



AeroShell Oil W80

AeroShell W Oils were the first non-ash dispersant oils to be used in aircraft piston engines. They combine non-metallic additives with selected high viscosity index base stocks to give exceptional stability, dispersancy and anti-foaming performance. These additives leave no metallic ash residues that can lead to deposit formation in combustion chambers and on spark plugs, which can cause pre-ignition and possible engine failure.

DESIGNED TO MEET CHALLENGES

Performance, Features & Benefits

- Promotes engine cleanliness
- Helps keep engines sludge free
- Helps reduce oil consumption
- Helps engines reach TBO (Time Between Overhaul)
- Protects highly stressed engine parts against scuffing and wear.

Main Applications

- AeroShell W Oils are available in four different viscosity grades:
AeroShell Oil W65 - AeroShell Oil W80 - AeroShell Oil W100 - AeroShell Oil W120.
- The suffix for each grade corresponds to the viscosity of the oil at 210°F in Saybolt Universal Seconds.
- AeroShell W Oils are intended for use in four-stroke cycle (four-cycle) certified reciprocating piston engines, including fuel-injected and turbocharged engines. AeroShell W Oils are not recommended for use in automotive engines. For automotive engines converted for use in aircraft, the specific engine manufacturer or the conversion agency should be consulted for proper oil recommendation.
- Most radial engine operators use AeroShell Oil W120 in warm weather operations with AeroShell Oil W100 or AeroShell Oil W 15W-50 being used in cooler ambient temperatures.
- AeroShell Oil W100 or AeroShell Oil W 15W-50 are the common choices for most operators of Lycoming and Continental flat engines but, during colder parts of the year, use of AeroShell Oil W80 in place of AeroShell Oil W100 would be an excellent choice.

- Although some aircraft engine manufacturers and rebuilders/overhaul agencies suggest in their service bulletins the use of a straight mineral oil in new or newly overhauled engines, other rebuilders or manufacturers, especially for engines such as the Lycoming O-320H and O/LO360E, allow either ashless dispersant or straight mineral oil for break-in, whereas ashless dispersant oils are mandated for break-in for all turbocharged Lycoming engines. Operators should check with engine manufacturers or rebuilders for the correct recommendation for the specific engine and application.

Specifications, Approvals & Recommendations

- The U.S. specification SAE J-1899 replaces MIL-L-22851D
- Although it was planned to replace the British Specification DERD 2450 with a DEF STAN specification this has now been put into abeyance and instead the SAE specification has been adopted.
- U.S. : Approved J-1899 SAE Grade 40
- British : Approved J-1899 SAE Grade 40
- French : (AIR 3570 Grade SAE 40)
- Russian : MS-14
- NATO Code : O-123 Obsolete
- Joint Service Designation : OMD-160
- Textron Lycoming : 301F
- Teledyne Continental : MHS 24B
- Pratt & Whitney : Service Bulletin 1183-S
- Curtiss Wright : Various Service Bulletins – refer to relevant Bulletin
- Franklin Engines : Various Service Bulletins – refer to relevant Bulletin

() indicates the product is equivalent to specification.

For a full listing of equipment approvals and recommendations, please consult your local Shell Technical Helpdesk.

Typical physical characteristics

| Properties | | | Method | Typical W 80 |
|-------------------------------|--------|--------------------|------------|--------------|
| SAE Viscosity grade | | | | 40 |
| Colour | | | ASTM D1500 | 4.0 |
| Density | @15°C | kg/l | ASTM D1298 | 0.880 |
| Kinematic viscosity | @40°C | mm ² /s | ASTM D445 | 118 |
| Kinematic viscosity | @100°C | mm ² /s | ASTM D445 | 14.5 |
| Viscosity Index | | | ASTM D2270 | 118 |
| Pourpoint | | °C | ASTM D97 | Below -22 |
| Flashpoint Cleveland Open Cup | | °C | ASTM D92 | Above 240 |
| Total acidity | | mgKOH/g | ASTM D664 | <0.1 |
| Sulphur | | % m | ASTM D129 | 0.3 |
| Copper corrosion | @100°C | | ASTM D130 | 1 |
| Ash content | | % m | ASTM D482 | 0.006 |

These characteristics are typical of current production. Whilst future production will conform to Shell's specification, variations in these characteristics may occur.

Health, Safety & Environment

• Health and Safety

Guidance on Health and Safety is available on the appropriate Material Safety Data Sheet, which can be obtained from <http://www.epc.shell.com/>

• Protect the Environment

Take used oil to an authorised collection point. Do not discharge into drains, soil or water.

Additional Information

• Advice

Advice on applications not covered here may be obtained from your shell representative.