



HYDRAULIC LHM

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LUBRICANTS

Description

Hydraulic liquid for the suspension, brake and central circuit systems of Citroën group vehicles. Can only be used in circuits painted green. Keep well closed in its original container to avoid the absorption of humidity. Do not use the container for other liquids or refill it with brake fluid.

Technical characteristics

	METHOD	UNIT	VALUE
Colour	Visual		Green
Density at 15 °C	ASTM D 4052	g/cm ³	0.848
Viscosity at 40 °C	ASTM D 445	cSt	18,4
Viscosity rate	ASTM D 2270		315
Inflammability, Open Container	ASTM D 92	°C	146

Quality level

- LHM+

Presentation

1 l plastic container

Hazard identification

This product is not classified as toxic or hazardous under current legislation.

Handling

Avoid prolonged contact and prolonged inhalation of product vapours or spray. Do not cut or weld near the product. The use of gloves, visors or glasses to avoid splashes is recommended.

Health and safety hazards

Inhalation: In case of inhaling, take the person outdoors. Administer oxygen if necessary. Seek medical advice.

Ingestion: Do not induce vomiting. If the victim is conscious, give them water. Seek medical advice.

Contact with the skin: Wash with plenty of water and soap.

Eyes: Wash with plenty of water.

General measures: Seek medical advice.

Firefighting measures

The usual in case of fire extinction: fire resistant suits and independent breathing equipment.

Means of extinction: Foams, dry chemicals, CO₂, water spray. Do not apply a jet of water directly, as it could spread the product.

Environmental precautions

Danger of physical pollution if spilt (watercourses, coastlines, soil, etc.) due to its floatability and oily consistency that may harm flora and fauna on contact. Prevent the material from entering water outlets.

Decontamination and cleaning: Treat like an accidental oil spill. Prevent dispersion using mechanical barriers and remove by physical or chemical means.

A safety information file is available on request.

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Unless otherwise indicated, the figures cited in technical characteristics should be considered typical.