# THE BENEFITS OF CHANGING TO AEROSHELL GREASE 33

AeroShell


## WHY MOVE AWAY FROM CLAY-BASED GREASES?

Clay-based thickeners, such as Microgel® in AeroShell Grease 7, have been used in aircraft since the mid 1960s owing to their good water-resistance and high-temperature properties. There is nothing wrong with using a clay-based grease. They perform well, but some airframe manufacturers have switched to better-performing alternatives.

## WHAT ADVANTAGES DO LITHIUM-COMPLEX GREASES OFFER?

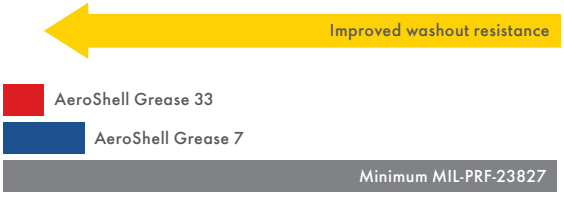
- They stay where you need them through superior
  - mechanical stability
  - water and washout resistance.
- They perform for longer through enhanced
  - shear and oxidation stability
  - high- and low-temperature performance.

Lithium-complex thickener is also compatible with a wider range of high-performance additives, which means that the grease can offer superior oxidation and corrosion control, wear protection and extreme pressure load carrying performance. Switching to lithium-complex greases across all applications also helps to improve safety by reducing the risk of using incompatible greases and cuts the number of different greases needed in your inventory.

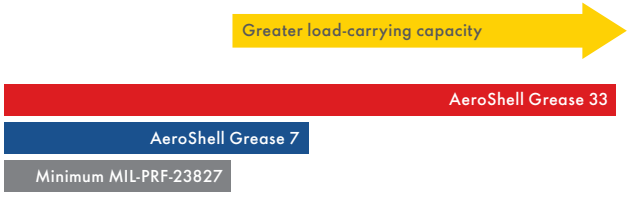
## WHAT ARE THE ADVANTAGES?

AeroShell Grease 33 continues to set the standard for lithium-complex airframe greases. It was the only product to meet the original BMS 3-33 specification and continues to provide superior corrosion and wear protection compared with competitors' greases. AeroShell Grease 33 is also the factory fill choice for many of the world's leading airframe manufacturers.

AeroShell Grease 33 may also help to reduce costs by simplifying maintenance, as the same grease can be used in multiple applications.




**Superior washout resistance:** AeroShell Grease 33 stays where it is needed to protect components and improve safety compared with AeroShell Grease 7.




**Greater load-carrying capacity:** AeroShell Grease 33 provides superior wear protection compared with AeroShell Grease 7.

## IS AEROSHELL GREASE 33 APPROVED FOR MY AIRCRAFT?

AeroShell Grease 7 and AeroShell Grease 33 both meet the MIL-PRF-23827 specification as Type II and Type I greases respectively. AeroShell Grease 33 has more airframe manufacturer approvals and helps to reduce the number of different greases needed for your aircraft.

| | AeroShell Grease 7 | AeroShell Grease 33 |
|---|---|---|
| |  |  |
| Specifications | MIL-PRF-23827 Type II (clay thickener) | MIL-PRF-23827 Type I (lithium soap thickener) |
| | | SAE AMS 3052A |
| Airframe manufacturer approvals | Used as a general application grease by Boeing, Airbus, Bombardier, Embraer and other airframe manufacturers. | Boeing: BMS 3-33C<br>Airbus: AIMS 09-06-002<br>COMAC: QPL-CMS-OL-302<br>May also be used for routine lubrication in applications where MIL-PRF-23827C is specified for aircraft manufactured by McDonnell Douglas, Airbus, BAE Systems Regional Aircraft, Canadair, Lockheed Martin, Embraer, Fokker and Gulfstream Aerospace. |
| Useful operating temperature | –73 to 121°C (–99 to 250°F) | –73 to 121°C (–99 to 250°F) |

# **AEROSHELL GREASE 33** CONTINUES TO SET THE STANDARD FOR LITHIUM-COMPLEX AIRFRAME GREASES.

## IS CHANGEOVER EASY?

Airframe and grease manufacturers do not recommend mixing different grease types as they are not always compatible, but changeover is straightforward:

- Remove all the old grease from the bearing surfaces and internal cavities of the lubricated mechanism before applying the new grease.
- If this is not practicable, then purge the system by injecting the new grease until it has displaced the old product and only new grease is returned.

Please consult your aircraft manufacturer's maintenance manual for its recommended purging or changeover procedure.

## CONTACT US

For more information, contact your Shell representative or visit **www.aeroshell.com**.