



Description

Synthetic lubricant oil developed for use in modern petrol or diesel car engines. Its synthetic components provide it with high chemical stability and together with its extraordinary performance allow for longer oil change intervals. Due to its low viscosity, facilitates cold start-up, cares for hydraulic tappets and subsequently maintains perfect lubrication at any temperature. Its thermal stability also means that it takes longer than a conventional oil under normal conditions of use.

Properties

- Engine tests obtained in the approval tests of the different manufacturers ensure engine cleanliness and resistance to oil oxidation, enabling maximum engine performance throughout the period of lubricant use.
- Its low viscosity in cold facilitates start-up and the smooth operation of the hydraulic tappet systems.
- Optimum fuel consumption due to its viscometric characteristics, and specific additivation to reduce friction.
- Minimum lubricant consumption, lower than other products of a similar viscosity, as its composition includes low volatility synthetic base oils.

Quality levels, approvals and recommendations

- ACEA A3/B4
- API SN/CF*
- MB 229.3/226.5*

- RENAULT RN0700, RN0710*
- VW 501 01/505 00*
- *Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			10W-40
Density at 15 °C	g/cm3	ASTM D4052	0.857
Kinematic viscosity at 40 °C	cSt	ASTM D445	97
Kinematic viscosity at 100 °C	cSt	ASTM D445	15.0
CCS Viscosity at -25 °C	cP	ASTM D5293	< 7.000
Viscosity index	-	ASTM D2270	> 150
Flash point, open cup	°C	ASTM D92	> 200
Pour point	°C	ASTM D97	-30
Noack volatility, 1h at 250 °C	% in weight	CEC L-40-93	< 13
Shearing Inj.Bosch: Vis 100 °C (30 cy)	cSt	CEC L-14-93	> 12.5
Sulphated ashes	% in weight	ASTM D874	1.5
TBN	mg KOH/g	ASTM D2896	10

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