

## **DIESEL EURO 10W40 LOW SAPS**

**DIESEL EURO 10W40 LOW SAPS** is an SAE 10W-40 full synthetic high performance diesel engine oil designed to meet the ACEA E6 and Euro IV and V emission requirements.

Its primary application is for the latest low emission Euro IV and V European trucks and buses requiring a Low SAPS lubricant\*, and has now been improved to meet API CJ-4 American and Japanese specifications.

**DIESEL EURO 10W40 LOW SAPS** is ideal for truck, bus and coach operators looking for substantial long term cost savings in running the fleet, particularly in very long oil drain applications.

It is suitable for use with NOx reduction systems and particulate filters (DPF), and designed to be used with lower sulphur (10 ppm max) diesel fuel.

\*LOW SAPS means that the lubricant is formulated with lower levels of Sulphated Ash, Phosphorous and Sulphur than conventional oils.

**DIESEL EURO 10W40 LOW SAPS** meets or is suitable for use in the following performance requirements:

- SAE 10W-40
- API: CJ-4, CI-4 plus, CI-4
- ACEA E9 -08
- ACEA E6/E7 -08
- ACEA E4 -08.
- CAT ECF-3, 2, 1-a
- Cummins CES 20081, 20071
- Detroit Diesel PGOS 93K218, 215
- Deutz DQC IV-10-LA
- Mack EO-O Premium Plus
- MAN M3575, M3275, M3477, M3271-1

- Mercedes Benz: Sheet 228.31, 228.51
- MTU Type 3.1 or Type 2.1
- Renault VI RLD-3, RLD-2
- Volvo VDS-4, VDS-3, VDS-2, VDS

### **ADVANTAGES**

- ✓ Provides real benefits to the user due to its combination of advanced additives and synthetic base fluid system.
- ✓ Meets the latest Mercedes-Benz long drain requirements for trucks and buses. According to the Mercedes-Benz 228.51 specification.
- ✓ Maximum engine durability and truck availability through unsurpassed wear protection, bore polish control and maintenance of engine cleanliness.
- ✓ Suitable for use in large direct injection (DI) Japanese engines such as Hino, Isuzu, Mitsubishi and UD.
- ✓ Lower maintenance costs and downtime through the ability to maximize oil drain intervals to keep vehicles on the road longer. Lower oil and fuel consumption.
- ✓ The low SAPS additive system keeps on working even in the toughest conditions.
- ✓ Reduced wear through state-of-the-art soot handling chemistry maintaining optimum oil flow and pump-ability.
- ✓ Rationalisation of Grades as can be used in all Euro IV trucks, fleets which contain different makes only need to stock one engine oil.
- ✓ Maintains the efficiency of exhaust after-treatment systems ensuring continued compliance with emissions legislation.

# Product Data Sheet



## DIESEL EURO 10W40 LOW SAPS

continued

- ✓ Rapid oil circulation at start-up to maximise wear protection for critical components such as the valve train, turbocharger and bearings.
- ✓ Now also meets new mid SAPS medium drain qualification for SHPD

## APPLICATION

- Miscible with all mineral and synthetic oils. No flushing is therefore required.

**Caution:** Must not be used in petrol engines.

## TYPICAL CHARACTERISTICS

Properties	Unit	Value
SAE Grade		10W/40
Viscosity @40° C	cSt	93.3
Viscosity @100° C	cSt	14.2
Viscosity Index		157
Cold Crank @ -25° C	cP	6950
Flash Point ° C		>220
Pour Point (° C)		-36
Sulphated Ash % wt		1.0
TBN mg KOH/g		12.8
Specific Gravity	g/ml	0.867

The above data is typical and does not constitute a specification.

**Package Sizes**  
1000 litre  
205 litre  
20 litre