

SHPD Motor Oil

REVIVOIL 15W-40

In order to increase the use of their base oils in the automotive lubrication Viscolube, together with a leading additive manufacturer, developed a “heavy duty” lubricant for supercharged diesel engines, approved according to the main OEM’s specifications.

This new oil offers advantages and properties, also thanks to Viscolube base oils present in the formulation. Particularly, it has the following characteristics:

- low total sulphur content, which favours the catalyst life;
- high viscosity index, mainly given by Viscolube base oils, which doesn’t oblige to use the more expensive group III and IV bases, to the advantage of the treat cost;
- Noack volatility at the same level as the best lubricants having the same SAE viscosity grade, limiting oil consumption;
- viscosity at low shear low temperature (-20 °C) much below the maximum limit allowed of 7000 cP, making the product very fluid in engine cold starting conditions;
- oxidation stability, typical of Viscolube base oils and enhanced by the high quality of the additive technology, enabling to extend the drain intervals between 50,000 and 80,000 km.

The high quality level ensures the catalyst’s preservation in time, in accordance with what manufacturers require in their latest specifications. The 100% use of Viscolube re-refined base oils in formulation, thanks to their high technical and environmental level, offers significant advantages in terms of costs, emissions and environmental impact.

CHEMICAL-PHYSICAL PROPERTIES

	METHOD	UNIT OF MEASUREMENT	TYPICAL VALUES
KV100 °C	ASTM D 445	mm ² /s	14,7
KV 40 °C	ASTM D 445	mm ² /s	107
Viscosity Index	ASTM D 2270	-	140,0
Pour Point	ASTM D 97	°C	-39
CCS Viscosity -20 °C	ASTM D 5293	cP	6900
Flash Point C.O.C.	ASTM D 92	°C	233
Density 15 °C	ASTM D 4052	kg/l	0,877

PERFORMANCES

SAE Grade 15W-40

It complies with ACEA E7-08 (European Manufacturers) and API CI-4/SL (American Manufacturers) specifications, which are representative of an SHPD oil for standard drain intervals (they were introduced to fight the growing level of nitric acid generated during EGR use) and align the lubricant emissions to Euro V standards.

MANUFACTURERS’ APPROVALS

This new oil meets the following OEM’s official approvals:

MB 228.3
MAN 3275
MTU Type 2
Volvo VDS-3

Renault Truck RLD-2
Caterpillar ECF-2/ECF-1-a
Cummins 20076/20077
Mack EO-M Plus