



Power Oil Turbo plus LA 10W-40

High-performance low-friction engine oil

Properties

Power Oil Turbo plus LA is a HC-synthetic high-performance low-friction engine oil for commercial vehicles. The product is a low-SAPS product with significantly reduced sulphated ash, phosphorus and sulphur content. Thanks to the use of high-performance additives, the oil offers excellent oxidation and high-temperature stability. The good dispersing properties of the product prevent deposits in the engine and on pistons that could otherwise impair the performance of the engine. At very low ambient temperatures, Power Oil Turbo plus LA guarantees reliable cold start and fast oil supply to all lube points. The oil is able to cope with all extreme conditions and to reduce friction loss and wear. It also improves the efficiency of engines as both oil and fuel consumption is reduced and the service life of the engine is prolonged.

Use instructions

Power Oil Turbo plus LA has been specially developed for the economic supply of emission-optimised engines with exhaust gas aftertreatment systems.

Power Oil Turbo plus LA is suitable for year-round use and ensures that exhaust gas aftertreatment systems can work efficiently during a significantly prolonged service life.

Performance data

Specifications:	ACEA • ACEA E6/E7/E9
Approvals:	MB approval 228.51 MAN M 3477/M 3271 Volvo VDS-3;Renault VI RLD-2 Mack EO-N
Recommendation*:	Scania Low Ash MTU Type 3.1; Volvo CNG; DAF; Cummins CES 20076, 20077 Deutz DQC IV-10 LA; CAT ECF-1-a Mack EO-M Plus; Renault Truck RXD/RGD

TYPICAL VALUES	METHOD	UNIT	POWER OIL Turbo plus LA
SAE class	DIN 51 511	-	10W-40
Density at 15°C	DIN 51 757	g/cm ³	0.862
Viscosity at -25°C	DIN 51 377	mPa s	5900
Viscosity at 40°C	DIN 51 562	mm ² /s	96
Viscosity at 100°C	DIN 51 562	mm ² /s	14.5
Viscosity index (VI)	DIN ISO 2909	-	158
COC flash point	DIN ISO 2592	°C	207
Pour point	DIN ISO 3016	°C	- 36
Total base number	DIN ISO 3771	mgKOH/g	10
Sulphated ash	DIN 51 575	g/100 g	0.92

* conforms to OEM specifications

The above values may vary within commercially accepted tolerances

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