

Inboard 4 Stroke Diesel engines supercharged or turbocharged

TYPE OF USE

All recreational and professional 4 Stroke engines fitted on boats, along coast or on rivers. Last generation Diesel inboard engines, supercharged, turbocharged or naturally aspirated, direct injection "Common Rail" or "Pump Injector" type, running with a low/medium Sulphur content fuel up to 1%: BAUDOIN, CATERPILLAR, CUMMINS, IVECO, LOMBARDINI, MERCRUISER, MTU, NANNI, MAN, PERKINS, VETUS-DEUTZ, VOLKSWAGEN, VOLVO PENTA, YAMAHA, YANMAR... Gasoline Inboard engines: CRUSADER, MERCRUISER, VOLVO PENTA, YAMAHA... Also suitable for invertors (HURTH, TECHNODRIVE...) according to manufacturer recommendations.

PERFORMANCES

STANDARDS	Diesel:	ACEA E7 (E5 and E3), API CI-4 / CH-4 / CG-4 / CF-4 (exceeds API CD – CE – CF)
	Gasoline:	API SG, SF
PERFORMANCES		LAR ECF-1, CUMMINS 20071-20072-20076-20077-20078, 275, Global DHD-1, MTU Type II, VOLVO VDS-3 / VDS-2

Protects against corrosion due to moisture and salt, neutralizes acid combustion residues from fuel, and increases engine life time.

Prevents emulsion with water.

Reinforced in detergents and dispersants to warranty engine cleanliness and prevent from deposit build up on pistons and into engine sump.

Anti-friction properties to minimize fuel consumption.

RECOMMENDATIONS

Oil change: According to manufacturers' recommendations ant to be adjusted according to use and oil test results.

Can be mixed with synthetic or mineral oils.

PROPERTIES

Density at 20°C (68°F)ASTM D1298Viscosity at 40°C (104°F)ASTM D445Viscosity at 100°C (212°F)ASTM D445Viscosity IndexASTM D2270Flash pointASTM D92Pour pointASTM D97TBNASTM D 2896	105 mm²/s 15.1 mm²/s 147 224°C / 435.2°F -38°C / -36.4°F
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