



# PRO-SPEC LP/NG 15W/40

# MOLY XL PRO-SPEC LP/NG 15W/40



## ◆ For CNG, LNG and LPG Service Engines

Urban Buses, delivery trucks and service fleets are more commonly being fueled by CNG (Compressed Natural Gas), LNG (Liquefied Natural Gas) or LPG (Liquefied Petroleum Gas). Texas Refinery Corp's PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG are two outstanding engine oils, formulated to address the disadvantages of using these gases in today's engines. The first step in preparation for the special additive chemistry is to put the base oils through a special refining process, to remove components that would contribute to sludge, gum, varnish or other deposits.

## ◆ Contains Proprietary Additive

PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG contain a proprietary additive (HSS) to protect engines from hydrogen sulfide normally found in lower quality LP and Natural Gas. Hydrogen sulfide can damage engine parts by corrosion, especially yellow metals such as brass, bronze, etc. By using the TRC oils with HSS, it will ensure engines are protected with all types of LP and Natural Gas.

## ◆ Enriched Chemistry for Long Drain Intervals

PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG are considered low ash engine oils. The low ash formula helps reduce piston top-land deposits. These TRC engine oils are enriched with superior quality additives to improve performance for long drain intervals. Other oils with higher ash levels can create deposit build-up and corrosive damage, which can lead to valve, combustion chamber and turbo damage, as well as shortened engine life.

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## ◆ Offers Impressive Performance

Testing of PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG have shown these two products significantly reduce piston deposits, even with extended drain intervals. Excellent engine cleanliness was observed, with a good Base Number (BN) retention and low wear metals. Very little viscosity increase occurred, indicating excellent performance during extended drain intervals. Both PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG offer impressive performance in a wide variety of engines.

## ◆ Moly XL Reduces Friction

The addition of MOLY XL to PRO-SPEC LP/NG reduces fluid friction (or fluid drag) by up to 65%. Fluid friction, which occurs when oil is dragged against a rough surface, is greatly reduced in engines using MOLY XL. MOLY XL smooths the friction surfaces and reduces wasted horsepower by helping to reduce metal to metal contact. Fuel economy may improve and there is often a feeling of increased horsepower when using MOLY XL PRO-SPEC LP/NG.

# PRO-SPEC LP/NG 15W/40 and MOLY XL PRO-SPEC LP/NG 15W/40

TRC PRO-SPEC LP/NG and MOLY XL PRO-SPEC LP/NG SAE 15W/40, meets or exceeds the following specifications: Cummins 20074, B5.9G, C8.3G, ISL G, ISX12 G, ISX15 G; DETROIT DIESEL 93K216, SERIES 50G, SERIES 60G; VOLVO CNG; MACK CNG; ISUZU CNG; HINO CNG; HYUNDAI CNG; RENAULT RGD; NAVISTAR LNG MAXXFORCE DT (7.6L) and MAXXFORCE 13L; DAIMLER-BENZ MB226.9; API CF-4; MIL-L-2104F.

## SPECIFICATIONS

PRO-SPEC LP/NG Product Code #6659

MOLY XL PRO-SPEC LP/NG Product Code #6657

ASTM TEST METHOD	TYPICAL PROPERTIES	RESULTS
D-287	Specific Gravity	0.88
D-446	Viscosity cSt Typical @ 100°C.	15.0 cSt
D-446	Viscosity cSt Typical @ 40°C.	105.0 cSt
D-2270	Viscosity Index, Minimum	135
D-97	Pour Point	-30°C/-22°F
D-847	Sulfated Ash, Wt. % Maximum	0.9%
D-2896	Total Base Number (TBN), mg KOH/g	6.1
	Calcium, Wt. %, typical	.21
	Zinc, Wt. %, typical	0.09
	Weight per gallon	7.31 pounds/gal



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