

Product information

Truck Top-up Oil 10W-30

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Description

The right oil is always on board when you're on the road!

All season motor oil based on synthetic technology and high-quality additive components. This high-tech motor oil enables an extremely broad range of applications and meets the requirements of commercial vehicle manufacturers around the world. Guarantees an outstanding wear protection as well as high lubricating film stability under all operating conditions. The excellent shear stability and stability to aging allow for long oil change intervals. The low viscosity enables a considerable reduction of the fuel consumption.

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 and approvals:

ACEA E9 • API CK-4 • Deutz DQC III-10 LA • Ford WSS-M2C 171-F1 • JASO DH-2 • Mack EOS-4.5 • MTU Typ 2.1 • 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 • Cummins CES 20086 • Detroit Diesel DFS 93K222 • MB 228.31

Technical data

SAE class (engine oils)	10W-30 SAE J300
Density at 15 °C	0,865 g/cm ³ DIN 51757
Viscosity at 40 °C	78,5 mm ² /s ASTM D 7042-04
Viscosity at 100 °C	11,6 mm ² /s ASTM D 7042-04
Viscosity at -30°C (MRV)	< 60000 mPas ASTM D4684
Viscosity at -25°C (CCS)	<= 7000 mPas ASTM D5293

Technical data

Viscosity index	140 DIN ISO 2909
HTHS at 150°C	>= 3,5 mPas ASTM D5481
Pour point	-42 °C DIN ISO 3016
Evaporation loss (Noack)	10,2 % CEC-L-40-A-93
Flash point	230 °C DIN ISO 2592
Total base number	9,4 mg KOH/g DIN ISO 3771
Sulfate ash	1,0 g/100g DIN 51575
Color number (ASTM)	L 3,5 DIN ISO 2049

Areas of application

Recommended usage is for diesel engines only. Specially designed for high-load commercial vehicle diesel engines in compliance with the Euro IV, Euro V and Euro VI emissions standard with exhaust aftertreatment system and soot particle filter (DPF/CRT). Depending on the manufacturer's specifications, it can also sometimes be used for topping up in older commercial vehicles in compliance with the Euro II or Euro III emissions standard.

Application

For normal and extended intervals between oil changes, the operating instructions of the commercial vehicle and engine manufacturers must be followed.

Available pack sizes

5 l Canister plastic	21221
	BOOKLET

Our information is based on thorough research and may be considered reliable, although not legally binding.