

Description

It is a next-generation synthetic lubricant oil of the highest quality. It is especially recommended for supercharged diesel engines of long-haul commercial vehicles (TIR) with extremely long periods of change. The product is specifically designed for low-emission diesel engines that meet EURO V or previous standards, from certain manufacturers that do not include particulate filters. The oil was adopted by Scania for its new generation of EURO VI engines.

Properties

- It can be used when using biodiesel as fuel, in accordance with the manufacturer-recommended change periods.
- The oil is highly resistant to oxidation, consumes little power and has excellent shear strength, ensuring the high oil change interval required by Scania in their LDF specifications.
- 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 segments.
- 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 of its formulation ensures compatibility with oxidation catalysts as well as with current SCRs and those from the next generation of EURO VI engines.
- The field trials performed to gain Scania LDF-3 approval ensure engine durability in harsh conditions that can be applied to any climate, or with periods of very high oil change.

Quality levels, approvals and recommendations

- API CF
- MB 228.5*
- VOLVO VDS-3*
- ACEA E4/E7
- MAN 3277*
- SCANIA LDF-3*
- RENAULT RLD-2/ RXD*
- MACK EO-N*
- CUMMINS CES 20072
- DAF EXTENDED DRAIN
- MTU Type 3*

*Formal approval

Technical specifications

| | UNIT | METHOD | VALUE | |
|---|---------------------|-------------|-------------|-------|
| SAE Grade | | | 10W-40 | |
| Density at 15 °C | g/mL | ASTM D 4052 | 0,865 | |
| Viscosity at 100 °C | cSt | ASTM D 445 | 13.4 | |
| Viscosity at 40 °C | cSt | ASTM D 445 | 86 | |
| Viscosity at -25 °C | cP | ASTM D 5293 | <7000 | |
| Viscosity index | - | ASTM D 2270 | >150 | |
| Flash point, open cup | °C | ASTM D 92 | >215 | |
| Pour point | °C | ASTM D 97 | -36 | |
| T. B. N. | mg KOH/g | ASTM D 2896 | 16.0 | |
| Sulphated ashes | | ASTM D 874 | 1.9 | |
| Bosch Injector Shearing: after shear | Viscosity at 100 °C | cSt | ASTM D 3945 | >12.5 |

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