



TRANSPRO 40 S FE+ - SAE 10W-30

Semi-synthetic "Low SAPS" oil

USES

Specifically designed for Euro VI/Euro V (lorries/buses) and Tier 4/Tier 3 (construction/agriculture equipment) diesel engines fitted with an aftertreatment system: DPF or SCR (with AdBlue fluid). Also suitable for older diesel engines.

Approvals:

VOLVO VDS-4.5; Renault truck RLD-3 (RLD-4 performance level)
MACK EO-S 4.5; DTFR 15C120 (MB228.52) approval.

Specifications:

ACEA E9, E7, E6, E8, E11; API CK-4/CJ-4;
Caterpillar ECF-3/ECF-2/ECF-1a; Cummins CES 20086;
DAF PSQL 2.1 E LD; Deutz DQC IV-18-LA;
DTFR 15C110 / 15C100 (228.51 / 228.31); MAN M 3775 / M 3575;
MTU Type 3.1

MAIN PHYSICAL DATA

		Methods	Units	10W-30
Density at	20°C	ASTM D4052	kg/m ³	870
Kinematic viscosity at	40°C	ASTM D445	mm ² /s	80.2
Kinematic viscosity at	100°C	ASTM D445	mm ² /s	12.1
Viscosity index		ASTM D2270		143
Pour point		ASTM D97	°C	-42
Cleveland Open Cup Flash Point		ASTM D92	°C	225
Dynamic viscosity at	-25°C	ASTM D5293	mPa·s	5830
HTHS viscosity		CEC L-036-90	mPa·s	3.5
Sulphated ash		ASTM D874	% mass	0.98
Total Base Number (TBN)		ASTM D2896	mgKOH/g	10

The data given in this table represents typical production values and should not be taken as specifications.

PROPERTIES & ADVANTAGES

- ▶ Allows a significant reduction in fuel consumption and exhaust emissions. This helps to lower the carbon footprint, especially when associated with a fuel economy transmission oil.
- ▶ Increased anti-wear properties for enhanced resistance to bore polishing and engine performances.
- ▶ Semi-synthetic oil for excellent thermal stability and safe extended oil change intervals.
- ▶ Low levels of ash, phosphorus and sulphur prevent particulate filters from clogging.



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