



KAPPA OIL®

SUPREME QUALITY LUBRICANTS

LONGLIFE GERMAN OIL TECHNOLOGY





LONGLIFE GERMAN OIL

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KAPPA OIL WORLDWIDE



CERTIFICATIONS

DAIMLER

Order No.: 75548 Stuttgart

KAPPA OIL
Attn. Mr. Agron Begja
Bajram Tusha
2000 DURRES
ALBANIA

Telephone/Fax: +357 71 01 24801
Telephone: +357 71 01 59756
Mercedes Code / Internal Code: C401

Mr. Zeshan, please backfill only / Your reference: 21.05.2018
User Zeshan, please backfill only / Our reference: RD/PO-F-53788
Name / Email: Mrs. Fuchs
Status/Date: 02.08.2018

MB-Approval Certificate
New Approval - Engine Oil

MB-Approval 229.51 for: "KAPPA LONGLIFE ESP Formula"
Oil-Code: KAPPA10 LLESP, SAE-Grade: 5W-30
Related to SUWELCO VNP SAE 5W-30 with Oil-Code: 1111122, Ravenberger Schmierstoffwerke GmbH

Dear Sir or Madam,

The aforementioned operating fluid complies with the requirements of the Mercedes-Benz Specifications for Operating Fluids, sheet 229.51 and is therefore approved for the respective Mercedes-Benz vehicles and assemblies. The application range is shown on the MB sheet and further defined on the sheet 223.2. Further requirements, e.g. SAE grades, capacities, change intervals etc. must also be observed.

The following regulations apply for the MB-Approval:

- The MB-Approval comes into force on the date shown on this certificate
- The MB-Approval will expire in 5 years at the latest
- The MB-Approval automatically terminates on expiry of the validity period at the latest
- The MB-Approval is only valid as long as the product name is listed in MB-Info-ONLINE <http://info.mercedes-benz.com>
- Applications for renewals or new approvals etc. must be made in good time
- In addition, the regulations laid down in the current "Obligations Regarding Approval for Operating Fluids" apply.

A 2-liter back-up sample of each formulation, which can be called upon by Daimler AG at any given moment, must be retained for at least 3 years. We will inform you of the dispatch address.

Sincerely
Daimler AG

L.V. Tschann
L.V. Tschann

M. Fuchs
M. Fuchs

Daimler AG, Stuttgart, Germany
Sto and Hegelstraße 17, D-70372 Stuttgart, Germany
Telephone: +49 7141 233-1111
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E-Mail: info@mercedes-benz.com
Internet: www.mercedes-benz.com

DAIMLER

Order No.: 75548 Stuttgart

KAPPA OIL
Attn. Mr. Agron Begja
Bajram Tusha
2000 DURRES
ALBANIA

Telephone/Fax: +357 71 01 24801
Telephone: +357 71 01 59756
Mercedes Code / Internal Code: C401

Mr. Zeshan, please backfill only / Your reference: 26.03.2015
User Zeshan, please backfill only / Our reference: RD/PO-F-53788
Name / Email: Mrs. Fuchs
Status/Date: 23.08.2015

MB-Approval Certificate
New Approval - Engine Oil

MB-Approval 229.31 for: "POWERFULL ESP-Formula"
Oil-Code: KAPPA10 77PESP, SAE-Grade: 5W-40
Related to SUWELCO VNP SAE 5W-40 with Oil-Code: 1111122, Ravenberger Schmierstoffwerke GmbH

Dear Sir or Madam,

The aforementioned operating fluid complies with the requirements of the Mercedes-Benz Specifications for Operating Fluids, sheet 229.31 and is therefore approved for the respective Mercedes-Benz vehicles and assemblies. The application range is shown on the MB sheet and further defined on the sheet 223.2. Further requirements, e.g. SAE grades, capacities, change intervals etc. must also be observed.

The following regulations apply for the MB-Approval:

- The MB-Approval comes into force on the date shown on this certificate
- The MB-Approval will expire in 5 years at the latest
- The MB-Approval automatically terminates on expiry of the validity period at the latest
- The MB-Approval is only valid as long as the product name is listed in MB-Info-ONLINE <http://info.mercedes-benz.com>
- Applications for renewals or new approvals etc. must be made in good time
- In addition, the regulations laid down in the current "Obligations Regarding Approval for Operating Fluids" contract signed on 04.05.2015 apply.

A 2-liter back-up sample of each formulation, which can be called upon by Daimler AG at any given moment, must be retained for at least 3 years. We will inform you of the dispatch address.

Sincerely
Daimler AG

L.V. Tschann
L.V. Tschann

M. Fuchs
M. Fuchs

Daimler AG, Stuttgart, Germany
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Telephone: +49 7141 233-1111
Telefax: +49 7141 233-1111
E-Mail: info@mercedes-benz.com
Internet: www.mercedes-benz.com

TUV NORD

CERTIFICATE

Management system as per
BS OHSAS 18001 : 2007

In accordance with TUV NORD CERT procedures, it is hereby certified that

KAPPA OIL S. A.
Lagja 14, Rruga "ASTI NUSHI"
2007 Durrës
Albania
Production plant: Ish Oficina Bujqesore e Femmes, 1987 Sukth, Durrës, Albania

applies a management system in line with the above standard for the following scope

Production, Performance of Analysis and Sales of Lubricants for Automobile and Industrial Use. Trade of Filters, Batteries and Accessories for Automobile.

Certificate Registration No. 44 116 17 32 0289
Audit Report No. 3597 1501

Valid from 2018-01-05
Valid until 2021-01-04
Initial certification 2018

Signature
Certification Body
at TUV NORD CERT GmbH

Plönitz, 2018-01-05

This certification was conducted in accordance with the TUV NORD CERT auditing and certification procedures and is subject to regular surveillance audits.

TUV NORD CERT GmbH Langemarkstraße 20 45141 Essen www.tuv-nord-cert.com

DAKKS
Accredited
DIN EN ISO 9001:2015

TUV NORD

CERTIFICATE

Management system as per
ISO 14001 : 2015

In accordance with TUV NORD CERT procedures, it is hereby certified that

KAPPA OIL S. A.
Lagja 14, Rruga "ASTI NUSHI"
2007 Durrës
Albania
Production plant: Ish Oficina Bujqesore e Femmes, 1987 Sukth, Durrës, Albania

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Certificate Registration No. 44 104 17 32 0289
Audit Report No. 3597 1500

Valid from 2018-01-05
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Initial certification 2018

Signature
Certification Body
at TUV NORD CERT GmbH

Plönitz, 2018-01-05

This certification was conducted in accordance with the TUV NORD CERT auditing and certification procedures and is subject to regular surveillance audits.

TUV NORD CERT GmbH Langemarkstraße 20 45141 Essen www.tuv-nord-cert.com

IAF
Accredited
DIN EN ISO 14001:2015

DAKKS
Accredited
DIN EN ISO 14001:2015

TUV NORD

CERTIFICATE

Security management systems for the supply chain according to
ISO 28000 : 2007

In accordance with TUV NORD Bulgaria EOOD procedures, it is hereby certified that

KAPPA OIL S. A.
Lagja 14, Rruga "ASTI NUSHI"
2007 Durrës
Albania
Production plant: Ish Oficina Bujqesore e Femmes, 1987 Sukth, Durrës, Albania

applies a management system in line with the above standard for the following scope

Production, Performance of Analysis and Sales of Lubricants for Automobile and Industrial Use. Trade of Filters, Batteries and Accessories for Automobile.

Certificate Registration No. 32 028 170112
Audit Report No. 3217 0710

Valid from 2018-01-05
Valid until 2021-01-04
Initial certification 2018

Signature
Certification Body
at TUV NORD Bulgaria EOOD

Plönitz, 2018-01-05

This certification was conducted in accordance with the TUV NORD CERT auditing and certification procedures and is subject to regular surveillance audits.

TUV NORD CERT GmbH Langemarkstraße 20 45141 Essen www.tuv-nord-cert.com

IAF
Accredited
DIN EN ISO 28000:2015

DAKKS
Accredited
DIN EN ISO 28000:2015

TUV NORD

CERTIFICATE

Management system as per
ISO 9001 : 2015

In accordance with TUV NORD CERT procedures, it is hereby certified that

KAPPA OIL S. A.
Lagja 14, Rruga "ASTI NUSHI"
2007 Durrës
Albania
Production plant: Ish Oficina Bujqesore e Femmes, 1987 Sukth, Durrës, Albania

applies a management system in line with the above standard for the following scope

Production, Performance of Analysis and Sales of Lubricants for Automobile and Industrial Use. Trade of Filters, Batteries and Accessories for Automobile.

Certificate Registration No. 44 120 17 32 0289
Audit Report No. 3597 1499

Valid from 2018-01-05
Valid until 2021-01-04
Initial certification 2018

Signature
Certification Body
at TUV NORD CERT GmbH

Plönitz, 2018-01-05

This certification was conducted in accordance with the TUV NORD CERT auditing and certification procedures and is subject to regular surveillance audits.

TUV NORD CERT GmbH Langemarkstraße 20 45141 Essen www.tuv-nord-cert.com

IAF
Accredited
DIN EN ISO 9001:2015

DAKKS
Accredited
DIN EN ISO 9001:2015

TUV NORD

CERTIFICATE

System as per
RC-10 Certification of Lubricant Oil Origin

Confirms that the System of Lubricant Oil Origin of the Company

KAPPA OIL S. A.
Lagja 14, Rruga "ASTI NUSHI"
2007 Durrës
Albania
Production plant: Ish Oficina Bujqesore e Femmes, 1987 Sukth, Durrës, Albania

Valid for the following application area

Inter-company traceability applied for the production and trading of mineral oil and/or synthetic oil of an European territory origin.

Product miscellanies and bottled in a geographical European territory (made in Europe). UMR: Single product collection.

Certificate Registration No. 32 RC10 170112

Valid from 2018-01-05
Valid until 2021-01-04
Initial certification 2018

Signature
Certification Body
at TUV NORD Bulgaria EOOD

Plönitz, 2018-01-05

OUR HISTORY

Kappa Oil sh.a. was established in 1992, by its present President Dr. Krenar Lasko, as the first trading company of lubricants and car accessories to ever operate in Albania.

Through the passion and the hard work put to it, from a modest company, it soon grew into a fully developed manufacturer of lubricant oil, offering high quality products, starting from passenger cars lubricants, to heavy duty, agricultural and industrial ones, expanding its range of operation by producing chemicals, additives, greases, antifreeze etc. The products are traded under our main brand Kappa Oil and more than 20 other private label brands offered to our clients.

Today, Kappa Oil achieves 46% of total market share in domestic market, which places us in a leading position among other companies in the area, covering not only the local territory through distributors and sales agents, but now exporting in more than 20 countries mostly in Europe, but also Middle East, Asia and North Africa as :Italy, Slovenia, Slovakia, Czech Republic, Kosovo, Montenegro, Macedonia, Serbia, Greece, Cyprus, Bulgaria, Romania, Hungary, , Poland, Lithuania, Germany, France, Ireland, UK, Morocco, Libya, Egypt, Lebanon and Georgia.

Our constant customer focus led us in continuously improving our service, technology, and management, to match the growing needs for better quality on the market. We have so far obtained the ISO 9001:2015, ISO 28000:2007, BS OHSAS 18001:2007 certifications and approvals from well-known OEM manufacturres.

OUR MISSION:

Producing and marketing high quality lubricants in the domestic and international market.

OUR VISION:

Being the company of choice in providing the high quality lubricants and technical services to its customers.

OUR KEYS

- Understanding and adapting of the customer's need.
- Use of the latest technology.
- Applying quality control.
- Maintaining on time delivery of products and after sale services to our customers.
- Providing a full range of products to our customers.
- Employing professional staff.

The company's commitment to quality compatibility has enabled our company to achieve and obtain the 2000 version of ISO 9001 certification.

EVENTS

Salone dell' Automobile Torino 1998

Fiera del Levante 1999

Klik expo Klik 2001

Klik expo Group 2004

Equip Auto Paris 2007

Moscow Auto Show 2008

Automechanika Roma 2010

Expo Pranver 2011



Automechanika Frankfurt 2012

Expo center Tirana 2013

Automechanika Frankfurt 2014

Auto Moto Show 2015

Automechanika Frankfurt 2016

Autopromotec Bologna 2017

Equip Auto Algeria 2018

Automechanika Frankfurt 2018

How to read a label ?

The product label give information about the lubricant performances :First, read the label

Quality Management System

ISO 9001:2015

Type of Engine

Long Life engine oil formulation for new generation ...

Viscosity

5W-30

Components

SPECIFICATION & APPROVALS

ACEA: A3/ B4, ACEA: C3
MB 229.31/ 229.51, VW 504.00/ 507.00,
BMW LONG LIFE -04, PORSCHE C30

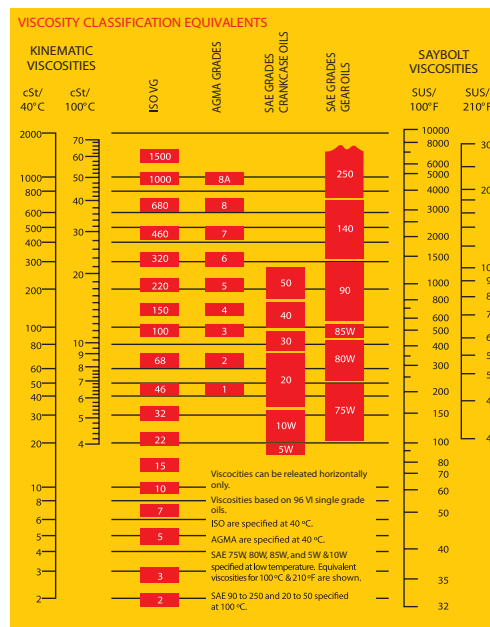
ACEA: A3/ B4, ACEA: C3
MB 229.31/ 229.51, VW 504.00/ 507.00,
BMW LONG LIFE -04, PORSCHE C30

For more information please access to:
www.kappaoil.com, e-mail: info@kappaoil.com

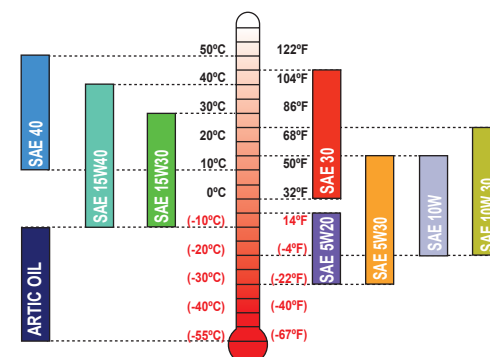
Made in Europe

Manufactured by KappaOil Company

VISCOSITY CHART



SAE CLASSIFICATION CHART



The most important property of any oil is its viscosity. The viscosity is a physical property that relates to its thickness and resistance to flowing when the temperature changes. The most widely used unit of measurement of viscosity is the centistoke (cSt).

In this system two series of viscosity grades are defined – those containing the letter W and those without the letter W. Grades with the letter W are intended for use at lower temperatures and are based on a maximum low temperature viscosity and a maximum borderline pumping temperature, as well as a minimum viscosity at 100°C. The low temperature viscosity is measured by means of a multi-temperature version of ASTM D2602 'Method of Test for apparent Viscosity of Motor Oils at Low temperature using the Cold Cranking Simulator.

Oils without the letter W, intended for use at higher temperatures, are based on the viscosity at 100°C only. These are measured by ASTM D445 'Method of Test for Kinematic Viscosity of temperature and Opaque Liquids'. A 'Multi-grade' oil is one whose low temperature viscosity and borderline temperature satisfy the requirements of one of the W grades and whose viscosity at 100°C is within the stipulated range of one-W-grades.

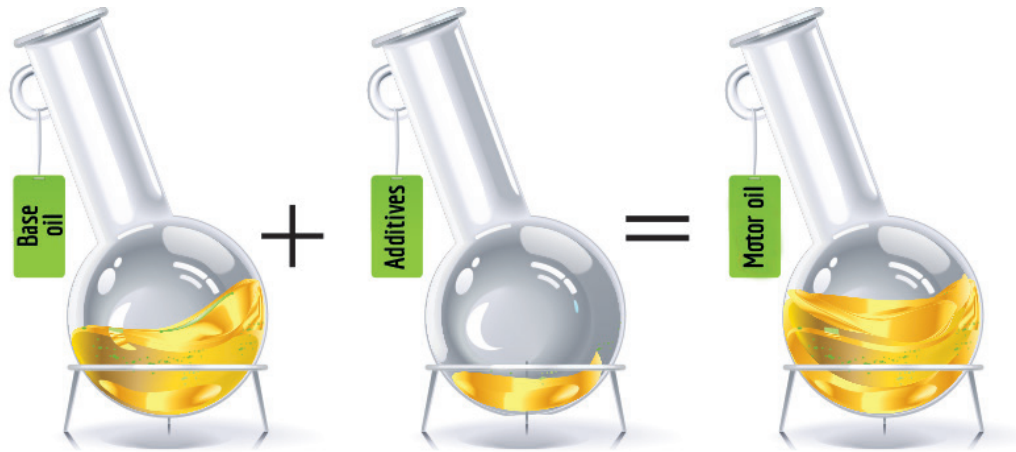
For example, if you buy 5W30 motor oil for your car, you have purchased an oil which can cope with temperatures of 5°C and the 'W' which it precedes it represents Winter. If you buy 10W-40 you will be buying an oil which is thicker than that of the 10W-30. The most widely used system for engine oil viscosity classification is that established by the Society of Automotive Engineers (SAE) in the USA.

What is SAE ?

The Society of Automotive Engineers (SAE) is a professional organization for mobility engineering professionals in aerospace, automotive and the commercial vehicle industries. SAE is your one-stop resource for standards development, events, and technical information and expertise used in designing, building, maintaining, and operating self-propelled vehicles for use on land or sea, in air or space.

COMPONENTS

There are two main components that any motor oil is made of. There is a principal ingredient called base oil (sometimes called a basestock) which represents 85-90 % and additive package which represents 10-15 %.



BASE OILS

The base fluid typically makes up the bulk of the oil. Additive chemicals are then added to enhance the positive qualities of the basestock and to overcome whatever negative qualities there may be. There are two main types of basestocks, mineral and synthetic. Mineral basestocks are a purified form of crude oil and have been used as the base for automotive lubricants since motor oils were first being developed. The synthetic basestocks, on the other hand, are chemically engineered in a lab specifically for the purpose of lubrication. They are engineered from pure compounds that contain no contaminants. In more recent years, highly refined Group III, IV, V petroleum basestocks have become the more commonly used basestock in off-the-shelf "synthetic" oils.

ADDITIVES

There are a various combinations of additives used in engine oil to meet the required performance level. The most important are listed below:

- **Viscosity index improver (V.I.I.)** : Lubricant additive, usually a high molecular weight polymer, reduces oil's tendency to change viscosity with change of temperature.
- **Detergents** : Detergents are additives which reduce or prevent deposits formed under high temperature conditions or as a result of the action on the oil of acidic contaminants.
- **Dispersants** : Dispersants also disperse and suspend potential deposit – forming materials so that they can be removed from the system when the oil is drained.
- **Antiwear** : Additive that is active in preventing damage caused by occurrence of solid phase welding between sliding surfaces without local surface melting.

- **Antioxidants** : These additives increase the ability of a lubricant to resist oxidation and deterioration resulting from high temperatures and exposure to air. Studies showed the oxidation will occur with chain reaction which in turn increases the oil viscosity.

- **Pour point depressants** : It lowers the pour point of petroleum products containing wax by reducing the tendency of the wax to collect into a solid mass.

- **Corrosion and rust inhibitors** : These additives protect metal surfaces from chemical attack by water or other contaminants. When we have ferrous parts, this corrosion will be called rust.

- **Foam inhibitors** : These additives are used to suppress the foaming tendency of petroleum product and break down surface bubbles.

- **Extreme Pressure Additives** : They are chemical compounds imparting extreme pressure characteristics to a lubricant with the objective of reducing wear under conditions where rubbing or sliding accompanies high contact pressures, as in heavily loaded gears particularly of the hypoid type.

- **Friction Modifiers** : Are added to lubricants to minimize light surface contacts (sliding and rolling) and to reduce the surface friction of the lubricated parts. Typically these are polar chemical compounds having high affinity for metal surfaces and possessing long alkyl chains.

WHAT IS ISO 9001:2015 ?

Is the standard for the Quality Management System (QSM) that establish a framework for how a business manages its key processes. It is now firmly established as the globally implemented standard for providing assurance about the ability to satisfy quality requirements and to enhance customer satisfaction in supplier - customer relationships

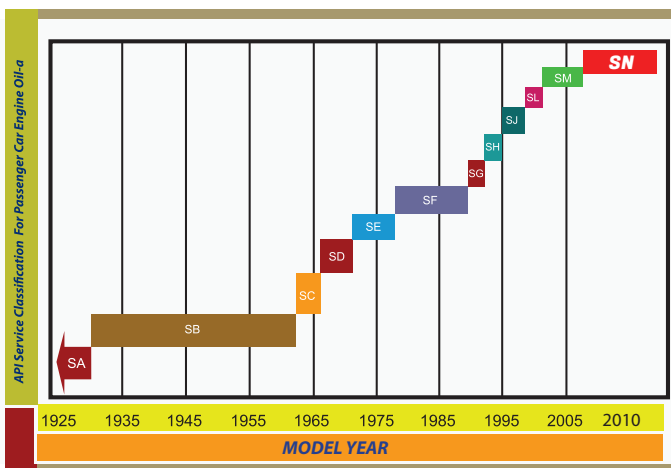
Type of Engine

Indication about the type of engine (gasoline engine , diesel engine or GPL engine).

Manufacturer Approvals

After having been tested for efficacy, the better part of our lubricants are Approved by manufacturers such as :

- For passenger cars : Mercedes-Benz, Renault, Peugeot, Audi, Volkswagen, Seat, Citroën, Opel, Ford, Fiat, Porsche, BMW, etc.
- For heavy duty trucks: MAN, Mercedes-Benz, Volvo, Renault , Scania, DAF, Caterpillar etc.



ENGINE OILS CLASSIFICATION

The following standard classifications are used for determining the performance category of oils :

- API classification (American Petroleum Institute, USA)
- ACEA classification (Association des Constructeurs Europeens d'Automobile, EU)
- CCMC classification (Comite des Constructeurs d'Automobile du Marche Commun , EU)
- OEM classification of automobile and engine manufacturers (VW, MB, MAN, VOLVO, LIAZ, TATRA)
- ILSAC classifications (International Lubricants Standardization and Approval Committee)
- MIL-L classification (United States Army standard)
- DIN classifications (Deutsches Institut fur Normung e.V)
- ISO classifications (International Standard Organisation)
- NLGI classifications (National Lubricating Grease Institute)

Today, the most respected classifications are API, ACEA and the OEM classifications of automobile and engine manufacturers.

The CCMC classification is outdated today, and we use it only for illustration. The specifications API and ACEA are the sign of quality recognised by many manufacturers. Certain manufacturers, however, add their own requirements.

API CLASSIFICATION What is API ?

American Petroleum Institute (API) is the national trade association that represents all aspects of America's oil and natural gas industry.

API provides the API's Engine Oil Licensing and Certification System (EOLCS). It is a voluntary licensing and certification program that authorizes engine oil marketers who meet specified requirements to use the API Engine Oil Quality Marks.

WHAT ARE API RATINGS?

The American Petroleum Institute (API) classification system provides information about the engine oil.

The letter "S" followed by another letter (for example "SM") indicates that the oil is appropriate for petrol engines.

SM oils are superior to SL oils in many performance criteria including enhanced fuel efficiency whilst also meeting the "energy conserving" classification and enhanced emissions systems protection.

The letter "C" followed by another letter and/or number (for example CI-4) indicates that the oil is appropriate for diesel engines.

The second letter in both the "S" and the "C" categories is assigned alphabetically.

Generally the further along we move in the alphabet indicates the latest technology and quality enhancements in motor oil.

S SERIES

SA - Formerly for Utility Gasoline and Diesel Engine Service (Obsolete) - Category SA denotes service typical of older engines operated under such mild conditions that the protection afforded by compounded oils is not required. This category has no performance requirements, and oils in this category should not be used in any engine unless specifically recommended by the equipment manufacturer.

SB - Minimum-Duty Gasoline Engine Service (Obsolete) - Category SB denotes service typical of older engines operated under such mild conditions that only minimum protection afforded by compounding is desired. Oils designed for this service have been used since 1930s and provide mild antiscuff capability and resistance to oil oxidation and bearing corrosion. They should not be used in any engine unless specifically recommended by the equipment manufacturer.

SC - 1964 Gasoline Engine Service (Obsolete) - Category SB denotes service typical of gasoline engines in 1964 through 1967 models of passenger cars and some trucks, operating under engine manufacturers warranties in effect during those model years. Oils designed for this service provide control of high and low temperature deposits, wear, rust, and corrosion in gasoline engines.

SD - 1968 Gasoline Engine Service (Obsolete) - Category SD denotes service typical of gasoline engines in 1968 through 1970 models of passenger cars and some trucks, operating under engine manufacturers warranties in effect during those model years. This category may also apply to certain 1971 or later models as specified (or recommended) in the owners manuals. Oils designed for this service provide more protection against high and low temperature deposits, wear, rust, and corrosion in gasoline engines than oils that are satisfactory for API Engine Service Category SC and may be used when API Engine Service Category SC is recommended.

SE - 1972 Gasoline Engine Service (Obsolete) - Category SE denotes service typical of gasoline engines in passenger cars and some trucks beginning with 1972 and certain 1971 through 1979 models operating under engine manufacturers' warranties. Oils designed for this service provide more protection against oil oxidation, high temperature deposits, rust, and corrosion in gasoline engines than oils that are satisfactory for API Engine Service Category SD or SC and may

be used when either of these categories is recommended.

SF - 1980 Gasoline Engine Service (Obsolete) - Category SF denotes service typical of gasoline engines in passenger cars and some trucks beginning with 1980 through 1989 models operating under engine manufacturers recommended maintenance procedures. Oils developed for this service provide increased oxidation stability and improved antiwear performance relative to oils that meet the minimum requirements of API Service Category SE. These oils also provide protection against engine deposits, rust, and corrosion. Oils meeting API Service Category SF may be used when API Engine Service Category SE, SD or SC are recommended.

SG - 1989 Gasoline Engine Service (Obsolete) - Category SF denotes service typical of gasoline engines in passenger cars, vans, and light trucks operating under manufacturers' recommended maintenance procedures. Category SG oils include the performance properties of API Service Category CC. (Certain manufacturers of gasoline engines require oils that also meet the higher diesel engine Category CD.) Oils developed for this service provide improved control of engine deposits, oil oxidation, and engine wear relative to oils developed for previous categories. These oils also provide protection against rust and corrosion. Oils meeting API Service Category SG may be used when API Engine Service Category SF, SE, SF/CC or SE/CC are recommended.

SH - 1994 Gasoline Engine Service - Category SH was adopted in 1992 to describe engine oil first mandated in 1993. It is for use in service typical of gasoline engines in present and earlier passenger cars, vans, and light trucks operating under manufacturers' recommended maintenance procedures. Engine Oils developed for this category provide performance exceeding the minimum requirements for API Service Category SG, which it is intended to replace, in the areas of deposit control, oil oxidation, wear, rust, and corrosion. Oils meeting API SH requirements have been tested according to the American Chemistry Council (ACC) Product Approval Code of Practice and may utilize the API Base Oil Interchange and Viscosity Grade Engine Testing Guidelines. They may be used where API Service Category SG and earlier categories are recommended. Effective August 1, 1997, API SH cannot be used except with API CF, CF-2, CF-4 or CG-4 when displayed in the API service symbol, and the C category must appear first.

SJ - 1994 Gasoline Engine Service - Category SH was adopted in 1992 to describe engine oil first mandated in 1993. It is for use in service typical of gasoline engines in present and earlier passenger cars, vans, and light trucks operating under manufacturers' recommended maintenance procedures. Engine Oils developed for this category provide performance exceeding the minimum requirements for API Service Category SG, which it is intended to replace, in the areas of deposit control, oil oxidation, wear, rust, and corrosion. Oils meeting API SH requirements have been tested according to the American Chemistry Council (ACC) Product Approval Code of Practice and may utilize the API Base Oil Interchange and Viscosity Grade Engine Testing Guidelines. They may be used where API Service Category SG and earlier categories are recommended. Effective August 1, 1997, API SH cannot be used except with API CF, CF-2, CF-4 or CG-4 when displayed in the API service symbol, and the C category must appear first.

SL - 2001 Gasoline Engine Service - Category SL was adopted to describe engine oils for use in 2001. It is for use in service typical of gasoline engines in present and earlier passenger cars, sports utility vehicles, vans and light trucks operating under vehicle manufacturers recommended maintenance procedures. Oils meeting API SL requirements have been tested according to the American Chemistry Council (ACC) Product Approval Code of Practice and may utilize the API Base Oil Interchange and Viscosity Grade Engine Testing Guidelines. They may be used where API Service Category SJ and earlier categories are recommended.

SM - Introduced on 30 November 2004 - Category SM oils are designed to provide improved oxidation resistance, improved deposit protection, better wear protection, and better low-temperature performance over the life of the oil. Some SM oils may also meet the latest ILSAC specification and/or qualify as Energy Conserving. They may be used where API Service Category SJ and SL earlier categories are recommended.

SN - Introduced in October 2010 for 2011 and older vehicles, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control, and seal compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbocharger protection, emission control system compatibility, and protection of engines operating on ethanol-containing fuels up to E85

C SERIES

CA - Diesel Engine Service (Obsolete) - Service typical of diesel engines operated in mild to moderate duty with high quality fuels; occasionally has included gasoline engines in mild service. Oils designed for this service provide protection from bearing corrosion and ring-belt deposits in some naturally aspirated diesel engines when using fuels of such quality that they impose no unusual requirements for wear and deposits protection. They were widely used in the 1940s and 1950s but should not be used in any engine unless specifically recommended by the equipment manufacturer.

CB - Diesel Engine Service (Obsolete) - Service typical of diesel engines operated in mild to moderate duty, but with lower quality fuels, which necessitate more protection from wear and deposits; occasionally has included gasoline engines in mild service. Oils designed for this service were introduced in 1949. They provide necessary protection from bearing corrosion and from high temperature deposits in naturally aspirated diesel engines with higher sulfur fuels.

CC - Diesel Engine Service (Obsolete) - Service typical of certain naturally aspirated, turbocharged or supercharged diesel engines operated in moderate to severe-duty service, and certain heavy-duty gasoline engines. Oils designed for this service provide protection from bearing corrosion, rust, corrosion and from high to low temperature deposits in gasoline engines. They were introduced in 1961.

CD - Diesel Engine Service (Obsolete) - Service typical of certain naturally aspirated, turbocharged or supercharged diesel engines where highly effective control of wear and deposits is vital, or when using fuels with a wide quality range (including high-sulfur fuels). Oils designed for this service were introduced in 1955 and provide protection from high temperature deposits and bearing corrosion in these diesel engines.

CD-II - Severe-Duty Two-Stroke Cycle Diesel Engine Service (Obsolete) - Service typical of two-stroke cycle diesel engines requiring highly effective control of wear and deposits. Oils designed for this service also meet all performance requirements of API Service Category CD.

CE - 1983 Diesel Engine Service (Obsolete) - Service typical of certain turbocharged or supercharged heavy-duty diesel engines, manufactured since 1983 and operated under both low speed, high load and high speed, high load conditions. Oils designed for this service may also be used when API Service Category CD is recommended.

CF - 4 - 1990 Diesel Engine Service - Service typical of high speed, four-stroke cycle diesel engines. API CF-4 oils exceed the requirements for the API CE category, providing improved control of oil consumption and piston deposits. These oils should be used in place of API CE oils. They are particularly suited for on-highway, heavy-duty truck applications. When combined with the appropriate S category, they can also be used in gasoline and diesel powered personal vehicles i.e., passenger cars, light trucks and vans when recommended by the vehicle or engine manufacturer.

CF - Indirect-Injected Diesel Engine Service - Service typical of indirect-injection diesel engines and other diesel engines that use a broad range of fuel types, including those using fuel with high sulfur content; for example, over 0.5% wt. Effective control of piston deposits, wear and copper-containing bearing corrosion is essential for these engines, which may be naturally aspirated, turbocharged or supercharged. Oils designated for this service have been in existence since 1994 and may be used when API Service Category CD is recommended.

CF - 2 - Severe-Duty Two-Stroke Cycle Diesel Engine Service (Obsolete) - Service typical of two-stroke cycle diesel engines requiring highly effective control over cylinder and ring-face scuffing and deposits. Oils designed for this service have been in existence since 1994 and may be used when API Service Category CD-II is recommended. These oils do not necessarily meet the requirements of API CF or CF-4 unless they pass the test requirements for these categories.

CG - 4 - 1994 Severe-Duty Diesel Engine Service - This category describes oils for use in high speed four-stroke-cycle diesel engines used in both heavy-duty on-highway(0.05% wt sulfur fuel) and off-highway (less than 0.5% wt sulfur fuel) applications. CG-4 oils provide effective control over high temperature piston deposits, wear, corrosion, foaming, oxidation stability, and soot accumulation. These oils are specially effective in engines designed to meet 1994 exhaust emission standards and may also be used in engines requiring API Service Categories CD, CE, and CF-4. Oils designed for this service have been in existence since 1994.

CH -4 - Severe-Duty Diesel Engine Service - This service oils are suitable for high speed, four-stroke diesel engines designed to meet 1998 exhaust emission standards and are specifically compounded for use with diesel fuels ranging in sulfur content up to 0.5% weight. CH-4 oils are superior in performance to those meeting API CF-4 and API CG-4 and can effectively lubricate engines calling for those API Service Categories.

CI - 4 - Introduced in 2002. For high-speed, four-stroke engines designed to meet 2004 exhaust emission standards implemented in 2002. CI-4 oils are formulated to sustain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, CG-4, and CH-4 oils. Some CI-4 oils may also qualify for the CI-4 PLUS designation.

CI - 4 Plus - 2004 - Used in conjunction with API CI-4, the "CI-4 PLUS" designation identifies oils formulated to provide a higher level of protection against soot-related viscosity increase and viscosity loss due to shear in diesel engines. Like Energy Conserving, CI-4 PLUS appears in the lower portion of the API Service Symbol "Donut."

CJ - 4 - Introduced in 2006 for high-speed four-stroke engines. Designed to meet 2007 on-highway exhaust emission standards. CJ-4 oils are compounded for use in all applications with diesel fuels ranging in sulphur content up to 500ppm (0.05% by weight). However, use of these oils with greater than 15ppm sulfur fuel may impact exhaust after treatment system durability and/or oil drain intervals. CJ-4 oils are effective at sustaining emission control system durability where particulate filters and other advanced after treatment systems are used. CJ-4 oils exceed the performance criteria of CF-4, C-4, AH-4 and C-4.

API CK-4 - Describes oils for use in high-speed four stroke cycle diesel engines designed to meet 2017 model year on highway and Tier 4 non-road exhaust emission standards as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm. However, the use of these oils with greater than 15 ppm sulfur fuel may impact exhaust aftertreatment system durability and/or oil drain interval.

API FA-4 - Describes certain XW-30 oils specifically formulated for use in select high-speed four-stroke cycle diesel engines designed to meet 2017 model year on-highway greenhouse gas (GHG) emission standards. These oils are formulated for use in on highway applications with diesel fuel sulfur content up to 15 ppm. Refer to individual engine manufacturer recommendations regarding compatibility with API FA-4 oils.

WHAT IS ACEA ?

The European Automobile Manufacturers Association (ACEA), founded in 1991, represents the interests of the thirteen European car, truck and bus manufacturers at EU level.

The membership consists of the major international automobile companies, working together in an active association to ensure effective communication and negotiation with legislative, commercial, technical, consumer, environmental and other allied interests. The members of ACEA are competitors in the automobile market place and support free and fair competition as a trade policy and a legal concept.

WHAT ARE ACEA 2012 RATINGS?

ACEA stands for the Association des Constructeurs Europeens d'Automobiles and represents a large group of European engine manufacturers.

ACEA has established four performance categories:

The **A** category for petrol engines;

The **B** category for passenger car diesel engines;

The **C** category represents catalyst compatible oils;

The **E** category for heavy duty diesel engines.

MAIN ACEA DIVISION

ACEA A for petrol engines.

ACEA B for diesel engines in cars.

ACEA A/B for petrol engines and lightly burdened of diesel engines

ACEA C compatible Oils with the catalytic system for petrol engines and Diesel with the secondary circulation of the exhaust fumes and about the low content of sulphur, phosphorus and sulphurous ashes (SAPS)

ACEA E for all high burdened diesel engines as, e.g. in lorries, machines.

ACEA A Classification

ACEA A1 Standard Quality.

ACEA A2 Best quality standard

ACEA A3 Best quality of keeping with respect to the temperature and the oxidation.

ACEA A4 Category booked for future structures of petrol engines equipped with the direct system of the fuel injection.

ACEA A5 Oils giving engine the possibility of the reduction in the consumption of fuel and enabling extending courses recommended by producers between service.

ACEA B Classification

ACEA B1 Basic quality.

ACEA B2 Best quality standard.

ACEA B3 The higher popularity of soot and the safeguard against erasing.

ACEA B4 For engines with the direct fuel injection.

ACEA B5 Best quality guaranteeing the maximum economy of fuel.

ACEA A/B Classification

ACEA A1/B1 Oil intended to use in light lorries in petrol engines and diesel engines. Intended oil particularly for applying for engines using oils about low rubbing and the low viscosity about HTHS from 2.6 to 3,5MPa.s. these oils can be inappropriate to use engines in some types. If in doubt one should check the instruction, or the guide of the owner

ACEA A3/B3 Stable, keeping properties oil, assigned to use in petrol engines cars with high characteristics of the work, and diesel engines of light lorries and/or prolonged time intervals of the oil change, where it is passed by producers of engines and/or engines using oils all through the year about the bottom stair of the viscosity and/or for engines about serious of working conditions, according to recommendations of the producer of the engine.

ACEA A3/B4 Stable oil keeping properties suitable to applying in petrol engines and diesel engines with the direct injection about high characterizations of the work, however also for use described in the A3/B3 point.

ACEA A5/B5 Stable, keeping properties oil for applying playtimes in the case in the oil change in petrol engines about high characterizations of work, and oils in diesel engines of cars, as well as light lorries intended applying about the low viscosity about HTHS from 2.0 to 3,5MPa.s. these oils can be inappropriate for some types of engines. If in doubt one should check the instruction, or the guide of the owner.

ACEA C Classification

ACEA C1 - Stable, stay-in-grade oil intended for use as catalyst compatible oil in vehicles with DPF and TWC in high performance car and light van diesel and gasoline engines requiring low friction, low viscosity, low SAPS oils with a minimum HTHS viscosity of 2.9 mPa.s. These oils will increase the DPF and TWC life and maintain the vehicles fuel economy. Warning: these oils have the lowest SAPS limits and are unsuitable for use in some engines. Consult owner manual or handbook if in doubt.

ACEA C2 Stable, keeping properties oil appropriate for catalysts in vehicles from DPF and TWC in engines of cars about high characteristics of the work, and diesel engines of light lorries, and also to apply oils in petrol engines which can use oils with the bottom stair of the friction and the low viscosity higher than, 2,9MPa.s HTHS. These oils are increasing the DPF vitality and TWC, as well as resulting benefits from economical burning assure. Warning: these oils can be inappropriate for some types of engines. If in doubt one should check the instruction or the guide of the owner.

ACEA C3 Stable, keeping properties oil appropriate for catalysts in vehicles from DPF and TWC in engines of cars about high characteristics of the work, and diesel engines of light lorries, as well as in petrol engines. A DPF vitality and a TWC. are lengthening these oils Warning: these oils can be inappropriate for some types of engines. If in doubt one should check the instruction or the guide of the owner.

ACEA C4 Stable, keeping properties oil appropriate for catalysts in vehicles from DPF and TWC in engines of cars about high characteristics of the work, and diesel engines of light lorries, as well as petrol engines requiring oils about SAPS minimum values and higher than, 3,5MPa.s HTHS. A DPF vitality and a TWC. are lengthening these oils Warning: these oils can be inappropriate for some types of engines. If in doubt one should check the instruction, or the guide of the owner.

ACEA C5 Stable, stay in grade engine oil with MID SAPS Level, for further improved Fuel Economy intended for use as catalyst compatible oil at extended drain intervals in vehicles with all types of modern after treatment systems and high performance passenger car and light dutty van gasoline and DI diesel engines that are designed to be capable and OEM- Approved for use of low viscosity oils with a minimum HTHS viscosity of 2.6 mPa's

ACEA E Classification

ACEA E4 Stable, keeping properties oil, providing with the splendid inspection of the piston cleanness wear and tears, removing soot, and the stability of the grease. It is being recommended for diesel engines about maximum values of nominal, fulfilling the requirements emission to Euro 1, Euro 2, Euro 3 and Euro 4, and much longer breaks working in very serious conditions, namely at the oil change according to recommendations of the producer. It is appropriate for engines without filters of volatile particulates, and for some EGR engines, and for some engines equipped with reducing SCR NOx systems. However recommendations can differ depending on producers of engines. They if in doubt are recommending checking drivers in instructions, or at local sellers.

ACEA E6 Stable, keeping properties oil, providing with the splendid inspection of the piston cleanness, wear and tears, removing soot, and the stability of the grease. It is being recommended for diesel engines about maximum values of nominal, fulfilling the requirements emission to Euro 1, Euro 2, Euro 3 and Euro 4, and working in very serious conditions, about much longer breaks at the oil change according to recommendations of the producer. It is appropriate for equipped engines in, or not equipped into filters of volatile particulates, for EGR engines, as well as for engines equipped with reducing SCR NOx systems. The E6 quality peculiarly is being recommended for engines equipped with filters of volatile particulates, and for applying sulphur with fuel to diesel engines about the low contents (maximally 50ppm). However recommendations can differ depending on producers of engines. They if in doubt are recommending checking drivers in instructions, or at local sellers.

ACEA E7 Stable, keeping properties oil, providing with the effective inspection with reference to the piston cleanness and of polishing the surface of the cylindrical cornet. Farther, it provides with great parameters of the wear and tear and the control of remains gathering on the turbocharger, removing soot, and the stability of the grease. It is being recommended for diesel engines about maximum values of nominal, fulfilling the requirements emission to Euro 1, Euro 2, Euro 3 and Euro 4, and much longer breaks working in the toughness of conditions, namely at the oil change according to recommendations of the producer.

Appropriate for engines without filters of volatile particulates, for the majority of EGR engines, and for the majority of engines equipped with reducing SCR NOx systems. However recommendations can differ depending on producers of engines. They if in doubt are recommending checking drivers in instructions, or at local sellers.

ACEA E9 Stable, stay-in-grade oil providing effective control with respect to piston cleanliness and bore polishing. It further provides excellent wear control, soot handling and lubricant stability. It is recommended for highly rated diesel engines meeting Euro I, Euro II, Euro III, Euro IV, Euro V and Euro VI emission requirements and running under severe conditions, e.g. extended oil drain intervals according to the manufacturer's recommendations. It is suitable for engines with or without particulate filters, and for most EGR engines and for most engines fitted with SCR NOx reduction systems. E9 is strongly recommended for engines fitted with particulate filters and is designed for use in combination with low sulphur diesel fuel. However, recommendations may differ between engine manufacturers so Drivers Manuals and/or Dealers should be consulted if in doubt.

What is OEM ?

Some OEMs specify that engine oils must meet a range of stringent requirements before it can be used and warranted in their engines. The most common approvals are the following:

For PASSENGER CARS

- Mercedes Benz: MB227.0, MB228.1, MB228.3, MB229.1, MB229.3, MB229.5, MB 229.31, MB229.51, MB229.52
- Volkswagen: VW501.01, VW502.00, VW503.01, VW504.00, VW505.00, VW505.01, VW507.00
- BMW: LL98, LL01, LL04, LL12, LL14+
- Ford: WSS-M2C-913/A/B/C/D, M2C-917/A, M2C-934/A, M2C-937/A, M2C-948/B, M2C-950/A
- General Motors: GM DEXOS 1 /DEXOS 2, GM - LL -A-025/ B-025
- PSA Peugeot - Citroen : PSA -B 71 2290 / 2294 / 2295 /2296 /2312
- Porsche A40, C30

For TRUCKS

- Mercedes Benz: MB228.3, MB 228.31, MB228.51
- MAN 3275, 3277, 3477
- VOLVO VDS, VDS2, VDS3, VDS4
- RENAULT RLD, RLD2, RLD3, RVI, RXD, RGD
- SCANIA LDF, LDF 2
- MTU Type 1, Type 2, Type 3

What is ILSAC ?

International Lubricant Standardization and Approval Committee (ILSAC). The ILSAC was empowered to set minimum performance standards for gasoline powered passenger car and non-commercial light truck oils.

What are ILSAC RATINGS?

ILSAC Stands for the International Lubricant Standardisation Advisory Committee. For lubricants to meet the GF specification, they must prove to be energy conserving. With the latest rating being GF-6, it provides better fuel economy than GF-5.

Following ILSAC ratings:

- **ILSAC GF-1** (introduced in 1990)
- **ILSAC GF-2** (introduced in 1996)
- **ILSAC GF-3** (introduced in 2001)
- **ILSAC GF-4** (introduced in 2004)
- **ILSAC GF-5** (introduced in 2010)
- **ILSAC GF-6** (introduced in 2018)

Classification According ILSAC

The US based International Lubricants Standardization and Approval Committee (ILSAC) is controlled by the API. It includes the major the US vehicle manufacturers, the US engine manufacturers association and Japanese manufacturers who assemble vehicles in the US. The standards work in addition to the API SH, SJ and SM standards for engine oils and are effectively the fuel economy version of the those oil specifications.

The ILSAC GF-1 standard indicates the oil meets both API SH and the Energy Conserving II (EC-II) requirements. It was created in 1990 and upgraded in 1992 and became the minimum requirement for oil used in American and Japanese automobiles.

An EC-II oil provides a 2.7% fuel economy improvement over reference used in a laboratory test engine.

The ILSAC GF-1 specifications apply to multigrade oils that have a 0, 5 and 10 W rating and 20, 30, 40 or 50 summer rating.

The ILSAC GF-2 replaced GF-1 in 1996. The oil must meet both API SJ and EC-II requirements. The GF-2 standards requires 0W-30, 0W-40, 5W-20, 5W-30, 5W-40, 5W-50, 10W-30, 10W-40 and 10W-50 motor oils to meet stringent requirements for phosphorus content, low temperature operation, high temperature deposits and foam control.

The ILSAC GF-3 an oil must meet both API SL and the EC-II requirements. The GF-3 standard has more stringent parameters regarding long-term effects of the oil on the vehicle emission system, improved fuel economy and improved volatility, deposit control and viscosity performance. The standard also requires less additive degradation and reduced oil consumption rates over the service life of the oil.

The ILSAC GF-4 standard was introduced in 2004 and increases the compliance parameters over GF-3 by a significant margin.

The ILSAC GF-5 The GF-5 Introduced in October 2010, designed to provide improved high temperature deposit protection for pistons and turbochargers, more stringent sludge control, improved fuel economy, enhanced emission control system compatibility, seal compatibility, and protection of engines operating on ethanol-containing fuels up to E85.

The ILSAC GF-6 -Specification is currently in development and will probably be divided into two sub-specifications. ILSAC GF-6A will be fully backward compatible with ILSAC GF-5 but would offer better fuel economy, better engine protection and improved performance while maintaining durability. ILSAC GF-6B would deliver similar performance as ILSAC GF-5A but will allow lower viscosity oils like xW-16, taking advantage of the fuel economy benefits offered by the new SAE 16 viscosity grade.

What is MIL-L ?

MIL-L is United State Military Standard that describes the performance requirements and verification methods for a type of Lubricant. MIL-L specifications exist for the use of the U.S. department of defense and other government agencies. MIL-L (Military Lubricants) includes a letter which indicates the specification application and a fixed number which shows type of lubricant.

Classification According MIL

MIL-L-2104 A : Lubricating Oil, Internal Combustion Engine.

MIL-L-2104 A (Supplement-1): Lubricating Oil, Internal Combustion Engine, more sulphur.

MIL-L-2104 B : Lubricating oil for gasoline and diesel engines. Vehicles working under stop-drive conditions.

MIL-L-2104 C : High speed and high productivity, supercharged diesel engines.

MIL-L-2104 D : Super charged and turbo charged diesel engines.

MIL-L-2104 E : Spark and/or pressed firing, moving internal combustion and power transmission.

MIL-L-2104 F : Natural ventilation, turbo charged, gasoline and diesel engines and power transmission.

MIL-PRF-2104 G : Preventives from foam, oxidation and corrosion, developed in 1997 for the place of MIL-L-2104 F, use for in high and low sulphured fuels, for 4-T diesel engines.

What is DIN ?

DIN stands for "Deutsches Institut fur Normung e.V.," the German organization responsible for the quality classification of products, was founded in 1972 and its corporate home has been the TÜV Rhineland Group since 2005.

Classification According DIN

DIN 51503 KA- oils suitable for Refrigeration systems with ammonia

DIN 51503 KC- oils suitable for Refrigeration systems with chlorated freons

DIN 51506 VDL- oils suitable for Compressors – operating temperature up to 220°C

DIN 51506 VCL- oils suitable for Compressors – operating temperature up to 160°C

DIN 51506 VBL- oils suitable for Compressors – operating temperature to 140°C

DIN 51515 Part 2 – L-TG - oils suitable for turbine systems – operating high temperature

DIN 51515 Part 2 – L-TD - oils suitable for turbine systems – operating usual temperature

DIN 51517 – CGLP - oils suitable for gear oil is the one most commonly used in enclosed industrial gear boxes. Besides its anti-corrosion and counteroxidant properties, it also has excellent anti-wear characteristics at the mixed friction spots.

DIN 51517 Part 3 – CLP - oils suitable for gear oil is the one most commonly used in enclosed industrial gear boxes. Recommended for constant circulation and immersion lubrication. Besides its anti-corrosion and counteroxidant properties, it also has excellent anti-wear characteristics

DIN 51517 Part 2 – CL - oils suitable for gear oil with age-resistant and anti-corrosion properties enhanced by Rust and Oxidation additives, mainly for constant-circulation lubrication.

DIN 51517 Part 1 – C - oils suitable mainly for constant circulation and immersion lubrication of places requiring only modest lubrication (additive-free lube oil raffinate)

DIN 51524 Part 1 – mainly multipurpose oils containing anti-oxidation and corrosion protection additives, they do not contain any anti-wear additives for mixed friction (without extreme pressure, anti-wear additives)

DIN 51524 Part 2 HL – oils suitable for use as a standard hydraulic oil (H-oil + corrosion protection additive)

DIN 51524 Part 2 HLP – oils suitable for use as a high performance hydraulic oil (HL-oil + EP additives)

DIN 51524 Part 3 HVLP(HVI) – High Viscosity Index (HVI) hydraulic oils, Suitable for hydraulic systems subject to wide changes in climate and operating temperature.

TWO STROKE OILS CLASSIFICATION

Basically, a modern oil for two-stroke engines has to perform the same tasks and functions as an oil for four-stroke engine, namely to lubricate, to cool down, to protect, to seal, and to clean. Of course, an oil for two-stroke engine also has to protect against wear and reduce friction. Different from four-stroke engines in a 2 stroke engine, the fuel & air is mixed with 2 stroke oil, either pre mixed in the petrol tank or added automatically from a separate oil reservoir, the oil in the fuel & air mixture lubricates the cylinder, piston & piston rings, crankshaft & components. The 2 stroke oil is burnt with the fuel & air in the cylinder which produces a bluish tinge to the exhaust gases as well as that unique 2 stroke smell.

The following standard classifications are used for determining the performance category of oils :

- **API** (American Petroleum Institute) based in the USA
- **JASO** (Japanese Automobile Standards Organization) based in Japan
- **ISO** (International Standards Organization) based in Europe
- **NMMA** (National Marine Manufacturers Association) based in the USA

Performance Classes According API

API TA - specification established for mopeds two cycle engines

API TB - specification established for scooters and motorbikes two cycle engines

API TC - specification established for high-performance engines. It regulates lubricity, detergency, ash content & pre-ignition. Oils with this spec are typically using metal based, ash producing additives.

API TD - specification established for 2-stroke outboard engines with separate oiling or with mixture method lubrication.

Performance Classes According JASO

JASO FA -It regulates lubricity, detergency, initial torque, exhaust smoke and exhaust system blocking.

JASO FB -It increases lubricity, detergency, exhaust smoke and exhaust system blocking requirements over FA.

JASO FC - it regulates lubricity and initial torque requirements same as FB, however far higher detergency, exhaust smoke and exhaust system blocking requirements over FB.

JASO FD - same as FC with far higher detergency requirement.

Performance Classes According ISO

ISO - L - EGB -It increases lubricity, detergency, exhaust smoke and exhaust system blocking requirements.

ISO - L - EGC - it regulates lubricity and initial torque requirements, exhaust smoke and exhaust system blocking requirements.

ISO - L - EGD -same as ISO - L -EGC with far higher detergency requirement.

JASO TWO-STROKE QUALITY CLASSIFICATION SYSTEM					
Parameter and Test	Test Engine	Fuel:Oil Ratio	JASO Classification		
Detergency (1 hr) JASO M 341-91	Honda super DIO SK50M	100:1	FA 80	FB 85	FC 95
Lubricity JASO M 340-92		50:1	90	95	95
Initial torque JASO M 342-92			98	98	98
Exhaust smoke JASO M 342-92	Suzuki SX 800 generator	10:1	40	45	85
Exhaust system blocking JASO M 343-92		5:1	30	45	90

Minimum Values Shown Are Based on JATRE-1 Reference Oil, which Equals 100

Figure 1) illustrates the JASO Standard of classification for 2T oils. Most currently available 2T oils meet the JASO FB rating, only premium 2T oils obtain an FC classification.

Figure 2) compares JASO and ISO ratings with a "reference oil" with an assigned number between 0 and 100. The higher the number, the better the test 2T oils performance in comparison to the reference oil. As time marches on, more classifications will appear based on OEM, EPA environmental and geo political mandates. The higher the classification the better the oils will become based on advancements in additive technology and intelligent chemistry.

THE GLOBAL SYSTEM OVERLAYS JASO QUALITY CLASSIFICATIONS				
Parameter and Test	ISO Classification			EGD
	N/A	EGB	EGC	
	JASO Classification			
	FA	FB	FC	
Detergency (3hr)				125
Piston Varnish (3hr)				95
Detergency (1hr) JASO M 341-92	80	85	95	
Piston Varnish (1hr)	-	85	90	
Lubricity JAOS M 340-92	90	95	95	95
Initial Torque JASO M 342-92	98	98	98	98
Exhaust smoke JASO M 342-92	40	45	85	85
Exhaust system blocking JASO M 343-92	30	45	90	90
*Minimum values shown are based on IATRE-1 reference oil, which equals 100				

*Minimum values shown are based on JATRE-1 reference oil, which equals 100

ATF AUTOMATIC TRANSMISSION FLUID CLASSIFICATION

ATFs are especial lubricants that meet extraordinary high demands of automatic clutch and transmission systems. These require a very good viscosity at low temperatures, shearing strain stability, high resistance to oxidation, outstanding anti-frothing and air-releasing properties, defined friction characteristics, EP characteristics

The most respected classifications of ATF oils are according DEXRON and MERCON.

MERCON APPLICATIONS

Type F -- Introduced by Ford in 1967 for their automatics. Also used by Toyota.

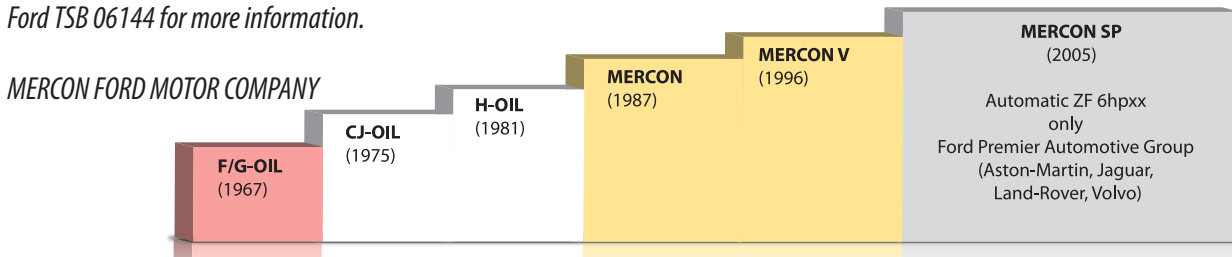
Type CJ -- Special fluid for Ford C6 transmissions. Similar to Dexron II. Must not be used in automatics that require Type F. Can be replaced with Mercon or Mercon V.

Type H -- Another limited Ford spec that differs from both Dexron and Type F. Can be replaced with Mercon or Mercon V.

Mercon -- Ford fluid introduced in 1987, very similar to Dexron II. Okay for all earlier Fords except those that require Type F. As of July 1, 2007, the production and licensing of Mercon ATF by Ford ends. Ford says applications that require Mercon ATF can now be serviced with Mercon V. See Ford TSB 06144 for more information.

Mercon V -- Replaces Mercon. Introduced in 1997 for Ranger, Explorer V6 and Aerostar, and 1998 & up Windstar, Taurus/Sable and Continental. This is the current ATF for most late model Ford products. See Ford TSB 06144 for more information.

Mercon SP -- Latest friction-modified ATF for Ford TorqShift Transmissions only. Do NOT use in transmissions that require Mercon or Mercon V. See Ford TSB 06144 for more information.



DEXRON APPLICATIONS

Dexron -- General Motors original ATF for automatic transmissions

Type A - Introduced by Ford (GM) in 1949

Type A Suffix A - Introduced by Ford (GM) in 1957 and replacing Type A

Dexron B - Introduced by Ford (GM) in 1967

Dexron II D - Improved GM formula with better viscosity control and additional oxidation inhibitors. Introduced in 1975

Dexron IIE - GM fluid for electronic transmissions requiring improved low temperature performance. Introduced in 1991

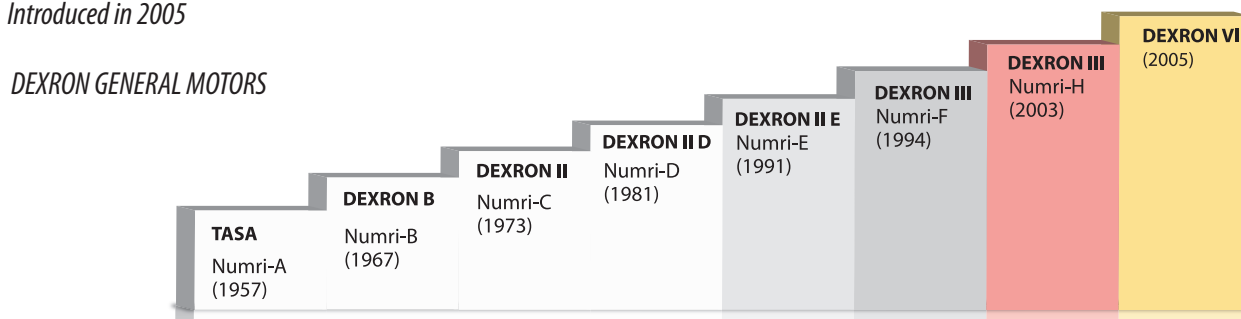
Dexron III (F) - Replaces Dexron IIE and adds improved oxidation and corrosion control in GM electronic automatics. Introduced in 1994

Dexron III (G) - Successor of Dexron III F with the same low temperature characteristics as Dexron IIE. Introduced in 1997

Dexron III (H) - Successor of Dexron III G with better friction and anti-shudder properties. Introduced in 2003

Dexron III/Saturn - A special fluid spec for Saturns.

Dexron VI - Successor of Dexron III H. This specification requires better stay in grade properties, oxidative stability and anti-foam characteristics. Introduced in 2005



OTHER IMPORTANT APPLICATIONS:

Chrysler 7176 -- For Chrysler FWD transaxles.

Chrysler 7176D (ATF+2) -- Adds improved cold temperature flow and oxidation resistance. Introduced 1997.

Chrysler 7176E (ATF+3) -- Adds improved shear stability and uses a higher quality base oil. Required for four-speed automatics (do NOT use Dexron or Mercon as a substitute).

Chrysler ATF+4 (ATE) -- Introduced in 1998, ATF+4 is synthetic and replaces the previous ATF+3 fluid. Used primarily for 2000 and 2001 vehicles, it can also be used in earlier Chrysler transmissions (except 1999 and older minivans with 41TE/AE transmission). ATF+3 should continue to be used for 1999 and earlier minivans because of the potential for torque converter shudder during break in.

* Chrysler ATF+4 Must always be used in vehicles that were originally filled with ATF+4. The red dye used in ATF+4 is not permanent. As the fluid ages it may become darker or appear brown in color. ATF+4 also has a unique odor that may change with age. Therefore, do not rely on the color and odor of ATF+4 to determine if the fluid needs to be changed. Follow the OEM recommended service interval.

Chrysler ATF+5 for 2002 and newer models.

BMW LT7114I or LA2634 -- Special formula for BMW transmissions.

Genuine Honda ZL ATF -- Special ATF for Honda automatics (except CVT applications).

Mitsubishi Diamond SP-II, SP-III, SP-IV -- Special formula ATFs for Mitsubishi transmissions.

Nissan J-Matic -- Special formula for Nissan transmissions.

Toyota Type T, T-III & T-IV -- Special formula ATFs for Toyota and Lexus transmissions.

GEAR OILS CLASSIFICATION

Gear oil is a motor oil made specifically for transmissions, transfer cases, and differentials in automobiles, trucks, and other machinery. It is of a higher viscosity to better protect the gears and usually is associated with a strong sulfur smell. The high viscosity ensures transfer of lubricant throughout the gear train. This is necessary since the devices needing this heavy oil do not have pumps for transferring the oil with only a portion of the lowermost gears bathed in an oil sump. This heavy oil can create viscous drag leading to inefficiencies in vehicle operation. Some modern automatic transaxles (integrated transmission and differential) do not use a heavy oil at all but lubricate with the lower viscosity hydraulic fluid, which is available at pressure within the automatic transmission.

Most lubricants for manual gearboxes and differentials are hypoid gear oils. These contain extreme pressure (EP) additives and antiwear additives to cope with the sliding action of hypoid bevel gears.

The most respected classifications of GEAR oils are according API and SAE.

Classification According API

API classification subdivides all transmission oils into 6 classes:

* **API GL-1**, oils for light conditions. They consist of base oils without additives. Sometimes they contain small amounts of antioxidizing additives, corrosion inhibitors, depresants and antifoam additives. API GL-1 oils are designed for spiral-bevel, worm gears and manual transmissions without synchronizers in trucks and farming machines.

* **API GL-2**, oils for moderate conditions. They contain antiwear additives and are designed for worm gears. Recommended for proper lubrication of tractor and farming machine transmissions.

* **API GL-3**, oils for moderate conditions. Contain up to 2.7% antiwear additives. Designed for lubricating bevel and other gears of truck transmissions. Not recommended for hypoid gears.

* **API GL-4**, oils for various conditions - light to heavy. They contain up to 4.0% effective antiscuffing additives. Designed for bevel and hypoid gears which have small displacement of axes, the gearboxes of trucks, and axle units. Recommended for non-synchronized gearboxes of US trucks, tractors and buses and for main and other gears of all vehicles. These oils are basic for synchronized gearboxes, especially in Europe.

*** API GL-5**, oils for severe conditions. They contain up to 6.5% effective antiscuffing additives. The general application of oils in this class are for hypoid gears having significant displacement of axes. They are recommended as universal oils to all other units of mechanical transmission (except gearboxes). Oils in this class, which have special approval of vehicle manufacturers, can be used in synchronized manual gearboxes only. API GL-5 oils can be used in limited slip differentials if they correspond to the requirements of specification MIL-L-2105D or ZF TE-ML-05. In this case the designation of class will be another, for example API GL-5+ or API GL-5 LS.

*** API GL-6**, oils for very heavy conditions (high speeds of sliding and significant shock loadings). They contain up to 10% high performance antiscuffing additives. They are designed for hypoid gears with significant displacement of axes. Class API GL-6 is not applied any more as it is considered that class API GL-5 well enough meets the most severe requirements.

*** API MT-1** The designation API MT-1 denotes lubricants intended for non-synchronized manual transmissions used in buses and heavy-duty trucks. Lubricants meeting the requirements of API MT-1 service provide protection against the combination of thermal degradation, component wear, and oil-seal deterioration, which is not provided by lubricants in current use meeting only the requirements of API GL-1, 4, or 5.

Classification According SAE

The classification is based on the lubricant viscosity measured at low and/or high temperatures. The high temperatures values are determined according to method ASTM D445. The low temperature values are determined according to method ASTM D2983 'Method of Test for Apparent Viscosity at Low Temperature using the Brookfield Viscometer' and are measured in mPa.s (c.P). Multi-grade oil satisfies the viscosity requirements of one of the W grades at low temperatures and one of the non-W grades at high temperature. It should be noticed that there is no relationship between the SAE engine oil and gear oil classifications. A gear lubricant and an engine oil having the same viscosity will have widely different SAE grade designation as defined in the two classifications.

ISO 3348 VISCOSITY CLASSIFICATION

The ISO viscosity classification is recommended for industrial applications. The reference temperature of 40 °C represents the operating temperature in machinery. Each subsequent Viscosity grade (VG) within the classification has approximately a 50% higher viscosity, whereas the minimum en maximum values of each grade ranges $\pm 10\%$ from the mid point. For example, ISO VG 22 refers to a viscosity grade of 22 cSt $\pm 10\%$ at 40°C. The viscosity at different temperatures can be calculated using the viscosity at 40°C and the viscosity index (VI), which represents the temperature dependency of the lubricant.

SAE VISCOSITY GRADE	ASTM D2983 TEMPERATURE °C FOR VISCOSITY OF 150000mPa.S ⁽¹⁾	ASTM D445(mm²/s) VISCOSITY AT 100°C	
	MAX	MIN ²	MAX
70W	-55 ³	4.1	-
75W	-40	4.1	-
80W	-26	7.0	-
85W	-12	11.0	-
80		7.0	<11.0
85		11.0	<13.0
90		13.5	<24.0
140		24.0	<41.0
250		41.0	-

AGMA lubricant no.	viscosity mPa.s at 40°C		Equivalent ISO viscosity class (ISO 2448)	EP gear oils AGMA lub. no.
	min	max		
0	28.8	35.2	32	
1	41.4	50.6	46	
2	61.2	74.8	68	2 EP
3	90	110	100	3 EP
4	135	165	150	4 EP
5	198	242	220	5 EP
6	288	352	320	6 EP
7C ¹⁾	414	506	460	7 EP
8C ¹⁾	612	748	680	8 EP
8AC ¹⁾	900	1100	1000	8 A EP

AGMA 9005-D94 Viscosity classification for gear oils

CATEGORIES:

ISO 6743 – 4 Classification of hydraulic oils

ISO – L – HH Mineral oils without corrosion inhibitors

ISO – L – HL HH oils with anti-oxidation and anti-corrosion additives

ISO – L – HM HL oils with wear-reducing additives

ISO – L – HR HL oils with high viscosity index

ISO – L – HV HM oils with high viscosity index

ISO – L – HG HM oils with impact-softening characteristics

ISO – L – HS Synthetic fluids

ISO 6743 – 4 Classification of flameproof hydraulic fluids

ISO – L – HFAE Emulsion oil-in-water

ISO – L – HFAS Chemical compounds in water

ISO – L – HFB Emulsion oil-in-water

ISO – L – HFC Water / Glycol

ISO – L – HFDR Phosphoric esters – water-free

ISO – L – HFDS Chlorated hydrocarbons – water-free

ISO – L – HFDT HFDR / HFDS mixes

ISO – L – HFDU Water-free fluids which are more resistant than HFDR, HFDS or HFDT

ISO 6743 – 4 Classification of biodegradable hydraulic fluids

ISO – L – HETG Triglycerides (vegetable oils)

ISO – L – HEES Synthetic esters

ISO – L – HEPG Polyglycols

Comparative Viscosity Classifications			
ISO 3348 Industrial Oils	AGMA 9005-D94 Gear Oils	SAE J300 Engine oils	SAE J306 Gear Oils
1500			250
1000	8A		
680	8		
460	7		140
320	6	60	
220	5	50	90
150	4	40	
100	3	30	80W
68	2	20	
46	1	15W	75W
32	0	10W	
22		5W, 10W	
15			
10			
7			
3			
2			

ISO 3348 Viscosity class	Kinematic viscosity at 40°C [mm ² /s = cSt]		
	Mid-point	Minimum	Maximum
ISO VG 2	2.2	1.98	2.42
ISO VG 3	3.2	2.88	3.52
ISO VG 5	4.6	4.14	5.06
ISO VG 7	6.8	6.12	7.48
ISO VG 10	10	9.0	11.0
ISO VG 15	15	13.5	16.5
ISO VG 22	22	19.8	24.2
ISO VG 32	32	28.8	35.2
ISO VG 46	46	41.4	50.6
ISO VG 68	68	61.2	74.8
ISO VG 100	100*	90	110
ISO VG 150	150	135	165
ISO VG 220	220	198	242
ISO VG 320	320	288	352
ISO VG 460	460	414	506
ISO VG 680	680	612	748
ISO VG 1000	1000	900	1100
ISO VG 1500	1500	1350	1650

What is NLGI ?

The National Lubricating Grease Institute National Lubricating Grease Institute (NLGI) is a not-for-profit trade association, primarily composed of companies who manufacture and market all types of lubricating grease. The objectives of NLGI are to disseminate information that can lead to the development of better lubricating greases for the consumer and to provide better grease lubrication engineering service to the industry.

In 1939, the institute developed a standard classification for grease penetration numbers that remains widely used today. The NLGI number system categorizes greases according to their hardness, from an NLGI No. 000 through No. 6, with an NLGI No. 2 being the most common. In conjunction with several other organizations, NLGI also established a standard for the classification of automotive service greases. To facilitate easy identification, NLGI created an identifying symbol, the NLGI Certification Mark, which identifies acceptable greases for use as a chassis lubricant (LB) and greases that are acceptable for both chassis and wheel bearing lubrication (GC-LB). These symbols continue to be popular with OEMs, suppliers and consumers.

GREASE APPLICATION

K	for bearing and slidings surfaces according to DIN 51 825
G	for enclosed gears according din 51 826
OG	for open gears according din 51 826
M	plain bearings and seals

BASE OILS AND ADDITIVES

P	EP additives
F	solid additives (graphite , molybdenum , disulfide, etc)
E	polyester
FK	perfluorochemical fluid
HC	synthetic - hydrocarbons
PH	phosphoric acid ester
PG	polyglycol
SI	silicon oil
X	others

Classification According NLGI



PASSENGER CARS



PREMIUM QUALITY

Packing
Box
20 Litre

New



- 1. Environmental friendly**
Manufactured from 98 % recyclable materials ensuring less environmental impact
- 2. Space efficient**
Reduce storage space for automotive shops. It saves up to 80% less plastic landfill waste
- 3. Cost effective**
Instead of the cost of one drum 208 L, you can now keep up to 10 different products
- 4. Easy of use**
The new system is composed by a robust cardboard and a plastic bag with outlet tap improving quickly drain and safe filling process
- 5. Safe transport**
It insures comfortable and safe transport, eliminating package damaging and possible leaks
- 6. More products availability**
In a metallic shelf can be placed up to 10 boxes of different grades 20L each
- 7. Practical handling**
The shelves are equipped with 4 rollers facilitating the movement without blocking the space and the corner's of the automotive shops, as happened with metallic drums



SAE 0W16

0W - 16

SYNTFUTURE HIGH TECH POWER

Fully synthetic oil with CleanSynto® technology formulated with PAO (Polyalphaolefines) base oils and special friction modifiers. Developed for modern petrol and diesel engines of passenger cars naturally aspirated, supercharged & turbocharged and direct injection. Especially recommended for hybrid vehicles. The special tri-nuclear molybdenum formulation ensures excellent minimal friction properties, extended oil change intervals, fuel consumption reduction, excellent start at very low temperatures.

Lubrificante totalmente sintetico con la tecnologia CleanSynto® formulato con oli basi PAO (Polyalphaolefin) e speciali modificatori di coefficiente di attrito. Sviluppato per motori moderni a benzina aspirati e sovralimentati, motori diesel e turbodiesel ad iniezione diretta. Particolarmente indicato per i veicoli ibridi. La speciale formulazione di molibdeno tri-nucleare assicura eccellente proprietà di minimo attrito, intervalli prolungati di cambio d'olio, riduzione di consumo di carburante, ottime proprietà di avviamento a freddo anche a temperature molto basse.

API SN, Honda 08215-99974, 08216-99974, 08232-P99S1LHE, Honda Ultra Next, Ultra Green, Hybrid Engine Nissan KLANM-01A04 Extra Save X Eco, Mitsubishi MZ102661, MZ102662, Mitsubishi DiaQueen ECO Plus, Toyota 08880-11005

1 L, 4 L, 10 L, 20 L, 208 L



PASSENGER CARS

0W - 16

SYNTFUTURE HIGH TECH POWER



Fully synthetic oil with CleanSynto® technology formulated with PAO(Polyalphaolefines) base oils and special friction modifiers. Developed for modern petrol and diesel engines of passenger cars naturally aspirated, supercharged & turbocharged and direct injection. Especially recommended for hybrid vehicles. The special tri-nuclear molybdenum formulation ensures excellent minimal friction properties, extended oil change intervals, fuel consumption reduction, excellent start at very low temperatures.

Lubrificante totalmente sintetico con la tecnologia CleanSynto® formulato con oli basi PAO (Polyalphaolefin) e speciali modificatori di coefficiente di attrito. Sviluppato per motori moderni a benzina aspirati e sovralimentati, motori diesel e turbodiesel ad iniezione diretta. Particolarmente indicato per i veicoli ibridi. La speciale formulazione di molibdeno tri-nucleare assicura eccellente proprietà di minimo attrito, intervalli prolungati di cambio d'olio, riduzione di consumo di carburante, ottime proprietà di avviamento a freddo anche a temperature molto basse.

API SN, Honda 08215-99974, 08216-99974, 08232-P99S1LHE, Honda Ultra Next, Ultra Green, Hybrid Engine Nissan KLANM-01A04 Extra Save X Eco, Mitsubishi MZ102661, MZ102662, Mitsubishi DiaQueen ECO Plus, Toyota 08880-11005

1 L, 4 L, 10 L, 20 L, 208 L

5W - 16

SYNTFUTURE HIGH TECH POWER



Fully synthetic oil with Cleansynto technology formulated with PAO (Polyalphaolefin) base oils and special friction modifiers. The special tri-nuclear molybdenum formulation ensures minimal friction properties, extended oil drain intervals, fuel consumption reduction, excellent cold start at every low temperature. Developed for modern petrol and diesel engines of passenger cars naturally aspirated, supercharged and turbocharged for direct injection and hybrid vehicles. It can be used anywhere engine manufacturer recommends using a low viscosity oil with the viscosity category 0W-16, 0W-20 or 5W-20

Lubrificante totalmente sintetico con la tecnologia Cleansynto formulato con oli base PAO (Polyalphaolefin) e speciali modificatori di coefficiente di attrito. La speciale formulazione di molibdeno tri-nucleare assicura eccellente proprietà di minimo attrito, intervalli prolungati di cambio d'olio, riduzione del consumo di carburante, ottime proprietà di avviamento a freddo anche a temperature molto basse. Sviluppato per i moderni motori a benzina e diesel di autoveicoli con aspirazione normale, sovralimentati e turbo-compresse con iniezione diretta e veicoli ibridi. Può essere utilizzato ovunque il produttore del motore consiglia di utilizzare un olio a bassa viscosità con la categoria di viscosità 0W-16, 0W-20 o 5W-20

API SN, Honda 08215-99974, 08216-99974, 08232-P99S1LHE, Honda Ultra Next, Ultra Green, Hybrid Engine Nissan KLANM-01A04 Extra Save X Eco, Mitsubishi MZ102661, MZ102662, Mitsubishi DiaQueen ECO Plus, Toyota 0880-11005

1 L, 4 L, 10 L, 20 L, 208 L

0W - 20

SYNTFUTURE HIGH TECH POWER



Motor oil with unique synthetic formula and advanced technology additives, extends oil change intervals further than recommended by conventional oil's. It is "Resource Conserving" providing outstanding fuel economy, emission system protection, excellent overall lubrication at extreme cold conditions. Projected for excellent engine protection under all levels of temperature. Ensures economic superiority on fuel burning and guarantees high lubrication performance.

Olio motore con la formula sintetica unica e additivi di tecnologia avanzata, estende gli intervalli di cambio d'olio più di quanto raccomandato dall'olio convenzionale. Progettato per un'eccellente protezione del motore, in ogni livello di temperatura. Garantisce la superiorità economica per la combustione di carburante e garantisce elevate prestazioni di lubrificazione.

API SN(RC), ILSAC GF-5, ACEA A1/B1, Jaguar Land Rover STJLR.51.5122, MB 229.71, Ford WSS-M2C947-A GM 6094, Chrysler MS 6395

1 L, 4 L, 10 L, 20 L, 208 L

0W - 30

SYNTFUTURE LASTING LONG LIFE



Latest technology generation motor oil, projected for an 50.000/km interval oil change. Fully synthetic, is formulated to fulfill the requirement of the biggest automotive manufacturers like: Mercedes Benz, GM, BMW, VW etc. Offers high performance by ensuring excellent protection where conventional oil's cannot.

Olio motore della tecnologia più recente, progettato per intervalli cambio d'olio fino a 50.000 km. Completamente sintetico, è formulato per soddisfare le richieste delle più grandi produttori automobilistici come: Mercedes Benz, GM, BMW, VW, ecc. Offre prestazioni elevate garantendo una protezione eccellente di cui l'olio convenzionale non si può.

API SN/CF, ACEA A3/B4, VW 502.00/ 503.01(Audi)/ 505.00, MB 229.5, VOLVO VCC 95200356, BMW LongLife-01, GM-LL-A-025/GM-LL-B-025, Porsche, PSA B71 2296

1 L, 4 L, 10 L, 20 L, 208 L



0W - 30

WIV



Fully synthetic low friction engine oil for gasoline and diesel engines so called WIV (prolonged drain interval) system, including pump-nozzle engines. It offers an special low friction properties, wear and fuel consumption, excellent cold start characteristics, extended oil change intervals, up to 50.000 km for diesel engines. Suitable for use in gasoline and diesel engines, in passenger cars and light duty commercial vehicles of Volkswagen, Audi, Seat and Skoda. It can be used in all long-life vehicles (except for models that require a product to VW standard 503 01). Isn't recommended for "non-WIV vehicles"

Lubrificante totalmente sintetico per gli ultimi motori a benzina ed diesel, progettato per intervalli cambio d'olio fino a 50.000 km. Consigliato per motori turbo di alta velocità, dotata di sistema di iniezione multi valvole. Offre ottima fluidità a basso temperature, lubrificazione immediata in fase di avviamento del motore, alto indice di viscosità e riduce notevolmente il consumo di carburante.

ACEA A5/B5, VW 503.00/506.01/506.00

1L, 4L, 10L, 20L, 208L

0W - 40

SYNTFUTURE SPORTRANGE



Fully synthetic lubricant for the latest diesel & gasoline engines, projected for oil change intervals up to 50.000 km. Recommended for high speed turbo engines, equipped with injection system multi valvol. Has excellent fluidity in low temperatures, immediate lubrication on start up. High index viscosity and reduces considerably fuel consumption.

Lubrificante totalmente sintetico per gli ultimi motori a benzina ed diesel, progettato per intervalli cambio d'olio fino a 50.000 km. Consigliato per motori turbo di alta velocità, dotata di sistema di iniezione multi valvole. Offre ottima fluidità a basso temperature, lubrificazione immediata in fase di avviamento del motore, alto indice di viscosità e riduce notevolmente il consumo di carburante.

API SN/CF, ACEA A3/B4, VW 502.00/505.00, MB 229.3/229.5, BMW LongLife-01, Chrysler MS-12633, Chrysler MS-10725, Ford WSS-M2C937-A, RENAULT RN0700/RN0710, Fiat 9.55535-M2, Porsche A40

1L, 4L, 10L, 20L, 208L

5W - 20

SUPREMSYNT CONSERVING ENERGY



Fully Synthetic Motor Oil of very high performance, fortified with advanced special additives to exceed ILSAC GF-5 requirements. It is "Resource Conserving" providing outstanding fuel economy, emission system protection, excellent overall lubrication at extreme cold conditions and for all driving styles. Recommended especially for HONDA, FORD, MAZDA, NISSAN, MITSUBISHI, TOYOTA but also suitable for Jaguar, Land Rover, Mercedes Benz, Porsche, Dodge Viper, Chevrolet, Cadillac.

Olio motore totalmente sintetico di altissima performance, rinforzata con speciali avanzati additivi di superare le richieste del ILSAC GF-4. La tecnologia "Conserving Energy" offre un eccezionale risparmio di carburante, eccellente lubrificazione a condizioni di freddo estremo e per tutti gli stili di guida. Raccomandato specialmente per HONDA, FORD, MAZDA, NISSAN, MITSUBISHI, TOYOTA ma anche idoneo per Jaguar, Land Rover, Mercedes Benz, Porsche, Dodge Viper, Chevrolet, Cadillac.

API SN/RC, ILSAC GF-5, ACEA A5/B5, Jaguar Land Rover STJLR.03.5004, Chrysler MS 6395, FORD WSS-M2C930-A, FORD WSS-M2C930-B, Ford WSS-M2C925-A/B, Ford WSS-M2C948-B, Nissan, MAZDA, Suzuki, Toyota, Fiat 9.55535-CR1, Honda/Acura HTO-6

1L, 4L, 10L, 20L, 208L

5W - 30

LONG LIFE ESP LOW SAPS FORMULA



Fully synthetic LONG LIFE engine oil formulated for new generation TDI engines equipped with particulate filters DPF and Three Way Catalyst(TWC). The unique formula and LOW SAPS additives provides maximum protection of exhaust after treatment devices, extended drain intervals(up to 50.000 km), fuel economy for Euro IV and Euro V vehicles. Suitable for use in the latest engines of especially German manufacturer as Mercedes-Benz, BMW, VW, Audi

Olio LONG LIFE totalmente sintetico formulato per la nuova generazione dei motori TDI dotati di filtri DPF (Diesel Particulate Filter) ed TWC (Three Way Catalyst). La formula unica ed additivi LowSaps fornisce la massima protezione di sistemi post-trattamento scarico di gas, prolungati intervalli cambio d'olio (fino a 50.000 km), risparmio di carburante dei veicoli Euro IV ed Euro V. Adatto per uso negli ultimi motori specialmente dei produttori tedeschi come Mercedes-Benz, BMW, VW, Audi.

API SN/CF, ACEA C3, MB-Approval 229.51, MB-229.31, VW 504.00/507.00, BMW LONG LIFE-04, Fiat 9.55535-S1, Audi/Volkswagen G 052 195 M2, G 052 195 M4, G 052 195 M6, BMW 83 21 0 398 507, BMW/Mini 83 21 0 398 508, Mercedes Benz 000 989 89 01 10, Chrysler MS-11116, Audi Motorsport V31 748 026

1L, 4L, 10L, 20L, 208L



PASSENGER CARS

5W - 30

LONG LIFE TD LEP FORMULA



Fully Synthetic Motor Oil for gasoline and diesel engines. Especially studied from expert engineer's and formulated with synthetic bases and special additives to extend engine life and maintain effectively the exhaust system of diesel engines "Common Rail" with direct injection, turbocharged or not. Fulfills the specifications required from VW, AUDI, BMW, Mercedes Benz etc. Offers high performance & protection by reducing fuel consumption.

Olio totalmente sintetico per i motori a benzina ed diesel. Studiato da ingegneri esperti e formulato con base sintetiche ed speciali additivi per prolungare la vita del motore e mantenere in modo efficace il sistema di scarico dei motori diesel "Common Rail" a iniezione diretta, turbocompressi o non. Soddisfa le specifiche richieste da VW, Audi, BMW, Mercedes Benz, offre alte prestazioni e protezione, riducendo il consumo del carburante.

API SN/CF, ACEA A5/B5, ACEA A3/B4, MB 229.3/229.5, BMW LongLife-01, VW 502.00/505.00, OPEL GM-LL-A-025/LL-B-025, RENAULT RNO700/RNO710, PSA PEUGEOT CITROEN B712296, Fiat 9.55535-H2/M2/N2, Porsche

1L, 4L, 10L, 20L, 208L

5W - 30

LOGLIFE SUPER PROTECTION



Fully synthetic motor oil for gasoline and diesel engines. Projected with latest advanced additives to ensure high/low temperature stability and excellent anti-wear properties. Studied and formulated to extend oil change intervals and to ensure maximum protection especially of modern gasoline and GPL engines. Reduces fuel consumption.

Olio totalmente sintetico per i motori a benzina ed diesel. Progettato con recenti avanzati additivi per offrire ottima stabilità alle alte/basse temperature ed eccellente proprietà antiusura. Studiato e formulato per estendere gli intervalli di cambio d'olio e per garantire la massima protezione specialmente per i motori moderni di benzina ed GPL. Riduce il consumo di carburante.

API SN/CF, ACEA A5/B5, ACEA A3/B4, MB 229.3/229.5, BMW LongLife-01, VW 502.00/505.00, OPEL GM-LL-A-025/LL-B-025, RENAULT RNO700/RNO710, PSA PEUGEOT CITROEN B712296, Porsche

1L, 4L, 10L, 20L, 208L

5W - 30

LOGLIFE FORD ESP FORMULA



Fully synthetic LOW SAPS engine oil formulated especially for gasoline and diesel engines of Ford fitted with particulate filters DPF and TWC. Designed to provide ultimate engine protection, extended drain intervals and extreme fuel economy. Compatible with electronic exhaust systems and suitable for use in all latest generation gasoline and diesel engines of Ford, Toyota, Volvo, Mazda, Jaguar, Range Rover, Rover MG. Low viscosity HTHS > 2,9 mPas.

Olio motore LOW SAPS totalmente sintetico formulato particolarmente per motori Ford di benzina e diesel, dotato di filtri DPF (Diesel Particulate Filter) ed TWC (Three Way Catalyst). Disegnato di offrire la più recente protezione del motore, prolungato intervallo di cambio d'olio ed eccezionale risparmio di carburante. Compatibile con sistemi elettronici di scarico ed adatto per uso negli ultimi motori di benzina ed diesel di Ford, Toyota, Volvo, Mazda, Jaguar, Range Rover, Rover MG. Bassa viscosità HTHS > 2,9 mPas.

API SN/CF, ACEA C2, JASO DL-1, PSA B7122290, Fiat 9.55535-S1, HONDA i-DTEC/i-CTDi, MAZDA MZR-CD/MZ-CD/GTD, Mazda 183419/183418, TOYOTA 08880-83389/08880-83388, IVECO 18-1811 CLASSE SC1, SUBARU Boxer Diesel, SUZUKI

1L, 4L, 10L, 20L, 208L

5W - 30

LOGLIFE VW ESP FORMULA



Fully synthetic engine oil formulated especially for diesel engines with pump-injector unit of VAG Group (VW, Audi, Seat, Skoda) equipped with particulate filters DPF and Three Way Catalyst (TWC). The unique formula provides extended drain intervals (up to 50.000 km), fuel economy up to 8% and excellent engine protection. Suitable for use in all latest VW engines except V10 TDI and R5 TDI requiring VW 506.01 specification.

Olio motore totalmente sintetico formulato particolarmente per motori diesel del gruppo VAG (VW, Audi, Seat, Skoda) con unità pompa-iniezione dotato di filtri DPF (Diesel Particulate Filter) ed TWC (Three Way Catalyst). La formula unica fornisce prolungati intervalli di cambio d'olio (fino a 50.000 km), risparmio carburante fino a 8% ed eccellente protezione del motore. Adatto per uso negli ultimi motori VW tranne i motori V10 TDI ed R5 TDI che richiedono la specificazione VW 506.01.

ACEA C3, VW 504.00/507.00, PORSCHE C30

1L, 4L, 10L, 20L, 208L



5W - 30

LONGLIFE OPEL ESP FORMULA



Fully synthetic Low-friction engine oil based on advanced hydrocracking synthesis technology for modern gasoline and diesel engines of GM fitted with particulate filters. It is "Resource Conserving" providing outstanding fuel economy, emission system protection, excellent overall lubrication at extreme cold conditions. The Low Saps technology ensures excellent engine protection and extended drain intervals (up to 50.000 km). Especially recommended for use in General Motors vehicles (Opel, Saab, Chevrolet, Vauxhall) running under severe driving conditions (sporty driving style, repeated start-ups, urban traffic)

Olio motore totalmente sintetico a basso attrito basato sulla avanzata tecnologia di sintesi hydrocracking per i moderni motori benzina e diesel di GM dotati di filtri antiparticolato. La tecnologia Low SAPS assicura un'ottima protezione del motore e intervalli prolungati di cambio d'olio (fino a 50.000 km). Particolarmente raccomandato per l'uso nei veicoli General Motors (Opel, Saab, Chevrolet, Vauxhall) in condizioni severe operative (guida di stile sportiva, ripetuti start-up, traffico urbano)

API SN Plus/SN (RC), OPEL GM DEXOS 1, ILSAC GF-5, Ford WSS-M2C946-A, Ford WSS-M2C929-A, Chrysler MS-6395, Honda/Acura HTO-6, Fiat 9.55535-CR1

1 L, 4 L, 10 L, 20 L, 208 L

5W - 30

LONGLIFE RENAULT ESP FORMULA



New generation fully synthetic engine oil formulated for direct injection and multi-valve gasoline and diesel engines equipped with particulate filters DPF & TWC. The unique LOW SAPS formula respect EURO IV norms, ensuring excellent protection of exhaust after treatment system, extreme fuel economy & extended drain intervals (up to 30.000 km). Suitable for use in all latest generation gasoline and diesel engines especially of Renault-Nissan group and it's mandatory for those fitted with DPF filter. Low viscosity HTHS > 3,5 mPas.

Olio motore Completamente Sintetico di nuova generazione formulato per l'iniezione diretta e multi-valvole a benzina e diesel dotati di filtri antiparticolato DPF e TWC. La formula unica LOW SAPS rispetta le norme EURO IV, garantendo un'eccellente protezione del sistema scarico gas post-trattamento, risparmio estremo di carburante e intervalli di cambio prolungati (fino a 30.000 km). Adatto per l'uso negli ultimi generazione di motori a benzina ed motori diesel in particolare del gruppo di Renault-Nissan ed è obbligatorio per quelli con filtro DPF. Bassa viscosità HTHS > 3,5 mPas.

ACEA C4, RN 0720, MB 226.51

1 L, 4 L, 10 L, 20 L, 208 L

5W - 30

CLASSIC FULLSYNT



High Performance Motor Oil blended according the advanced lubricant technology ensuring high temperature stability and excellent anti-wear protection. Suitable for use in all conventional and modern gasoline and diesel engines, naturally aspirated or turbocharged

Olio Motore di altissima performance miscelato secondo la tecnologia avanzata dei lubrificanti per garantire stabilità ad alta temperatura e un'eccellente protezione anti-usura. Adatto per l'uso in tutti i motori tradizionali e moderni a benzina e diesel, aspirati o turbocompressi

API SL/CF, ACEA A3/B4, MB 229.1, VW 501.01/505.00, BMW LongLife-98, RENAULT 0700

1 L, 4 L, 10 L, 20 L, 208 L

5W - 40

POWERFULL LONG LIFE ESP FORMULA



Fully synthetic LONG LIFE engine oil formulated for new generation TDI engines equipped with particulate filters DPF and Three Way Catalyst (TWC). The unique formula and LOW SAPS additives provides maximum protection of exhaust after treatment devices, extended drain intervals (up to 50.000 km), fuel economy for Euro IV and Euro V vehicles. Suitable for use in the latest engines of especially German manufacturer as Mercedes-Benz, BMW, VW, Audi

Olio LONG LIFE totalmente sintetico formulato per la nuova generazione dei motori TDI dotati di filtri DPF (Diesel Particulate Filter) ed TWC (Three Way Catalyst). La formula unica ed additivi LowSaps fornisce la massima protezione di sistemi post-trattamento scarico di gas, prolungati intervalli cambio d'olio (fino a 50.000 km), risparmio di carburante dei veicoli Euro IV ed Euro V. Adatto per uso negli ultimi motori specialmente dei produttori tedeschi come Mercedes-Benz, BMW, VW, Audi.

API SN/CF, ACEA C3, MB-Approval 229.31, VW 502.00/505.00/505.01, BMW LongLife-04, OPEL GM DEXOS 2, Ford WSS-M2C917-A, Fiat 9.55535-S2, Fiat 9.55535-GH2, PORSCHE A40

1 L, 4 L, 10 L, 20 L, 208 L



PASSENGER CARS

5W - 40

POWERFULL TD LEP FORMULA



Fully synthetic lubricant for gasoline and diesel engines. Especially studied for the latest diesel engines with direct injection, intercooler & turbo-charged. Offers excellent fluidity and performance under extreme temperatures. Fulfills and exceeds the specifications of the biggest car manufacturers by giving a high viscosity index and ensuring longlife to the engine.

Lubrificante totalmente sintetico per i motori a benzina ed diesel. Specialmente studiato per i moderni motori diesel a iniezione diretta, intercooler e turbocompressi. Offre ottima performance e fluidità nelle temperature estremi. Soddisfa e supera le specifiche dei più grandi produttori dei veicoli, dando un elevato indice di viscosità e garantendo una lunga vita del motore.

API SN/CF, ACEA A5/B5, ACEA A3/B4, MB 226.5/229.3/229.5, BMW LongLife-01, VW 502.00/505.00, FORD WSS-M2C-913-D, OPEL GM-LL-A-025/LL-B-025, RENAULT RN0700/RN0710, PSA PEUGEOT CITROEN B712296, Fiat 9.55535-H2/M2/N2, Porsche A40

1 L, 4 L, 10 L, 20 L, 208 L

5W - 40

SUPER FULL SYNTHETIC



Fully synthetic motor oil for gasoline and diesel engines. Projected with latest advanced additives to ensure high/low temperature stability and excellent anti-wear properties. Studied and formulated to extend oil change intervals and to ensure maximum protection especially of modern gasoline and GPL engines. Reduces fuel consumption.

Olio totalmente sintetico per i motori a benzina ed diesel. Progettato con recenti avanzati additivi per offrire ottima stabilità alle alte/basse temperature ed eccellente proprietà antiusura. Studiato e formulato per estendere gli intervalli di cambio d'olio e per garantire la massima protezione specialmente per i motori moderni di benzina ed GPL. Riduce il consumo di carburante.

API SN/CF, ACEA A5/B5, ACEA A3/B4, MB 229.3/229.5, BMW LongLife-01, VW 502.00/505.00, OPEL GM-LL-A-025/LL-B-025, RENAULT RN0700/RN0710, PSA PEUGEOT CITROEN B712296, Fiat 9.55535-H2/M2/N2, Porsche A40

1 L, 4 L, 10 L, 20 L, 208 L

5W - 40

CLASSIC FULL SYNT



High Performance Motor Oil blended according the advanced lubricant technology ensuring high temperature stability and excellent anti-wear protection. Suitable for use in all conventional and modern gasoline and diesel engines, naturally aspirated or turbocharged

Olio Motore di altissima performance miscelato secondo la tecnologia avanzata dei lubrificanti per garantire stabilità ad alta temperatura e un'eccellente protezione anti-usura. Adatto per l'uso in tutti i motori tradizionali e moderni a benzina e diesel, aspirati o turbocompressi

API SL/CF, ACEA A3/B4, MB 229.1, VW 501.01/505.00, BMW LongLife-98, RENAULT RN 0700

1 L, 4 L, 10 L, 20 L, 208 L

10W - 30

SYNTFUTURE - SPECIAL



Semi synthetic motor oil for application on all seasons for vehicles with diesel or gasoline engines. Offers excellent lubrication under all working conditions. Reduces fuel consumption. Formulated with high performance modern additives, ensuring protection and excellent engine cleanliness also extended drain intervals. Especially recommended for Japanese and Asian vehicles.

Olio motore semi sintetico per l'applicazione su tutte le stagioni per veicoli con motori diesel o benzina. Offre un'ottima lubrificazione in tutte le condizioni di esercizio. Riduce il consumo di carburante. Formulato con additivi moderni ad alte prestazioni assicurando protezione e pulizia eccellente del motore pure intervalli prolungati di cambio d'olio. Particolarmente indicato per veicoli giapponesi e asiatici.

API SM/CF, ACEA A3/B3, Toyota, Nissan, Honda, Mitsubishi, Mazda, Suzuki, Isuzu, Subaru, Daihatsu, KIA, Hyundai, Ssang Yong, Daewoo

1 L, 4 L, 10 L, 20 L, 208 L



10W - 40

MAXPOWER TURBO DIESEL



Semi synthetic high performance oil blended with high quality synthetic base components . Formulated with an advanced additive package to meet and exceed the latest requirements for diesel and turbodiesel direct injections engines of passenger cars and light duty vehicles. Provides extended drain intervals and economy fuel consumption. Maintains clean the engine by reaching deposits where conventional oil's cannot get.

Olio semi sintetico di alta performance miscelato con componenti di base sintetiche di altissima qualità. Formulato con un pacchetto avanzato di additivi per soddisfare ed superare le più recente richieste per motori diesel e turbodiesel a iniezioni dirette delle autovetture ed veicoli commerciali leggeri. Offre prolungati intervalli di cambio d'olio ed ridotto consumo di carburante. Mantiene il motore pulito, raggiungendo i depositi in cui l'olio convenzionale non si può.

API CF, ACEA B4, MB 229.1, VW 505.00/501.01, FIAT 9 55535 D2

1 L, 4 L, 10 L, 20 L, 208 L

10W - 40

MAXPLUS SUPER FORMULA



Semi synthetic oil of superior performance for gasoline ,GPL and diesel engines turbocharged or not. Formulated with a special additive package, helps in maintainance and prolongation of engine life, protecting it against corrosion, oxidation, deposits. Minimises metal surfaces frictions and reduces exhaust gases.

Olio semi sintetico di alto performance per i motori a benzina (GPL) ed diesel turbocompressi o non. Formulato con un pacchetto speciale di additivi, aiuta a mantenere e prolungare la vita del motore proteggendola contro la corrosione, l'ossidazione ed i depositi. Riduce al minimo l'attrito delle superficie metalliche ed i scarichi di gas.

API SL/CF, ACEA A3/B3, ACEA A3/B4, MB 229.1, VW 501.01/505.00

1 L, 4 L, 10 L, 20 L, 208 L

10W - 40

MAXLUBE UNIVERSAL FLEET



High performance semi synthetic lubricant. Projected for turbocharge, multivalvol, direct injection, diesel, gasolin & GPL engines. Due to its superior additive package, surpasses the requirements of the main manufacturers: Mercedes Benz, Audi, VW, BMW, Ford, Opel, Fiat, Citroen, Peugeot, Renault, Toyota, Nissan, Mitsubishi, Rover, Seat, Kia, etc. Ensures stable viscosity extending the life of higher mileage engines.

Lubrificante semi sintetico di altissima performance. Progettato per i motori turbocompressi, multivalvole, iniezione diretta, diesel, benzina e GPL. Grazie al suo pacchetto superiore di additivi, supera le richieste dei produttori principali: Mercedes Benz, Audi, VW, BMW, Ford, Opel, Fiat, Citroen, Peugeot, Renault, Toyota, Nissan, Mitsubishi, Rover, Seat, Kia, ecc. Assicura stabile viscosità prolungando la vita dell motore che hanno percorso moltissimi km.

API CH-4/CG-4/CF-4/CF/SJ, ACEA A3/B3, ACEA E5/E3/E2, MB 228.3, MAN 3275, VOLVO VDS-2, MTU Type 1, RENAULT RD/RD-2, CUMMINS CES 20076/20077, CAT ECF-1-a, ZF TE-ML-07C, MACK EO-M+

1 L, 4 L, 10 L, 20 L, 208 L

10W - 40

CLASSIC SEMISYNT



High Performance semi synthetic motor oil formulated with high-grade base oils and premium additive packages. Provides high performance and protection to both modern and classic gasoline and diesel naturally aspirated or turbocharged engines in passenger cars and light duty vehicles

Olio motore semi sintetico di altissima performance formulato con oli base di alta qualità e pacchetti additivi premium. Offre elevate prestazioni e protezione dei motori di benzina e diesel con aspirazione naturale o turbocompressi, sia per motori moderni che quelli classici delle autovetture e veicoli commerciali leggeri

API SL/CF, ACEA A3/B3, ACEA A3/B4, MB 229.1, VW 501.01/505.00

1 L, 4 L, 10 L, 20 L, 208 L



PASSENGER CARS

10W - 40

CLASSIC STANDART



High Performance Semi-Synthetic lubricant. It offers excellent detergent and dispersant properties, high stability. Suitable for both modern and classic engines in passenger cars and light duty vehicles, naturally aspirated or turbocharged.

Lubrificante semisintetico di altissima performance. Offre eccellenti caratteristiche detergenti, ottima disperdenza a freddo, elevatissima stabilità. Idoneo sia per motori moderni che quelli classici delle autovetture e veicoli commerciali leggeri con aspirazione naturale o turbocompressi.

API SJ/CF, ACEA A3/B3, MB 226.5/229.1, VW 500.00/505.00

1 L, 4 L, 10 L, 20 L, 208 L

15W - 40

ULTRA TURBO DIESEL



Super Performance Motor Oil formulated with a special blend of mineral and synthetic bases. Ensures optimal lubrication for diesel & turbo-diesel engines of passenger cars, heavy duty trucks and mixed fleets. Efficient engine protection against dirt remaining during burning and helps reducing fuel consumption.

Olio motore di alta performance formulato con una miscela speciale di basi minerali e sintetici. Assicura una lubrificazione ottimale per i motori diesel e turbo-diesel delle autovetture, automezzi pesanti ed flotte miste. Efficace protezione del motore contro formazione di depositi e permette di ridurre il consumo del carburante.

API CH-4/CG-4/CF-4/CF/SJ, ACEA A3/B3, ACEA E5/E3/E2, MB 228.3, MAN 3275, VOLVO VDS-2, MTU Type 1, RENAULT RD/RD-2, CUMMINS CES 20076/20077, CAT ECF-1-a, ZF TE-ML-07C, MACK EO-M+

1 L, 4 L, 10 L, 20 L, 208 L

15W - 40

MAXPLUS SUPER FORMULA



Superior oil of high performance, formulated with special additives and synthetic technology for gasoline, GPL and diesel engines. Ensures total engine protection against rust, oxidation, corrosion and foaming especially for modern gasoline engines. Achieves easy start under extremely low temperatures.

Olio superiore di alta performance, formulato con additivi speciali ed tecnologia sintetica per motori a benzina, gas ed diesel. Garantisce la totale protezione del motore alla ruggine, l'ossidazione, corrosione e la formazione di schiuma specialmente per i motori moderni di benzina ed GPL. Permette facile avviamento a temperature estremamente basse.

API SL/CF, ACEA A3/B3, ACEA A3/B4, MB 229.1, VW 501.01/505.00, Porsche

1 L, 4 L, 10 L, 20 L, 208 L

15W - 40

MULTI LUBE UNIVERSAL FLEET



Motor oil designated to offer extra all seasons protection against deposit formations, oxidation, corrosion and oil consumption. Suitable for use in a wide range of diesel, turbodiesel, gasoline & GPL engines for mixed fleet of passenger cars, light & heavy vehicles, urban fleets and industrial machineries. Gives high performance under the most severe working conditions even for high mileage engines.

Olio motore disegnato per offrire una extra protezione in tutte le stagioni, contro la formazione dei depositi, all'ossidazione, all corrosione e del consumo dell'olio. Adatto per essere usato in una vasta gamma di motori diesel, turbodiesel, benzina e GPL per un parco misto di autovetture, veicoli commerciali leggeri ed pesanti, macchinari industriali. Offre altissima performance nelle più severe condizioni di esercizio, anche nei motori con moltissimi km.

API CG-4/CF-4/CF/SL/SJ, ACEA A3/B3, ACEA E3, MB 228.3/229.1, VOLVO VDS, MAN M3275, MTU Type 2, RENAULT RD/RGD

1 L, 4 L, 10 L, 20 L, 208 L



15 W - 40

CLASSIC ULTRA SHPD



Premium performance multigrade engine oil (SHPD) formulated with selected high quality base stocks and advanced additive system . Appropriate for mixed fleet service operations for gasoline and diesel engines. Especially designed for high mileage diesel engines in passenger cars , light & heavy duty vehicles , mining and road construction equipments.

Olio motore multigrado di premium performance (SHPD) formulato con basi selezionate di elevata qualità e un sistema avanzata di additivi. Idoneo per operazioni di manutenzione di un parco veicoli misto per motori a benzina e diesel. Particolarmente indicato per motori diesel con molto chilometri di autovetture , veicoli commerciali leggeri ed pesanti, attrezzature minerarie e costruzioni stradali

API CF-4/CF/SJ, ACEA A2/B2, ACEA E2, MB 228.1, VOLVO VDS, MAN 271, DAF SHPD, MTU Type 1

1 L, 4 L, 10 L, 20 L, 208 L

15 W - 40

CLASSIC STANDART



High Quality Multigrade lubricant for diesel and turbo diesel turbocharged engines both petrol engines. Particularly suitable for year round use in older diesel engines of passenger cars, light & heavy duty vehicles , mining and road construction equipments. Keeps engine longevity clean and efficient.

Lubrificante multigrado di alta qualità per motori sovralimentati diesel e turbo diesel sia i motori a benzina . Particolarmente indicato per uso tutto l'anno nei motori vecchie diesel di autovetture , veicoli commerciali leggeri ed pesanti, attrezzature minerarie e costruzioni stradali. Mantiene il motore a lungo pulito ed efficiente.

API SF/CD, ACEA A2/B2, ACEA E2, MB 227.1/228.0, MAN 270, MTU Type 1, MIL-L-46152 B

1 L, 4 L, 10 L, 20 L, 208 L

20 W - 50

MAXPOWER SYNTHBASED SHPDO



Super High Performance Diesel Oil formulated with selected blend of mineral & synthetic bases, friction modifiers and additional antiwear additives. Ensures excellent efficiency on heavy load diesel engines under extreme working conditions. Due to its superior additive package, Max Power is especially recommended for high mileage engines more than 100.000 km.

Olio motore di alta performance (SHPDO) formulato con una seletto miscela di basi minerale e sintetiche, modificatore d'attriti ed addizionali additivi antiusura. Assicura eccellente efficienza sui motori diesel pesanti che operano in condizioni estreme di esercizio. Grazie al suo superiore pacchetto di additivi, Max Power è particolarmente raccomandato per motori percorsi oltre 100.000 km.

API CH-4/CG-4/CF-4/CF/SJ, ACEA A3/B3, ACEA E5/E3/E2, MB 228.3, MAN 3275, VOLVO VDS-2, MTU Type 1, RENAULT RD/RD-2, CUMMINS CES 20076/20077, CAT ECF-1-a, ZF TE-ML-07C, MACK EO-M+

1 L, 4 L, 10 L, 20 L, 208 L

20 W - 50

STAR LUBE UNIVERSAL FLEET



Motor oil designated to offer extra all seasons protection against deposit formations, oxidation, corrosion and oil consumption. Suitable for use in a wide range of diesel, turbodiesel, gasoline & GPL engines for mixed fleet of passenger cars, light & heavy vehicles, urban fleets and industrial machineries . Gives high performance under the most severe working conditions even for high mileage engines.

Olio motore disegnato per offrire una extra protezione in tutte le stagioni, contro la formazione dei depositi, all'ossidazione, all corrosione e del consumo dell'olio. Adatto per essere usato in una vasta gamma di motori diesel, turbodiesel, benzina e GPL per un parco misto di autovetture, veicoli commerciali leggeri ed pesanti, macchinari industriali . Offre altissima performance nelle più severe condizioni di esercizio, anche nei motori con moltissimi km.

API CG-4/CF-4/CF/SL/SJ, ACEA A3/B3, ACEA E3, MB 228.3/229.1, VOLVO VDS, MAN 3275, MTU Type 2, RENAULT RD/RGD

1 L, 4 L, 10 L, 20 L, 208 L



PASSENGER CARS

20W - 50

CLASSIC EXTRA SHPD



Premium performance multigrade engine oil (SHPD) formulated with selected high quality base stocks and advanced additive system . Appropriate for mixed fleet service operations for gasoline and diesel engines. Especially designed for high mileage diesel engines in passenger cars , light & heavy duty vehicles , mining and road construction equipments.

Olio motore multigrado di premium performance (SHPD) formulato con basi selezionate di elevata qualità e un sistema avanzata di additivi. Idoneo per operazioni di manutenzione di un parco veicoli misto per motori a benzina e diesel. Particolarmente indicato per motori diesel con molto chilometri di autovetture , veicoli commerciali leggeri ed pesanti, attrezzature minerarie e costruzioni stradali

API CF-4/CF/SJ, ACEA A2/B2, ACEA E2, MB 228.1, VOLVO VDS, MAN 271, DAF SHPD, MTU Type 1

1 L, 4 L, 10 L, 20 L, 208 L

20W - 50

CLASSIC STANDART



High Quality Multigrade lubricant for diesel and turbo diesel turbocharged engines both petrol engines. Particularly suitable for year round use in older diesel engines of passenger cars, light & heavy duty vehicles , mining and road construction equipments. Keeps engine longevity clean and efficient.

Lubrificante multigrado di alta qualità per motori sovralimentati diesel e turbo diesel sia i motori a benzina . Particolarmente indicato per uso tutto l'anno nei motori vecchie diesel di autovetture , veicoli commerciali leggeri ed pesanti, attrezzature minerarie e costruzioni stradali. Mantiene il motore a lungo pulito ed efficiente.

API SF/CD, ACEA A2/B2, ACEA E2, MB 227.1/228.0, MAN 270, MTU Type 1, MIL-L-46152 B

1 L, 4 L, 10 L, 20 L, 208 L

SAE 30,40,50

VISCO UNIGRADE



Premium quality monograde oil blended with highly refined hydro-finished base oils. These oils are suitable for lubrication of normally aspirated and turbo charged gasoline and diesel engines working under high load conditions.

Olio di qualità premium monogrado miscelato con oli di base altamente raffinati "hydro-finito". Questi prodotti sono adatti per la lubrificazione dei motori a carica normalmente aspirati e turbo benzina e diesel che lavorano in condizioni di carico elevato.

API CD/SF, MIL-L-2104 A, CCMC D2/G2/PD 2

1 L, 4 L, 10 L, 20 L, 208 L





RACING & RALLY

5W - 50

RACING & RALLY SPEED SPORT



The unique active formula is engineered to provide the ultimate in engine protection and performance. It can be used with confidence in every gasoline engine passenger car, new or old, regardless of oil previously used. It is fully compatible with all conventional and synthetic oils. Racing & Rally has been tested under the severest possible conditions to prove its outstanding durability. Excellent performance in essential functions such as thermal stability, low oil consumption, resistance to oxidation, soot control, engine cleanliness and wear protection.

La formula unica attiva è progettata per fornire la massima prestazione e protezione del motore. Può essere utilizzato in ogni autovettura con motore a benzina, nuovi o vecchi, a prescindere di olio usato in precedenza. E' pienamente compatibile con tutti gli oli convenzionali e sintetici. Racing & Rally è stato testato sotto le più severe condizioni possibili per dimostrare la sua eccezionale durata. Eccellente prestazione in funzioni essenziali quali la stabilità termica, basso consumo d'olio, resistenza all'ossidazione, controllo di fuliggine, cleanliness motore e protezione contro l'usura.

API SN/CF, ACEA A3/B4, MB 229.1

1L

10W - 50

RACING & RALLY SPEED SPORT



KAPPA 10W-50 RACING & RALLY is simply one of the best quality engine oils. It's an ester based fully synthetic motor oil created to meet the needs of the most demanding drivers. It is suitable for use in many modern cars and is particularly recommended for high performance engines. The full synthetic base fluid ensures that the products are thermally stable and extremely resistant to oxidation, even when stressed to the extremes of endurance.

KAPPA 10W-50 RACING & RALLY è semplicemente uno dei migliori oli di qualità del motore. Si tratta di un estere a base di olio motore completamente sintetico creato per soddisfare le esigenze dei piloti più esigenti. E' adatto per l'uso in molte auto moderne, ed è particolarmente indicata per motori ad alte prestazioni. Il liquido completo di base sintetico assicura che i prodotti sono termicamente stabile ed estremamente resistente all'ossidazione, anche negli condizioni più estremi della sopportazione.

API SN/CF, ACEA A3/B4, MB 229.1

1L

10W - 60

RACING & RALLY SPEED SPORT



Fully synthetic low friction motor oil based on PAO and ester base oil. Developed for racing and off-road competition machines especially for car racing under heavy set conditions. KAPPA 10W- 60 RACING & RALLY is a hard wearing product for use in a wide range of sports performance engines. This product has been tested in race engines to deliver protection in hot and hard running scenarios.

Olio motore completamente sintetico a basso attrito sulla base di PAO e olio di base estere. Sviluppato per le corse e off-road competition, soprattutto per le corse automobilistiche in estreme condizioni. KAPPA 10W-60 RACING & RALLY è un prodotto resistente per l'uso in una vasta gamma di motori a prestazioni sportive. Questo prodotto è stato testato nei motori di gara per assicurare protezione in scenari corrente calda e difficile.

API SN/CF, ACEA A3/B4, MB 229.1

1L

15W - 50

RACING & RALLY SPEED SPORT



KAPPA 15W-50 RACING & RALLY is a multigrade high quality race proven engine oil of semi-synthetic composition. In comparison with mineral oils it distinguishes itself by a higher resistance against temperature fluctuations and ageing. Its renewed composition assures an optimal cleanliness of the motor in all circumstances. The oil protects the catalysts and ensures an optimal protection of the engine.

KAPPA 15W-50 RACING & RALLY è un multigrado di alta gara di provata qualità di olio motore semi-sintetico composizione. In confronto con gli oli minerali si distingue per una maggiore resistenza contro le fluttuazioni di temperatura e l'invecchiamento. La sua composizione assicura un rinnovato pulizia ottimale del motore in tutte le circostanze. L'olio protegge i catalizzatori e assicura una protezione ottimale del motore.

API SN/CF, ACEA A3/B4, MB 229.1

1L



2T KART

RACING & RALLY SPEED SPORT



2T Racing Kart oil is a fully synthetic, ester based product specifically formulated for premix applications in 2-stroke high performance kart engines, as well as other high performance 2-stroke engines. This is a clean burning, high performance product with unique anti-wear chemistry. Controls power valve deposits to increase power and throttle response.

2T Racing Kart è un olio totalmente sintetico, base di estere prodotto specificamente formulato per applicazioni di premix 2-stroke kart motori ad alte prestazioni, nonché altri motori a 2 tempi ad alte prestazioni. Si tratta di una combustione pulita, prodotto high performance con unico anti-usura chimica. Valvola controlla i depositi di aumentare potenza e risposta della valvola a farfalla.

For use in CIK-FIA

1L



HEAVY DUTY MOTOR OIL

5 W - 30

EURO TRUCK SYNT



Fully synthetic, fuel saving "Low SAPS" engine oil based on the latest additive technology, developed specifically for diesel EURO 4 and EURO 5 engines operating under extreme usage and weather conditions. Suitable for use in engines with or without particle filter and catalytic converter. Its unique synthetic formulation and long-drain additive system offers extended drain intervals, maximum engine protection and cleanliness, reducing vehicle maintenance costs and maximizing power and fuel economy.

Olio motore totalmente sintetico "low SAPS", basato sulla tecnologia di additivi più recente, sviluppata appositamente per i motori diesel Euro 4 ed Euro 5 operanti in condizioni estreme climatiche e di servizio. Adatto per uso nei motori con/ senza filtro antiparticolato e catalizzatore. La sua unica formulazione sintetica e sistema di additivi "long drain" offre intervalli prolungati di cambio d'olio, massima protezione e pulizia del motore, riducendo i costi di manutenzione del veicolo e massimizzando la potenza e risparmio di carburante

API CI-4, ACEA E4/E6/E7, MB 228.51, MAN M3477/M3277, VOLVO VDS-3, RENAULT RXD, MTY TYPE 3.1, CUMMINS CES 20081, CATERPILLAR ECF-3, JASO DH-2

10 L, 20 L, 208 L

5 W - 30

EURO TRUCK



Semi synthetic lubricant for the latest generation diesel engines that exceed the strictest existing European specifications. It meets the current demand for oils with fuel saving properties and with extended periods between drainage Super Extend Oil Drain in accordance with the manufacturers instructions. Especially indicated for Euro 3 & Euro 4 motorisations without particle filters (DPF) of the manufacturers Volvo, Daf & Scania.

Lubrificante semi sintetico per motori diesel dell'ultima generazione che supera le più severe specifiche europee. Essa soddisfa la domanda attuale di oli con proprietà "fuel saving" e con periodi prolungati di intervallo di cambio d'olio in conformità con le istruzioni di produttori autoveicoli. Particolarmente indicata per i motori Euro 3 e Euro 4 senza filtri antiparticolato (DPF) dei produttori Volvo, Scania e Daf.

API CI4/CF, ACEA E7/E4, MB 228.5, MAN M3377/M3277, MTU Type 3, VOLVO VDS-3, RENAULT RXD/RLD-2, SCANIA LDF, IVECO, DAF HP-2, Global DHD-1, JASO DH-1, MACK EO-N/EO-M+, DEUTZ DQC IV-10, CAT ECF-2, Cummins CES20071/072/076/077/078

10 L, 20 L, 208 L

10 W - 30

TRUCK SHPD SYNTHETIC TECHNOLOGY



Premium Quality Oil Super Performance Diesel (SHPD) that meets the requirements of advanced diesel engines design of Euro I, II & III and most of Euro IV & V diesel engines equipped with exhaust gas recirculation system (EGR) or selective catalytic reduction system (SCR). It is strongly recommended for vehicles that operate in a wide temperature range.

Olio di qualità premium (Super High Performance Diesel- SHPD) che soddisfa e supera le richieste di motori avanzati diesel Euro I, II e III e la maggior parte di motori Euro IV & V dotati di sistemi EGR (Exhaust Gas Recirculation) o SCR (Selective Catalytic Reduction). È consigliato soprattutto per i veicoli che operano in una vasta gamma di temperature.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CUMMINS CES 20076/20077/20078, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05

10 L, 20 L, 208 L

10 W - 30

TRUCK HEAVY DUTY



High performance motor oil for heavy duty. Recommended for high tonnage diesel engines and farming equipment that operate under varying working conditions. Offers high level of cleanliness, protection against rust and oxidation, soot control and sludge elimination.

Olio motore ad alte prestazioni per applicazioni pesanti. Raccomandato per motori diesel ad alta tonnellata ed attrezzature agricole che operano in diverse condizioni di lavoro. Offre un alto livello di pulizia, protezione contro la ruggine e l'ossidazione, la fuliggine, controllo ed eliminazione dei fanghi.

API CG4/CF4/CF/SJ, ACEA E2/B2/A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

10 L, 20 L, 208 L

HEAVY DUTY MOTOR OIL



10W - 40

TRUCK PREMIUM ULTRA HEAVY DUTY



Premium quality engine oil formulated with the latest generation of base oil and additive technology, ensuring excellent anti wear and anti oxidation properties, and very good control of deposits. Its unique formulation and long-drain additive system offers superior protection and high engine performance over extended drain intervals for the model year 2010 and newer diesel Euro 2,3,4 engines turbocharging,intercooling equipped with after treatment devices such as Diesel Oxidation Catalysts(DOC), Diesel Particulate Filters (DPF) and Selective Catalytic Reduction (SCR) system, as well as for previous model year diesel engines requiring API CJ-4 level oil

Olio motore di qualità premium formulato con l'ultima tecnologia di additivi e olio base, garantendo un'eccellente proprietà antiusura e all'ossidazione, e ottimo controllo dei depositi. La sua unica formulazione e sistema di additivi "long drain" offre una protezione superiore e altissime prestazioni del motore per intervalli prolungati di cambio d'olio per modello del 2010 ed i motori diesel più recenti Euro 2,3,4 turbocompressi, intercooler dotato di sistemi post-trattamento come DOC (Diesel Oxidation Catalysts), DPF (Diesel Particulate Filters) e SCR (Selective Catalytic Reduction), così come anche per i precedenti motori diesel che richiedono la specifica API CJ-4

API SN/SM,API CJ4/CJ4+/CH4/CG4/CF4,ACEA E9/E7,MB 228.31,MAN M 3575,RENAULT RLD 3,VOLVO VDS 4/VDS 3,MTU Type 2.1, CAT ECF-3/ECF-2/ECF 1-a,DEUTZ DQC III-10-LA,Cummins CES 20081,Mack EO-O Premium Plus, MACK EO-O PP-07,Detroit Diesel DDC 93K218

10 L, 20 L, 208 L

10W - 40

TRUCK LOW SAPS SYNTHETIC TECHNOLOGY



High performance semi synthetic diesel motor oil. Developed to provide superior protection and excellent fuel economy to heavy loaded commercial vehicles. It ensures ultimate overall performance and reliability under severe working conditions. Recommended for use in buses and trucks fitted with engines running exclusively on compressed natural gas (CNG) such as those from Mercedes Benz, MAN and Volvo.

Olio semi sintetico di alte prestazioni per motori diesel. Sviluppato per fornire protezione superiore e eccellente economia di carburante per veicoli commerciali pesanti. Garantisce eccellenti prestazioni e affidabilità in gravissime condizioni di esercizio. Consigliato per uso in autobus e veicoli pesanti muniti di motori funzionanti esclusivamente a gas naturale (CNG) come quelli di Mercedes-Benz, MAN e Volvo.

API C14, ACEA E6/E7/E9,MB 228.51,MAN M3477/M3271-1,MTU Type 3.1,VOLVO VDS-3 (CNG), RENAULT RV1/RXD/RGD,SCANIA LowAsh,DAF, CAT ECF-1-a,Deutz DQC III-05,MACK EO-M+,Cummins CES20077

10 L, 20 L, 208 L

10W - 40

TRUCK UHPDO SYNTHETIC TECHNOLOGY



Semi synthetic Ultra High Performance Diesel Oil (UHPDO) engineered for engines operating under the most extreme conditions. Formulated with non-conventional oils and high performance additives which enable the final product to comply with the latest European OEM's (such as Mercedes Benz & Scania). Ensures high level of piston cleanliness and excellent protection of valve wear, making it essential for longer engine life.Suitable for a wide range of transportation applications where maximum allowable change interval are enabled.

Olio semi sintetico (Ultra High Performance Diesel -UHPDO) progettato per motori operanti in condizioni estreme di esercizio. Formulato con oli non convenzionali e additivi ad alte prestazioni che consentono il prodotto finale di ottemperare alle ultime OEM europee (come Mercedes-Benz e Scania). Garantisce un alto livello di pulizia del pistone ed eccellente protezione della valvola contro l'usura, rendendo più essenziale per la vita del motore. Adatto per una vasta gamma di applicazioni dove si richiede un olio di prolungato intervallo di cambio d'olio.

API C14, ACEA E4/E7,MB 228.5,MAN M3277,VOLVO VDS-3,MTU Type 3,RENAULT RV1/RXD/RDL/RD-2,SCANIA LDF-2/LDF-3, DAF Extended Drain,Cummins CES 20077,MACK EO-M+,CAT ECF-1-a,Deutz DQC III-05/IV-05

10 L, 20 L, 208 L

10W - 40

TRUCK SHPD SYNTHETIC TECHNOLOGY



Premium Quality Oil Super Performance Diesel (SHPD) that meets the requirements of advanced diesel engines design of Euro I,II & III and most of Euro IV & V diesel engines equipped with exhaust gas recirculation system (EGR) or selective catalytic reduction system (SCR). It is strongly recommended for vehicles that operate in a wide temperature range.

Olio di qualità premium (Super High Performance Diesel- SHPD) che soddisfa e supera le richieste di motori avanzati diesel Euro I,II e III e la maggior parte di motori Euro IV & V dotati di sistemi EGR (Exhaust Gas Recirculation) o SCR (Selective Catalytic Reduction). È consigliato soprattutto per i veicoli che operano in una vasta gamma di temperature.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4,ACEA E7/E5/E3,MB 228.3/229.1,MAN M3275,VOLVO VDS-3,MTU Type 2, RENAULT RLD/RD-2,DAF SHPD,CUMMINS CES 20076/20077/20078,CAT ECF-2/ECF-1-a,ZF TE-ML-07C, MACK EO-M+,GLOBAL DHD-1,DEUTZ DQC II-05

10 L, 20 L, 208 L



HEAVY DUTY MOTOR OIL

10W - 40

TRUCK HEAVY DUTY



High performance motor oil for heavy duty. Recommended for high tonage diesel engines and farming equipment that operate under varying working conditions. Offers high level of cleanliness, protection against rust and oxidation, soot control and sludge elimination.

Olio motore ad alte prestazioni per applicazioni pesanti. Raccomandato per motori diesel ad alta tonnage ed attrezzature agricole che operano in diverse condizioni di lavoro. Offre un alto livello di pulizia, protezione contro la ruggine e l'ossidazione, la fuliggine, controllo ed eliminazione dei fanghi.

API CG4/CF4/CF/SJ, ACEA E2/B2/A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

10 L, 20 L, 208 L

15W - 40

TRUCK PREMIUM ULTRA HEAVY DUTY



Premium quality engine oil formulated with the latest generation of base oil and additive technology, ensuring excellent anti wear and anti oxidation properties, and very good control of deposits. Its unique formulation and long-drain additive system offers superior protection and high engine performance over extended drain intervals for the model year 2010 and newer diesel Euro 2,3,4 engines turbocharging, intercooling equipped with after treatment devices such as Diesel Oxidation Catalysts(DOC), Diesel Particulate Filters (DPF) and Selective Catalytic Reduction (SCR) system, as well as for previous model year diesel engines requiring API CJ-4 level oil

Olio motore di qualità premium formulato con l'ultima tecnologia di additivi e olio base, garantendo un'eccellente proprietà antiusura e all'ossidazione, e ottimo controllo dei depositi. La sua unica formulazione e sistema di additivi "long drain" offre una protezione superiore e altissime prestazioni del motore per intervalli prolungati di cambio d'olio per modello del 2010 ed i motori diesel più recenti Euro 2,3,4 turbocompressi, intercooler dotato di sistemi post-trattamento come DOC (Diesel Oxidation Catalysts), DPF (Diesel Particulate Filters) e SCR (Selective Catalytic Reduction), così come anche per i precedenti motori diesel che richiedono la specifica API CJ-4

API SN/SM, API C4/C4+/C4/C4/CG4/CF4, ACEA E9/E7, MB 228.31, MAN M 3575, RENAULT RLD 3, VOLVO VDS 4/VDS 3, MTU Type 2.1, CAT ECF-3/ECF-2/ECF 1-a, DEUTZ DQC III-10-LA, Cummins CES 20081, Mack EO-O Premium Plus, MACK EO-O PP-07, Detroit Diesel DDC 93K218

10 L, 20 L, 208 L

15W - 40

TRUCK SHPD SYNTHETIC TECHNOLOGY



Premium Quality Super Performance Diesel Motor Oil (SHPD) that meets the requirements of advanced diesel engines. Enhanced with synthetic technology base oils provide: Reliable performance, advanced soot and wear control, easy cold start, low oil and fuel consumption.

Olio motore di qualità premium (Super High Performance Diesel - SHPD) che soddisfa le esigenze di motori avanzati diesel. Formulato con oli base di tecnologia sintetica fornisce: prestazioni affidabili, controllo avanzato alla usura ed alla fuliggine, facile avviamento a freddo, basso consumo di olio e carburante.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CUMMINS CES 20076/20077/20078, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05

10 L, 20 L, 208 L

15W - 40

TRUCK UNIVERSAL HEAVY DUTY



High performance universal engine lubricant suitable for use in diesel and gasoline engines in a variety of applications. It is produced according to the latest developments which ensures perfect lubrication and wear protection.

Lubrificante universale motore ad alte prestazioni adatto per uso in motori diesel e benzina in una vasta gamma di applicazioni. È prodotto secondo gli ultimi sviluppi che assicurano una perfetta lubrificazione e protezione alla usura.

API CG4/CF4/CF/SJ, ACEA E2/B2/A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

10 L, 20 L, 208 L

HEAVY DUTY MOTOR OIL



15 W - 40

TRUCK MULTIGRADE



High quality multigrade lubricant formulated to meet moderate requirements of certain vehicles. It can be used all year round for naturally aspirated and turbo-charged indirect injection diesel engines. Suitable for gasoline vehicles fitted with a carburettor.

Lubrificanti multigradi alta qualità formulati per soddisfare requisiti moderato di alcuni tipi di veicoli. Può essere utilizzato tutto l'anno per motori diesel aspirati e sovralimentati ad iniezione indiretta. Adatto per veicoli particolarmente per i motori vecchi diesel.

API CD/SF, ACEA E2, MB 227.1/228.0, MIL-L 2104D/46152B, MAN 270, MTU Type 1

10 L, 20 L, 208 L

20 W - 50

TRUCK PREMIUM ULTRA HEAVY DUTY



Premium quality engine oil formulated with the latest generation of base oil and additive technology, ensuring excellent anti wear and anti oxidation properties, and very good control of deposits. Its unique formulation and long-drain additive system offers superior protection and high engine performance over extended drain intervals for the model year 2010 and newer diesel Euro 2,3,4 engines turbocharging, intercooling equipped with after treatment devices such as Diesel Oxidation Catalysts (DOC), Diesel Particulate Filters (DPF) and Selective Catalytic Reduction (SCR) system, as well as for previous model year diesel engines requiring API CJ-4 level oil

Olio motore di qualità premium formulato con l'ultima tecnologia di additivi e olio base, garantendo un'eccellente proprietà antiusura e all'ossidazione, e ottimo controllo dei depositi. La sua unica formulazione e sistema di additivi "long drain" offre una protezione superiore e altissime prestazioni del motore per intervalli prolungati di cambio d'olio per modello del 2010 ed i motori diesel più recenti Euro 2,3,4 turbocompressi, intercooler dotato di sistemi post-trattamento come DOC (Diesel Oxidation Catalysts), DPF (Diesel Particulate Filters) e SCR (Selective Catalytic Reduction), così come anche per i precedenti motori diesel che richiedono la specifica API CJ-4

API SN/SM, API CJ4/CJ4+/CH4/CG4/CF4, ACEA E9/E7, MB 228.31, MAN M 3575, RENAULT RLD 3, VOLVO VDS 4/VDS 3, MTU Type 2.1, CAT ECF-3/ECF-2/ECF 1-a, DEUTZ DQC III-10-LA, Cummins CES 20081, Mack EO-O Premium Plus, MACK EO-O PP-07, Detroit Diesel DDC 93K218

10 L, 20 L, 208 L

20 W - 50

TRUCK SHPD SYNTHETIC TECHNOLOGY



Premium Quality Super Performance Diesel Motor Oil (SHPD) that meets the requirements of advanced diesel engines. Enhanced with synthetic technology base oils provide: Reliable performance, advanced soot and wear control, easy cold start, low oil and fuel consumption.

Olio motore di qualità premium (Super High Performance Diesel - SHPD) che soddisfa le esigenze di motori avanzati diesel. Formulato con oli base di tecnologia sintetica fornisce: prestazioni affidabili, controllo avanzato alla usura ed alla fuliggine, facile avviamento a freddo, basso consumo di olio e carburante.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CUMMINS CES 20076/20077/20078, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05

10 L, 20 L, 208 L

20 W - 50

TRUCK UNIVERSAL HEAVY DUTY



High performance universal engine lubricant suitable for use in diesel and gasoline engines in a variety of applications. It is produced according to the latest developments which ensures perfect lubrication and wear protection.

Lubrificante universale motore ad alte prestazioni adatto per uso in motori diesel e benzina in una vasta gamma di applicazioni. È prodotto secondo gli ultimi sviluppi che assicurano una perfetta lubrificazione e protezione alla usura.

API CG4/CF4/CF/SJ, ACEA E2/B2/A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

10 L, 20 L, 208 L



HEAVY DUTY MOTOR OIL

20W - 50

TRUCK MULTIGRADE



High quality multigrade lubricant formulated to meet moderate requirements of certain vehicles. It can be used all year round for naturally aspirated and turbo-charged indirect injection diesel engines. Suitable for gasoline vehicles fitted with a carburetter.

Lubrificanti multigradi alta qualità formulati per soddisfare requisiti moderato di alcuni tipi di veicoli. Può essere utilizzato tutto l'anno per motori diesel aspirati e sovralimentati ad iniezione indiretta. Adatto per veicoli particolarmente per i motori vecchi diesel.

API CD/SF, ACEA E2, MB 227.1/228.0, MIL-L 2104D/46152B, MAN 270, MTU Type 1

10 L, 20 L, 208 L

10W / 20/30/40/50

KAPPA TRUCK UNIGRADE



High quality monograde lubricant for 4 stroke diesel and gasoline engines. Ensures total protection and high performance under any condition. Suitable for high-output diesel and gasoline engines, naturally aspirated or turbo charged.

Lubrificante monogrado di alta qualità per motori a 4 tempi a benzina e diesel. Garantisce protezione totale e prestazioni elevate in qualsiasi condizione di esercizio. Adatto per motori diesel e benzina ad alta potenza, aspirato o turbocompresso.

API CF/CF2/SF, ACEA E2, MB 228.0, MAN 270, MTU Type 1, ALLISON C-4, Caterpillar TO-2

10 L, 20 L, 208 L



10W - 30

AGRI HIGH TECH UTTO JDM FLUID



High performance Universal Tractor Transmission Oil (UTTO Fluid) designed especially for modern tractor transmission, final drives and hydraulics systems. The unique package offers excellent shift performance in Powershift transmissions and superior friction properties eliminating the screeching noise known as chatter in wet brakes. Suitable for use also in non-farm applications that have wet brakes, hydraulics, transmissions as bulldozers, road graders, front-end loaders, forestry equipments, busses and trucks/truck lifts fitted with Powershift transmissions and other applications that have hydraulics and Powershift transmissions

Olio universale di alte prestazioni "Universal Tractor Transmission Oil - UTTO Fluid" progettato appositamente per trasmissioni moderni, riduttori finali e sistemi idraulici di attrezzature agricole. Il pacchetto unico di additivi offre eccellenti prestazioni per trasmissioni Powershift e proprietà superiore di attrito evitando il rumore e la vibrazione nei freni a bagno d'olio. Adatto per l'uso anche in applicazioni non agricole dotati da sistemi idraulici, trasmissioni e freni a bagno d'olio come bulldozer, escavatori, pala caricatrice, carelli elevatori, attrezzature forestali e altre applicazioni dotati da sistemi idraulici e trasmissioni Powershift

API GL4, John Deere JDM J20C/J20D, Massey Ferguson CMS M-1135/1141/1443/1145, CASE New Holland CNH MAT 3525/3509/3505, CASE MS 1210, FORD ESN M2C86-B/M2C86C/M2C134D, FENDT, FNHA-2-C-200.00/201.00, ZF TE-ML 03E/05F/06K/17E/21F, AGCO POWERFULL 821 XL, KUBOTA UDT FLUID, VCE WB101, ALLISON C-4, CATERPILLAR TO-2

10 L, 20 L, 208 L

20W - 30

AGRI HIGH TECH STOU FLUID



High performance STOU oil (Super Tractor Oil Universal) . It's suitable for turbocharged and naturally aspirated diesel engines, transmissions, gear boxes final drives, clutches, wet brakes and hydraulic systems of agricultural machinery and other equipments used in construction and mining. Meets the requirements of John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor etc.

Olio multifunzionale di alte prestazioni (Super Tractor Oil Universal-STOU) prodotta da oli di base selezionati e additivi. Adatto per motori diesel turbo ed aspirati, trasmissioni, scatole ingranaggi, riduttori, frizioni, freni a bagno d'olio e sistemi idraulici di macchine agricole e di altre attrezzature utilizzate per la costruzione e le miniere. Soddisfa le richieste di John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor ecc.

API CF4/CF/SF, API GL4, MB 227.1/228.1/228.3, MAN 271 MIL-L-2104-D, ALLISON C-4, CATERPILLAR TO-2, Massey Ferguson CMS M-1139/1143/1144/1145, ZF TE-ML 06B/06C/06D/07B, FORD M2C 159-B, John Deere JDM J27

10 L, 20 L, 208 L

20W - 40

AGRI HIGH TECH STOU FLUID



High performance STOU oil (Super Tractor Oil Universal) produced from selected base oils and additives. It's suitable for turbocharged and naturally aspirated diesel engines, transmissions, gear boxes final drives, clutches, wet brakes and hydraulic systems of agricultural machinery and other equipments used in construction and mining. Meets the requirements of John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor etc.

Olio multifunzionale di alte prestazioni (Super Tractor Oil Universal-STOU) prodotta da oli di base selezionati e additivi. Adatto per motori diesel turbo ed aspirati, trasmissioni, scatole ingranaggi, riduttori, frizioni, freni a bagno d'olio e sistemi idraulici di macchine agricole e di altre attrezzature utilizzate per la costruzione e le miniere. Soddisfa le richieste di John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor ecc.

API CF4/CF/SF, API GL4, MB 227.1/228.1/228.3, MAN 271 MIL-L-2104-D, ALLISON C-4, CATERPILLAR TO-2, Massey Ferguson CMS M-1139/1143/1144/1145, ZF TE-ML 06B/06C/06D/07B, FORD M2C 159-B, John Deere JDM J27

10 L, 20 L, 208 L

10W - 30

AGRI UNIVERSAL STOU JM FLUID



Special STOU Oil (Super Tractor Oil Universal) produced from high quality base oils and additives. It's suitable for turbocharged and naturally aspirated diesel engines, transmissions, gear boxes, final drives, clutches, wet brakes and hydraulic systems of agricultural machinery and other equipments used in construction and mining. Meets the requirements of John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor etc.

Olio universale speciale (Super Tractor Oil Universal- STOU) prodotti da oli base e additivi di alta qualità . Adatto per motori diesel aspirati e turbocompressi , trasmissioni, scatole ingranaggi, riduttori, frizioni, freni a bagno d'olio e sistemi idraulici di macchine agricole e di altre attrezzature utilizzate per la costruzione e le miniere. Soddisfa i requisiti della John Deere, Ford New Holland, Massey Fergusson, Caterpillar, Fiat, Zetor ecc.

API CF4/CF/SF, API GL4, GM, ALLISON C-4, Massey Ferguson CMS M-1135/1139/1143/1144/1145, ZF TE-ML 06A/06B/07B, FORD M2C 159-B/159-C/134D, John Deere J20C/J27, Case New Holland Mat 3525/3526

10 L, 20 L, 208 L



AGRICULTURE LUBRICANTS

20W - 30

AGRI UNIVERSAL STOU FLUID



Universal multigrade oil (STOU – Super Tractor Universal Oil) designed for engines, transmissions, wet brakes and hydraulic systems of agricultural tractors. Offers superior anti-wear performance and very good friction properties providing excellent protection of critical parts . Suitable for the lubrication of charged and uncharged diesel engines, gear boxes, differentials, final drives, wet brakes and hydraulic systems of agricultural tractors and engines of off-highway applications as earth moving equipments , construction machineries, forestry equipments, mining equipments etc.

Olio multigrado universale "Super trattore universale Oil - STOU" progettati per motori, trasmissioni, freni a bagno d'olio e sistemi idraulici di trattori agricoli. Offre prestazioni superiore antiusura e ottime proprietà di attrito fornendo un'eccellente protezione delle parti critiche. Addatto per la lubrificazione dei motori aspirati e sovralimentati diesel, cambi, differenziali, riduttori finali, freni freni a bagno d'olio e sistemi idraulici di trattori agricoli ed altre attrezzature non agricole come macchine movimento terra, macchinari da costruzione, macchinari forestali, attrezzature minerarie ecc

API CF4/CF/SF, API GL4, GM, ALLISON C-4, Massey Ferguson CMS M-1135/1139/1143/1144/1145, ZF TE-ML 06A/06B/07B, FORD M2C 159-B/159-C/134D, John Deere J20C/J27, Case New Holland Mat 3525/3526

10 L, 20 L, 208 L

20W - 40

AGRI UNIVERSAL STOU FLUID



Universal multigrade oil (STOU – Super Tractor Universal Oil) designed for engines, transmissions, wet brakes and hydraulic systems of agricultural tractors. Offers superior anti-wear performance and very good friction properties providing excellent protection of critical parts . Suitable for the lubrication of charged and uncharged diesel engines, gear boxes, differentials, final drives, wet brakes and hydraulic systems of agricultural tractors and engines of off-highway applications as earth moving equipments , construction machineries, forestry equipments, mining equipments etc.

Olio multigrado universale "Super trattore universale Oil - STOU" progettati per motori, trasmissioni, freni a bagno d'olio e sistemi idraulici di trattori agricoli. Offre prestazioni superiore antiusura e ottime proprietà di attrito fornendo un'eccellente protezione delle parti critiche. Addatto per la lubrificazione dei motori aspirati e sovralimentati diesel, cambi, differenziali, riduttori finali, freni freni a bagno d'olio e sistemi idraulici di trattori agricoli ed altre attrezzature non agricole come macchine movimento terra, macchinari da costruzione, macchinari forestali, attrezzature minerarie ecc

API CF4/CF/SF, API GL4, GM, ALLISON C-4, Massey Ferguson CMS M-1135/1139/1143/1144/1145, ZF TE-ML 06A/06B/07B, FORD M2C 159-B/159-C/134D, John Deere J20C/J27, Case New Holland Mat 3525/3526

10 L, 20 L, 208 L

20W - 60

AGRI UNIVERSAL FLUID



Multigrade universal oil for heavy duty diesel engines, naturally aspirated or turbocharged. Especially for agricultural heavy duty engines of tractors, combines, trucks, excavators, etc.

Olio universale multigrado per motori diesel pesanti, naturalmente aspirato o turbocompresso. Specialmente indicato per i motori agricoli diesel pesanti di trattori, combines, camion, escavatori, ecc.

API CD/SF, MIL-L-2104A, CCMC D2/G2/PD-2

10 L, 20 L, 208 L

STOU 86

AGRI STOU FLUID



Kappa STOU 86 is a premium quality lubricant oil (Super Tractor Oil Universal) . It is suitable for diesel heavy duty engines, final drives, gear boxes, differentials, transmissions, clutches, wet brakes and hydraulic system of tractors and other equipment currently in service.

STOU 86 Kappa è un olio lubrificante di qualità Premium (olio Super trattore universale) . E' adatto per motori diesel pesanti, riduttori, differenziali, trasmissioni, frizioni, freni bagnati ed il sistema idraulico di trattori e altri macchinari attualmente in servizio.

API CD/SE/ GL-4, John Deere JDM J20A/J27, MASSEY FERGUSON CMS M1139/1144, FORD M2C 159B, Caterpillar TO-2, ALLISON C-4.

10 L, 20 L, 208 L



15 W - 40

AGRI STOU FLUID



High performance multi-purpose lubricant specially formulated to satisfy various lubrication requirements of diesel and gasoline engines, transmissions, hydraulics, final drives, wet brakes and clutches of most modern farming equipments. The selected additive system provides very good detergent and dispersant properties keeping the engine, gearbox, differential and hydraulic system clean and in very good operating conditions .

Lubrificante multiuso di alte prestazioni formulato appositamente per soddisfare le diverse esigenze di lubrificazione dei motori diesel e benzina, trasmissioni, sistemi idraulici, riduttori finali, freni a bagno d'olio e frizioni della maggior parte delle moderne attrezzature agricole. Il sistema selezionato di additivi fornisce ottime proprietà detergenti e disperdenti mantenendo pulito ed in ottime condizioni di esercizio il motore, cambio, differenziali e sistema idraulico.

API CF-4/CF/CD/SF, API GL-4, Massey Ferguson 1139M/1144M/1145M, John Deere J27, Ford M2C-159B, MB 227.1, Caterpillar TO-2, Allison C-4

10 L, 20 L, 208 L

10W / 30 / 50 / 60

HIGH TECH CAT TO-4



High performance oil designed especially for modern heavy duty Caterpillar hydraulic and hydrostatic systems. The advanced additive package offers excellent friction and anti-wear properties eliminating excessive brake noise and providing maximum life of the equipment. Suitable for use in power shift transmissions, differentials, clutches and hydraulic systems of Caterpillar, tractors, construction machinery and other machineries requiring TO-4 and Allison C-4 specification.

Olio ad alte prestazioni progettato appositamente per i sistemi moderni idraulici e idrostatici di Caterpillar. Il pacchetto avanzato di additivi offre eccellenti proprietà anti-usura, eliminando il rumore eccessivo di freni e fornisce la massima durata dell'equipaggio. Adatto per l'uso in trasmissioni power-shift, differenziali, frizioni e sistemi idraulici di Caterpillar, trattori agricoli, macchine da costruzione e altri macchinari che richiedono la specifica TO-4 e Allison C-4

API SF/CF/CF2, API GL4, Caterpillar TO-4, ALLISON C-4, KOMATSU Micro-Clutch KES 07.868.1, ZF TE-ML 03C/07F, DANA Powershift Transmissions, EATON, Vickers 35VQ25, Tremec/TTC

10 L, 20 L, 208 L

10W / 30 / 50 / 60

UNIVERSAL CAT TO-4



Special Oil designed and recommended especially for Caterpillar hydraulic and hydrostatic systems. The special additives offer excellent protection against corrosion, oxidation, foaming and deposits. This oils are suitable for use in power shift transmissions, differentials, clutches and hydraulic systems of Caterpillar, tractors, construction machinery and other machineries requiring TO-4 and Allison C-4 specification.

Olio speciale progettato e consigliato soprattutto per i sistemi idraulici e idrostatica di Caterpillar . I additivi speciali offrono eccellente protezione alla corrosione, ossidazione ed alla formazione dei depositi. Questo gli oli sono adatti per l'uso in trasmissioni power-shift, differenziali, frizioni e sistemi idraulici di Caterpillar, trattori agricoli, macchine da costruzione e altri macchinari che richiedono la specifica TO-4 e Allison C-4

API SF/CE, API GL4, Caterpillar TO-4, ALLISON C-3/C-4, KOMATSU Micro-Clutch, Vickers 35VQ25A, ZF TE-ML 03C

10 L, 20 L, 208 L



MOTORCYCLE 2T / OUTBOARD LUBRICANTS

2 T

MOTO ELITE SYNTHETIC



Fully synthetic oil projected for those requiring absolutely the best for their motorcycles. With refined bases and ashless additives, it is suitable for all season premix or injection lubrication system of 2-stroke motorcycles, landscape equipment, chainsaw's, etc. Considerably reduces smoke formation.

Olio completamente sintetico progettato per loro che esigono il meglio in assoluto le loro motociclette. Con basi raffinate e additivi senza ceneri, si mescola facilmente a tutte le stagioni per i motocicli a 2 tempi, attrezzature paesaggio, motoseghe, ecc riduce notevolmente la formazione di fumo.

API TC+, JASO FC/FD, ISO-L-EGD

1 L

2 T

COMPETITION SEMISYNTH



Semi synthetic high performance oil. Projected with a blend of mineral & synthetic bases, combined with modern ashless additives, achieves perfect all seasons mixing with fuel, reducing smoke formation.

Olio semi sintetico ad alta performance. Progettato con una miscela di base minerali e sintetiche, combinate con moderni additivi senza ceneri, raggiunge perfetta miscelazione con carburante riducendo la formazione di fumo in tutte le stagioni.

API TC+, JASO FC, ISO-L-EGC

1 L

2 T

SUPER TWO STROKE SCOOTER



Kappa SUPER 2T is specifically projected to fulfill the special requirements to all 2-stroke motoscooters of the latest technology. Guarantees superior control against clogging due to sludge and smoke formation.

Kappa SUPER 2T è specificamente progettato per soddisfare i requisiti speciali per tutti motoscooters a 2 tempi di ultima tecnologia. Garantisce il controllo superiore contro l'intasamento causato dai depositi e la formazione di fumo.

API TC, JASO FC, ISO-L-EGC

1 L

2 T

MINERAL MULTIMIX



Mineral oil for 2-stroke motorcycles. Suitable for use on scooters, generators, compressors, pumps, lawn mowers, chainsaws, 2-stroke marine equipment and other machinery without great demands of work or performance. Ensures high protection against oxidation and consumption.

Olio minerale per i motocicli a 2 tempi. Per utilizzarsi su scooter, generatori, compressori, pompe, falciatrici, motoseghe, attrezzature marine a due etempi e altri macchinari, senza grandi esigenze di lavoro o di performance. Assicura protezione contro l'ossidazione e il consumo.

API TB, JASO FB, ISO-L-EGB

1 L



2 T

CLASSIC SUPERMIX



Mineral oil intended for "premix" lubrication of all conventional two-cycle, air-cooled gasoline engines in motorcycles, motorbikes, mopeds, motocultivators, chainsaws etc. To be used in a mixture with gasoline at the percentages provided by the manufacturers. The recommended Oil-to-Fuel Ratio is 1:50

Olio minerale destinato per la lubrificazione "premiscela" di tutti motori convenzionali a due-tempi benzina, raffreddati ad aria o ad acqua in moto, ciclomotori, motocoltivatori, motoseghe ecc. Da impiegarsi in miscela con benzina alle percentuali previste dai costruttori. Il dosaggio raccomandato è 01:50

API TA, ISO-L-EGB, JASO FA

1 L

2 T

OUTBOARD MARINE



High performance lubricant, formulated especially for all types of two stroke outboard engines, including those of highest requirements. Advanced additive package protects cylinder, piston, muffler, sparkplug and the injection system against the smult formation.

Lubrificante ad alta performance, formulato specificamente per tutti i motori fuoribordo a 2 tempi di tutte le tecnologie, comprese quelle delle più alte esigenze. Un additivo avanzato protegge cilindro, pistone, marmitta, candela e il sistema di iniezione contro la formazione di fuliggine e smalt.

API NMMA TC-WB, JASO FB

1 L



MOTORCYCLE 4T LUBRICANTS

4 T 5W - 40

5W-40 MOTO RACING



Synthetic oil for 4-stroke engines. Through the latest technology, this lubricant ensures an optimal protection under the most extreme temperature conditions. Ensures excellent protection against oil consumption under high speed. Designed for sport & super-sport motorcycles, KAPPA 4T MotoRacing is evaluated from European & Japanese motorcycle manufacturing lidars.

Olio sintetico per I motori a 4 tempi. Tramite l'ultima tecnologia, quest'olio assicura una protezione ottima in condizioni estremi di temperatura del motore. Assicura controllo perfetto dal consumo di olio anche in alte velocità. Ideato per i motori sportivi e super sportivi, KAPPA 4T Motoracing é valutato dai produttori leader europei e giapponesi delle motociclette.

API SL, JASO MA2

1L

4 T 10W - 40

10W-40 MOTO RACING



Synthetic oil for 4-stroke engines. Through the latest technology, this lubricant ensures an optimal protection under the most extreme temperature conditions. Ensures excellent protection against oil consumption under high speed. Designed for sport & super-sport motorcycles, KAPPA 4T MotoRacing is evaluated from European & Japanese motorcycle manufacturing lidars.

Olio sintetico per I motori a 4 tempi. Tramite l'ultima tecnologia, quest'olio assicura una protezione ottima in condizioni estremi di temperatura del motore. Assicura controllo perfetto dal consumo di olio anche in alte velocità. Ideato per i motori sportivi e super sportivi, KAPPA 4T Motoracing é valutato dai produttori leader europei e giapponesi delle motociclette.

API SL, JASO MA2

1L

4 T 10W - 60

10W-60 MOTO RACING



Synthetic oil for 4-stroke engines. Through the latest technology, this lubricant ensures an optimal protection under the most extreme temperature conditions. Ensures excellent protection against oil consumption under high speed. Designed for sport & super-sport motorcycles, KAPPA 4T MotoRacing is evaluated from European & Japanese motorcycle manufacturing lidars.

Olio sintetico per I motori a 4 tempi. Tramite l'ultima tecnologia, quest'olio assicura una protezione ottima in condizioni estremi di temperatura del motore. Assicura controllo perfetto dal consumo di olio anche in alte velocità. Ideato per i motori sportivi e super sportivi, KAPPA 4T Motoracing é valutato dai produttori leader europei e giapponesi delle motociclette.

API SL, JASO MA2

1L

4 T 15W - 40

15W-40 MOTO RACING



Synthetic oil for 4-stroke engines. Through the latest technology, this lubricant ensures an optimal protection under the most extreme temperature conditions. Ensures excellent protection against oil consumption under high speed. Designed for sport & super-sport motorcycles, KAPPA 4T MotoRacing is evaluated from European & Japanese motorcycle manufacturing lidars.

Olio sintetico per I motori a 4 tempi. Tramite l'ultima tecnologia, quest'olio assicura una protezione ottima in condizioni estremi di temperatura del motore. Assicura controllo perfetto dal consumo di olio anche in alte velocità. Ideato per i motori sportivi e super sportivi, KAPPA 4T Motoracing é valutato dai produttori leader europei e giapponesi delle motociclette.

API SJ, JASO MA2

1L

MOTORCYCLE 4T LUBRICANTS



4 T 15W - 50

15W-50 MOTO RACING



Synthetic oil for 4-stroke engines. Through the latest technology, this lubricant ensures an optimal protection under the most extreme temperature conditions. Ensures excellent protection against oil consumption under high speed. Designed for sport & super-sport motorcycles, KAPPA 4T MotoRacing is evaluated from European & Japanese motorcycle manufacturing leaders.

Olio sintetico per i motori a 4 tempi. Tramite l'ultima tecnologia, quest'olio assicura una protezione ottima in condizioni estremi di temperatura del motore. Assicura controllo perfetto dal consumo di olio anche in alte velocità. Ideato per i motori sportivi e super sportivi, KAPPA 4T Motoracing è valutato dai produttori leader europei e giapponesi delle motociclette.

API SL, JASO MA2

1 L

4 T 20W - 50

20W-50 MOTO POWER



High quality multigrade lubricant oil for all 4-stroke engines. Powerfull additive agents, keeps high oil pressure ensuring protection against corrosion, oxidation and foaming. Suitable for race-bikes and for everyday urban and rural traffic.

Olio lubrificante multigrado di alta qualità per tutti i motori a 4 tempi. Gli potenti additivi mantengono alta pressione dell'olio assicurando la protezione contro la corrosione, l'ossidazione ed evitano la formazione di schiuma. Adatto per moto da gara e può essere utilizzato per il traffico quotidiano urbano e rurale.

API SJ, JASO MA2

1 L

4 T 20W - 50

20W-50 CLASSIC MOTO RIDE

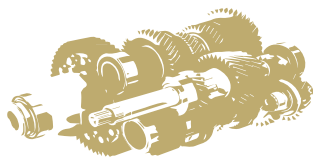


High Quality 4- Stroke engine oil formulated from a special selection of paraffinic base stocks and a high performance advanced additive technology ensuring excellent piston and ring deposit control at high temperature and high speed. Suitable for both classic and modern 4-stroke engines of motorcycles, air or water cooled, operating under most severe conditions and under different engine speeds and loads

Olio motore 4-tempi di alta qualità formulato da una selezione speciale di oli base paraffinici e un tecnologia avanzata di additivi garantendo eccellente controllo dei depositi nel pistone ed anello ad alta temperatura e alta velocità. Adatto per entrambi i motori classici e moderni a 4- tempi di moto, raffreddati a aria o acqua, operante in condizioni più gravi e sotto differenti regimi e carichi

API SG, JASO MA

1 L, 4L



GEAR OILS

75W - 80

GEAR LDC - LONG DISTANCE CONCEPT



Gear oil multigrade for extreme pressure lubrication of hipoid differentials & manual transmissions. Formulated with the most advanced additive system, it offers a high level of gear protection against thermal degradation, oxidation under high temperatures, deposit & corrosion formation. Ensures the highest performance level.

Olio d'ingranaggio multigrado per la lubrificazione in pressioni estremi di differenziali ipoidali e trasmissioni manuali. È stato formulato con il sistema più avanzato dei additivi, offrendo un alto livello di protezione degli ingranaggi alla degradazione termica, l'ossidazione in alte temperature, la formazione dei depositi e la corrosione. Assicura il livello più alto della performance.

API GL-5, MIL-L-2105 C/D, MAN 341, FIAT, VOLVO, BMW, OPEL, RENAULT, ROVER, VW TL 521 71, PSA (Peugeot & Citroen)

1 L, 4 L, 10 L, 20 L, 208 L

75W - 90

GEAR SYNTHETIC



Special fully synthetic oil, projected to fulfill the highest performance & longlife level. Combined with perfect additives, is designed for use in speed boxes, gear boxes, manual transmissions especially for Mercedes Benz ACTROS equipment.

Olio speciale totalmente sintetico, progettato per soddisfare le più alte livelli di performance. In combinazione con additivi perfetti, è progettato per l'utilizzo in scatole di guida, riduttori, cambi e differenziali, trasmissioni manuali soprattutto per Mercedes Benz Actros.

API GL4/GL5, MB 235.8, MAN 342, ZF TE-ML 12B/16F/17B, SCANIA STO 1:0, RENAULT, DAF, VOLVO, IVECO

1 L, 4 L, 10 L, 20 L, 208 L

75W - 90

LS - LIMITED SLIP



Premium quality gear oil formulated for Limited Slip Differentials. It has special friction characteristics and shows thermal and oxidation stability for smooth and consistent differential behavior. Suitable for all the 4x4 vehicles equipped with Limited Slip Differentials.

Olio cambio di qualità premium formulato specialmente per differenziali "Limited Slip". Conferisce caratteristiche speciale d'attrito ed offre stabilità termica e alla ossidazione per un comportamento morbido e coerente del differenziale. Adatto per tutti i veicoli 4x4 dotati di differenziale "Limited Slip".

API GL-5, MIL-L-2105 D, ZF TE-ML 05C/12C/16E

1 L, 4 L, 10 L, 20 L, 208 L

75W - 90

HDGO - HEAVY DUTY GEAR OIL



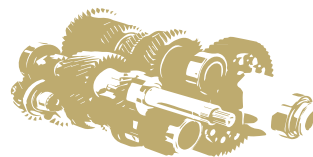
Semi Synthetic Extreme Pressure (EP) Gear Lube specifically engineered for maximum performance in severe-duty applications. Recommended for manual transmissions, differential, rear axles, manual steering gears, final drives and universal joints of light & heavy duty trucks, bus fleets, farm machinery, construction equipments and other applications requiring an extreme pressure oil

Lubrificante semi sintetico per ingranaggi di pressione estrema (EP) specificamente progettato per le massime prestazioni in regime gravoso di esercizio. Addatto per trasmissioni manuali, differenziali, assi posteriori, scatole guida manuali, riduttori finali e giunti universali di autoveicoli leggeri e pesanti, flotte di autobus, macchinari agricoli, attrezzature per la costruzione e le altre applicazioni che richiedono un olio di pressione estrema

API GL-5, MB 235.0/235.1, MIL-L-2105D, M2C9002A, ZF TE-ML 05A/07A/17B, CS 3000, MACK GO-G

1 L, 4 L, 10 L, 20 L, 208 L

GEAR OILS



75W - 140

LS - LIMITED SLIP



Premium quality gear oil formulated for Limited Slip Differentials. It has special friction characteristics and shows thermal and oxidation stability for smooth and consistent differential behavior. Suitable for all the 4x4 vehicles equipped with Limited Slip Differentials.

Olio cambio di qualità premium formulato specialmente per differenziali "Limited Slip". Conferisce caratteristiche speciale d'attrito ed offre stabilità termica e alla ossidazione per uncomportamento morbido e coerente del differenziale. Adatto per tutti i veicoli 4x4 dotati di differenziale "Limited Slip".

API GL-5, LS, MIL-L-2105D

1 L, 4 L, 10 L, 20 L, 208 L

EP 80 - 90

EXTREME PRESSURE GEAR PERFECTION



High quality gear oil formulated especially for differential under extreme pressure conditions. Protects the gear and represents excellent thermal stability against oxidation. Recommended for use in gear, drive axles and final drives and all types of mechanism's due to its 'Extrem Pressure' additive formula.

Olio cambio di alta qualità formulato appositamente per cambi e differenziali che operano sotto i condizioni "Extrem Pressure". Protegge il cambio e rappresenta un'eccellente stabilità termica all'ossidazione. Raccomandato per l'utilizzo in cambi, giunti cardanici, riduttori finali ed tutti i tipi di meccanismi, grazie alla sua formula 'Extrem Pressure'.

API GL-5, MIL-L-2105 D, ZF TE-ML 05A/07A/16B/17B/19B, MB 235.0, MAN 342, FORD SQM-2C-9002 AA

1 L, 4 L, 10 L, 20 L, 208 L

80W - 90

CLASSIC MULTI GEAR



High performance Gear Oil formulated with quality base stocks and a premium additive system to provide smooth and quiet performance ,maximum protection against wear and superior thermal stability in the most severe operating conditions. Suitable for use in all types of automotive gears and transmission , final drives and enclosed industrial gears

Olio cambio di altissima performance formulato con oli base di qualità e di un sistema di additivi premium per fornire un funzionamento morbido e silenzioso della trasmissione, massima protezione contro l'usura e stabilità termica superiore nelle condizioni operative più severe. Adatto per l'uso in tutti i tipi di ingranaggi e trasmissione di veicoli, riduttori finali e ingranaggi industriali chiusi

API GL-3/GL-4, MB 235.0, MAN 341, MIL-L-2105D

1 L, 4 L, 10 L, 20 L, 208 L

EP 85W - 140

EXTEME PRESSURE GEAR PROFESSIONAL

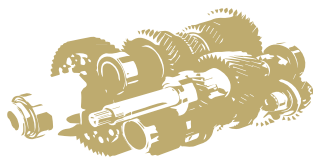


Multigrade oil designed to handle heavy loads and under-load shocks. Projected for use on equipment that operate under heavy work conditions, high/low RPM. Ensures maximum gear protection and longlife lubrication by preventing rust & corrosion formation.

Olio multigrado progettato per gestire carichi pesanti e sotto shock. Progettato per l'uso nelle apparecchiature che operano in condizioni di lavoro pesante, alto / basso numero di giri. Garantisce la massima protezione di ingranaggi e lubrificazione a lunga durata, evitando la formazione di ruggine e corrosione.

API GL-5, MIL-L-2105 D, ZF TE-ML 05A/07A/16B/17B/19B, MB 235.0, MAN 342, FORD SQM-2C-9002 AA

1 L, 4 L, 10 L, 20 L, 208 L



GEAR OILS

85W - 140

CLASSIC MULTI GEAR



High performance Gear Oil formulated with quality base stocks and a premium additive system to provide smooth and quiet performance, maximum protection against wear and superior thermal stability in the most severe operating conditions. Suitable for use in all types of automotive gears and transmission, final drives and enclosed industrial gears

Olio cambio di altissima performance formulato con oli base di qualità e di un sistema di additivi premium per fornire un funzionamento morbido e silenzioso della trasmissione, massima protezione contro l'usura e stabilità termica superiore nelle condizioni operative più severe. Adatto per l'uso in tutti i tipi di ingranaggi e trasmissione di veicoli, riduttori finali e ingranaggi industriali chiusi

API GL-3/GL-4, MB 235.0, MAN 341, MIL-L-2105D

1 L, 4 L, 10 L, 20 L, 208 L

SAE 90

CLASSIC MULTI GEAR



Multipurpose gear oil with optimal protection against wear and corrosion. Suitable for manual gear boxes and differentials, especially for older vehicles that operate under low/high load speed.

Olio cambio multiuso con protezione ottimale contro l'usura e la corrosione. Adatto per cambi manuali e differenziali, in particolare per i veicoli vecchi che funzionano a basso/alto carico.

API GL-1

1 L, 4 L, 10 L, 20 L, 208 L

SAE 140

CLASSIC MULTI GEAR



Multipurpose gear oil with optimal protection against wear and corrosion. Suitable for manual gear boxes and differentials, especially for older vehicles that operate under low/high load speed.

Olio cambio multiuso con protezione ottimale contro l'usura e la corrosione. Adatto per cambi manuali e differenziali, in particolare per i veicoli vecchi che funzionano a basso/alto carico.

API GL-1

1 L, 4 L, 10 L, 20 L, 208 L

SAE 250

CLASSIC MULTI GEAR



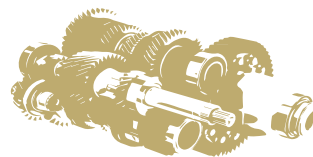
Multipurpose gear oil with optimal protection against wear and corrosion. Suitable for manual gear boxes and differentials, especially for older vehicles that operate under low/high load speed.

Olio cambio multiuso con protezione ottimale contro l'usura e la corrosione. Adatto per cambi manuali e differenziali, in particolare per i veicoli vecchi che funzionano a basso/alto carico.

API GL-1

1 L, 4 L, 10 L, 20 L, 208 L

AUTOMATIC TRANSMISSION FLUID



ATF TYPE A

CLASSIC ATF TYPE A/ SUFIX A



Mineral oil, formulated for automatic gear boxes, semi automatic, manual, powersteering system, hydraulic automotive systems, transport, farm & industrial equipments. Reducts deposit formations, protection against consumption of critical parts, rust & corrosion. Fulfills the specifications of GM ATF TYPE A.

Olio minerale, formulato per i cambi automatici, semi automatici ed manuali, servosterzo, i sistemi idraulici dei automezzi, mezzi pesanti e agricoli ed impianti industriali. Riduce la formazione di depositi, protegge le parti critiche dall'usura, ruggine e corrosione. Soddisfa le specifiche di GM ATF TYPE A.

GM ATF TYPE A, SUFFIX A, MB 236.2, MAN 339 A, ALLISON C-3, CAT TO-2

1 L, 4 L, 10 L, 20 L, 208 L

DEX II D

ATF DEXRON II D CLASSIC



Automatic transmission fluid formulated with selected high quality base stocks and advanced additive system. Recommended for use in all automatic transmissions requiring fluids meeting GM Dexron II D specification. It can also be used in manual transmissions, transmissions with servounits and hydraulic systems of passenger cars, commercial and off-highway vehicles, farm and road construction machines and equipments

Fluido per trasmissioni automatici formulato con basi selezionate di elevata qualità e un sistema avanzata di additivi. Raccomandato per l'uso in tutte le trasmissioni automatiche che richiedono fluidi che soddisfano la specifica GM Dexron II D. Può essere utilizzato anche in trasmissioni manuali, servo sterzi e sistemi idraulici di autovetture, veicoli commerciali, attrezzature e macchinari agricole e costruzione di strade

GM DEXRON II D, MB 236.1, MAN 339 D, VOLVO 97335, ZF TE ML 09, CAT TO-2, BMW, AUDI, VW, OPEL

1 L, 4 L, 10 L, 20 L, 208 L

DEX IID/III

ATF DEXRON II D/III



High index viscosity oil for automatic transmissions. Maintains excellent stability against oxidation and consumption. For use in all transmissions/gearboxes automatic systems, powersteering systems, clutches, hydraulic circuits and all other units that require GM ATF DEX II D/III specifications.

Olio per trasmissioni automatiche ad alto indice di viscosità. Mantiene eccellente stabilità all'ossidazione ed antiusura. Per l'uso in tutte le trasmissioni / sistemi di cambi automatici, scatole sterzo, convettori, circuiti idraulici e tutte le altre unità che richiedono le specifiche GM ATF DEX II D/III.

GM DEXRON II D/III, MERCON (R), VOLVO 97335, MB 236.1/236.5, MAN 339 D, ZF FE-ML 09, CAT TO-2, VOITH 55.6335, ALLISON C3/C4

1 L, 4 L, 10 L, 20 L, 208 L

DEX III FD

ATF DEXRON III TYPE FD

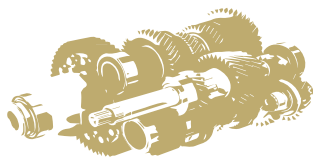


KAPPA ATF Fluid Type FD is a premium quality multi-purpose automatic transmission fluid that can be used in many types of transmissions. It is fully compatible for use in General Motors, Ford, Chrysler etc. It is blended with highly refined base stocks and selected additives.

KAPPA ATF Fluid tipo FD è un fluido multiuso di qualità premium per molti tipi di trasmissioni automatiche. E' totalmente compatibile per uso in General Motors, Ford, Chrysler ecc. È formulato con oli base altamente raffinate ed selezionati additivi.

FORD Type F, M2C-33F/G, John Deere J21A Fluid, VOLVO 97330, MOTORCRAFT XT-1-QF

1 L, 4 L, 10 L, 20 L, 208 L



AUTOMATIC TRANSMISSION FLUID

DEX III F

ATF DEXRON III F



High index viscosity automatic transmission fluid. Formulated with hydrotreated oils and special additive package, for use on all transmission systems, automatic gearbox, powersteering system, hydraulic units of automotives, autotrucks and heavy duty equipment. Fulfill's the requirements of GM ATF DEX III, FORD MERCON.

Fluidi di trasmissione automatica di alto indice di viscosità. Formulato con oli idrotrattati e pacchetto speciale di additivi, da utilizzare su tutti i sistemi di trasmissioni, cambi automatici, scatole sterzo, sistemi idraulici di automezzi, veicoli leggeri e pesanti. Soddisfa le richieste di GM ATF DEX III, FORD MERCON.

GM DEXRON III FMB 236.1/236.5, ZF TE-ML 02F/03D/04D/05L/14A/17C, MAN 339 Typ Z-1, Ford MERCON M-940717, Allison C-4, Caterpillar TO-2, Voith, Nissan

1 L, 4 L, 10 L, 20 L, 208 L

DEX III H

ATF DEXRON III H



Premium quality automatic transmission fluid, formulated from a synthetic base stock to satisfy the requirements of modern and high performance automatic transmissions. ATF III H is a highly versatile synthetic transmission fluid that excels in the most extreme conditions. Meets both DEXRON III and MERCON lubricant requirements, USS ATF III H also meets Allison C-4 fluid specifications.

Fluido di premium qualità per trasmissioni automatiche formulato con base sintetiche per soddisfare le esigenze di trasmissioni automatiche moderne e di alta prestazione. ATF III H è un fluido sintetico altamente versatile per trasmissioni con eccellente proprietà anche in condizioni più estremi. Soddisfa le specifiche sia DEXRON III che le richieste del lubrificante MERCON, USS ATF III H ed altrettanto le specifiche Allison C-4 fluid.

FORD MERCON, MB 236.1/236.6/236.9/236.10, ZF TE-ML 04D/05L/14B/16L/17C, MAN 339, Type Z-2, ALLISON C-4

1 L, 4 L, 10 L, 20 L, 208 L

DEX VI

ATF DEXRON VI



Latest generation automatic transmission fluid designed to fulfill the specific requirements of GM for all vehicles with hydramatic-automatic transmissions from 2006. Specially selected friction modifiers ensures superior anti-oxidation properties and excellent thermal stability. Improved anti-wear properties contributes to extended transmission service life up to 320.000 km and protection of the parts such as bearings, bushings and gears. Is fully compatible to be used where DEXRON® IIIH, DEXRON® III and DEXRON® IIE are specified.

Olio per cambi automatici di ultima generazione disegnato per soddisfare le esigenze specifiche di GM per tutti i veicoli con trasmissioni automatici "Hydromatic" a partire dal 2006 e successivamente. Modificatori di attrito appositamente selezionati assicurano superiore proprietà anti-ossidazione ed eccellente stabilità termica. La eccezionale proprietà anti-usura contribuisce alla longevità del trasmissione ed prolungati intervalli di servizio fino a 320.000 km e protezione delle parti come cuscinetti, boccole e ingranaggi. È totalmente compatibile per essere utilizzato anche nelle trasmissioni che richiedono le specifiche DEXRON® IIIH, DEXRON® III e DEXRON® IIE.

GM DEXRON VI, GMN 10060, MB 236.41, BMW 83220397114, GM 1940184/GM 93165414

1 L, 4 L, 10 L, 20 L, 208 L

ATF T- IV

ATF TYPE T- IV



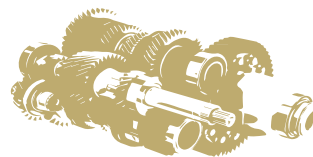
KAPPA ATF Type T-IV is an advanced automatic transmission fluid designed for Toyota R&D specifically for Toyota automatic transmissions. Special additives protect against corrosion and excessive wear, and meets or exceeds all Toyota warranty requirements.

KAPPA ATF T-IV, è un avanzato fluido di trasmissioni automatiche disegnato per Toyota R&D in particolare per le trasmissioni automatiche di Toyota. Gli additivi speciali lo proteggono contro eccessiva usura ed alla corrosione. Raggiunge e supera tutte le richieste di garanzia Toyota.

TOYOTA T-IV/T-III, JWS 33309, AISIN AW, VW/AUDI G 055025-A2, BMW 83227542290/83220402413, FORD 1327936, WSS-M2C924-A, XT-8QAW, OPEL/GM 9986195/1940771/1940774, RENAULT 7711218368/7711172225, VOLVO 1161540, NISSAN, Mazda, Suzuki, Land Rover LR022460, Fiat 9.55550-AV1

1 L, 4 L, 10 L, 20 L, 208 L

AUTOMATIC TRANSMISSION FLUID



ATF +4

ATF +4



High quality synthetic automatic transmission fluid specially designed to fulfil the specific requirements of Chrysler transmissions and transaxels. Its special additive package ensures excellent friction properties, superior oxidation stability and protection against rust and corrosion. Provides long life of Chrysler, Dodge, Jeep transmissions and also is recommended for Mitsubishi and Hyundai applications.

Fluido sintetico di altissima qualità per trasmissioni automatiche specialmente disegnato di soddisfare le richieste specifiche dei trasmissioni e differenziali di Chrysler. Il pacchetto speciale dei additivi assicura eccellente proprietà di controllo dell'attrito, superiore protezione alla ruggine ed corrosione. Offre una prolungata vita agli trasmissioni di Chrysler, Jeep e Dodge, e inoltre raccomandato per applicazioni in Mitsubishi ed Hyundai.

ATF+4, CHRYSLER, DODGE, JEEP

1 L, 4 L, 10 L, 20 L, 208 L

ATF SP III

ATF SP-III ASIATIC CARS



Automatic transmission and power steering fluid formulated to meet the latest Japanese and Korean vehicle manufacturer requirements. Offers very high resistance against rust and corrosion, excellent friction characteristics. Especially designed for Mitsubishi, Hyundai, Toyota, Nissan, Honda and Kia transmissions, requiring ATF SP III, SP II and SP II M fluid.

Fluido per cambi automatici e servosterzi formulato di soddisfare le ultime richieste dei produttori Japonesi e Koreani dei automezzi. Offre resistenza superiore alla ruggine e corrosione, eccellente controllo dell'attrito. Disegnato specialmente per trasmissioni di Mitsubishi, Hyundai, Toyota, Nissan, Honda e Kia, che richiedono un fluido ATF SP III, SP II e SP II M.

Mitsubishi SP II/SP III, Toyota T-III/T-IV/WS, Honda ATF Z1, Nissan Matic D and Matic-J, Hyundai and KIA rebrands of Mitsubishi fluid, Subaru Special ATF, JASO M315 1A

1 L, 4 L, 10 L, 20 L, 208 L

ATF SP iv

ATF SP-IV ASIATIC CARS



Fully synthetic automatic transmission oil on the basis of the latest technology of the HC/HT hydrocrack oils . It offers excellent anti-vibration properties ,enhanced friction durability for smooth transmission shift performance and superb low temperature fluidity for cold weather shifting. Especially designed for all vehicles with Hyundai 6-stroke automatic transmission A6LF1/2/3, A6GF1, A6MF1/2 from 2009. It complies with international standards and requirements of HYUNDAI and KIA for the ATF SP-IV type automatic transmission fluids

Olio per trasmissioni automatiche totalmente sintetico basato sulla più recente tecnologia degli oli hydrocrack HC / HT. Offre eccellenti proprietà antivibranti, maggiore durata dell'attrito per un funzionamento morbida del trasmissione e una fluidità eccezionale alle basse temperature . Progettato appositamente per tutti i veicoli con cambio automatico a 6 marce di Hyundai A6LF1 / 2/3, A6GF1, A6MF1 / 2 del 2009. Conforme agli standard e ai requisiti internazionali di HYUNDAI e KIA per i fluidi per trasmissione automatica ATF SP-IV

Hyundai 00232-19045, 04500-00115, Hyundai Elantra UD 2011- L4 1.6L L4 2.0L; iX35 2009 - L4 2.0 L 2.4L, Santa Fe 2009 - L4 2.0L 2.2L 2.4L V6 3.5L, Sonata 2009- L4 2.0L 2.4L V6 3.5L; Tucson 2009- L4 2.0L 2.4L, Veracruz 2011- V6 3.0, Grandeur HG 2011- V6 3.3L 3.8L, Azera TG 2011- V6 3.3L 3.8L, KIA UM090 CH042 for Sorento 2009- V6 3.3L 3.5L 3.8L, Sorento XM 2011 - L4 2.4L V6 3.5L, Sportage 2010- L4 2.0L 2.4L, Forte/Forte Koup 2010- L4 2.0L 2.4L, Optima TF 2011- L4 2.0L 2.4L, Sedona VQ 2011- V6 3.5L

1 L, 4 L, 10 L, 20 L, 208 L

MB 236.14

ATF MB 9-SERIES

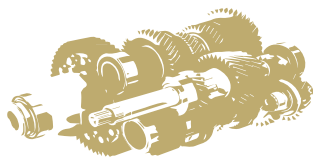


ATF for use in the latest NAG2V Sport Transmission 7G-Tronich 722.9, W7A 700 and also for 5-stroke transmission. Backwards compatible for earlier versions of Mercedes Benz 4 and 5-stroke transmissions for passenger vehicles, except 5-stroke CVT -Transmission and Vaneo. This is a high performance fluid to optimize shifting performance.

ATF per uso nei ultimi trasmissioni NAG2V Sport , 7G-Tronich 722.9, W7A 700 ed anche per trasmissioni a 5-velocità. Compatibile anche per le versioni precedenti di trasmissioni a 4 e 5-velocità di Mercedes Benz, per veicoli passeggeri, escludendo le trasmissioni di 5-velocità CVT e Vaneo. E un fluido ad alta prestazione assicurando un ottimale comportamento frizionale.

MB 236.14/236.12/236.10

1 L, 4 L, 10 L, 20 L, 208 L



AUTOMATIC TRANSMISSION FLUID

ATF 5/4 HP

ATF 5/4 HP FLUID



Synthetic automatic transmission fluid designed on the basis of high quality hydrocrack oils with a special additive and inhibition. It offers maximum wear protection, high viscosity index, very good oxidation stability ensuring perfect function of the automatic transmission. Suitable for all 4- and 5 stroke automatic transmissions of ZF Serie 4 HP (4HP20, 4HP22, 4HP24) und 5HP (5HP18, 5HP19, 5HP24, 5HP30).

Fluido sintetico per trasmissioni automatiche progettato sulla base di oli idrocrack di alta qualità con uno speciale pacchetto di additivi. Offre la massima protezione dall'usura, altissimo indice di viscosità, ottima stabilità all'ossidazione garantendo il perfetto funzionamento della trasmissione automatica. Adatto a tutte le trasmissioni automatiche a 4 e 5 marce di ZF Serie 4 HP (4HP20, 4HP22, 4HP24) e 5HP (5HP18, 5HP19, 5HP24, 5HP30).

Alfa Romeo 20HP 14891900, ATF LT 71141, ATF LA 2634, BMW 8322 9407765, BMW 8322 9407807, Citroën/Peugeot AL4 PR 9736.22, Jaguar JLM 20237, Land Rover STC4863, Mercedes A 0019892203, Porsche 999.917.547.00, Renault DPO, VW/Audi G052162 A1/A2/A6, VW TL 52 162, ZF S671 090 170

1 L, 4 L, 10 L, 20 L, 208 L

ATF 6 HP

ATF 6 HP FLUID



Synthetic automatic transmission fluid designed on the basis of high quality hydrocrack oils with a special additive and inhibition. It offers maximum wear protection, high viscosity index, very good oxidation stability ensuring perfect function of the automatic transmission. Suitable for the newest 6 stroke automatic transmissions of ZF 6HP19, 6HP21, 6HP26, 6HP28, 6HP32, 6HP34, also for 5-motion automatic transmission 5HP-series. It is backwardly compatible for all earlier versions of ZF 4 and 5 gear passenger car automatic transmission with the exception of 6 HP26A61 in vehicles with AUDI W12 (only original VW G055162A2 blue) and 6HP19X for AUDI Q7, 6HP19A, 6HP28AF (only original VW G060162A2 green).

Fluido sintetico per trasmissioni automatiche progettato sulla base di oli idrocrack di alta qualità con uno speciale pacchetto di additivi. Offre la massima protezione dall'usura, altissimo indice di viscosità, ottima stabilità all'ossidazione garantendo il perfetto funzionamento della trasmissione automatica. Adatto per ultime trasmissioni automatiche 6 marce di ZF 6HP19, 6HP21, 6HP26, 6HP28, 6HP32, 6HP34, anche trasmissioni automatiche 5 marce di 5HP-series. E compatibile con versioni precedenti di trasmissioni automatiche ZF 4 e 5, eccezione 6 HP26A61 in veicoli con AUDI W12 (soltanto originale VW G055162A2 blue) ed 6HP19X per AUDI Q7, 6HP19A, 6HP28AF (soltanto originale VW G060162A2 verde).

BMW 83220144137 ATF M1375.4 83220142516, 83222305396 (ATF2), FORD Mercon SP XT-6-QSP (6R60, 6R75, 6R80), Jaguar C2C 8432, Land Rover TYK 500050, VW/AUDI G 055005 A1/A2/A6, ZF S671 090 252/3/5

1 L, 4 L, 10 L, 20 L, 208 L

ATF 8 HP

ATF 8 HP FLUID



Synthetic automatic transmission fluid designed on the basis of high quality hydrocrack oils with a special additive and inhibition. It offers maximum wear protection, high viscosity index, very good oxidation stability ensuring perfect function of the automatic transmission. Suitable for the newest 8 stroke automatic transmissions of ZF 8HP-Series transmission of ZF 8HP45, 8HP55, 6HP26, 8HP70, 8HP90, also for 6-stroke automatic 6HP-series - 6HP19X for AUDI Q7, 6HP19A, 6HP28AF. It is also suitable in ZF transmission series 9HP48.

Fluido sintetico per trasmissioni automatiche progettato sulla base di oli idrocrack di alta qualità con uno speciale pacchetto di additivi. Offre la massima protezione dall'usura, altissimo indice di viscosità, ottima stabilità all'ossidazione garantendo il perfetto funzionamento della trasmissione automatica. Adatto per ultime trasmissioni automatiche 8 marce di ZF 8 HP-Series ZF 8HP45, 8HP55, 6HP26, 8HP70, 8HP90, anche trasmissioni automatiche 6 marce di 6HP-series 6HP19X for AUDI Q7, 6HP19A, 6HP28AF. Adatto anche per trasmissioni ZF Series 9HP48.

BMW 83222305397 (bis 02.2013 83222152426), ATF L 12108, BMW 83222289720, VW/AUDI G 060162 A1/A2/A6, VW G 055 162, ZF S671 090 312, ZF TE-ML 11 9HP48, Land Rover LR023288 und LR023289, Mopar 68218925AA, 68157995AB, Fiat 9.55550-AVS, Acura ATF Type 3.0, Acura 08200-9016 A, Honda 08200-9017, Honda ATF Type 3.1

1 L, 4 L, 10 L, 20 L, 208 L

ATF CVT

CVT TRANSMISSION



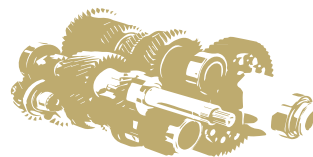
Synthetic automatic transmission fluid designed on the basis of high quality hydrocrack oils with a special additive and inhibition. It offers maximum wear protection, high viscosity index, very good oxidation stability ensuring perfect function of the automatic transmission. Suitable for the latest generation of CVT transmission (Steel Belt Continuously Variable Transmission).

Fluido sintetico per trasmissioni automatiche progettato sulla base di oli idrocrack di alta qualità con uno speciale pacchetto di additivi. Offre la massima protezione dall'usura, altissimo indice di viscosità, ottima stabilità all'ossidazione garantendo il perfetto funzionamento della trasmissione automatica. Adatto per ultime trasmissioni CVT a variazione continua (Continuously Variable Transmission).

BMW CVTEZL 799A, Ford EU WSS-M2C928-A, Focus C-Max CFT23, Ford USA WSS-M2C933-A, XT-7-QCFT Freestyle, Five Hundred CFT30, Honda CVT Fluid 08200-9006, HMMF Ultra Fluid 08260-99904, 08260-99907, MB 236.20 A 0019894603, Mazda TFF CVT Fluid TC JWS3320 K020-W0-051W, Nissan CVT Fluid NS-1, KLE50 00002, KLE50 00004, Opel/GM 1940713, Subaru i-CVT Fluid KO415-YA090, Suzuki S-CVT 99000-22801-000, Toyota CVT Fluid TC 08886-02105, VW/AUDI G052180A1/A2/A6, TL 52180, VW G 052 516 A2, Mini Cooper CVT

1 L, 4 L, 10 L, 20 L, 208 L

AUTOMATIC TRANSMISSION FLUID



ATF DCT/DSG



Synthetic automatic transmission fluid designed on the basis of high quality hydrocrack oils with a special additive and inhibition. It offers maximum wear protection, high viscosity index, very good oxidation stability ensuring perfect function of the automatic dual clutch transmission. Suitable especially for Dual Clutch Gear of several manufacturers like VW/Audi, Ford, Volvo, Chrysler, Dodge, Mitsubishi and others. Also recommended for use in Dual Clutch Gear DQ-250 (02E) and DQ-500 (0BT) acc. to VW Part-No. G 052 182 and DL-501 (0B5) acc. to VW Part-No. G 052 529 for S-Tronic of VW, Audi, Seat and Skoda

Fluido sintetico per trasmissioni automatiche progettato sulla base di oli idrocrack di alta qualità con uno speciale pacchetto di additivi. Offre la massima protezione dall'usura, altissimo indice di viscosità, ottima stabilità all'ossidazione garantendo il perfetto funzionamento della trasmissione automatica dual clutch. Adatto appositamente per le trasmissioni Dual Clutch di diversi produttori come: VW / Audi, Ford, Volvo, Chrysler, Dodge, Mitsubishi e altri. Raccomandato altrettanto per l'uso nella trasmissione Dual Clutch DQ-250 (02E) ed DQ-500 (0BT) dove richiesto VW Part-No. G 052 182 ed DL-501 (0B5) dove richiesto VW Part-No. G 052 529 per S-Tronic di VW, Audi, Seat ed Skoda

VW Group G052182/G052529, VW G 055 529 A2, BMW DCTF-1, BMW 83220440214/83222148579/83222148578/83222147477, FORD 1490763/1490761, FORD WSS-M2C936-A, FORD USA XT-11-QDC, FORD WSD-M2C200-D2, Chrysler 68044345 EA, Peugeot/Citroën 9734. S2 for DCS6 (Peugeot 4007, CITROËN C-CROSSER), FIAT 9.55550-MZ6 for TCT (Twin Clutch Transmission), Renault EDC (Efficiency Dual Clutch System), VOLVO 1161838/1161839, MITSUBISHI MZ320065, MITSUBISHI Dia-Queen SSTF-I, BOT 341, MB 236.21, Drexler DSG-Getriebe mit Miba-Carbon-Lamell

ATF DCT/DSG

1 L, 4 L, 10 L, 20 L, 208 L



POWER STEERING FLUID

psf

PSF POWER STEERING FLUID



Hydraulic Special Fluid made from hydrocracked base oils with addition of polialfaolefine and application of a special complex additives. Especially formulated to suit most power steering systems of Asian, American and European vehicles.. The unique formulation keep power steering units clean and reduce wear and valve noise over a wide temperature range.

Fluido speciale idraulico prodotto a base "hydrocracking" con aggiunta di polialfaolefine "PAO" e applicazione di un complesso additivi speciali. Formulato appositamente per soddisfare la maggior parte dei sistemi servosterzo di veicoli asiatici, americani ed europei. La unica formula mantiene pulito i circuiti servosterzi ed riduce il consumo e il rumore delle valvole in una vasta gamma della temperatura.

Honda PSF, Toyota PSF EH, Hyundai PSF-3, KIA PSF-III, Nissan PSF II, Subaru PSF, Mazda PSF

1L

GPSF

GREEN POWER STEERING FLUID



Special green color fluid specifically designed in power steering of VW, Audi, Seat and Skoda. Formulated to protect pump parts and dispersing system where the reservoir of these vehicles it is specifically designed for green-color fluid.

Fluido speciale di colore verde, particolarmente progettato per le servosterzi di VW, Audi, Seat e Skoda. Formulato per proteggere gli parti della pompa ed il sistema di dispersione dove i serbatoi di questi veicoli sono progettati specificamente per fluido di colore verde.

ISO 7308, DIN 51524 Part 2, VW TL 521 46, MB 343.0, Audi, Seat, Skoda, Jaguar, Porsche, Saab, Volvo

1L

LHM

LHM



Special green color mineral fluid for hydraulic brake circuits and suspension systems, especially for Citroen models. The special additives ensure extreme fluidity at low temperatures and exellent rust and corrosion protection. It can also be used in suspensions on some Rolls Royce models.

Fluido speciale di colore verde per circuiti idraulici dei freni ed I sistemi di sospensione, specialmente per modelli Citroen. Gli speciali additivi assicurano estrema fluidita in basse temperature ed eccellente protezione alla ruggine ed corrosione. Può anche essere utilizzato per le sospensioni su alcuni modelli di Rolls Royce.

ISO 7308, FIAT 9.55597, NH 610 A, PSA B71 2710

1L

ZH - M

ZH-M



Special mineral fluid for hydraulic support of leveling, steering & brake systems. The selected combination of additives ensures reliable wear and ageing protection, exellent oxidation stability. KAPPA ZH-M is developed for use in a temperature range between -40°C and 100°C in power steering, rear axle steering, hydro pneumatic suspension, shock absorbers and central hydraulic systems of vehicles.

Fluido speciale a base minerale per ammortizzatori idraulici, servosterzi ed sistemi frenanti. La combinazione selezionata dei additivi offre affidabile protezione antiusura e anti invecchiamento, eccellente stabilita alla ossidazione. KAPPA ZH-M è stato sviluppato di essere usato in una gamma di temperatura tra -40 °C e 100 °C nei servosterzi, assi sterzanti posteriore, sospensioni idro pneumatici, ammortizzatori ed sistemi centrali idraulici dei veicoli.

DIN 51524 T2, ISO 7308

1L



HYDRAN FDA 10/13/15



High quality oil formulated with extremely refined paraffinic base oils to meet the requirements of Food and Drug administration. It is suitable for use in cosmetic and medicine production.

Olio di alta qualità formulato con oli base paraffinica molto raffinati per soddisfare le richieste della industria farmaceutica e quella alimentare. È adatto per l'uso nella produzione cosmetico e medicinale.

ISO VG 10/13/15, FDA 21 CFR 172.878/178.3570, CODEX 1998, U.S PHARMACOPEIA

10 L, 20 L, 208 L

HYDRAN 10/15/22/32/46/68/100/ 150/220



Premium quality oil produced from high selected base oils and additive systems, suitable for use in hydraulic and circulating systems in industry and mobile services. This oil offers excellent protection against wear, rust, oxidation and corrosion. It can be used also in air compressors, gear sets, lifts, presses and other circulating oil systems.

Olio di qualità premium formulato con oli base e sistemi di additivi selezionati, adatto per l'uso in sistemi idraulici e sistemi di circolazione nel settore dell'industria e dei servizi mobili. Offre un'ottima protezione contro l'usura, la ruggine, l'ossidazione e la corrosione. Può essere utilizzato anche in compressori d'aria, set di ingranaggi, ascensori, presse e altri sistemi con circolazione d'olio.

ISO L-HM, DIN 51524 Part 2 HLP, AFNOR NFE 48-603 HL/HM, VICKERS M-2950-S/I-286-S, CINCINNATI MILACRON

10 L, 20 L, 208 L

HYDRAN HVI 22/32/46/68/100/ 150/220



Premium quality oil produced from high selected base oils and additive systems. Thanks of high viscosity index this oil is suitable for use in modern hydraulic systems operating under high pressure and circulating systems in industry and mobile services. It offers excellent protection against wear, rust, oxidation and corrosion. It can also be used in hydraulic and power transmissions systems of excavators, cranes and hydrostatic drives.

Olio di qualità premium formulato con oli base e sistemi di additivi selezionati. Grazie all'alto indice di viscosità questo olio è adatto per l'uso in moderni sistemi idraulici operanti ad alta pressione e sistemi di circolazione nell'industria e dei servizi mobili. Offre un'ottima protezione contro l'usura, la ruggine, l'ossidazione e la corrosione. Può anche essere utilizzato in sistemi idraulici e trasmissioni di escavatori, gru e trasmissioni idrostatici.

DIN 51524 Part 2/3 HVL, AFNOR NFE 48-603 HV, VICKERS M-2950-S/I-286-S, DENISON HF-0/HF-1/HF-2, CINCINNATI MILACRON

10 L, 20 L, 208 L

HYDRAN ZF 32/46/68



Zinc Free Hydraulic Oils are formulated with a non-zinc ashless additives to provide extended pump life and to give excellent FZG performance in vane and gear pumps requiring anti-wear protection. It offers excellent demulsification properties, anti-wear and rust protection, good resistance to foaming, excellent thermal and oxidation stability. Recommended for equipments with silver bearing surfaces.

Oli idraulici senza zinco, formulati con additivi senza ceneri (non-zinco) per fornire lunga durata e eccellente prestazioni FZG nelle pompe a palette o ingranaggi che richiedono protezione anti-usura. Offre eccellente proprietà demulsificativa, protezione anti-usura e contro la ruggine, buona resistenza anti schiuma, eccellente stabilità termica ed all'ossidazione. Raccomandato per le attrezzature con superfici cuscinetto d'argento.

DIN 51524 Part 2 HLP, DENISON HF-0 & HF-2, AFNOR NFE 78-690/48-691, VICKERS M-2950-S/I-286-S, CINCINNATI MILACRON P68/69/70, GM LH-04-1/06-1/15-1, SEB 18122 HLP/181286 CLP, BOSCH

10 L, 20 L, 208 L



INDUSTRIAL LUBRICANTS

TITAN UNIVERSAL 150/220/320/460/680



Universal industrial gear oils formulated with high quality base oils and selected additives. Suitable for use in industrial gears operating under normal to several conditions. It can also be used in spur, helical and bevel gears, circulating systems of industrial equipment as well as gear boxes, slide guides.

Oli universali per ingranaggi industriali formulati con oli base di alta qualità e additivi selezionati. Adatto per l'uso in ingranaggi industriali che operano in condizioni normali o gravose. Può essere utilizzato anche negli ingranaggi cilindrici, elicoidali e conici, sistemi di circolazione di attrezzature industriali, riduttori, guide di scorrimento.

DIN 51517 CLP, AGMA 9005-02, DAVID BROWN S1.53.101, U.S. STEEL 224, SEB 181226, CINCINNATI

10 L, 20 L, 208 L

TITAN EP 68/100/150/220/320/460/680



Premium series of industrial gear oils blended with high quality base oils and with extreme pressure additives. Suitable for lubrication of industrial gears operating under several conditions requiring extreme pressure performance. It can also be used in spur, helical and bevel gears, industrial bearings and marine gear applications.

Serie di olio premium miscelati con oli base di alta qualità e con additivi di pressione estrema, progettato per la lubrificazione di ingranaggi industriali che operano condizioni gravose che richiedono prestazioni di estreme pressioni. Può anche essere utilizzato in speroni, ingranaggi conici ed elicoidali, cuscinetti industriali e applicazioni marine.

DIN 51517 CLP, AGMA 9005-02, DAVID BROWN S1.53.101, U.S. STEEL 224, SEB 181226, CINCINNATI EP

10 L, 20 L, 208 L

TITAN PAO 100/150/220/320/460



Premium performance industrial gear oils, formulated with high viscosity index synthetic base oil (PAO) enhanced with advanced extreme pressure, anti-oxidant, anti-rust and anti-foam additives. It offers excellent wear properties, outstanding extreme temperature performance for extended component and fluid life. Suitable for enclosed industrial gear drives and bearings operating under normal to severe load conditions and in wide extremes of temperature.

Oli per ingranaggi industriali ad alte prestazioni, formulato con olio a base sintetica ad alto indice di viscosità (PAO) arricchiti con additivi avanzati anti-ossidanti, anti-ruggine e anti-schiuma. Offre eccellenti proprietà anti-usura, eccezionali prestazioni termiche estreme per una prolungata vita del fluido e dei organi lubrificati. Adatto per ingranaggi e cuscinetti industriali chiusi che operanti in condizioni di carico normali o gravose e in ampi stati di temperatura

DIN 51 517 Part 3, US Steel 224, AGMA 9005-D94, Cincinnati Milacron, Clean Panel Coker, S-200 Oxidation Tubes

10 L, 20 L, 208 L

TITAN PG 150/ 220/ 320



Premium performance industrial gear oils, formulated with poly-alkylene-glycol bases and fortified with advanced anti-oxidant, anti-rust and anti-foam additives. It offers excellent wear properties, outstanding extreme temperature performance for extended component and fluid life. Suitable for highly loaded spur, bevel, planetary and worm gears operating under high thermal load

Oli per ingranaggi industriali ad alte prestazioni, formulati con basi poliglicoli e arricchiti con additivi avanzati antiossidanti, antiruggine e antischiuma. Offre eccellenti proprietà anti-usura, eccezionali prestazioni termiche estreme per una prolungata vita del fluido e dei organi lubrificati. Adatto per ingranaggi, riduttori, cinematismi a vite senza fine, ruote dentate e cuscinetti operanti in condizioni di servizio particolarmente gravose ed elevate carico termica

DIN 51 517 Part 3, DIN 51502 CLP-PG, ANSI/AGMA D 9005-E02

10 L, 20 L, 208 L



COMPRESSOR 32/46/68/100/150



Premium quality oil produced from highly refined base oils to meet the requirements of major compressor manufacturers. This oil provides excellent protection against wear, oxidation, foaming and rust. It is suitable for reciprocating and rotary air compressors, van reciprocating or screw type, used in stationary and mobile services.

Olio di qualità premium formulato da olio base altamente raffinato per soddisfare le esigenze di principali costruttori di compressori. Questo olio fornisce un'ottima protezione contro l'usura, ossidazione, ruggine e schiuma. E' adatto per compressori d'aria alternativi e rotativi a vite o a palette, utilizzati nei servizi stazionari e mobili.

DIN 51506 VDL, ISO 6743 DAA

10 L, 20 L, 208 L

COMPRESSOR PAO 46/68



Fully synthetic compressor oil formulated with high quality PAO base fluids and ashless anti-wear additives. It offers excellent oxidation stability, corrosion, deposit control and low volatility, outstanding demulsifying power as well as excellent air separation ability ensuring extended service life of the equipment. Suitable for rotary screw air compressors and reciprocating compressor crankcases and cylinders, vacuum pumps and other compressor applications

Olio per compressori totalmente sintetico formulato con fluidi di base PAO di alta qualità e additivi antiusura senza ceneri. Offre eccellente stabilità all'ossidazione, corrosione, controllo dei depositi e bassa volatilità, eccezionale potere demulsivo e un'eccellente capacità di separazione dell'aria che garantisce una lunga durata dell'equipaggiamento. Adatto per compressori rotativi a vite e compressori di tipo alternativo, basamenti e cilindri, pompe a vuoto e altre applicazioni in compressori

DIN 51 506 VDL

10 L, 20 L, 208 L

REFRIGER 32/46/68/100



High performance oil produced with refined naphthenic base oils. This oil offers very good thermal and oxidation stability, good protection against rust and corrosion, excellent antiwear and low-temperature properties. It is suitable for refrigeration reciprocating or rotary compressors operating with ammonia or halogenated hydrocarbons.

Olio ad alte prestazioni prodotto con oli base naftenici raffinati. Questo olio offre una buona stabilità termica e all'ossidazione, buona protezione alla ruggine e alla corrosione, eccellente proprietà antiusura ed a bassa temperatura. Adatto per la lubrificazione dei compressori sia di tipo alternativo che rotativo impieganti come fluido refrigerante ammoniaca o idrocarburi alogenati.

DIN 51503 Part 1 KC/KA, BS 2626

10 L, 20 L, 208 L

TERM OIL T-32



Premium quality heat transfer oil formulated to provide excellent resistance against thermal cracking. This oil is suitable to use in closed indirect heating and cooling systems operating in temperatures between 10°C and 315°C.

Olio di qualità premium per trasferimento di calore formulato per fornire eccellente resistenza contro cracking termico. Questo olio è adatto per uso in sistemi indiretti chiusi di riscaldamento e raffreddamento operanti a temperature tra 10 °C e 315 °C.

ISO 6743-12, DIN 51522-Q

10 L, 20 L, 208 L



INDUSTRIAL LUBRICANTS

TURBINE OIL 46/68/100



Premium quality oil from high selected base oils and additive package designed for lubrication of gas, steam and hydraulic turbines. It offers excellent thermal and oxidation stability as well as longer protection against rust, foam and corrosion. It can also be used in circulating systems requiring R&O oils

Olio di qualità premium formulato con oli base ed un pacchetto additivi ben selezionati, per la lubrificazione di turbine idrauliche a gas ed a vapore. Offre un'eccellente stabilità termica e all'ossidazione oltre prolungata protezione contro la ruggine, schiuma e corrosione. Può anche utilizzare nei sistemi circolanti che richiedono oli R&O

DIN 51515 PART 1/2, General Electric GEK 32568 F, ALSTOM HTGD 90117, Solar Turbines ES 9-224, ISO 8068 TGB TGSB, ISO 11158 HH/HL, SIEMENS AG TLV 9013 05/04, BRITISH STANDARD BS 489, ASTM D-4303 TYPE III / 4304 TYPE I

10 L, 20 L, 208 L

ROCK DRILL 46/68/100



Premium quality oil designed for lubrication of pneumatic equipment. This oil provides excellent stability and protection against wear, rust and corrosion. It is suitable for pneumatically operated Rock Drills, Hammers and other industrial pneumatic equipments used in mining and construction.

Olio di qualità premium progettato per la lubrificazione di attrezzature pneumatiche. Questo olio fornisce un'eccellente stabilità e protezione contro l'usura, la ruggine e la corrosione. E' adatto per martelli pneumatici e altre attrezzature industriali pneumatiche usate nelle miniere e costruzione.

ISO 6743-11

10 L, 20 L, 208 L

SLIDEWAY OIL 46/68



Premium performance oil, formulated from high quality base oil and special additives for the lubrication of both metal and plastic slideways. The performance additives provide outstanding resistance to oxidation, corrosion and wear, excellent adhesive and friction characteristics and eliminating "stick slip" and judder that sometimes occurs in mechanically and hydraulically operated machine tools. Suitable for lubrication of slideways of industrial machines like lathes, grinding machines, milling machines and cutting machines. It can also be used in hydraulic systems, as a chain oil in circulating lubrication systems and for the lubrication of conveyor belts

Olio ad alte prestazioni, formulato con olio base di alta qualità e additivi speciali per la lubrificazione di guide sia in metallo che plastica. Gli additivi prestazionali offrono una resistenza eccezionale all'ossidazione, alla corrosione e all'usura, eccellenti caratteristiche adesive e di attrito ed eliminano lo "stick slip" che a volte si verificano nelle macchine utensili operanti meccanicamente e idraulicamente. Adatto per la lubrificazione di guide di macchine industriali come torni, rettificatrici, fresatrici e macchine da taglio. Può essere utilizzato anche in sistemi idraulici, come olio per catene in sistemi di lubrificazione a circolazione e per la lubrificazione di nastri trasportatori

DIN 51502 CGLP/ISO 11158HG

10 L, 20 L, 208 L

MS



Special lubricant from selected base oils and fortified with special additives. It is suitable for all seasons lubrication of mechanical or automatic link chains of motorcycles, chainsaws, farm equipment and other industrial machinery.

Lubrificante speciale con oli base selezionati e fortificato con additivi speciali. E' adatto per la lubrificazione per tutte le stagioni di catene automatiche o meccaniche di moto, motoseghe, macchine agricole e altri macchinari industriali.

10 L, 20 L, 208 L



ENERGY



Premium quality oil blended with highly refined naphthenic bases to meet the requirements of transformer manufacturers. This oil provides improved electrical properties and good gas absorbing properties. It is suitable for all transformers and switch gears.

Olio di qualità premium formulato con basi naftenici altamente raffinati per soddisfare le esigenze dei produttori di trasformatori. Questo olio fornisce eccellenti proprietà elettriche e buone proprietà assorbenti di gas. È adatto per tutti i trasformatori e ingranaggi di commutazione.

IEC 296 CLASS 1A, BS 148 CLASS 1, ASTM D 3487 Type 2

10 L, 20 L, 208 L

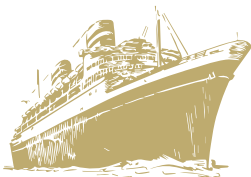
EMULSION



Premium general purpose emulsifying metal working lubricant from refined bases and selected systems of emulsifiers. This oil is recommended for all machining operations as stamping, turning, planing, cutting, grinding, shaping etc. The emulsion is obtained adding the product in the water according to the hardness and the type of the work process.

Lubrificante premium per uso generale nel lavorazione del metallo, lubrificante raffinato da basi e sistemi selezionati di emulsionanti. Questo olio è raccomandato per tutte le lavorazioni di stampaggio, tornitura, progettazione, taglio, macinazione, formatura ecc. La emulsione è ottenuto aggiungendo il prodotto in base alla durezza dell'acqua e il tipo di processo di lavoro.

10 L, 20 L, 208 L



MARINE LUBRICANTS

MARINE HD 3012/ 4012/ 5012



Premium Quality Marine Motor Oil, especially designed for high and medium speed trunk piston diesel engines operating under severe conditions. It offers excellent detergency and superior thermal and oxidation stability. It meets the following performance standards: MAN, B&W, PIELSTICK, DEUTZ, CATERPILLAR, CUMMINS, VOLVO, etc.

Olio marittimo di qualità premium, specialmente progettati per motori diesel marini a bassa ed alta velocità operanti in condizioni gravose. Offre un'eccellente detergenza e stabilità superiore termica ed all'ossidazione. Soddisfa le seguenti norme: MAN, B&W, PIELSTICK, DEUTZ, CATERPILLAR, CUMMINS, VOLVO, ecc.

API CD/CF

10 L, 20 L, 208 L

MARINE HD 3016/ 4016/ 5016



Premium Quality Marine Motor Oil, especially designed for high and medium speed trunk piston diesel engines operating under severe conditions. It offers excellent detergency and superior thermal and oxidation stability. It meets the following performance standards: MAN, B&W, PIELSTICK, DEUTZ, CATERPILLAR, CUMMINS, VOLVO, etc.

Olio marittimo di qualità premium, specialmente progettati per motori diesel marini a bassa ed alta velocità operanti in condizioni gravose. Offre un'eccellente detergenza e stabilità superiore termica ed all'ossidazione. Soddisfa le seguenti norme: MAN, B&W, PIELSTICK, DEUTZ, CATERPILLAR, CUMMINS, VOLVO, ecc.

API CD/CF

10 L, 20 L, 208 L

MARINE HD 5070



Superior Quality Lubricant, especially designed for use in heavy duty slow speed crosshead turbocharged engines. Formulated from high quality base stocks and additives with TBN 55, it meets the demanding requirements and necessary performance characteristics of cylinder lubrication of turbocharged engines operating on high residual fuels containing a maximum sulfur 4,5%.

Lubrificante di qualità superiore, progettati per l'utilizzo in motori pesanti marini turbocompressi "cross-head" a bassa velocità. Formulato con basi e additivi di alta qualità con TBN 55, per soddisfare le esigenze e le necessarie caratteristiche di prestazione per la lubrificazione del cilindro di motori turbocompressi operanti ad elevato tenore di zolfo del combustibile, massimo 4,5 %.

SAE 50

10 L, 20 L, 208 L

MARINE SHPD 15W-40



Premium Quality Marine Motor Oil, formulated from high quality base oils with modern additive package especially for high speed turbocharged engines operating under severe conditions in marine applications. Recommended for a wide range of engines manufactured by: CATERPILLAR, DETROIT DIESEL, CUMMINS, MAN, VOLVO, MERCEDES-BENZ, JOHN DEERE, YANMAR, PIELSTICK, DEUTZ, MERCURY etc

Olio motore marittimo di qualità premium, formulato con oli base di alta qualità ed un pacchetto moderno di additivo. Adatto per motori turbocompressi di alta velocità operanti in condizioni gravose di esercizio in applicazioni marine. Consigliato per una vasta gamma di motori prodotto da: CATERPILLAR, DETROIT DIESEL, CUMMINS, MAN, VOLVO, MERCEDES-BENZ, JOHN DEERE, YANMAR, PIELSTICK, DEUTZ, MERCURY etc

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CUMMINS CES 20076/20077/20078, CATERPILLAR ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05, PERKINS, DETROIT DIESEL, SKL

10 L, 20 L, 208 L



BRAKE FLUID DOT 5.1



Is a premium quality, full synthetic, non-silicone, brake fluid designed for use in a wide range of brake and clutch applications. Provides even breaking performance in temperatures from -40°C to 300 °C. Recommended for USA, European and Japanese vehicles. Excellent for motorcycles, heavy duty vehicles, and trailer units.

Liquido freni di qualità premium, completamente sintetico, non-silicone, progettato per l'uso in una vasta gamma di sistemi frenanti. Fornisce anche prestazioni a temperature da -40 °C a 300 °C. Raccomandata per USA, europee e giapponesi. Ottimo per i motocicli, i veicoli pesanti, rimorchi e unità.

Exceeds SAE Spec J-1703, FMVSS-116

250 ml, 500 ml, 1 L

BRAKE FLUID DOT 4



The sophisticated formula of Kappa DOT 4 prevents moisture & water formation, high temperature evaporation and with its superior performance ensures vehicle safety on the road. Projected for use in all brake systems by fulfillin and surpassing the specifications of SAE 1703.

La formula sofisticata di Kappa DOT 4 impedisce la formazione di acqua e umidità, evaporazione alle alte temperature e con la sua performance superiore garantisce la sicurezza dei veicoli su strada. Progettata per un uso in tutti i sistemi frenanti soddisfacendo e superando le specifiche di SAE 1703.

SAE J-1703 FI AN 956 01, FMVSS 116, DOT 4

250 ml, 500 ml, 1 L

BRAKE FLUID DOT 3



High quality fluid based on glycol ethers specially designed for hydraulic break and clutch systems of passenger cars, vans, trucks and other systems where DOT 3 fluid is recommended.

Fluido di alta qualità basato su glicoli eteri appositamente progettato per sistemi frenanti idraulico di autovetture, furgoni, veicoli pesanti e altri sistemi dove DOT 3 fluido è raccomandato.

SAE J-1703 E, FMVSS 116, DOT 3

250 ml, 500 ml, 1 L



GREASE

NLGI 00

AUTOGREASE NLGI 00 EP



Lithium based grease, fortified with EP additives, for centralized lubricating systems of cars and trucks. It is easily pumped over long distances under various temperature conditions.

Grasso a base di litio, fortificata con additivi EP, per i sistemi di lubrificazione centralizzata per autovetture e autoveicoli pesanti. È facilmente pompabile su lunghe distanze in varie condizioni di temperatura.

DIN 51826 GP00 K-20

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg

NLGI 00

AUTOGREASE NLGI 00



Lithium based grease, fortified with special additives, for centralized lubricating systems of cars and trucks. It is easily pumped over long distances under various temperature conditions.

Grasso a base di litio, fortificata con additivi speciali, per i sistemi di lubrificazione centralizzata per autovetture e autoveicoli pesanti. È facilmente pompabile su lunghe distanze in varie condizioni di temperatura.

DIN 51826 GP00 K-20

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg

NLGI 2/ NLGI3

BASED GRAPHIT GREASE



Special grease based on graphite soap and fortified with bisulfur of molybdenum. It is studied to guarantee optimal lubrication and for application in all kinds of wheels and bearings of the vehicles operating under several conditions.

Grasso speciale a base di sapone di grafite fortificata con bisolfuro di molibdeno. È studiato per garantire la lubrificazione ottimale e per l'applicazione in tutti i tipi di ruote e cuscinetti di veicoli operanti in condizioni gravosi.

DIN 51825 KF2 E-30

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg

NLGI 1/ NLGI 2/ NLGI3

BASED LITHIUM EP GREASE



Special grease based on lithium soap formulated with EP (Extremme Pressure) antioxidant and anti-corrosion inhibitors. The particular formulation ensures a good power lubrication and optimal mechanical stability. Suitable for applications in bearings, joints, articulations, chains, hinges of the cars and industrial equipments.

Grasso speciale a base di sapone di litio formulato con inibitori EP (Extremme Pressure) anti-ossidanti e anti-corrosione. La particolare formulazione assicura una buona potenza di lubrificazione ed ottimale stabilità meccanica. Adatto per applicazioni in cuscinetti, giunti, snodi, catene e cardini di autovetture e attrezzature industriali.

ISO 6743-9, DIN 51825 K2K-30, K3K-20

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg



NLGI 1/ NLGI 2/ NLGI3

BASED LITHIUM GREASE



Special grease based on lithium soap formulated with antioxidant and anti-corrosion inhibitors. The particular formulation ensures a good power lubrication and optimal mechanical stability. Suitable for applications in bearings, joints, articulations, chains, hinges of the cars and industrial equipments.

Grasso speciale a base di sapone di litio formulato con inibitori anti-ossidanti e anti-corrosione. La particolare formulazione assicura una buona potenza di lubrificazione ed ottimale stabilità meccanica. Adatto per applicazioni in cuscinetti, giunti, snodi, catene e cardini di autovetture e attrezzature industriali.

ISO 6743-9, DIN 51825 K2K-30, K3K-20

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg

NLGI 1/ NLGI 2/ NLGI3

BASED CALCIUM GREASE



Special grease based on calcium soap fortified with anti-corrosion and antioxidant additives. It is suitable for general lubrication of the chasis parts of cars, trucks, agricultural and other machinery. Thanks to water resistance properties this grease is suitable for applications on machineries which come in contact with water.

Grasso speciale a base di saponi di calcio fortificato con additivi anti-ossidanti e anti-corrosione. E' adatto per lubrificazione generale delle parti del telaio di autovetture, autoveicoli pesanti, macchine agricole e altri macchinari. Grazie alla proprietà resistente all'acqua questo grasso è adatto per applicazioni su macchinari che vengono a contatto con l'acqua.

DIN 51825 K2 E-20

0.5 Kg, 1 Kg, 4 Kg, 16 Kg, 180 Kg



ANTIFREEZE

G13 CONCENTRATE ANTIFREEZE



Concentrated antifreeze liquid fortified with a highly effective combination of inhibitors. It combines ethylene glycol/glycerine and extended life additives to ensure excellent corrosion and overheating protection for the cooling systems especially aluminum engines. Free of phosphate or amines.

Liquido concentrato antigelo arricchito con una combinazione di inibitori altamente efficace. Combina glicole etilenico / glicerina e additivi di lunga durata per garantire un'eccellente protezione dalla corrosione e dal surriscaldamento dei sistemi di raffreddamento, in particolare dei motori in alluminio. Esenti di fosfati o ammine.

VW/AUDI/SEAT/SKODA/PORSCHE TL 774 J (G13), BENTLEY,BUGATTI,LAMBORGHINI

1 L, 4 L, 10 L, 20 L, 208 L

G12 CONCENTRATE ANTIFREEZE



Totally concentrated antifreeze liquid. With powerfully anti-corrosive additives protects excellently the cooling systems especially aluminum engines against frosting, rust & overheating. Free of nitrate, phosphate or amine. Extends engine life protecting metal & plastic parts.

Liquido antigelo totalmente concentrato. Con additivi potenti anti-corrosione, protegge ottimamente i sistemi di raffreddamento, in particolare i motori in alluminio contro il gelo, la ruggine e il surriscaldamento. Non contiene nitrati, fosfati e ammine. Estende la vita del motore proteggendo le parti in metallo e in plastica.

ASTM D 3306/4656/4985, SAE J1034, VW/AUDI/SEAT/SKODA/PORSCHE TL 774 D/F (G12+), MB 325.3, MAN 324 SNF, MTU MTL 5048, DAF 74002, OPEL GM QL 130100/6277M, FORD WSS M97B49-A/M97B44-D, CHRYSLER MS 9176, RENAULT 41-01-00, John Deere H24B1/C1

1 L, 4 L, 10 L, 20 L, 208 L

G 12 READY ANTIFREEZE - 40 °C



Ready antifreeze for use in automotive radiators and each other cooling systems. Especially indicated for modern aluminium engines. Offers unchallenging stability against dirt, corrosion & rust. It ensures freezing protection up to -40 °C.

Liquido antigelo pronto per l'uso in radiatori dei autoveicoli e ogni altro sistema di raffreddamento. Particolarmente indicato per motori moderni in alluminio. Offre stabilità permanente contro la sporcizia, ruggine e corrosione. Garantisce protezione antigelo fino a -40 °C.

SAE J-1034, ASTM D 3306/89, BS 9580 : 1992

1 L, 4 L, 10 L, 20 L, 208 L

G 12 READY ANTIFREEZE - 20 °C



Ready antifreeze for use in automotive radiators and each other cooling systems. Especially indicated for modern aluminium engines. Offers unchallenging stability against dirt, corrosion & rust. It ensures freezing protection up to -20 °C.

Liquido antigelo pronto per l'uso in radiatori dei autoveicoli e ogni altro sistema di raffreddamento. Particolarmente indicato per motori moderni in alluminio. Offre stabilità permanente contro la sporcizia, ruggine e corrosione. Garantisce protezione antigelo fino a -20 °C.

SAE J-1034, ASTM D 3306/89, BS 9580 : 1992

1 L, 4 L, 10 L, 20 L, 208 L



G11 CONCENTRATE ANTIFREEZE



Concentrated antifreeze liquid to ensure engine protection against corrosion in high/low temperatures. To achieve the right antircooling level required from the car manufacturers, it must be diluted with water before use, as treatment rate to the determined table:

Liquido concentrato anticongelante per garantire la protezione contro la corrosione del motore in alta/basse temperature. Di ottenere la ottima protezione antigelo richiesta dai produttori di auto, prima del uso si deve diluire con acqua, in base dei percentuali della seguente tabella:

ASTM D 3306/4985, SAE J1034, VW/AUDI/SEAT/SKODA/PORSCHE TL 774 C (G11), MB 325.0, MAN 324 NF, FORD WSS M97B49-A/M97B44-C, OPEL GM QL 131000/GM1899M/GM1825M, John Deere H24B1/C1

1 L, 4 L, 10 L, 20 L, 208 L

G 11 READY ANTIFREEZE - 40 °C



Ready antifreeze for use in automotive radiators and each other cooling systems. Offers unchallenging stability against dirt, corrosion & rust. It ensures freezing protection up to -40 °C.

Liquido antigelo pronto per l'uso in radiatori dei autoveicoli e ogni altro sistema di raffreddamento. Offre stabilità permanente contro la sporcizia, ruggine e corrosione. Garantisce protezione antigelo fino a -40 °C.

SAE J-1034, ASTM D 3306/89, BS 9580 : 1992

1 L, 4 L, 10 L, 20 L, 208 L

G 11 READY ANTIFREEZE - 20 °C



Ready antifreeze for use in automotive radiators and each other cooling systems. Offers unchallenging stability against dirt, corrosion & rust. It ensures freezing protection up to -20 °C.

Liquido antigelo pronto per l'uso in radiatori dei autoveicoli e ogni altro sistema di raffreddamento. Offre stabilità permanente contro la sporcizia, ruggine e corrosione. Garantisce protezione antigelo fino a -20 °C.

SAE J-1034, ASTM D 3306/89, BS 9580 : 1992

1 L, 4 L, 10 L, 20 L, 208 L

HD CONCENTRATE ANTIFREEZE

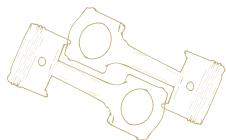


Monoethylen glycol based antifreeze fortified with appropriate corrosion additives. Does not contains amines and phosphates. The power full inhibitors provide extended service life and maximum protection for aluminum, steel, cast iron, copper, brass and solder alloys in extreme temperatures and operating conditions. Suitable for use in mixed fleet vehicles, on-road, off-road and stationary applications.

Liquido antigelo concentrato a base di glicole arricchito con speciali additivi. Non contiene ammine e fosfati. Gli potenti inibitori offrono una durata prolungata e una protezione massima per le leghe in alluminio, acciaio, ghisa, rame, ottone operanti in condizioni estreme di temperatura. Adatto per uso in veicoli di flotta mista ed per applicazioni stazionari.

MAN 324, MERCEDES DBL 325, DETROIT DIESEL SE 298, LAND ROVER CS, MTU 5048, VOLVO SAAB SCANIA 6901, NEW HOLLAND WSN-M97B18-D, IVECO 18-1830, JOHN DEER HD 24, CAT EC-1, NAVISTAR B1 TYPE III, CUMMINS CES 14603

1 L, 4 L, 10 L, 20 L, 208 L



ADDITIVES

DIESEL INJECTOR CLEANER



Diesel Injector Cleaner has a powerful cleaning agent that cleans from the fuel tanks right through the injectors. It removes carboxylates salts that cause sticking in diesel injectors and removes deposit from them providing an optimum spray pattern. Increase power and acceleration, saves the fuel, reduces the emissions and enhances engine's life.

Diesel Injector Cleaner è un pulitore iniettori diesel che ha un potente agente di pulizia che pulisce dai serbatoi di carburante direttamente attraverso gli iniettori. Rimuove sali carbossilati che si attaccano agli iniettori diesel e rimuove i depositi fornendo una modalità di spruzzo ottimale. Aumenta la potenza e l'accelerazione, consente di risparmiare il carburante, riduce le emissioni e prolunga la vita del motore.

250 ml

DIESEL CETANE BOOSTER



Diesel Cetane Booster is a fuel additive formulated for all diesel engines to improve ignition performance by increasing cetane rating of diesel fuel. It provides for a clean combustion, saves fuel, reduces noises and also improves cold starting behavior.

Diesel Cetane Booster è un additivo per carburanti formulato per tutti i motori diesel per migliorare le prestazioni di accensione aumentando numero di cetano del gasolio. Esso provvede ad una pulita combustione, consente di risparmiare carburante, riduce i rumori e migliora anche il comportamento di avviamento a freddo.

250 ml

DIESEL SYSTEM CLEANER



Diesel System Cleaner is a multi-purpose diesel fuel treatment that effectively cleans the whole fuel delivery system including injectors and fuel pumps extending the life of the fuel system components. It provides improved fuel economy, reduces operating cost, increases power, lowers emissions and makes starting easier.

Diesel System Cleaner is a multi-purpose diesel fuel treatment that effectively cleans the whole fuel delivery system including injectors and fuel pumps extending the life of the fuel system components. It provides improved fuel economy, reduces operating cost, increases power, lowers emissions and makes starting easier.

250 ml

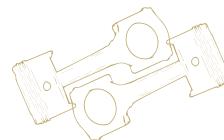
DIESEL TREATMENT FAP / DPF



Diesel Treatment Additive FAP / DPF reduces the production of PM10, improves combustion avoiding power loss. Extends the maintenance intervals of the FAP and DPF particulate filter. Improves engine performance, saves the fuel, increases power and reduces the emissions. Compatible with biodiesel currently in use, the product is tested according to XUD9 and CEC DW 10 test.

Diesel Treatment Additive FAP / DPF è un additivo trattamento diesel che riduce la produzione di PM10, migliora la combustione evitando le perdita di Potenza. Estende gli intervalli di manutenzione del filtro antiparticolato FAP e DPF. Esso fornisce una migliore economia di carburante, aumenta la potenza, riduce le emissioni e migliora le prestazioni del motore. Compatibile con biodiesel attualmente in distribuzione il prodotto è testato secondo il test XUD9 e CEC DW 10.

250 ml



DIESEL ANTIFREEZE - 24 °C



Additive diesel antifreeze -24 is a multifunctional diesel fuel additive designed to modify paraffine crystals to enable the block of fuel flowing. It helps to reduce exhaust-smoke and aid in maximizing fuel economy. Cleans and prevents moisture and deposit formation while providing lubrication to the fuel system for overall premium extended corrosion and wear protection.

Additivo diesel antigelo -24 è un additivo gasolio polifunzionale progettata per modificare cristalli di paraffina per impedire il blocco dello scorrimento del carburante. Aiuta a massimizzare il risparmio di carburante e riduce le emissioni. Pulisce e previene l'umidità e formazione di depositi fornendo una maggiore lubrificazione al sistema di alimentazione.

250 ml

CLEAN TREATMENT ANTI ALGAE



Special product biocide and anti-algae with a high concentration specifically indicated in cases of contamination of algae and bacteria's in the fuel tanks (especially where used an mixture diesel-biodiesel).It Protects fuel system components against organic acids created by microbial growth and prevents fuel tank corrosion. Prevents fuel-filter plugging, improves fuel performance and reduces engine maintenance costs.

Prodotto speciale biocida e antialghe specificatamente indicato in caso di contaminazione di alghe e batteri nei serbatoi di carburante (specialmente dove si usa una miscela diesel-biodiesel). Protegge componenti dell'impianto di alimentazione contro gli acidi organici creati dalla crescita microbica e previene la corrosione del serbatoio del carburante. Impedisce il tamponamento del filtro del carburante, migliora le prestazioni del carburante e riduce i costi di manutenzione del motore

250 ml

GASOLINE INJECTOR CLEANER



Gasoline Injector Cleaner is a multipurpose fuel treatment formulated to dissolve hardened fuel deposits that accumulate on injector tips and intake valves. It restores injector spray pattern. Lubricates injectors, valves, pump and upper cylinder area and improves engine performance. Is safe for catalytic converters and turbochargers.

Gasoline Injector Cleaner è un pulitore iniettori benzina formulato per dissolvere i depositi induriti che si accumulano sulle punte degli iniettori e valvole d'ingresso. Fornisce una modalità di spruzzo ottimale. Lubrifica gli iniettori, valvole, pompe e la zona superiore del cilindro e migliora le prestazioni del motore. È sicuro per i convertitori catalitici e turbocompressi.

250 ml

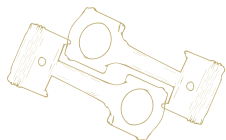
GASOLINE OCTANE BOOSTER



Gasoline Octane Booster is a fuel additive that maintains the cleanliness of the combustion chamber. It increases octane rating, saves fuel, avoids knocking phenomena and reduces emissions. This particular formula also prevents exhaust valve seat recession and improves and restores performance of fuel intake system.

Gasoline Octane Booster è un additivo di benzina che mantiene la pulizia della camera di combustione. Aumenta il numero di ottano, consente di risparmiare carburante, elimina i battiti e riduce le emissioni. Questa particolare formula impedisce anche la recessione della valvola di scarico e migliora la prestazione del sistema di aspirazione del carburante.

250 ml



ADDITIVES

RADIATOR CONCENTRATE STOP LEAK



Stop Leak is an additive to stop small leaks in the cooling system, with anti-corrosive properties. It is safe to use and will not harm plastic, metal and rubber parts. It is suitable for all types of engines, all types of radiators and all types of antifreeze and coolant. Formulated to avoid clogging of radiator waterways and temperature sensors.

Stop Leak è un additivo per fermare piccole perdite nel sistema di raffreddamento con proprietà anti-corrosive. È sicuro da usare e non danneggia plastica, metallo e parti in gomma. È adatto a tutti i tipi di motori, tutti i tipi di radiatori e tutti i tipi di antigelo e refrigerante. Formulato per evitare l'intasamento dei corsi d'acqua del radiatore e dei sensori di temperatura.

250 ml

STOP SMOKE



Stop Smoke additive is an oil soluble supplement, designed to reduce exhaust smoke for gasoline and diesel engines burning an excessive amount of oil. It prevents black smoke and oil mist and acts against the loss in viscosity in motor oils. Oil Smoke Stop increases the compression ratio and reduces engine noise. Provides extra protection in engines with high levels of wear. Extends the service life of catalytic converters.

Stop Smoke è un additivo antifumo integratore di olio solubile, progettato per ridurre il fumo di scarico per i motori a benzina e diesel che bruciano una quantità eccessiva d'olio. Previene il fumo nero e agisce contro la perdita di viscosità negli oli motore. L'Additivo Stop Smoke aumenta il rapporto di compressione e riduce il rumore del motore. Fornisce una protezione supplementare nei motori con alti livelli di usura. Estende la durata delle marmitte catalitiche.

250 ml



MOTOR FLUSH



Motor Flush circulates through the entire oil system and removes power-robbing deposits. It also helps desolve sludge, gum and varnish from engine and oil pan.

Olio motore Flush circola attraverso l'intero sistema e rimuove i depositi. Aiuta a dissolvere anche i fanghi, colla e vernice di olio motore e pan.

500 ml

ENGINE DEGREASER



Special liquid for pretreatment of dirty engine parts before engine wash. It is easy to use. In 5 minutes removes all traces of fat, grime, grease, oil, fuel and other strong dirt.

Liquido speciale di pretrattamento delle parti sporche di motore prima di lavarlo. È facile da usare. In 5 minuti rimuove tutte le tracce di grasso, sporcizia, grasso, olio, carburante e altre sporcizie forte.

1 L, 4 L

WINDSCREEN CLEAN -20°C



Isopropanol base fluid with special additives formulated for windscreen wash. It is ready to use ensuring the cleanness of automotive windshields and all glass components without leaving any kind of streaks.

Fluido a base di isopropanolo formulato con speciali additivi per parabrezza. È pronto per l'uso e garantisce una pulizia perfetta del vetro e tutti gli elementi del vetro senza lasciare alcun tipo di striature.

1 L, 4 L

WINDSCREEN CLEAN ANTI MOSQUITO



Ready for use. Liquid detergent for windscreen washer for vehicles. Ideal for a perfect degreasing of the car's windshield. It removes all kinds of dirt: grease smog, dust, insects, without leaving streaks. It gives a clear and perfect visibility. Does not affect rubber, paint or plastics.

Pronto all' Uso. Detergente liquido per vaschetta lavacrystal auto. Ideale per una perfetta azione sgrassante del parabrezza dell'auto. Rimuove ogni tipo di sporco: unto smog, polvere, insetti, senza lasciare aloni. Dona una visibilità chiara e perfetta. Non aggredisce gomma, vernice e plastica.

1 L, 4 L



CAR CARE PRODUCTS

INTERIOR CAR CLEANER



A dashboard polisher that with its non-conventional formula it extends life, protects and shine the dashboard, plastic surfaces, rubber, synthetic materials, wood, leather etc. It cleans and guarantees with a longer shine effect. To be kept in a distance of 20-cm from the surface to be used and then must be brushed off with smooth cloth.

Lucidatrice da cruscotto che con la sua formula non convenzionali si allarga la vita, protegge e brillare il cruscotto, superfici in plastica, gomma, materiali sintetici, legno, pelle, ecc. Pulisce e garantisce con un effetto più brillare. Deve essere usata in una distanza di 20 cm dal superficie, si deve usare spazzolino con panno morbido.

1L, 5L

AUTO SHAMPOO



Special fluid for auto body cleanliness from all kinds of fat, dust, dirt and insects. It doesn't damage the surface and provides a brightening shine.

Liquido speciale per la pulizia della carrozzeria da tutti i tipi di grassi, polvere, sporcizia e insetti. Non danneggia la superficie e fornisce una luminosità.

1L, 5L

BLACK TIRES



Selected fluid designed to protect the tires from cracking and fading. It gives your tires a black color for a long time.

Fluido scelto per proteggere i pneumatici da screpolatura e dissolvenza. Essa dà al vostro pneumatici un colore nero per un lungo periodo di tempo.

1L, 5L

SHINE , PROTECTION DASHBOARD



Formulated with specific additives it eliminates the surface dirt, ideal for use with sucking machinery and manual use. It contains an pleasant perfume after its work. To achieve a great result, 1-lt interior car cleaner will be mixed with 10-15 lt of water.

Formulato con particolari additivi elimina la sporcizia in surface, ideale per l'utilizzo con macchine e succhiare uso manuale. Essa contiene un gradevole profumo dopo il suo lavoro. Per ottenere un grande risultato, 1-lt interni auto pulita sarà mescolato con 10-15 lt di acqua.

1L, 5L



DISTILLED WATER



Distilled water suitable for batteries, windscreen washes, radiators, steam irons and other applications where clean water is required.

Acqua distillata adatto per batterie, parabrezza, radiatori, ferri da stiro con vapore e altre applicazioni dove è richiesta acqua pulita.

1L, 5L

SULPHURIC ACID H2 - SO4 36 %



Is a diluted solution of mixed water and sulfuric acid for use in batteries.

È una soluzione diluita di acqua e acido solforico per uso misto a batterie.

professional use only!

1L, 5L

KAPPA AdBlue



AdBlue Is a high quality Urea solution AUS-32 (Acqueous Ures Solution 32.%) formulated with pure demineralized water and designed to fulfill the international quality requirements ISO 22241. Suitable for use as a reagent in diesel engines equipped with SCR catalyst systems (Selective Catalytic Reduction) providing the reduction of NOx by injecting it into the exhaust gas after treatment system.

AdBlue è una soluzione Urea di alta qualità AUS-32 (soluzione acquosa al 32,5% di urea) formulata con acqua demineralizzata pura e progettata per soddisfare i requisiti internazionali di qualità ISO 22241. Adatto per l'uso come reagente nei motori diesel dotati di sistemi catalitici SCR (Selective Catalytic Reduction) fornendo la riduzione degli ossidi di azoto iniettandolo nel sistema scarico gas post-trattamento.

DIN 70070, ISO 22241

1L, 5L

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LONGLIFE GERMAN OIL



KAPPA OIL®
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