

# RUBIA TIR 8900

## 10W-40



**New generation Diesel engine lubricant based on LOW SAPS (EURO 4) technology**

### UTILISATION

- New generation, synthetic technology, very high performance, Low SAPS (low rate of Sulfur, Ash and Phosphorus) heavy duty diesel engine oil
- Particularly suitable for the lubrication of the latest generation (EURO 3 and 4) Diesel engines equipped with diesel particulate filters (DPF)
- May as well be used for EURO 4 engines equipped with selective catalytic reduction (SCR) units as well as EURO 3 engines where recommended by manufacturers.

### PERFORMANCES

#### Specifications

ACEA E4 / E6 / E7

#### OEM approvals

MERCEDES	MB-Approval 228.51 / 228.5
MAN	M 3477 / M 3277-CRT
VOLVO	VDS-3
RENAULT	RLD-2

### CUSTOMER BENEFITS

#### Compatibility with low emission EURO 4 diesel engines

- Recommended by engine manufacturers DAIMLER CHRYSLER, MAN and DAF for new generation EURO 4 engines

#### Technical performances

- Compatible with after treatment systems used in EURO 4 engines
- Proven lubrication performances with excellent anti wear and detergency properties
- Outstanding anti oxydant and anti corrosion properties allowing long drain intervals
- Excellent piston cleanliness performances providing a perfect protection against bore polishing and cylinder wear
- Exceptional thermal stability due to a blend of highly qualified base oils

### CHARACTERISTICS

	Units	SAE Grade 10W-40
Volumetric mass at 15°C	kg/m <sup>3</sup>	857
Viscosity at 100°C	mm <sup>2</sup> /s	14.3
Viscosity at 40°C	mm <sup>2</sup> /s	94
Viscosity index	-	155
Flash point	°C	>200
Pour Point	°C	-27
T.B.N	mgKOH/g	9.7

*The typical characteristics mentioned represent mean values*

TOTAL LUBRIFIANTS  
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**RUBIA TIR 8900 10W-40**  
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This lubricant, used in accordance with our recommendations and for the application for which it is intended, does not represent a special hazard. A safety data file conforming to the requirements of current EC legislation is available from your local trade consultant.