



Description

Synthetic lubricant for gasoline and light-duty diesel engines from most vehicle manufacturers. It is compatible with vehicles equipped with DPF systems. Its low-ash formulation (Mid SAPS) makes it suitable for exhaust gas after-treatment technologies while also helping to protect the environment by minimizing harmful particulate emissions.

Properties

- Recommended for gasoline and diesel engines from a wide range of vehicle manufacturers.
- Its ash content makes it essential for the durability of modern emission-control technologies such as diesel particulate filters (DPF), thereby contributing more effectively to environmental protection than conventional lubricants.
- Helps minimize the formation of deposits and sludge, keeping the engine clean.
- Protects the engine against wear by providing excellent resistance to oxidation and to lubricant film breakdown caused by shear.
- Suitable for gasoline, diesel, and corresponding hybrid vehicles.

Quality levels, approvals and recommendations

• ACEA C3

• API SN/CF*

*Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			5W-40
Density at 15 °C	g/cm3	ASTM D4052	0,852
Kinematic viscosity at 40 °C	cSt	ASTM D445	87
Kinematic viscosity at 100 °C	cSt	ASTM D445	14,6
CCS Viscosity at -30 °C	cP	ASTM D5293	<6.600
HTHS, viscosity at 150 °C	cP	ASTM D5481	>3,5
Viscosity index	-	ASTM D2270	170
Flash point, open cup	°C	ASTM D92	>215
Pour point	°C	ASTM D97	-36
Noack volatility, 1h at 250 °C	% in weight	CEC L-40-93	<12
Shearing Inj.Bosch: Vis 100 °C (30 cy)	cSt	CEC L-14-93	12,5
TBN	mg KOH/g	ASTM D2896	7,4

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