

Product News Issue 4 - 2014

Scania Low Ash specification lost on Rimula R4 L 15W-40

Shell has announced that from Q3 2014, Shell Rimula R4 L 15W-40 will lose its Scania Low Ash specification. This could potentially have an impact on customers using Rimula R4 L 15W-40 for Scania truck/bus fleets.

Scania have a number of lubricant specifications listed on different engine types. These include:

- LDF-3 (Shell Rimula R6 MS 10W-40)
- LDF-2 (also Shell Rimula R6 MS 10W-40)
- LDF (more or less obsolete)
- Scania Low Ash (Shell Rimula R4 L 15W-40 until Q3 2014 – after Q3, no Shell product will have this spec.)
- ACEA E9 (Shell Rimula R4 L 15W-40, Shell Rimula R5 LE 10W-30/10W-40)
- ACEA E7 (multiple Shell Rimula products)

Each Scania engine type has a number of different possibilities with regards to engine oils. You can see the lists below. The specification Scania Low Ash is applicable in two engine type only:

- Euro VI DC13 engines: Here we see that a switch to LDF-3 approved oil will at least double the oil drain interval, which could and SHOULD be a key selling point to customers running this engine type
- Euro V DC9 engines with DPF (Diesel Particulate Filter): Here we find Scania Low Ash as the specification giving the highest oil drain interval. ACEA E9 is also approved, but for a slightly lower oil drain. On this engine type customers should continue using Shell Rimula R4 L 15W-40 and potentially consider lowering the oil drain interval. This engine type is not very common in the market.

Euro IV engines and older engines in general give the identical oil drain interval to both Scania Low Ash and ACEA E9 oils, so there is no impact for these engine types.

TDS and MSDS can be found on our local websites: www.univarlubricants.se/fi/dk/no

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