



Description

A Mid SAPS synthetic lubricating oil that is adapted to the latest needs of diesel vehicles, offering excellent performance in the most severe conditions. Its reduced ash content makes it suitable for engines equipped with exhaust after-treatment systems, such as particle filters and SCR. Its viscosity reduces fuel consumption and makes it more environmentally friendly. It is recommended for engines that comply with EURO VI and EURO V pollutant emissions legislation.

Properties

- Excellent protection against wear and corrosion and optimal cleaning of the engine.
- A very stable lubricant in terms of oxidation, which allows long periods between changes.
- Compatible with exhaust after-treatment systems, which reduces maintenance costs and waste generation.
- Its optimized formula guarantees top performance for the requirements of Euro VI and Euro V engines at an affordable price.
- It can be used when CNG, LPG and biodiesel are used as fuels, following the recommended drain interval by the manufacturers.

Quality levels, approvals and recommendations

- ACEA E6, E7, E8, E9, E11
 - API CK-4/CI-4 PLUS
 - CATERPILLAR CAT ECF-3
 - CUMMINS CES 20086
 - DAIMLER TRUCK DTFR 15C110*
 - DETROIT DIESEL DFS 93K222*
 - DEUTZ DQC IV-18 LA*
 - MACK EOS-4.5*
 - MB 228.51
 - MTU Type 3.1*
 - RENAULT RLD-3*
 - VOLVO VDS-4.5*
- *Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			5W-30
Density at 15 °C	g/cm3	ASTM D4052	0.852
Kinematic viscosity at 40 °C	cSt	ASTM D445	71
Kinematic viscosity at 100 °C	cSt	ASTM D445	12.35
CCS Viscosity at -30 °C	cP	ASTM D5293	<6,600
Viscosity index	-	ASTM D2270	168
Flash point, open cup	°C	ASTM D92	>215
Pour point	°C	ASTM D97	<-30
Shearing Inj.Bosch: Vis 100 °C (30 cy)	cSt	CEC L-14-93	>9.3
Sulphated ashes	% in weight	ASTM D874	<1.0
TBN	mg KOH/g	ASTM D2896	11

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