

DPF Plus C3

SAE 5W-30 Low SAPS

Synthetic Engine Oil for Cars with and without Exhaust After-Treatment System

High-performance smooth-running engine oil that with "low SAPS" technology, developed for the state-of-art petrol and diesel engines of passenger cars and especially suitable for diesel engines with particle filters.

These emission control systems of modern diesel engines have reliably to fulfil their function over a very long period of use and should not be negatively affected or rendered ineffective by components of the engine oil.

In order to meet these requirements, the engine oils with a lower Sulphated Ash, Phosphorus and Sulphur content (low SAPS) should be used.

The low-ash technology keeps the engine and the DPF clean and ensures a significant reduction of particulate emissions.

Properties and features

- Modern formulation of the latest ACEA C3 category, specially developed for exhaust after-treatment systems (DPF, Diesel Particulate Filter or NO_x storage catalytic converter).
- Improved TDI piston cleanliness.
- Special viscosity index improvers provide this engine oil with a total shear stability.
- The low-ash technology keeps the engine and the DPF clean and ensures a significant reduction of particulate emissions.
- Significant reduction of particulate emissions thanks to the lower content of Sulphated Ash, Phosphorus and Sulphur (low SAPS).
- Keeps the engine and emission control system clean and enables a significantly longer use of the DPF.
- Best possible wear protection.
- Further improved cold start performance and fuel saving potential.

Application

This synthetic engine oil with the latest "low SAPS" technology belongs to the ACEA C3 class and meets the requirements of the most modern and low-emission EURO 6, EURO 5 engines and earlier generations of passenger cars and light commercial vehicles.

This oil is suitable for gasoline engines, with multi-valve technology and turbo, as well as for diesel engines with or without particulate filters (DPF), including those with direct injection, common rail, turbochargers.

It is prescribed by some of the most important car manufacturers, in accordance with the below listed specifications and enables extended oil change intervals (observe manufacturer's instructions).

The manufacturer's specifications must be observed for use and oil change intervals.

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Spezifikationen und Performance

ACEA C3	VW 505 00, 505 01
API SN, SM / CF	VW 502 00 (bis 2020)
MB 229.51, MB 229.52	GM Dexos 2
BMW LL-04 (bis Bj. 06.2019)	(übertrifft und ersetzt GM-LL-A-025 e GM-LL-B-025)
	FIAT 9.55535 S3 - level
	CHRYSLER MS 11106 - level

Typische Kennwerte

Prüfmethode

Dichte bei 15°C	0.854 g/cm ³	ASTM D 1298
Viskosität bei 40°C	70.8 mm ² /s	ASTM D 445
Viskosität bei 100°C	12.2 mm ² /s	ASTM D 445
Viskositätsindex	170	ASTM D 2270
Viskosität bei -30°C (CCS)	5950 cP	ASTM D 5293
Viskosität HTHS bei 150°C	3.51 cP	CEC-L-36-A-97
TBN	7.3 mgKOH/g	ASTM D 2896
Sulphatasche	0.77 Gew.%	ASTM D 874
Flammpunkt C.O.C.	230 °C	ASTM D 92
Pour point	-42 °C	ASTM D 97
NOACK-Verdampfungsverlust	8.8 Gew.%	CEC-L-40-A-93

Bemerkungen

ADR / SDR : Kein Gefahrgut

VeVA-Code : 13 02 08