

LUBRAX TOP TURBO

Multigrade super high performance lubricating oil for high power overcharged or turbocharged Diesel engines under heavy loads, requiring API CI-4/SL, ACEA E7-04 and MERCEDES BENZ 228.3. **LUBRAX TOP TURBO** may be used in substitution for any API CF-4, CG-4 and CH-4 oils. Available in SAE grade 15W/40.

LUBRAX TOP TURBO minimizes engine and filter deposit build-up, and prevents wear and corrosion of the lubricated parts. Its additives assure low oil oxidation.

LUBRAX TOP TURBO is qualified according to Mercedes Benz 228.3 specification as a multigrade super series 3 oil, allowing extended drain intervals up to 45,000 km in highway applications where the fuel sulfur content has the maximum value of 0.5%wt.

LUBRAX TOP TURBO is recommended for the lubrication of diesel engines in buses, trucks and tractors, for highway, off-road and city traffic, such as CATERPILLAR, CUMMINS, FORD, GMC, IVECO, MERCEDES BENZ, MAN, MWM, PERKINS, SCANIA, VOLVO, YANMAR and those equipped with exhaust gas recirculation (EGR). It is compatible with all available API CI-4/SL oils.

LUBRAX TOP TURBO meets the requirements of API CI-4/SL and ACEA E7-04, E3-96 issue 4 service category. It is qualified according to the American Chemistry Council (ACC) code of practice and the ATC (Technique Committee of Petroleum Additive Manufacturers in Europe) and ATIEL (Association Technique de l' Industrie Européenne des Lubrifiants) codes.

LUBRAX TOP TURBO also meets the requirements of CATERPILLAR ECF-1, VOLVO VDS 3, CUMMINS CES 20078 y GLOBAL DHD-1 as a high performance multigrade oil.

Additives - antirust, antiwear, antifoam, antioxidant, over based detergent, dispersant, VI improver and pour point depressant.

TYPICAL ANALYSIS *

SAE GRADE		15W/40
Specific Gravity at 20/4°C		0.8830
Flash Point (COC)	(°C)	230
Pour Point	(°C)	-27
Viscosity at 40°C	(cSt)	107.2
Viscosity at 100°C	(cSt)	14.8
Viscosity Index		142
Sulfated Ash	(%wt)	1.17
Total Base Number	(mgKOH/g)	11.0

*The above results are typical of those obtained with normal production tolerances, and do not constitute a specification.

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There is no need for extra additives. Dispose of used oils and packaging according to local regulations. Preserving the environment is everyone's responsibility.