



ASTRIS ADC-GLOBAL

SAE 10W-40 - low SAPS

Synthetic high-performance diesel engine oil with reduced ash content, for EURO V and EURO VI heavy duty diesel engines with or without exhaust gas processing systems

The introduction of new emission laws for diesel engines has resulted in the development of new engines and exhaust after-treatment systems, which has also necessitated a new generation of engine oils.

In order to fulfil the latest and increasingly severe European legislation concerning exhaust gas emissions, the use of additional exhaust after-treatment systems is required. This creates a demand for new engine oil technologies that offer an extremely high performance profile with very low **Sulphated Ash, Phosphorus** and **Sulphur** values (low SAPS).

The aim is to use engine oils which have no or only a small negative effect on the exhaust after-treatment systems. These systems must reliably fulfil their function with a very high level of efficiency over a very long period of use and must not be impaired by components of the engine oil.

This new engine oil was developed in order to meet these requirements, using additive components of a new technology and selected synthetic basic oils.

Its very high quality level allows extremely extended oil change intervals as well as fuel savings.

Properties and features

- Modern formulation based on the newest additive technology and synthetic basic oils.
- Low **SAPS**: considerably reduced content of Sulphated Ash, Phosphorous and Sulphur.
- Particularly suited for all exhaust after-treatment systems:
 - Diesel particle and oxidation filter
 - SCR = Selective Catalytic Reduction
 - LNT = Lean NOx Trap
 - LNC = Lean NOx Catalyst
 - EGR = Exhaust Gas Recirculation
- The excellent quality level of this product ensures optimum cleanliness of the engine, high wear protection and oxidation stability, also with extremely extended oil change intervals.
- The very shear-stable viscosity improver ensures the compliance of the prescribed viscosity values during the whole, extended, service life of the lubricant.
- Reduces fuel consumption and emissions.

Use

New synthetic engine oil for heavy duty diesel engines, specially recommended for use in commercial vehicles equipped with exhaust gas after-treatment systems.

This product was developed for the latest EURO V and EURO VI diesel engines. Thanks to his performance profile, it can also be used in engines of earlier generations, with or without particle filters or other exhaust gas after-treatment systems.

This engine oil can also be used in compressed natural gas (CNG) engines of commercial vehicles and busses (see manufacturer's specifications). It is not intended for use in gasoline engines.

Observe manufacturer's specifications and instructions before use.



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Specifications / Performance level

ACEA E6, E7, E9	RENAULT RLD-3, RXD
API CK-4, CJ-4	MACK EO-O Premium Plus
JASO DH-2	MTU Typ 3.1
MB 228.51, 228.31	DEUTZ DQC IV-10 LA
MAN M 3477, M 3271-1	CATERPILLAR ECF-3, ECF-2, ECF-1-a
SCANIA LA (low Ash)	CUMMINS CES 20081
VOLVO VDS-4, VDS-3	IVECO 18-1804 TLS E9 / 18-1809 NGI 1, NGI 2
	Detroit Diesel Power Guard 93K218, K222

Technical data	Unit	Method
Density at 15°C	0.860 g/cm ³	ASTM D 1298
Viscosity at 40°C	95 mm ² /s	ASTM D 445
Viscosity at 100°C	14.5 mm ² /s	ASTM D 445
Viscosity index	157	ASTM D 2270
Viscosity at -25°C (CCS)	6400 cP	ASTM D 5293
TBN	9.1 mgKOH/g	ASTM D 2896
Sulphated ash	max.1.0 Weight %	ASTM D 874
Flash point C.O.C.	232 °C	ASTM D 92
Pour point	-36 °C	ASTM D 97

Health, safety and environment

ADR / SDR : Not dangerous

EU Waste List Code : 13 02 08