

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

- API SN/CF*
- ACEA A3/B4
- VW 501.01/505.00*,
- MB 229.3, MB 226.5*
- RN0700/RN0710*

*Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			10W-40
Density at 15 °C	g/mL	ASTM D 4052	0.858
Viscosity at 100 °C	cSt	ASTM D 445	15.0
Viscosity at 40 °C	cSt	ASTM D 445	97
Viscosity at -25 °C	cP	ASTM D 5293	< 7000
Viscosity index	-	ASTM D 2270	> 150
Flash point, open cup	°C	ASTM D 92	> 200
Pour point	°C	ASTM D 97	-36
T.B.N.	mg KOH/g	ASTM D 2896	10
Sulphated ashes	% weight	ASTM D 874	1.2
Bosch Injector Shearing: Viscosity at 100 ° C after shear	cSt	CEC L-14-93	> 12.5
Noack volatility, 1hr at 250 °C	% weight	CEC L-40-93	< 13

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