels water</li> <li>- Creeps into very small gaps</li> <li>- Good corrosion protection</li> <li>- Clean cuts when drilling and sawing</li> <li>- Non-destructive dismantling of rusted components</li> </ul>
Machine tool	Assembly paste	ALTEMP Q NB 50	<ul style="list-style-type: none"> <li>- Long service life due to good water and media resistance</li> <li>- Prevents fretting corrosion</li> <li>- Reduces assembly forces and screw torques</li> </ul>
Machines, installations, components	Corrosion protection	Klübersynth MZ 4-17	<ul style="list-style-type: none"> <li>- For preservation and initial lubrication at the same time</li> <li>- Good corrosion protection</li> <li>- No residue formation, no gumming</li> <li>- Free from solvents</li> <li>- Available as spray for easy application</li> </ul>
Rolling and plain bearings, gear rims, racks	Universal lubricating grease	MICROLUBE GL 261 Klüberplex BEM 41-132	<ul style="list-style-type: none"> <li>- Optimum lubrication effect in the mixed friction regime</li> <li>- Low frictional resistance and reduced component temperature</li> <li>- Reduced wear due to excellent lubricity</li> <li>- Longer service life of rolling bearings due to good wear protection characteristics also under vibration conditions</li> <li>- Good protection against fretting rust and corrosion</li> </ul>
Spindle bearings	Lubricating grease	ISOFLEX NBU 15	<ul style="list-style-type: none"> <li>- Bearings in indirectly driven spindles</li> <li>- Long component life due to high load-carrying capacity and corrosion protection</li> <li>- High resistance to water and cooling lubricants</li> <li>- High ageing resistance for long-term and lifetime lubrication</li> <li>- For speed factors up to 1,600,000 mm · min<sup>-1</sup></li> </ul>
For drilling and milling head gearboxes	Lubricating grease	ISOFLEX TOPAS NB 52	<ul style="list-style-type: none"> <li>- Longer component life due to good load-carrying capacity and corrosion protection</li> <li>- High resistance to water and cooling lubricants</li> <li>- High ageing resistance for long-term and lifetime lubrication</li> </ul>



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Klüber Lubrication München SE & Co. KG  
Geisenhausenerstraße 7  
81379 München  
Germany

Local first-instance court Munich, Germany  
Certificate of registration 46624

[www.klueber.com](http://www.klueber.com)

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