

## G-Profi GT LA 10W-40



Turbocharged engines



Euro-6 and lower



Low Sulphated ash, Phosphorus, Sulphur



Diesel Particulate Filter



Exhaust gas Recirculation



Selective Catalytic reduction



Compressed natural gas (CNG) engines



Synthetic technology base oil

**G-Profi GT LA 10W-40** – is an all-season synthetic engine oil engineered using unique Low-SAPS technology to meet ACEA E4/E6/E7/E9 requirements. It is formulated for heavy-duty vehicles equipped with the latest emission reduction systems with or without DPF installed. Developed in accordance to requirements of wide range of OEMs including MB, MAN, Volvo, Renault, Scania, Cummins, Caterpillar and other for long drain intervals operation. G-Profi GT LA 10W-40 can be used in most of Euro-5 and Euro-6 engines as well as in lower tier engines, helping to optimize the storage space.

### Application



- For on-road (heavy-duty trucks, buses, etc.) and off-road (agricultural, mining, construction, etc.) machinery produced by European, Asian, American and other companies.
- For modern low emission heavy-duty Euro-5 and Euro-6 engines requiring ACEA E4/E6/E7/ E9 or API CK-4/CJ-4
- Applicable for some Compressed Natural Gas (CNG-Methane) engines.
- Compatible for all modern emission reduction systems.

### Features/Potential benefits

Adaptive Low-SAPS additive technology of **G-Profi GT LA 10W-40** provides high engine performance in all working conditions:

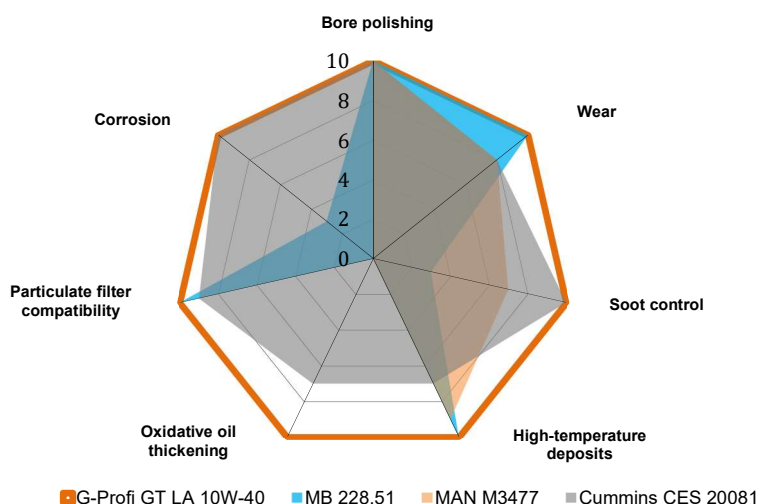
Features	Advantages/Potential benefits
Low-SAPS technology	Low Sulphur, Phosphorus and Ash content – extended life of Diesel Particulate Filters
Advanced detergency	Long drain interval capability – lowering the lubricant expenses.
Great anti-wear properties	Effective wear protection of engine parts in all operating modes-reducing the repairing cost.
High dispersant activity	Minimization of soot impact on an engine parts – lower risk of unexpected engine failure.
Wide application range	Applicable for diesel and gas fueled engines – storage space unification

### Technical characteristics

Properties	Value	Method
Kinematic viscosity, mm <sup>2</sup> /s:		
at 40 °C	99,3	ASTM D 445
at 100 °C	14,8	ASTM D 445
Viscosity index	156	ASTM D 2270
Dynamic viscosity (CCS) at -25 °C, mPa*s	6100	ASTM D 5293
Flash point (COC), °C	249	ASTM D 92
Pour point, °C	-39	ASTM D 97
Density at 15 °C, kg/m <sup>3</sup>	862	ASTM D 4052
Total Base Number, mg KOH/g	13,6	ASTM D 2896

**G-Profi GT LA 10W-40** designed to meet and exceed the requirements of main equipment builders:

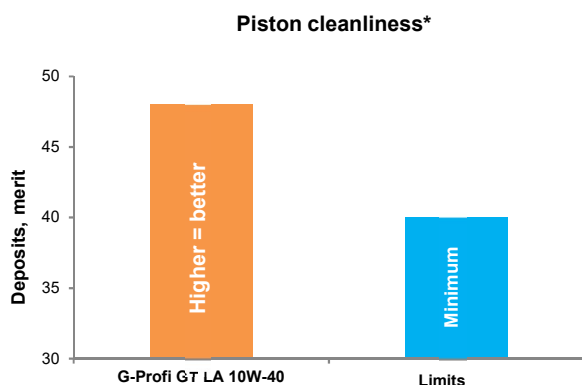
- MB 228.51
  - higher anti-corrosion protection
  - better soot control;
- MAN 3477
  - higher wear protection;
  - lower deposits formation;
- Cummins CES 20081
  - higher wear protection;
  - better anti-deposits protection.



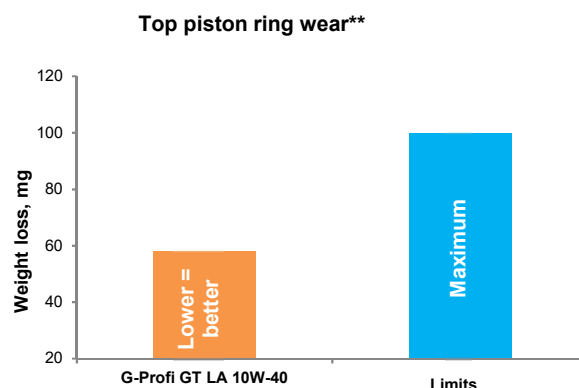
### Specifications

- ACEA E4/E6/E7/ E9
- API CJ-4/CK-4
- Caterpillar ECF-3
- Cummins CES 20081/20086
- DAF Extended Drain
- Detroit Diesel DDC 93K218; Deutz DQC IV-LA
- MACK EO-O PP; MACK EOS-4.5
- MAN M 3271-1; M 3477; M 3775
- MB 228.31; MB 228.51; MB 228.52
- MTU Cat. 2.1; MTU Cat. 3.1
- Renault Trucks RLD-3
- Volvo VDS-4; Volvo VDS-4.5
- Scania Low Ash (corresponding to specification is verified)

**G-Profi GT LA 10W-40** outperforms the requirements of main specifications according to the tests:



G-Profi GT LA 10W-40 has a great detergency and anti-oxidation properties. Lower high temperature deposits – lower risk of piston ring sticking.



G-Profi GT LA 10W-40 has a good performance in anti-wear protection. Engine life preservation and extension.

\*Test Volvo D12D; \*\*Test Corrosion ASTM D7468 (Cummins ISM)

### Certified

ISO 9001



ISO 14001



ISO 45001

