

Truck Top-up Oil 10W-30

Description

Low-friction motor oil based on synthetic technology. Enables an extremely wide range of applications and complies with the requirements of well-known commercial vehicle manufacturers. Provides excellent protection against wear and guarantees a stable lubricating film under all operating conditions. Reduces fuel consumption due to low viscosity and enables long oil change intervals thanks to excellent shear and aging stability. Can be mixed with all commercially available motor oils.

Properties

- miscible with all commercially available motor oils
- enables a multifaceted range of applications
- guarantees low fuel consumption
- outstanding engine cleanliness
- outstanding detergent and dispersant properties
- low residue formation
- high shear stability
- excellent wear resistance

Specifications / Approvals

ACEA E9 • API CK-4 • Deutz DQC III-18 LA • Ford WSS-M2C 171-F1 • JASO DH-2 • Mack EOS-4.5 • Renault Trucks RLD-3 • Volvo VDS-4.5

LIQUI MOLY also recommends this product for vehicles or assemblies for which the following specifications or original part numbers are required

Caterpillar ECF-3 • Chrysler MS-10902 • Cummins CES 20081 • Cummins CES 20086 • Detroit Diesel DFS 93K222 • Deutz DQC III-10 LA • MAN M 3775 • MB 228.31 • MTU Typ 2.1

Technical data

SAE class (engine oils)	10W-30 SAE J300
Density at 15 °C	0,870 g/cm ³ DIN 51757
Viscosity at 40 °C	80,0 mm ² /s ASTM D7042
Viscosity at 100 °C	11,6 mm ² /s ASTM D7042
Viscosity at -30 °C (MRV)	< 60000 mPas ASTM D4684
Viscosity at -25 °C (CCS)	<= 7000 mPas ASTM D5293
Viscosity index	140 DIN ISO 2909
HTHS at 150°C	>= 3,5 mPas ASTM D5481



Technical data

Pour point	-39 °C DIN ISO 3016
Evaporation loss (Noack)	10,2 % CEC-L-40-A-93
Flash point	220 °C DIN ISO 2592
Total base number	9,7 mg KOH/g DIN ISO 3771
Sulfate ash	<= 1,0 g/100g DIN 51575
Color number (ASTM)	L 3,0 DIN ISO 2049

Areas of application

For commercial vehicle diesel engines subject to high loads that meet the Euro IV, Euro V and Euro VI emissions standards with exhaust aftertreatment system and soot particle filter (DPF/CRT). In some cases can also be used in older commercial vehicles in compliance with the Euro II and Euro III emissions standards.

Application

The specifications and instructions from the assembly or vehicle manufacturer must be followed.

Available pack sizes

5 l Canister plastic	21221 D-BOOKLET
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Our information is based on thorough research and may be considered reliable, although not legally binding.