



# UNI TRUCK 2 LSP

Mid SAPS-HC-Synthetic-Heavy Duty Diesel-Motor Oil 10W40

## Description:

**UNI TRUCK 2 LSP** is a fuel-saving HC-Synthetic multigrade diesel engine oil of the latest generation. It was developed specifically for heavy duty diesel engines with EURO 5 standard with EGR and/or SCR and TIER 4 exhaust system (particle filter). It is also usable in Euro 3 and Euro 4 engines if required by the vehicle manufacturer. To keep the treatment systems functional and without interference, it is required to use an engine oil with Mid SAPS (Low Ash) technology.

The reduced content of sulphated ash, phosphorus and sulfur is ensured by the selection of base oils and specially developed "Mid SAPS" additive.

**UNI TRUCK 2 LSP** is designed for use in heavy duty vehicle with diesel engines under all operating conditions.

**UNI TRUCK 2 LSP** meets the requirements of European and North American vehicle manufacturers.

The ideal engine oil for mixed fleets, farms, construction machinery, shipping and other off-highway applications.

## Properties

- Mid Saps (Low Ash) technology
- Highest wear protection
- Exceptional ageing and oxidation stability
- Reduces formation of ageing products at high temperatures
- Meets or exceeds the latest exhaust emission requirements
- Excellent detergent- and dispersant characteristics
- Very good shear stability

## Effects

- Suitable for the new EURO 5 engine generation with EGR and / or SCR and TIER 4 exhaust system
- Excellent cold-starting performance
- Fuel economy
- Optimal operating reliability
- Reduces wear on catalytic converter and particulate filter
- Absolutely clean engines and particulate filters
- All-year operation
- Suitable for extended oil change intervals

## Suitable for/ we recommend this product for

SAE	10W-40
API	CJ-4/CI-4 Plus//CI-4/SN
ACEA	E9/E7
We recommend this product for:	
CATERPILLAR	ECF-3/2/1-a
CUMMINS	CES 20081
DDC	93K218
DEUTZ	DQC III-10 LA
FORD	WSS-W2C171-E
JOHN DEERE	JDQ-78X
MACK	EO-O Premium Plus
MAN	M 3575, M 3275
MB	228.31
MTU	Type 2.1
RENAULT VI	RLD-3
VOLVO	VDS-4

## Utilization

- Commercial vehicle diesel engines
- aspirated engines
- with multivalve technology
- with turbo charging
- with particulate filter
- with EGR technology
- with SCR technology
- with catalyst technology
  
- Passenger car diesel engines
- with multivalve-technology
- with turbo charging
- with and without particulate filter
- with catalyst technology
  
- Passenger car petrol engines
- with multivalve technology
- with turbo charging
- with catalyst technology

## Disposal:

- **UNI TRUCK 2 LSP** is assigned to category 2 of used oils and thus is free for disposal.

## Miscibility:

- **UNI TRUCK 2 LSP** is only miscible with comparable lubrications and well tolerated. However, it is recommended to take only **UNI TRUCK 2 LSP** when refilling.

**UNI TRUCK 2 LSP**

<b>Article No.</b>	<b>Packaging unit</b>	
309 935	Can	20 L
309 936	Drum	60 L
309 938	Drum	200 L
349 939	PE-Container	1000 L

## Typical characteristics:

Specific weight at 15°C	kg/m <sup>3</sup>	867
Dynamic viscosity at -25°C	mPa.s	6800
Viscosity at 40°C	mm <sup>2</sup> /s	102
Viscosity at 100°C	mm <sup>2</sup> /s	14,3
Viscosity index		144
Flash point COC	°C	232
Pourpoint	°C	-36
Sulphate ashes	%	0,95
Sulphur content	mass. %	0,39
Phosphorus content	mass. %	0,12
TBN	mgKOH/g	9,1

