



THETIS series

5W-40 DPF PLUS C3

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

High-performance engine oil that with "low SAPS" technology, characterised by his absolute shear stability. This oil belongs to the ACEA C3 category, which ensures even better TDI-piston cleanliness.

The introduction of the EURO 4 and subsequent editions of exhaust gas standards for passenger car engines, has led to the development of new engines and emission control systems, which also necessitated a new generation of engine oils. In order to fulfil these exhaust gas standards, the engines are equipped with diesel particulate filters (DPF).

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

In order to fulfil these requirements, new engine oils have been developed which have a lower **Sulphated Ash, Phosphorus and Sulphur** content (low SAPS).

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 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.
- Significantly reduction of particulate emissions thanks to the lower content of **Sulphated Ash, Phosphorus and Sulphur** (low SAPS).
- This oil 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.

Use

This synthetic engine oil with the latest "low SAPS" technology, exceeds the requirements of the ACEA C3 and the newest engines of passenger cars and light commercial vehicles.

This oil is suited 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.

This oil is specified by some of the most important car manufacturers, in accordance with the below listed specifications.

According to ACEA C3 and ACEA A3/B4-07, this product can also be used in gasoline and diesel engines of other than the below listed manufacturers as well as in engines of previous generations.

It enables also extended oil drain intervals (according to the singular manufacturer's instructions).



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Specifications / Performance level

ACEA C3	MB 229.51
ACEA 2007: A3/B3, A3/B4	BMW LL-04
API SN, SM / CF	Porsche A40
	VW 502 00, 505 00, 505 01 (Pumpe-Düse)
	FORD WSS-M2C 917-A (Pumpe-Düse)
	OPEL GM Dexos 2
	(meets/exceeds GM-LL-A-025 & GM-LL-B-025)
	FIAT 9.55535-GH2, -S2, -T2 level

Observe manufacturer's specifications and instructions before use.

Technical data	Unit	Method
Density at 15°C	0.855 g/cm ³	ASTM D 1298
Viscosity at 40 °C	78 mm ² /s	ASTM D 445
Viscosity at 100 °C	13.1 mm ² /s	ASTM D 445
Viscosity index	170	ASTM D 2270
Viscosity at – 30°C (CCS)	6300 cP	ASTM D 5293
HTHS Viscosity at 150°C	3.65 cP	CEC-L-36-A-97
TBN	7.3 mgKOH/g	ASTM D 2896
Sulphated ash	0.77 %mass	ASTM D 874
Flash point C.O.C.	232 °C	ASTM D 92
Pour point	-42	ASTM D 97
NOACK evaporation loss	9.0 % mass	CEC-L-40-A-93

Health, safety and environment

ADR / SDR : Not dangerous

EU Waste List Code : 13 02 08