Trucks

Truck 5000 E6 10W40

RINAKX Truck 5000 E6 10W-40 a low SAPS oil that is suitable for Euro VI and Euro V heavy duty diesel applications including modern, high-output, low emission engines fitted with emission control systems using DPF, SCR, DOC and EGR technologies. It is also suitable for older turbocharged and naturally aspirated diesel engine generations, both on-highway and off-highway, running on low or ultra-low Sulphur diesel and bio-diesel.
RINAKX Truck LSE 10W-40 is suitable for use for vehicles powered by gas engines.



Performance

- ACEA: E4 / E6 / E7 / E8 / E9 / E11
- API: CK-4/SN
- CATERPILLAR: ECF-3
- CUMMINS: CES 20081/20086
- DAF: EXTENDED DRAIN
- DAF: HP-2
- DETROIT DIESEL: 93K218
- DETROIT DIESEL: 93K222
- DEUTZ: DQC IV-10 LA
- DEUTZ: DQC IV-18 LA
- DTFR 15C100
- DTFR 15C110
- IVECO 18-1804 TLS E9
- JASO: DH-1
- JASO: DH-2
- MACK: EO-N Premium Plus
- MACK: EO-O Premium Plus
- MACK: EOS-4.5
- MAN: M3271-1
- MAN: M3275
- MAN: M3477
- MAN: M3575
- MB: 228.31
- MB: 228.51
- MTU: Type 2.1
- MTU: Type 3.1
- RENAULT: RLD-2
- RENAULT: RLD-3
- SCANIA: LA
- VOITH: Retarder Oil Class B
- VOLVO: VDS-3
- VOLVO: VDS-4
- VOLVO: VDS-4.5

Features

Aftertreatment protection: full aftertreatment systems protection.
Total engine protection: outstanding engine cleanliness and durability.
Fuel economy: lower fuel consumption and CO2 emissions.

Applications

Specifically recommended for large truck engines to satisfy the EURO V-standard and suitable for most Euro VI engines. Perfectly compatible with all after-treatment systems and devices (EGR, SCR, DPF, etc.) in combination with low sulfur diesel (max 50 ppm). Can also be used in older diesel engines (Euro II, III, IV). Also suitable for some gas-powered engines (CNG).

Characteristics	Unité	Moyenne
Densité ⊠ 15 °C	kg/l	0.861
Viscosité -25 °C	mPas	5990
Viscosité 40 °C	mm¸/s	90.00
Viscosité 100 °C	mm¸/s	14.50
Indice de viscosité		155
Point d'éclair COC	°C	222
Point d'écoulement	°C	-36
Alkalinité	mgKOH/g	10.0
Cendres sulfatées	%	0.95