



PIJTTERSEN

E-mail : info@pijtersen.nl / info@catpumps.nl

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Crankcase Oil

7915.151 - One Litre

7915.155 - Five Litres

Cat Pumps approved Crankcase Oil.
For all piston and plunger pumps, including engine-mounted pumps with integrally-lubricated speed-reduction gearboxes (fitted to 3 Frame and 3CP pump models)

FEATURES

- A high viscosity-index petroleum based hydraulic lubricant for greater wear protection even at high speed and high pressure
- Anti-wear additives and oxidation inhibitor for maximum protection and long life
- Runs significantly cooler than typical lubricants, enhancing the longevity of seals and other components
- Does not invalidate your Cat Pumps Warranty

SPECIFICATION

Type of oil:	Texaco Rando HDZ ISO100 , V.I.143
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IMCO classification:

Considered non- hazardous for transport by land, sea & air

ORDERING CODES

Quantity Packed	7915.151 1 litre	7915.155 5 litres
Weight	1.1 kg	5 kg

Good lubrication is the simplest, most efficient and least expensive preventative maintenance for your pump. Use only genuine/approved Cat Pumps crankcase oil to extend the life of your high pressure reciprocating pump.

New and factory-repaired pumps are supplied **without oil** in the crankcase to avoid spillage during transit. Genuine Cat Pumps oil must be added to the pump crankcase before first start up.

Refer to individual pump data sheets for correct quantity of oil for each pump model and fill crankcase to designated level (marked on oil level window or dipstick) before starting. Check oil level and condition frequently.

Change oil after first 50 hours of use, then every 3 months or 500 hours running whichever is sooner. Note, longer intervals may be introduced depending on your application, for example, continuous-running pumps in clean operating conditions. Change oil immediately if it is discoloured or contaminated e.g. with water.

To increase pump seal life, especially when operating pumps in aggressive, hot or dusty conditions, seal wicks should also be lubricated periodically through the access holes at the front of the pump crankcase. In very aggressive environments, fit drip-oilers.



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Oil Change

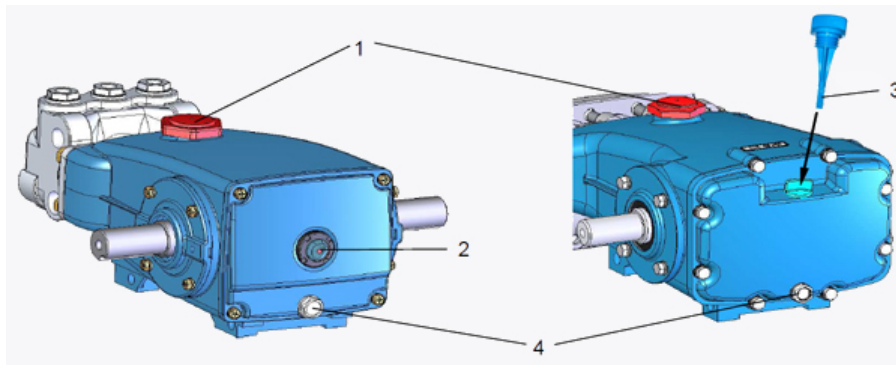
Before start up of the pump make sure lubrication oil is filled into the crankcase. If not filled, fill crankcase with oil.

To fill crankcase with oil remove red oil filler cap (1) and fill crankcase with oil up to the middle of the red dot on the bubble gauge (2) or up to the marked area on the dip stick (3).

The quantity of oil required is extract in pumps data sheet. On pump running below 500 rpm, the oil level should be increased above the middle of the oil bubble gauge. The level should cover the plunger rod slightly. (Please check visually by looking into the oil filler bore).

For oil exchange remove the oil drain plug (4) and drain the oil . After the oil is changed completely, fill in new oil as described before.

Take care that waste oil desposed according to actual local reglations!



CatPumps Plunger Pump

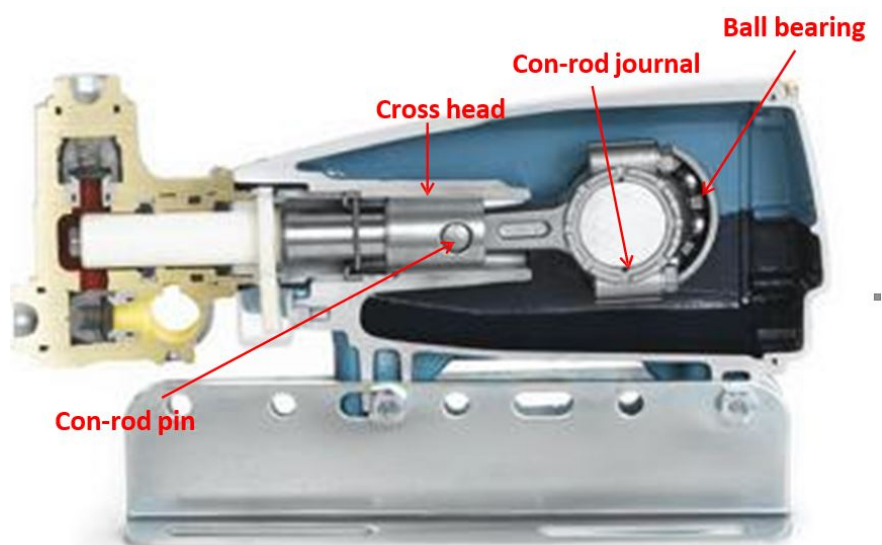
Oil reservoir in the crankcase, completely separate from the pump head to prevent intermixing.

All moving parts inside drive-end needs lubrication.

- ball bearings
- connecting rods journals
- cross heads

Splash lubrication between crankcase and cross head:

Splash lubrication is a method of applying lubricant, a compound that reduces friction, to parts of a machine. In the splash lubrication of an engine, dippers on the connecting-rod bearing caps are submerged in oil with every rotation. When the dippers emerge from the oil trough, the oil is splashed onto the cross heads, lubricating them.





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Function of lubrication

- providing protection for moving parts
- reducing friction and wear of the machine
- cooling and removing debris

Special attention must be paid to the heating of the lubricant by the frictional force since viscosity is temperature dependent !!

Diagnosis & maintenance

Why is my pump leaking oil?

To properly diagnose an oil leak, you must first determine the source.
Find your source below to determine proper fix.

Oil Cap

- If the source of you leak is out the top of the oil cap, the oil level is too high.
Drain oil until level is at center of bubble gauge.



Between crankcase and manifold

- If the source is in this area, the oil seals are worn and are in need of replacement.
Replacement part numbers can be found on data sheets.



Why is my oil a milky color?

If the pump is allowed to run after the low-pressure seals and high-pressure seals have become worn, water may eventually travel back along the plunger rod and past the oil seal. Water is a contaminant to the crankcase oil and can cause damage to the drive-end components. The water will cause the oil color to change to a milky consistency initially and in severe situations can cause damage to the drive-end. Remember to replace the plunger retainer O-ring each time the seals are replaced. The plunger retainer O-rings are supplied in the seal kit for the pump.



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