

Application

Heavy-duty diesel engines using technologies such as Diesel Particulate Filter (DPF), Selective Catalytic Reduction (SCR), Continuous Regenerative Filter (CRT), Diesel Oxidation Catalysts (DOC) and Exhaust Gas Recirculation (EGR), including Euro V/VI and US EPA 2007/2010 developed for modern low-emission vehicles. It can be applied to heavy duty diesel engines using low sulfur fuels. Suitable for naturally aspirated and turbocharged diesel engine equipment. It can be used for short distance and long distance trucks and buses on highways. Suitable for off-highway mining, construction and agricultural equipment.

Properties

- **TECHNOL PHOENIX 10W-40** high power, low emission engines increase oil demand.
- Leaner engine designs reduce oil consumption and result in less fresh oil being needed to replace depleted additives.
- The thermal pressure of the oil increases due to the use of intercoolers and turbochargers.
- High fuel injection and cylinder pressures and retarded timing increase combustion efficiency, but also increase engine temperature, oil volatility, and soot deposition.
- Advanced technology ensures exceptional performance in these extreme conditions while protecting emissions systems.

Approvals

API: CK-4
Renault: VI RLD-3/4
Daimler
Deutz: DQC III-10LA

ACEA 2016: E7/E9
Mack EO-S 4.5
Volvo: VDS 4.5
MTU Type 2.1

Detroit Diesel 93K222
CAT ECF 3
MB 228.31

Specifications

Specifications	Unit	Test method	Results
Density at 15°C	kg/m ³	ASTM D4052	876
Kinematic Viscosity at 40°C	mm ² /s	ASTM D445	102
Kinematic Viscosity at 100°C	mm ² /s	ASTM D445	14.8
Viscosity Index	-	ASTM D2270	151
Pour Point	°C	ASTM D97	-33
Flash Point	°C	ASTM D92	205
Total Base Number	mgKOH/mg	ASTM D2896	10.0