

MATRAX HEAVY INFLUX 10W40 LA

Description

Fully synthetic lubricant with 'Low SAPS' technology for the latest generation of heavy-duty diesel engines requiring compliance with the API FA-4 standard. Especially developed for Scania vehicles requiring the 'Scania Low Ash' specification.

Application

Especially developed to allow for extended oil change intervals, even under severe conditions of use. Its low viscosity allows reducing fuel consumption without compromising engine protection. The careful selection of the additives used in its formulation boosts the longevity of exhaust gas after-treatment equipment. Its additives with low contents of sulphated ash, phosphorus and sulphur (Low SAPS) together with specifically selected synthetic bases make this product the perfect choice for new-generation engines equipped with after-treatment systems, such as diesel particulate filters (DPF), exhaust gas recirculation (EGR) and engines using selective catalytic reduction (SCR). Especially developed for heavy-duty goods and passenger vehicles equipped with Scania engines requiring the 'Scania Low Ash' specification. It can also be used in heavy-duty goods and passenger vehicles equipped with Euro VI engines requiring the ACEA E4/E6 standard.

Technical characteristics

Extended service intervals: the synthetic bases used in its formulation, together with a carefully selected additive package, reduce maintenance costs and downtimes. Enhanced lubricant longevity: exceptional thermal stability and resistance to oxidation, even at high temperatures or under adverse conditions, preventing the formation of deposits and sludge. Protection of exhaust gas after-treatment systems: its low content of sulphated ash, phosphorus and sulphur ensures that particulate filters, SCRs, EGRs and/or catalytic converters remain extremely clean. Outstanding cold-start performance : excellent fluidity at low temperatures. Fuel economy: its low viscosity and fluidity at low temperature allow reducing fuel consumption and, consequently, achieving lower costs per km.

Technical information

Parameter

Kinematic viscosity @40°C (cSt) ASTM D 445
 Kinematic viscosity @100°C (cSt) ASTM D 445
 Viscosity index ASTM D 2270
 Density a 15°C (g/cm³) ASTM D 1298
 Flash point (°C) ASTM D 92
 Freezing point (°C) ASTM D 97
 Sulphated ashes (%) ASTM D 874
 TBN (mg KOH/g) ASTM D 2896

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100
 15,8
 169
 0,87
 230
 -40
 0,96
 13,38



Approvals and Recommendations

ACEA E4/E6/E7/E8/E9/E11 · API CK-4 · MB 228.51/228.52/228.31 · MAN M3775/M3477/M3271-1 · MTU Type 3.1/Type 2.1 · Volvo VDS-4.5 · Renault Trucks RLD-4/RLD-3 · Mack EOS 4.5 · Cummins CES 20086/20081 · JASO DH-2-17 · Caterpillar ECF-3 · Deutz DQC IV-18LA · Detroit Diesel DDC 93K222 · Scania LA

All packaging must be stored in covered facilities. In cases where outdoor storage is unavoidable, the drums should be placed horizontally to prevent the possible infiltration of water, as well as their deformation. Products should not be stored above 60°C, exposed to direct sunlight or low temperatures. We advise you to read the safety data sheet carefully for more information on its use and handling.