

NS CYL 540 Cat II

SAE 50 - Marine Cylinder Oil - BN 40

SKU: xxxxxx

PRODUCT OVERVIEW

NS CYL 540 Cat II is a BN 40, SAE 50 cylinder oil developed to the Everlence (MAN ES) Category II performance level for the latest generation of low-speed two-stroke crosshead engines. A high-detergency, reduced-ash additive system delivers piston and ring-pack cleanliness at the level of a high-BN lubricant, removing the need to alternate between high and low BN oils for clean-up purposes. Highly refined base oils sustain the lubricant film at the elevated peak firing pressures and liner temperatures of modern engine designs.

APPLICATIONS

Recommended for the cylinder lubrication of low-speed crosshead two-stroke marine diesel engines operating on fuels with a sulphur content from 0 to 0.50% (VLSFO, ULSFO and distillates), and on dual-fuel and LNG operation in accordance with OEM guidance. Applicable to all Everlence (MAN ES) MAN B&W two-stroke engines and intended for Mark 9 and later designs. NS CYL 540 Cat II currently holds an Everlence (MAN ES) Letter of Support; Category II No Objection Letter status is subject to completion of the service and confirmation field tests.

SPECIFICATIONS Meets or exceeds: **Everlence (MAN ES) LOS – Cat. II | WinGD | MHI-MME**

CHARACTERISTICS*

PROPERTY	TEST METHOD	VALUE
Density at 15°C	ASTM D4052	0.915 g/cm ³
Kinematic Viscosity @ 40°C	ASTM D445	216 cSt
Kinematic Viscosity @ 100°C	ASTM D445	19.3 cSt
Viscosity Index	ASTM D2270	101
Pour Point	ASTM D97	-20 °C
BN	ASTM D2896	40 mgKOH/g
Flash Point (COC)	ASTM D92	240 °C

*The specifications above are for illustrative purposes and communicated for information only.

PROPERTIES & BENEFITS

Deposit Control

High-detergency chemistry keeps piston crowns, ring lands and ring grooves clean at the level of a high-BN lubricant, removing the need to alternate between high and low BN oils for clean-up purposes.

Acid Neutralization

A 40 BN alkaline reserve matched to low sulphur fuels neutralises combustion acids without over-basing, protecting liners and rings from cold corrosion across the 0–0.50% sulphur range.

Reduced Ash

A lower sulphated ash level than conventional high-BN lubricants limits hard deposit build-up in the scavenge space, cylinder ports and exhaust gas track, protecting downstream equipment.

Film Strength

Maintains a continuous, load-bearing film at the elevated peak firing pressures and liner temperatures of the latest engine designs, controlling wear and scuffing risk at optimised feed rates.