LEADER C2 C3 5W-30

Automotive

Description

Synthetic lubricant for passenger cars from most automotive manufacturers. The product is compatible with vehicles fitted with diesel particle filters (DPF). Its reduced ash content formula makes it suitable for exhaust after-treatment technologies, contributing to the conservation of the environment by reducing the emission of harmful particles. Favours reduced fuel consumption under normal driving conditions. Consequently, it contributes to decreasing CO2 emissions and helps conserve the environment.

Properties

- Recommended for petrol and diesel engines from a wide range of automotive manufacturers.
- Its low-ash content makes it the perfect lubricant to ensure the durability of new emission reduction technologies, such as diesel particle filters (DPF), and contributes to the conservation of the environment to a greater extent than conventional lubricants.
- Limits the formation of deposits and sludge, keeping the engine clean.
- Protects the engine against wear by offering high resistance to oxidation and lubricant film thinning due to shear.
- Its synthetic technology and studied viscosity allow fuel savings of up to 2.5% in comparison to other lubricants under the standardised conditions of test M111FE.

Quality levels, approvals and recommendations

- ACEA C2/C3
- API SN/CF*

*Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			5W-30
Density at 15 ºC	g/mL	ASTM D 4052	0,852
Viscosity at 100 ºC	cSt	ASTM D 445	12,0
Viscosity at 40 ºC	cSt	ASTM D 445	71
Viscosity at -30 ºC	cP	ASTM D 5293	6600 max.
Viscosity index	-	ASTM D 2270	170
Flash point, open cup	ºC	ASTM D 92	210 min.

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Pour point	ºC	ASTM D 97	-33
T.B.N.	mg KOH/g	ASTM D 2896	7,8
Bosch Injector Shearing: Viscosity at 100 ° C after shear	cSt	CEC-L-40-93	11,6
Noack volatility, 1hr at 250 ºC	% weight	CEC-L-40-93	11
HTHS, viscosity at 150 ºC	cP	CEC-L-36-90	>3,5

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