

ENEOS Diesel GRAND LA 10W40

Fully-Synthetic low SAPS technology Heavy Duty Diesel Engine Oil

New generation Heavy Duty Diesel Engine Oil based on Low SAPS technology (Low Sulphur, Sulphated Ash and Phosphorus) to protect the exhaust gas after-treatment systems. Specially formulated for the lubrication of the latest generation of engines (EURO 4 and EURO 5) equipped with Diesel Particulate Filters EURO 4 engines equipped with selective catalytic reduction (SCR) units. Provides ultimate performance and protection for EURO 3 and older engines from Europe, USA and Japan

APPLICATIONS

- **Ultimate Engine Oil Performance**
Outstanding performance in high-speed heavy duty European diesel engines and is particularly suited for Daimler Chrysler and MAN Euro IV engines. Designed for the latest Euro IV & V engines fitted with diesel particulate traps (& exhaust after-treatment devices) under all operating conditions
- **CNG Engine oil performance**
Suitable for use in buses and trucks fitted with engines designed to run on 100% CNG but requiring relatively high TBN oils in order to adequately control deposits and wear (i.e. MB, MAN and Volvo engines)
- **Recommended for European, American and Japanese engines**
Universal Oil for use in Cummins, Mack, Caterpillar and most Japanese engines.

FEATURES & BENEFITS

- **Exceptional piston cleanliness**
A unique oil formulation to offer exceptional piston cleanliness, resulting in the cleaner, efficient and reliable engine.
- **Extended engine life**
The oil exceeds the demanding wear protection standards of a wide range of European, American and Japanese engines providing effective protection under all operating conditions. This oil is effective at minimising bore polish and valve-train wear, thus maximising engine life and minimising costly downtime and maintenance.

- **Shear stable**

The extremely stable viscosity index improver used in this oil is highly resistant to viscosity shear. When subjected to heavy mechanical shearing action, this feature controls the viscosity of the oil throughout its service life, reducing oil consumption and minimising wear.

- **Fuel economy**

Considerable savings in fuel consumption, (compared to conventional SAE 15W40), without compromising on engine protection or increasing oil consumption.

- **Lower operating costs**

This oil makes a significant contribution towards reducing operating cost of vehicle through:

- Reduced downtime
- Sustained high performance for life of the vehicle
- Maximising particulate trap filter life
- Fuel economy
- Maximising vehicle resale through demonstrated excellence in maintenance

SPECIFICATIONS & APPROVALS

- API CI-4
- ACEA E6-08, E7-08
- Mercedes Benz: 228.51
- MAN: M3477, M3271-1
- MTU Type 3.1
- Volvo VDS-3
- Renault Trucks RXD, RLD-2, RGD
- MAC EO-N*
- Cummins CES 20076/77
- DAF Truck
- Deutz DQC III-10 LA



PACK SIZES

- 20 Litres Pail
- 200 Litres Drum

TYPICAL PROPERTIES

SAE Viscosity grade		10W-40
Kinematic Viscosity		ASTM D 445
at 40°C	mm ² /s	82.0
at 100°C	mm ² /s	13.0
Dyn. Viscosity		ASTM D 5293
at -25°C	mPa*s	6650
Density at 15°C	kg/m ³	ASTM D 4052
		850
Flash Point COC	°C	ASTM D92
		251
Pour Point	°C	ASTM D97
		-36
TBN	mg KOH/g	ASTM D2896
		9.5
Sulphated Ash	%	ISO 3987
		0.9

Note: The typical properties may be changed without notice. (May 2011)

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