

Description

Latest generation synthetic lubricant oil specially recommended for supercharged diesel engines in commercial vehicles with extraordinarily long change periods. Product specifically designed for EURO V and some EURO VI low-emission diesel engines.

Properties

- It can be used when using biodiesel as fuel, in accordance with the manufacturer-recommended change periods
- It is a multigrade oil with a high range of temperatures and high cold flow, allowing greater fuel economy than oils with other viscosity levels.
- The trials we carry out allow us to ensure close control of engine cleanliness, exceeding the minimum required by international standards, thus preventing the formation of sludge and deposits in the piston and piston rings
- The trials conducted in motors with high EGR rates ensure perfect control of the soot that is characteristic of these exhaust after-treatment systems.
- Compared to other oils with similar characteristics, the specific control of sulphur and phosphorus in its formulation ensures compatibility with the current oxidation catalysts and SCR of EURO V and some EURO VI engines.

Quality levels, approvals and recommendations

- API CI-4*
- ACEA E4/E7
- VOLVO VDS-3*
- MAN M3277*/M3377*
- MB 228.5*
- RENAULT VI RLD-2/ RXD*
- MACK EO-N*
- MTU Type 3*
- DEUTZ DQC IV-18*

*Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			10W-40
Density at 15 °C	g/mL	ASTM D 4052	0.862
Viscosity at 100 °C	cSt	ASTM D 445	14.5
Viscosity at 40 °C	cSt	ASTM D 445	104
Viscosity at -25 °C	cP	ASTM D 5293	< 7000
Viscosity index	-	ASTM D 2270	150
Flash point, open cup	°C	ASTM D 92	> 225
Pour point	°C	ASTM D 97	-30
T. B. N.	mg KOH/g	ASTM D 2896	14
Sulphated ashes	% weight	ASTM D 874	1.9
Bosch Injector Shearing:Viscosity at 100 °C	cSt	ASTM D 3945	> 12.5

The above mentioned characteristics are typical values and should not be considered product specifications.