PROCESS RUBIS C2/C3 5W-30

Technical data sheet

Synthetic oil.
A high-performance synthetic lubricant, developed based on “Low-SAPS” (low sulphated ash content) technology and recommended for EURO 5/6 diesel engines (with or without DPF) and for petrol engines fitted with a catalytic converter, which require an oil which satisfies ACEA C2 or ACEA C3.
Meets standard PSA B712290 for PSA Group vehicles up to the 2017 model.

PERFORMANCE

Standards: ACEA C2/C3
API SN
ILSAC GF-5

Specifications:
Mercedes MB p.229.51/229.52
GM Dexos 2
OPEL OV 040 1547-D30
VW 505.01
BMW LL-04 (N20)
Iveco 18-1811 SC1
PSA B71 2297

Suitable for Honda / Mitsubishi / Subaru / Toyota / Suzuki / Mazda Diesel manufacturers starting in 2013.

BODIES and MANUFACTURERS – Field of application -

ACEA C2-12: requiring a low-SAPS oil (low sulphated ash content <0.8%, 0.07%<Phosphorus<0.09%, S<0.3%), enabling a reduction in fuel consumption (with HTHS viscosity >2.9 mPa.S) and achieving the maximum oil change intervals specified by the engine manufacturer.

ACEA C3-16: requiring a low-SAPS oil (low sulphated ash content <0.8%, 0.07%<Phosphorus<0.09%, S<0.3%=ACEA C2), with HTHS viscosity >3.5 mPa.S and achieving the maximum oil change intervals specified by the engine manufacturer.

API SN: designed to reduce high-temperature deposits on the pistons and to minimise sludge formation under demanding operating conditions. The product meets ILSAC GF-5 requirements by combining API SN performance levels with greater
“fuel economy”.

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GM Dexos 2: for any engine from the GM Petrol and Diesel group (with or without DPF) built after 2010. Replaces in full the standards GM-LL-A-025 (petrol) and GM-LL-B-025 (diesel).

MB 229.51: for every Mercedes engine fitted with an exhaust gas after-treatment system (catalytic converter, DPF) and for the maximum oil change interval.

MB 229.52: a new specification developed to protect the powerful OM642 engine under demanding conditions of use (e.g. M-class, G-class, Vito, Viano and Sprinter). In these applications, the temperature of the engine oil is higher since there is no cooling system. Consequently, the oxidation stresses are greater.

BMW LL-04 (N20): For any Petrol or Diesel engine produced from 2004. Fully covers BMW LL-98 and BMW LL-01 standards

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Characteristics	Standards	Units	Values
Density at 15°C	ASTM D4052	g/cm3	0.854
Viscosity at 40°C	ASTM D445	mm²/s	65.2
Viscosity at 100°C	ASTM D445	mm²/s	12
Viscosity index	NF T 60-136	-	161
TBN	ASTM D2896	mgKOH/g	6
Sulphated ash content	ASTM D874	% m	0.77
Pour point	ASTM D2602	°C	-46
Flash point	ASTM D92	°C	234

The characteristics are given purely for information and are consistent with our current production standards. IGOL reserves the right to modify them, in order to pass on technical developments to its customers. Before using this product, you should consult the instructions for use and the environmental impact shown on the technical and safety data sheets. The information given above is based on the current state of our knowledge of the product in question. The product user should take all relevant precautions relating to its use. Under no circumstances may IGOL be held liable for damages resulting from misuse.

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