



TRIAX FLEET EURO LSAP

Ultra High Performance Full Synthetic Euro VI LSAP Engine Oil For Heavy Duty European Trucks

DESCRIPTION

TRIAX FLEET EURO LSAP is a ultra-high performance full synthetic engine oil line designed for Euro 5 and Euro 6 heavy duty European and North American diesel engines. This product features top of the line base oils, coupled with next generation additive system designed to provide optimal performance in heavy duty severe service applications. TRIAX FLEET EURO LS 10W-40 is a low SAPS Lubricant reinforced with TRIAX proprietary molybdenum and boron friction modification and optimization technology, as well as the most advanced detergent and viscosity stabilization technology. TRIAX unique additive packs ensure top performance at the quality criterions wear protection and friction reduction, detergency & dispersancy, corrosion prevention, viscosity temperature dependency, thermal oxidative stability, low evaporation tendency, good elastomer compatibility and almost no enviromental impact.

APPLICATIONS

TRIAX FLEET EURO LSAP products are especially designed for UHPD Euro 5 and Euro 6 engines fitted on European heavy duty highway trucks and buses fitted with the latest emission control systems such as DPF (Diesel Particulate Filters), DOC (Diesel Oxidation Catalyst), SCR (Selective Catalytic Reduction) equipment. This product is fully backwards compatible with previous European Euro 2,3 and 4 engines for mixed fleet operations and exceeds latest requirements for Mercedes Benz, VOLVO, DAF, IVECO and many other OEMs.

TRIAX FLEET EURO LSAP is also recommended for CNG (Compressed Natural Gas) engines from MAN, VOLVO, DAF, Mercedes Benz.

PERFORMANCE

- Up to 53% Better engine wear protection. Exceeds ACEA, MAN and MB specifications for wear and cleanliness.
- Over 75% better Oxidation control compared to standard API CJ-4 Limits
- Friction modified and optimized using organic Borate and Molybdenum CRP Technology
- Extreme oxidation stability ensures very long oil life and prevent oil oxidative thickening and premature wear
- High retention TBN with extremely slow degradation, lasts 40% longer than regular TBN additives ensuring long term corrosion protection
- Next generation detergent system to keep engines clean and prevent soot / ash damage to pistons and rings
- 2% fuel economy vs 15W-40 and other 10W-40 viscosity grades and up to 6% for 5W-30 viscosity
- Drain interval 150,000 km for European Euro 6 and Euro 5 trucks, 100,000 km for others* (with oil analysis recommended)
- Superior viscosity and shear stability to support long term prevention of viscosity loss

SPECIFICATIONS AND APPROVALS

API: CJ-4, CI-4, CH-4
ACEA: E6,E9
Caterpillar: ECF-3
Cummins: CES 20081
DAF & DAF Long Drain
Deutz: DQC IV-10 LA
IVECO: NG 2 (meets requirements)
JASO DH-2;
MACK: EO-O Premium Plus
MAN: M3477, M3271-1
MB-Approval 228.51, 228.31
MTU: Category 3.1
Renault Trucks: RLD-3
Volvo: VDS-3 CNG, VDS-4 (Euro 6)
Scania Low Ash, LDF-3, LDF-2

TYPICAL CHEMICAL PROPERTIES

Property	10W-40	5W-30	Method
Density at 15°C(kg/m3)	860	862	DIN 51 757
Viscosity at 40°C mm²/s	92.40	68	DIN 51 562
Viscosity at 100°C mm²/s	13.22	11.4	DIN 51 562
Viscosity Index	167	162	DIN ISO 2909
CCS at -25°C mPa.s	6600	4440	DIN 51 377
Pourpoint °C	-39	-41	DIN ISO 3016
Flashpoint °C	241	245	DIN ISO 2592
TBN mg KOH/g	10	12	DIN ISO 3771
Sulphated ash mass. %	0.95	0.98	DIN 51 575
Sulphur mass. %	0.22	0.26	DIN 51 575
Phosphorus	0.07	0.08	DIN 51 575
Molybdenum ppm	92	92	DIN 51 575
Boron ppm	199	187	DIN 51 575
Zinc ppm	1144	1146	DIN 51 575