



DESCRIPTION

100% synthetic, latest-generation, very high-performance lubricant for heavy duty diesel and commercial vehicles, specifically developed to meet Euro VI emission standards. Thanks to its additivation with the latest technologies, it offers fuel savings of up to 1% while ensuring the equipment is protected. In addition, the low SAPS-type additive makes it fully compatible with Euro VI and earlier exhaust emission-cleanliness systems (including with particulate filters), lengthening intervals between oil changes, even in severe operating conditions. The product is endorsed by the main specifications of the latest generation of European and American manufacturers, which classifies it as a Universal lubricant.

PRODUCT APPLICATIONS

- Ideal oil for use in mixed fleets of long-haul trucks and buses, with multi-brand Euro VI and earlier engines, as well as for gas engines running on CNG in city bus fleets.
- Specially designed for gas after-treatment systems such as diesel particulate filters (DPF), continuous regeneration traps (CRT), selective catalytic reduction by EcoBlue® injection (SCR), diesel oxidation catalysts (DOC) and exhaust gas recirculation (EGR) that require low ash oils, optimizing their lifespan and saving maintenance costs.
- Because it meets ACEA 2016 E6/E9/E4/E7 and API CK-4 requirements, it is a GLOBAL lubricant, designed for the most modern European and American engines, and complies with "Full SAPS" and "Low SAPS" oil specifications.
- Suitable for the latest Volvo Trucks Group engines (13L series - Euro VI Step D-) that should use an oil that meets the VDS-5 specification.

PRODUCT PERFORMANCE

- Thanks to the technology used and its low viscosity, it provides significant fuel savings compared to an SAE 15W40 oil (~1%), thus contributing to reduction of CO₂ emissions.
- It provides outstanding results in the most stringent engine cleanliness tests (Daimler OM501LA), significantly reducing formation of deposits and sludge, providing long intervals between oil changes and ensuring longer engine life.
- Its high viscosity index allows easy starting at low temperatures and a sufficient oil film in hot climates, protecting the engine from excessive wear at most crucial times it is used.
- Its high oxidation/thermal degradation stability makes it suitable for high temperature protection of modern turbocharged engines.
- It can be used in biodiesel engines (always following the drain interval indicated in the vehicle manual).

QUALITY LEVELS

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|----------------------|-----------------|------------------------------------|----------------------|
| • ACEA E6/E9/E4/E7 | • API CK-4 | • MAN M 3777/3677/3775/3477/3271-1 | • MB-Approval 228.52 |
| • Volvo VDS-4.5 | • Renault RLD-3 | • MACK EOS-4.5 | • Scania LDF-4 |
| • Deutz DQC IV-18 LA | • MTU Type 3.1 | • Detroit Diesel DDC93K222 | • Cummins CES20086 |
| • DAF Extended Drain | • IVECO | • CAT ECF-3 | • JASO DH-2 |



TYPICAL CHARACTERISTICS

CHARACTERISTIC	UNITS	METHOD	TRAC TION PRO LS 5W30
SAE Grade	-	-	5W30
Density at 15°C	g/ml	ASTM D 4052	0.855
Viscosity at 100°C	cSt	ASTM D 445	12.2
Viscosity at 40°C	cSt	ASTM D 445	72
Viscosity Index	-	ASTM D 2270	169
CCS Viscosity at -30°C	cP	ASTM D 5293	6030
Pour Point	°C	ASTM D 5949	-39
Flash Point, COC	°C	ASTM D 92	232
Base number, TBN	mg KOH/g	ASTM D 2896	13.3
Sulfated ash	% (m/m)	ASTM D 874	0.9

HEALTH & SAFETY AND ENVIRONMENT

A Material Safety Data Sheet providing information on product hazards, handling precautions, first aid measures, and relevant environmental data is available for this product as per applicable legislation.

The typical values of the characteristics appearing in the table are average values given for guidance purposes only and do not constitute a guarantee. These values may be modified without any prior warning.