

TERZO[®]



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GUANGDONG ORUN PETROCHEMICAL CO., LTD



TERZO LUBRICANT BRAND MANUAL

AUTOMOTIVE | COMMERCIAL | MOTORCYCLE | INDUSTRIAL

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TERZO



INTRODUCTION OF TERZO

ORUN, is a large lubricant manufacturer headquartered in Foshan with a long history of more than ten years. It has independent lubricant manufacturing base in China and elsewhere in the Asia-Pacific region. It has become world-leading automotive and industrial lubricant brand and a reliable product supplier with strong capabilities in R & D, quality assurance and product supply ability.

With more than 850 different types of lubricants, greases, car maintenance and accessories, TERZO can meet the needs of users around the world. TERZO offers the latest engine oils, as well as the most suitable products for heavy-duty racing cars, motorcycles, commercial vehicles, agricultural vehicles, etc. TERZO also offers products that cover all industrial lubrication applications. All the above categories of products will be launched to the global market to meet the needs of different users.

With excellent production and research and development experience in lubricants, TERZO, which is a leader in the industry, has developed liquid titanium molybdenum dual adhesion technology to develop the lubrication products that can adapt to all weather and road conditions, and other extreme conditions. The liquid titanium molybdenum dual adhesion technology can form a super anti-wear oil film molecular layer on the surface of engines. With good fluidity, the liquid titanium molybdenum dual oil film can offer strong anti-wear protection. It can reduce harmful friction, wear, and working temperature, improve working efficiency, reduce power consumption, and gasoline consumption, reduce operating noise, extend the life of friction parts, reduce the formation of carbon deposits to achieve the purpose of extending engine life. With the cutting-edge technology, the Company is able to make the titanium molybdenum molecule to stick on the metal surface to generate a strong protective molecular oil film, effectively reduce engine jitter, noise, and bring a comfortable and quiet driving experience. At the same time, it can not only facilitate deep decomposition of harmful sediments, but also generate a multi-layer isolation film on the surface of small molecules of dirt, thus isolating them, preventing their re-aggregation and evenly distributing them in the lubricating oil. Keeping the engine in a clean working conditions at all times can effectively prevent sediment erosion, reduce the formation of combustion carbon deposits and reduce wear.

The quality of TERZO has been recognized by the official certification of the OEMs. TERZO has a large number of OEM certifications, which gives it a unique position among oil manufacturers.

TERZO considers product development to be one of the most crucial aspects of success and constantly strives to develop products with a longer service life. TERZO has also developed TERZO-ECO products and TERZO-hydraulic production lines, contributing to creating a better environment. Product development is an ongoing process. TERZO is committed to serving its global customers: we will continue to promote technological innovations in lubricants and continue to pay attention to environmental protection!

Working hard on the journey in next decade! In the next ten years, based on its quality concept and taking high quality and high standards as the core, the Company will use substantial resources to fully build the global market layout of TERZO brand and provide the most reliable application guarantee for the travel needs of mankind!



TECHNICAL DESCRIPTION

We maintain a flexible pricing policy, offer technical and advisory support, and continually expand our business activities. Despite intense international competition, the promotion and sales of our TERZO lubricants is profitable, secure, and convenient. The Company, operating under the trade name TERZO, supplies high-quality premium lubricants for various land and marine applications. Over the years, the TERZO brand has undergone continuous development, emerging as a global player. In numerous countries worldwide, both individual car owners and companies across various industries, including automotive, mechanical engineering, steel, construction, mining, transportation, and farming, benefit from our high-quality products. Our extensive product portfolio encompasses engine oils for passenger cars and trucks, racing oils, gear oils for automatic and manual gearboxes and drive axles, agricultural machinery oils, hydraulic oils, industrial oils, special products, greases, high-performance lubricants, vehicle maintenance products, cleaners, winter chemicals, and coolants. Our products stand out thanks to the acquisition of knowledge and expertise, ensuring exceptional quality and performance.



The Company, founded in 2014 in Foshan, initially focused on the sales of car and spare parts. We prioritize fostering long-term business relationships and are dedicated to the success of our partners. Our professionals ensures proactive engagement with every customer, rapidly addressing their needs and demands.

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For the production of lubricants, we use the hydrocracking synthesis technology. It is about the innovative class of engine oils. The term “hydrocracking” explains, actually, already the important aspects of the production of these lubricants – splitting the heavy hydrocarbon molecules of the raw oil material in connection with hydrogen for the preservation of base oils with necessary quality. During production of synthetic base oils from light hydrocarbon molecules, the necessary artificial molecules of the base oil will be synthesized together. With the production of hydrocrack oils, the opposite happens. Hydrocrack oils are products of the oil distillation and the oil refining. The hydrocracking process removes all expendables and the inevitable characteristics are achieved with the help of additives.

The suitability of a TERZO lubricant to provide a solution to a particular lubrication task must be clarified with the relevant machine manufacturers and plant manufacturers, as well as the technical lubricant services of mineral oil companies.

Lubricants are used for lubrication purposes and serve to reduce friction and wear and tear as well as for power transmission, cooling, vibration damping, sealing effect and corrosion protection. A distinction is made between liquid lubricants (lubricating oils), paste lubricants (lubricating greases) and solid lubricants as well as gaseous lubricants (air).

The Company operating under the trade name TERZO, supplies high-quality premium lubricants for various land and marine applications.

Over the years, the TERZO brand has undergone continuous development, emerging as a global player. In numerous countries worldwide, both individual car owners and companies across various industries, including automotive, mechanical engineering, steel, construction, mining, transportation, and farming, benefit from our high-quality products. Our extensive product portfolio encompasses engine oils for passenger cars and trucks, racing oils, gear oils for automatic and manual gearboxes and drive axles, agricultural machinery oils, hydraulic oils, industrial oils, special products, greases, high-performance lubricants, vehicle maintenance products, cleaners, winter chemicals, and coolants. Our products stand out thanks to the acquisition of knowledge and expertise, ensuring exceptional quality and performance.

DEVELOPMENT TIMELINE

2013

In 2013, after the Company intends to develop its automotive market business, the lubricant sector has become the focus of the Company. In March of the following year, ORUN contacted with Hong Kong dealers, and started product application testing and comprehensive market research.

2016

In 2016, the first container of goods of Sezbergen brand arrived at Hong Kong, which officially opened the promotion and sales of the products in the national market. In August of the same year, the German headquarters officially authorized ORUN China as the official operator. And in the same year, ORUN achieved sales revenue into the tens of millions of clubs and entered Jingdong self-operated platform for online branding construction simultaneously.

2018

In 2018, the founder team went to the headquarters in Hamburg, Germany, and the Sezbergen lubricant refinery in Salzbergen to conduct an on-site inspection and deeply communicate with the German partner. The business segment extended from automotive oil products to industrial oil products. In the same year, the first Shanghai Frankfurt Auto Parts Exhibition was held, and German representatives attended the exhibition and conducted in-depth empowerment training for the team.

2019

In 2019, ORUN had an effective dealer network of more than 150+, local store customers of more than 300+, national brand image stores of 1000+, and the total number of national distribution stores of 5000+. It has established long-term cooperative relations with eight Fortune 500 companies including MTU parent company Rolls-Royce Group.

2022

In 2022, through nearly a year of market planning preparation, the new brand had made a comprehensive layout from VI design to product planning, and officially entered the market sales. By the end of the year, 38 dealers were completed and our products were sold in 7 overseas countries.

2023

In 2023, the ORUN headquarters was officially delivered. Immediately, we started the decoration design and completed the concept of the headquarters base.

2014

In 2014, Foshan ORUN Trading Co., Ltd. was formally established, and started to operate the German Sezbergen lubricant products in Foshan local sales, becoming the regional distributor in Foshan region.

2015

In 2015, the original Greater China dealer withdrew from the Chinese market, and ORUN directly connected with the German Hansen-Rosenthal Group, and met with the chief person in charge of the company's Asia-Pacific region and reached strategic cooperation, upgrading ORUN Trade from an agent in Foshan to an operation center in Greater China.

2017

In 2017, the first Tmall official flagship store was officially put into operation, opening both online and offline sales channels, and the e-commerce business also officially launched the team operation mode, which preliminarily completed the whole platform e-commerce network construction.

2020

In 2020, the outbreak of COVID-19 pandemic had hindered domestic business development in many ways, and international shipping had also been negatively affected, posing new challenges to the current operation model.

2021

In 2021, based on the comprehensive consideration of the Company's business and the impact of the current international situation, in order to prevent the overall operational risks of the Company, it carried out the dual-brand diversified development route and officially launched the overseas business development plan.

2024

In 2024, ORUN moved to Guicheng headquarters office building in Nanhai Central City, Foshan, completing the first decade of basic leap-forward. Shoulder the mission, create the future! In the future, ORUN will develop in the direction of collectivization, and provide an empowering development platform for all entrepreneurs with the operating philosophy of brand co-creation and sharing together.

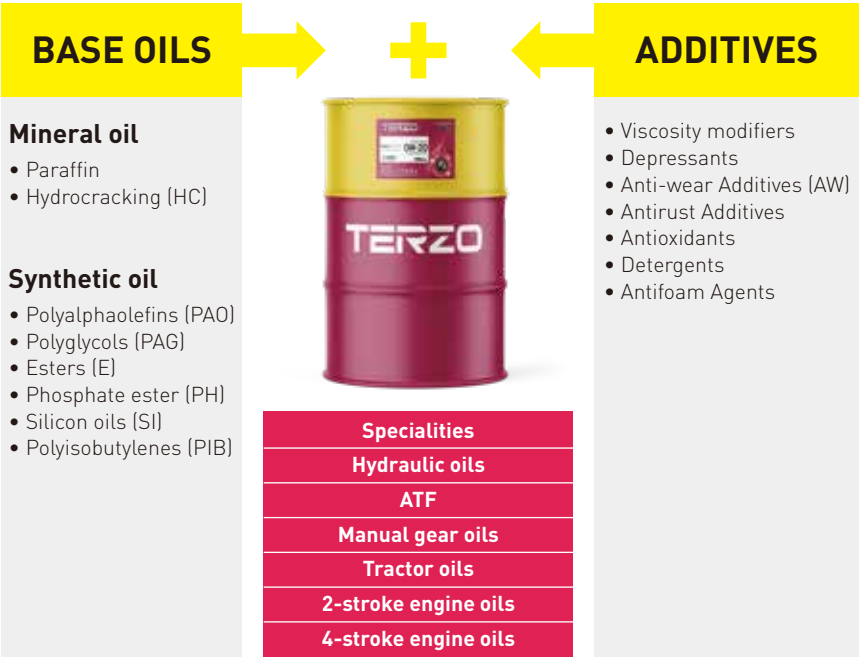


STANDARDS SPECIFICATIONS & CLASSES OF TERZO LUBRICANTS

The suitability of a TERZO lubricant to provide a solution to a particular lubrication task must be clarified with the relevant machine manufacturers and plant manufacturers, as well as the technical lubricant services of mineral oil companies.

Lubricants are used for lubrication purposes and serve to reduce friction and wear and tear as well as for power transmission, cooling, vibration damping, sealing effect and corrosion protection. A distinction is made between liquid lubricants (lubricating oils), pasty lubricants (lubricating greases) and solid lubricants as well as gaseous lubricants (air).

Synthetic oils	Miscibility with mineral oils
Polyalphaolefins (PAO)	excellent
Polyglycols (PAG)	bad
Ester oils (E)	good
Phosphate esters (PH)	bad
Silicon oils (SI)	bad



Viscosity classification of engine oils in accordance with SAE J300

The basis for this classification are the SAE viscosity grades of the Society of Automotive Engineers Inc. New York for engine oils and gear oils, in the version dated January 2015.

A basic distinction is made between summer oils and winter oils. Multi-grade oils (e.g. SAE 10W-40) fulfil the requirements of the cold-flow characteristics of a winter grade (SAE 10W) and have a kinematic viscosity at 100° C which corresponds to a SAE grade without additional letters (e.g. SAE 40 = summer). The greater the difference between the minimum and maximum value of the SAE grade, the broader the temperature range in which the oil used can be deployed.

SAE grade	Cold Cranking (CCS)	Cold Pumping (MRV)	Kinematic viscosity, 100 °C		HTHS, 150 °C
	[cP @ T °C]	[cP @ T °C]	[cST]	[cST]	[cP]
	Maximum	Maximum	Maximum	Maximum	Maximum
0W	6,200 @ -35	60,000 @ -40	3.80	-	-
5W	6,600 @ -30	60,000 @ -35	3.80	-	-
10W	7,000 @ -25	60,000 @ -30	4.10	-	-
15W	7,000 @ -20	60,000 @ -25	5.60	-	-
20W	9,500 @ -15	60,000 @ -20	5.60	-	-
25W	13,000 @ -10	60,000 @ -15	9.30	-	-
8	-	-	4.00	< 6.1	1.70
12	-	-	5.00	< 7.1	2.00
16	-	-	6.10	< 8.2	2.30
20	-	-	6.90	< 9.3	2.60
30	-	-	9.30	≤ 12.5	2.90
40	-	-	12.50	≤ 16.3	3.50 (0W-40, 5W-40, 10W-40)
40	-	-	12.50	≤ 16.3	3.70 (15W-40 20W-40, 25W-40)
50	-	-	16.30	≤ 21.9	3.70
60	-	-	21.90	≤ 26.1	3.70

1 mPa·s = 1cP; 1mm²/s = 1 cSt

ACEA Specifications - Guidelines for European Vehicles

Three main factors in particular are influencing the European market:

- extended oil change intervals;
- reduces fuel consumption;
- exhaust gas composition.

The different uses of the engine oils are designated using letters in the European ACEA 2016 sequences:

- A/B** – for passenger car petrol & diesel engines;
C – for passenger cars with diesel particulate filters;
E – for commercial vehicles-diesel engines.

ACEA A/B: Petrol and diesel engine oils – High “SAPS values”

A1/B1	Category deleted [since ACEA 2016].
A3/B3	Shear-stable “STAY in GRADE” oils for use in petrol and diesel passenger car engines and light van diesel engines and/or for extended oil change intervals which were specified by engine manufacturers and/of for year-round use of low viscosity oils, and/or for heavy conditions of use, as defined by engine manufacturers.
A3/B4	Shear-stable “STAY in GRADE” oils, recommended for use in petrol and diesel passenger car engines and light van diesel engines, but also for applications such as those described under A3/B3.
A5/B5	Shear-stable “STAY in GRADE” oils for use with extended oil intervals in petrol and diesel passenger car engines and light van diesel engines. Developed to allow for the use of low-friction oils with low viscosity with a high temperature and shear stability (HTHS) viscosity of 2.9 to 3.5 mPa*s. These oils are not suitable for some vehicle engines. In case of doubt please seek for information in vehicle handbooks or retailers.
A7/B7	NEW in 2021: Shear-stable “ STAY in GRADE” oils for use with extended oil intervals in petrol and diesel passenger car engines and light van diesel engines. Compared with A5/B5, these engine oils also offer LSPI protection and wear protection for turbocharged gasoline DI engines at low engine speeds, and TCCD protection for moder DI diesel engines.

ACEA C: Catalyst & GPF/DPF suitable engine oils for gasoline and diesel engines – Low “SAPS values”

Note: These oils increase the service life of DPF/GPF and TWC and facilitate fuel economy for the vehicle.
Warning: Some of these categories are not suitable for certain engines. Seek information from vehicle handbooks or retailers in case of doubt.

C1	Category deleted [since ACEA 2021].
C2	Shear-stable “STAY in GRADE” oils with medium SAPS values. Intended for use as a catalyst-suitable oil in vehicles with extended oil change intervals and for all types of modern exhaust aftertreatment systems in high performance passenger cars and light van petrol and DI diesel engines capable of using low friction and low viscosity oils with a minimum HTHS viscosity of 2.9 mPa*s.
C3	Shear-stable “STAY in GRADE” oils with medium SAPS values. Intended for use as a catalyst-suitable oil in vehicles with extended oil change intervals and for all types of modern exhaust aftertreatment systems in high performance passenger cars and light van petrol and DI diesel engines capable of using low friction and low viscosity oils with a minimum HTHS viscosity of 3.5 mPa*s.
C4	Shear-stable “STAY in GRADE” oils with low SAPS values. Intended for use as a catalyst-suitable oil in vehicles with extended oil change intervals and for all types of modern exhaust aftertreatment systems in high performance passenger cars and light van petrol and DI diesel engines capable of using low friction and low viscosity oils with a minimum HTHS viscosity of 3.5 mPa*s.
C5	Shear-stable “ STAY in GRADE” oils with medium SAPS values and improved fuel savings. Intended for use as a catalyst-suitable oil in vehicles with extended oil change intervals and for all types of modern exhaust aftertreatment systems in high performance passenger cars and light van petrol and DI diesel engines capable of using low friction and low viscosity oils with a minimum HTHS viscosity of 2.6 mPa*s.
C6	NEW in 2021: Shear-stable “ STAY in GRADE” oils with medium SAPS values and improved fuel savings. Compatible with exhaust aftertreatment systems. Intended for use with extended oil change intervals in passenger cars and light petrol and DI diesel engines, which are designed for engine oils with an HTHS viscosity of at least 2.6 mPa*s and have been approved by the manufacturer. Compared with C5, these engine oils also offer low-speed pre-ignition (LSPI) protection and wear protection for turbo-charged petrol DI engines at low engine speeds, and turbocharger-compressor deposit protection (TCCD) for modern DI diesel engines.

Abbreviations: **SAPS:** Sulphate Ash, Phosphorus, Sulphur; **HTHS:** High temperature/high shear rate viscosity; **DI:** Direct Injector; **DPF:** Diesel Particle Filter; **GPF:** Gasoline Particle Filter; **TWC:** Three Way Catalyst; **TCCD:** Turbo Charger Compressor Deposit; **LSPI:** low-speed pre-ignition.



ACEA for heavy diesel engines for commercial vehicles

E4	<p>Shear-stable “STAY in GRADE” oils, which guarantee excellent piston cleanliness, wear protection, efficient prevention of soot deposits and stable lubrication. Recommended for use in heavy high-performance diesel engines which fulfil the exhaust gas norms Euro I, Euro II, Euro III, Euro IV and Euro V under very strenuous conditions. Extremely long service intervals are possible, depending on the manufacturer specifications. These oils are for engines without particle filters and for some EGR engines and some engines with SCR NOx reduction system. The recommendations for use from the engine manufacturers may differ. Seek information from vehicle handbooks or retailers in case of doubt.</p> <p>Special authorisation from the manufacturer is required.</p>
E6	<p>Shear-stable “STAY in GRADE” oils, which guarantee excellent piston cleanliness, wear protection, efficient prevention of soot deposits and stable lubrication. Recommended for use in heavy high-performance diesel engines which fulfil the exhaust gas norms Euro I, Euro II, Euro III, Euro IV and Euro V under very strenuous conditions. Extremely long service intervals are possible, depending on the manufacturer specifications. These oils are for EGR engines with or without particle filters and for engines with SCR Nox reduction systems. E6 is prescribed for engines equipped with particle filters and has been developed for use in combination with fuels with low sulphur content. The recommendations of engine manufactures for the use may differ. Seek information from vehicle handbooks or retailers in case of doubt.</p> <p>Special authorisation from the manufacturer is required.</p>
E7	<p>Shear-stable “STAY in GRADE” oils control piston cleanliness and prevent bore polishing. They also stand out thanks to high wear protection, low deposits in the turbocharger and stable lubrication. Recommended for use in heavy high-performance diesel engines which fulfil the exhaust gas norms Euro I, Euro II, Euro III, Euro IV and Euro V under very strenuous conditions. Extremely long service intervals are possible, depending on the manufacturer specifications. These oils are for engines without particle filters, for most EGR engines and some engines with SCR NOx reduction system. The recommendations for use from the engine manufacturers may differ. Seek information from vehicle handbooks or retailers in case of doubt.</p> <p>Special authorisation from the manufacturer is required.</p>
E9	<p>Shear-stable “STAY in GRADE” oils control piston cleanliness and prevent bore polishing. They also stand out thanks to high wear protection, low deposits in the turbocharger and stable lubrication. Recommended for use in heavy high-performance diesel engines which fulfil the exhaust gas norms Euro I, Euro II, Euro III, Euro IV and Euro V under very strenuous conditions. Extremely long service intervals are possible, depending on the manufacturer specifications. These oils are for engines with and without particle filters, for most EGR engines and most engines with SCR NOx reduction system. E9 is prescribed for engines equipped with particle filters and has been developed for use in combination with fuels with low sulphur content. The recommendations for use from the engine manufacturers may differ. Seek information from vehicle handbooks or retailers in case of doubt.</p> <p>Special authorisation from the manufacturer is required.</p>

API Classification have been made by AMERICAN PETROLEUM INSTITUTE (API), ENGINE OIL LICENSING AND CERTIFICATION SYSTEM (EOLCS).

Engine Oil Guide

- 1. Performance Level:**

Motor oils designed for cars, vans, and light trucks with gasoline engines fall under API’ s “S” (service) categories. Motor oils designed for heavy duty trucks and vehicles with diesel engines fall under API’ s “C” (commercial) categories. Please see the Gasoline Engines and Diesel Engines charts for descriptions of current and obsolete API service categories.
- 2. Viscosity Grade:**

Measure of oil’ s thickness and ability to flow at certain temperatures. Vehicle requirements may vary. Follow your vehicle manufacturer’ s recommendations on SAE oil viscosity grade.

- 3. Resource Conserving:**

“Resource Conserving” applies to oils intended for gasoline-engine cars, vans, and light trucks. Wide-spread use of “Resource Conserving” oils may result in an overall saving of fuel in the vehicle fleet as a whole.
- 4. Multiple Performance Levels**

Oils designed for diesel engine service might also meet gasoline engine service. For these oils the designation is “C” category first followed by the “S” category. “C” category oils have been formulated primarily for diesel engines and may not provide all of the performance requirements consistent with vehicle manufacturers’ recommendations for gasoline fueled engines.

GUIDE TO SAE VISCOSITY GRADES OF ENGINE OIL FOR PASSENGER CARS

Multigrade oils such as SAE 5W-30 and SAE 10W-30 are widely used because, under all but extremely hot or cold conditions they are thin enough to flow at low temperatures and thick enough to perform satisfactorily at high temperatures. Note that vehicle requirements may vary.

Follow your vehicle manufacturer’s recommendations on SAE oil viscosity grade.

The current and previous API Service Categories are listed below. Vehicle owners should refer to their owner’ s manuals before consulting these charts. Oils may have more than one performance level.

Lowest outdoor temperature	Typical SAE Viscosity Grades for Passenger Cars
0°C (32°F)	0W-16 / 0W-20 / 0W-30 / 5W-20 5W-30 / 10W-30 / 10W-40 / 20W-50
–18°C (0°F)	0W-16 / 0W-20 / 0W-30 / 5W-20 5W-30 / 10W-30 / 10W-40
Below –18°C (0°F)	0W-16 / 0W-20 / 0W-30 / 5W-20 5W-30

For automotive gasoline engines, the latest engine oil service category includes the performance properties of each earlier category. If an automotive owner’ s manual calls for an API SJ or API SL oil, an API SM oil will provide full protection.

For diesel engines, the latest category usually – but not always – includes the performance properties of each earlier category.



API's for GASOLINE ENGINES				
SP	Current: Introduced in May 2020, designed to provide protection against low-speed pre-ignition (LSPI), timing chain wear protection, improved high temperature deposit protection for pistons and turbochargers, and more stringent sludge and varnish control. API SP with Resource Conserving matches ILSAC GF-6A by combining API SP performance with improved fuel economy, emission control system protection and protection of engines operating on ethanol-containing fuels up to E85.		SF	Obsolete: not suitable for use in most gasoline-powered automotive engines built after 1988. May not provide adequate protection against build-up of engine sludge.
	SN		SE	Obsolete: CAUTION! Not suitable for use in gasoline-powered automotive engines built after 1979.
	SM		SD	Obsolete: CAUTION! Not suitable for use in gasoline-powered automotive engines built after 1971. Use in more modern engines may cause unsatisfactory performance or equipment harm.
	SL		SC	Obsolete: CAUTION! Not suitable for use in gasoline-powered automotive engines built after 1967. Use in more modern engines may cause unsatisfactory performance or equipment harm.
	SJ		SB	Obsolete: CAUTION! Not suitable for use in gasoline-powered automotive engines built after 1951. Use in more modern engines may cause unsatisfactory performance or equipment harm.
	SH		SA	Obsolete: CAUTION! Contains no additives. Not suitable for use in gasoline-powered automotive engines built after 1930. Use in more modern engines may cause unsatisfactory performance or equipment harm.
	SG			

API's for DIESEL ENGINES			
FA-4	Current: 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. API FA-4 oils are blended to a high temperature high shear (HTHS) viscosity range of 2.9cP–3.2cP to assist in reducing GHG emissions. These oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. API FA-4 oils are designed to provide enhanced protection against oil oxidation, viscosity loss due to shear, and oil aeration as well as protection against catalyst poisoning, particulate filter blocking, engine wear, piston deposits, degradation of low- and high-temperature properties, and soot-related viscosity increase. API FA-4 oils are not interchangeable or backward compatible with API CK-4, API CJ-4, API CI-4 with API CI-4 PLUS, API CI-4, and API CH-4 oils. Refer to engine manufacturer recommendations to determine if API FA-4 oils are suitable for use. API FA-4 oils are not recommended for use with fuels having greater than 15 ppm sulfur. For fuels with sulfur contents greater the 15 ppm, refer to engine manufacturer recommendations.		
	CK-4	Current: 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 CK-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. API CK-4 oils are designed to provide enhanced protection against oil oxidation, viscosity loss due to shear, and oil aeration as well as protection against catalyst poisoning, particulate filter blocking, engine wear, piston deposits, degradation of low- and high-temperature properties, and soot-related viscosity increase. API CK-4 oils exceed the performance criteria of API CJ-4, API CI-4 with API CI-4 PLUS, API CI-4, and API CH-4 and can effectively lubricate engines calling for those API Service Categories. When using API CK-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval recommendations.	
		CJ-4	Current: for high-speed four-stroke cycle diesel engines designed to meet 2010 model year on-highway and Tier 4 nonroad 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 (0.05% by weight). However, the use of these oils with greater than 15 ppm (0.0015% by weight) sulfur fuel may impact exhaust aftertreatment system durability and/or drain interval. API CJ-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. Optimum protection is provided for control of catalyst poisoning, particulate filter blocking, engine wear, piston deposits, low- and high-temperature stability, soot handling properties,oxidative thickening, foaming, and viscosity loss due to shear. API CJ-4 oils exceed the performance criteria of API CI-4 with API CI-4 PLUS, API CI-4, API CH-4, API CG-4 and API CF-4 and can effectively lubricate engines calling for those API Service Categories. When using API CJ-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval.
CI-4			Current: introduced in 2002. For high-speed, four-stroke engines designed to meet 2004 exhaust emission standards implemented in 2002. API 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 API CD, API CE, API CF-4, API CG-4, and API CH-4 oils. Some API CI-4 oils may also qualify for the API CI-4 PLUS designation.
CH-4	Current: introduced in 1998. For high-speed, four-stroke engines designed to meet 1998 exhaust emission standards. API CH-4 oils are specifically compounded for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of API CD, API CE, API CF-4, and API CG-4 oils.		
CG-4	Obsolete: introduced in 1995. For severe duty, high-speed, four-stroke engines using fuel with less than 0.5% weight sulfur. API CG-4 oils are required for engines meeting 1994 emission standards. Can be used in place of API CD, API CE, and API CF-4 oils.		
CF-4	Obsolete: introduced in 1990. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of API CD and API CE oils.		
CF-2	Expired. Introduced in 1994. For severe duty, two-stroke-cycle engines. Can be used in place of API CD-II oils.		
CF	Expired. Introduced in 1994. For off-road, indirect-injected and other diesel engines including those using fuel with over 0.5% weight sulfur. Can be used in place of API CD oils.		
CE	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1994.		
CD-II	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1994.		
CD	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1994.		
CC	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1990.		
CB	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1961.		
CA	Obsolete: CAUTION! Not suitable for use in most diesel-powered automotive engines built after 1969.		



The ILSAC (International Standardization and Approval Commitee) uses together with another American Institute and the JAMA (Japan Automobile Manufacturers Association) the API Classifications for an individual ILSAC Standard: T

GF-6	Provide protection against low-speed pre-ignition (LSPI), timing chain wear protection, improved high temperature deposit protection for pistons and turbochargers, more stringent sludge and varnish control, improved fuel economy, enhanced emission control system protection and protection of engines operating on ethanol-containing fuels up to E85.
GF-6A	Current: introduced in May 2020 for oil viscosities a slow as 0W-20.
GF-6B	Current: introduced in May 2020 for engines requiring 0W-16 oils.
GF-5	Current: 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. (obsolete on May 1, 2021)
GF-4	Obsolete: use GF-6A where GF-4 is recommended.
GF-3	Obsolete: use GF-6A where GF-3 is recommended.
GF-2	Obsolete: use GF-6A where GF-2 is recommended.
GF-1	Obsolete: use GF-6A where GF-1 is recommended.

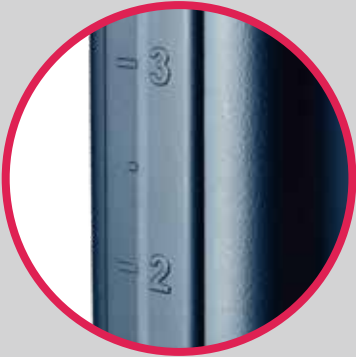
MIL-Specifications (Military Standard in USA)

MIL-L	Lubricants
MIL-G	Greases, Hydraulic fluids

SOPHISTICATED AND USER-FRIENDLY DESIGN



SECURE LOCK
PREVENTING LEAKAGE
FOR SAFE TRANSPORT



MEASUREMENT FOR
GRADUATED CHECKS
FOR EASY
AND PRECISE USE



SPECIFICATIONS AND
CLASSIFICATION
CLEARLY DISTINGUISH
MODELS AND STANDARDS



Packaging:

LITRES	PACKING	PER BOX	PER PALLET
1	canister	16	*800
4	canister	4	*200
20	canister	-	32
60	barrel	-	12
208	barrel	-	4
1000	pallet tank	-	1

*CP pallet size 114 x 114 cm. The number of boxes on a pallet may vary depending on the order.

PASSENGER CARS ENGINE OIL

SynthGen Series

SynthGen 10W-40	Synthetic engine oil	SynthGen 5W-30	Fully Synthetic engine oil
SynthGen G1 5W-30	Synthetic engine oil	SynthGen 5W-40	Fully Synthetic engine oil

MULTIPURE Series

MULTIPURE 0W-30	Fully Synthetic engine oil	MULTIPURE 5W-40	Fully Synthetic engine oil
MULTIPURE 5W-30	Fully Synthetic engine oil	Multipure Top	Fully Synthetic engine oil

Specialsynth Series

Specialsynth 10W-40	Synthetic engine oil	Specialsynth FE 0W-20	Fully Synthetic engine oil
Specialsynth 5W-30	Fully Synthetic engine oil	Specialsynth NF 0W-20	Fully Synthetic engine oil
Specialsynth 5W-40	Fully Synthetic engine oil	Specialsynth 0W-30	Fully Synthetic engine oil
Specialsynth 0W-20	Fully Synthetic engine oil	Specialsynth 0W-40	Fully Synthetic engine oil

SuperSynth Series

SuperSynth 0W-16	Fully Synthetic engine oil	SuperSynth NF 0W-20	Super Fully Synthetic engine oil
SuperSynth 0W-20	Super Fully Synthetic engine oil	SuperSynth 0W-30	Low Ash Fully Synthetic Engine Oil
SuperSynth FE 0W-20	Super Fully Synthetic engine oil	SuperSynth 0W-40	Fully Synthetic engine oil

Tor Prosap Series

Tor Prosap 5W-30	Synthetic engine oil	Tor Prosap 5W-40	Synthetic engine oil
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TERZO



Available in 1L | 4L



Available in 1L | 4L

SynthGen 10W-40

Synthetic engine oil

API SN plus • API SP

This motor oil is produced with high quality solvent refined base oils and a number of additives, to obtain the following properties:

- a high detergency and dispersion power
 - a strong resistance against oxidation
- effective in preventing from wear, corrosion and foam
 - a high and stable viscosity index

Application:

Suitable lubricating oil for gasoline engines under light service conditions, moreover for diesel engines of passenger cars and for light delivery vans in light service. Not applicable for turbo-charging diesel engines for which a minimum API SG level oil is required.

Density at 20 °C, kg/l	0,861	Flash Point COC, °C	236
Viscosity -25 °C, mPa.s	6462	Pour Point, °C	-36
Viscosity 40 °C, mm²/s	101,7	Total Base Number, mgKOH/g	7,5
Viscosity 100 °C, mm²/s	14,64	Sulphate Ash, %	-
Viscosity Index	149	-	-

SynthGen G1 5W-30

Synthetic engine oil

API SN • ILSAC GF-5

This sophisticated synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy synthetic motor oil is recommended for use in petrol engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20°C, kg/l	0,853	Flash Point COC, °C	234
Viscosity -30 °C, mPa.s	6448	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	69,88	Total Base Number, mgKOH/g	10,3
Viscosity 100 °C, mm²/s	11,29	Sulphate Ash, %	1,2
Viscosity Index	155	HTHS viscosity@150, mPa.s	3,2



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

SynthGen 5W-30

Fully Synthetic engine oil

API SN plus • API SP

This sophisticated fully-synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy fully synthetic motor oil is recommended for use in petrol engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,853	Flash Point COC, °C	230
Viscosity -25 °C, mPa.s	5160	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	64,63	Total Base Number, mgKOH/g	7,32
Viscosity 100 °C, mm²/s	11,07	Sulphate Ash, %	0,78
Viscosity Index	166	HTHS viscosity@150, mPa.s	3,2

SynthGen 5W-40

Fully Synthetic engine oil

API SN plus • API SP

This sophisticated fully-synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy synthetic motor oil is recommended for use in petrol- and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,854	Flash Point COC, °C	236
Viscosity -25 °C, mPa.s	5362	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	85,93	Total Base Number, mgKOH/g	7,42
Viscosity 100 °C, mm²/s	13,98	Sulphate Ash, %	0,75
Viscosity Index	168	HTHS viscosity@150, mPa.s	3,5



Available in 1L | 4L

MULTIPURE 0W-30

Fully Synthetic engine oil

API SP • ILSAC GF-6A • GM dexos1 (TM) Gen 2 GM 6094M
Chrysler MS 6395 • Ford WSS-M2C945-A/B1/946-A/B1/947-A/B1
Ford WSS-M2C953-B1 • Ford WSS-M2C946-A/B1 / WSS-M2C961-A1

A modern, Fully synthetic, fuel economy motor oil based on special selected synthetic base oils with a high viscosity index and a well balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
 - a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

A fuel economy, special composed synthetic motor oil recommended for use in petrol engines of passenger cars, which prescribe an oil with the specification GM dexos1™ Gen 2.

Density at 20 °C, kg/l	0,854	Flash Point COC, °C	234
Viscosity -30 °C, mPa.s	5980	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	67,07	Total Base Number, mgKOH/g	7,24
Viscosity 100 °C, mm²/s	11,07	Sulphate Ash, %	0,72
Viscosity Index	163	HTHS viscosity@150, mPa.s	3,2

MULTIPURE 5W-30

Fully Synthetic engine oil

ACEA C2/C3 • API SP, API SN Plus • BMW Longlife-04 • MB 229.31/229.51
VW 502.00 and 505.00

A modern, Fully synthetic, universal motor oil based on special selected synthetic base oils, among others ester, with a high viscosity index and a well balanced choice of advanced additives to obtain the following properties:

- a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
 - a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

As a fully synthetic engine oil with fuel economy and special formula, it is recommended for gaso-line passenger car engines

Density at 20 °C, kg/l	0,853	Flash Point COC, °C	236
Viscosity -30 °C, mPa.s	5660	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	66,25	Total Base Number, mgKOH/g	7,13
Viscosity 100 °C, mm²/s	12,36	Sulphate Ash, %	0,72
Viscosity Index	164	HTHS viscosity@150, mPa.s	≤3,5



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

MULTIPURE 5W-40

Fully Synthetic engine oil

ACEA C3 • API SP • BMW Longlife-04 • Opel GM dexos 2
MB 229.31/229.51 • VW 502.00 and 505.00

Modern fully synthetic universal engine oil based on selected synthetic base oils, in addition to other esters, has a high viscosity index and advanced balanced selection additives to achieve the following properties:

- a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
 - a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal, ester fortified, fuel saving synthetic motor oil is suitable for use in petrol and diesel engines, with or without turbo-charging. Moreover this lubricant is also very suitable for passenger car diesel engines with pump-injector-unit. This product meets the requirements of several OEM's and thus has a wide application.

Density at 20 °C, kg/l	0,853	Flash Point COC, °C	234
Viscosity -30 °C, mPa.s	6196	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	89,52	Total Base Number, mgKOH/g	7,05
Viscosity 100 °C, mm²/s	14,54	Sulphate Ash, %	0,75
Viscosity Index	169	HTHS viscosity@150, mPa.s	≥3,5

MULTIPURE Top 5W-30

Fully Synthetic engine oil

ACEA C3 • API SP, API SN Plus• VW 504.00 and 507.00• BMW Longlife-04
• MB /229.51/MB229.52• Porsche C30 •Opel OV0401547

A fuel economy,fully synthetic, universal motor oil, developed according the most recent technology, based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - mid SAPS content
 - suitable for modern catalysts
 - a fast cold start
 - a safe lubrication film at high temperatures
- extended oil drain intervals
 - a very good detergency and dispersion
 - a very strong protection against wear,corrosion and foaming

Application:

This universal, fuel economy, specially composed motor oil, is recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with extended oil drain intervals. This motor oil also contributes to the extension of the lifetime of particle filters. Due to its special composition it is possible to apply this product for the VW 504.00/507.00 requirements, in practice also called VW Longlife III.

Density at 20 °C, kg/l	0,852	Flash Point COC, °C	224
Viscosity -30 °C, mPa.s	5980	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	69,8	Total Base Number, mgKOH/g	8,3
Viscosity 100 °C, mm²/s	12,3	Sulphate Ash, %	0,75
Viscosity Index	176	HTHS viscosity@150, mPa.s	≤3,7



Available in 1L | 4L



Available in 1L | 4L | 208L

Specialsynth 10W-40

Synthetic engine oil

API SN • ACEA A3/B3

This motor oil is produced with high quality solvent refined base oils and a number of additives, to obtain the following properties:

- a high detergency and dispersion power
 - a strong resistance against oxidation
- effective in preventing from wear, corrosion and foam
 - a high and stable viscosity index

Application:

Suitable lubricating oil for gasoline engines under light service conditions, moreover for diesel engines of passenger cars and for light delivery vans in light service. Not applicable for turbo-charging diesel engines for which a minimum API SG level oil is required.

Density at 20 °C, kg/l	0,848	Flash Point COC, °C	242
Viscosity -25 °C, mPa.s	4800	Pour Point, °C	-38
Viscosity 40 °C, mm²/s	101,1	Total Base Number, mgKOH/g	7,6
Viscosity 100 °C, mm²/s	14,3	Sulphate Ash, %	-
Viscosity Index	152	HTHS viscosity@150, mPa.s	3.5

Specialsynth 5W-30

Fully Synthetic engine oil

API SP • ACEA A3/B4

This sophisticated fully-synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy fully synthetic motor oil is recommended for use in petrol-diesel engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,847	Flash Point COC, °C	228
Viscosity -30 °C, mPa.s	5171	Pour Point, °C	-40
Viscosity 40 °C, mm²/s	65,23	Total Base Number, mgKOH/g	7,15
Viscosity 100 °C, mm²/s	11,20	Sulphate Ash, %	0,76
Viscosity Index	161	HTHS viscosity@150, mPa.s	3,5



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

Specialsynth 5W-40

Fully Synthetic engine oil

API SP • ACEA A3/B4 • VW-Norm 502 00 and 505 00 • Porsche A40
BMW Longlife-01 • MB-Blatt 226.5 • Opel GM-LL-B-025
Renault RN 0700 and RN 0710

This sophisticated fully-synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy synthetic motor oil is recommended for use in petrol- and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,848	Flash Point COC, °C	232
Viscosity -30 °C, mPa.s	5627	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	88,27	Total Base Number, mgKOH/g	7,2
Viscosity 100 °C, mm²/s	13,7	Sulphate Ash, %	0.78
Viscosity Index	165	HTHS viscosity@150, mPa.s	3.6

Specialsynth 0W-20

Fully Synthetic engine oil

API SP • ILSAC GF-6A

A fuel economy SAE 0W20 motor oil, developed according the most recent technology, based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- a high fuel economy
 - a high and stable viscosity index
 - a good resistance against shearing
 - a very fast cold start, even at very low temperatures
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion power
 - a very strong protection against wear, corrosion and foaming

Application:

A fuel-efficient, specially formulated engine oil suitable for petrol and diesel engines of vehicles that meet the Euro 6 standard and for which the manufacturer specifies a product that conforms to the 0W20 specification.

Density at 20 °C, kg/l	0,844	Flash Point COC, °C	228
Viscosity -35 °C, mPa.s	5032	Pour Point, °C	-46
Viscosity 40 °C, mm²/s	43,33	Total Base Number, mgKOH/g	8,15
Viscosity 100 °C, mm²/s	8,57	Sulphate Ash, %	0,76
Viscosity Index	165	HTHS viscosity@150, mPa.s	2,7



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

Specialsynth FE 0W-20

Fully Synthetic engine oil

**ACEA C5 • API SP • ILSAC GF-6A • BMW Longlife-17 FE+
Ford WSS-M2C947-B1 / WSS-M2C962-A1 • MB 229.71/229.72
Jaguar Land Rover STJLR.03.5006 • Opel OV0401547
Ford WSS-M2C947-B1 / WSS-M2C962-A1**

A modern, Fully synthetic, fuel economy motor oil based on special selected synthetic base oils with a high viscosity index and a well balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
- a high and very stable viscosity index
- a high resistance against shearing
- a very fast cold start
- a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
- a very good detergency and dispersion
- a very strong protection against wear, corrosion and foaming

Application:

A modern fuel economy, special composed synthetic motor oil suitable for use in petrol and diesel engines of passenger cars and delivery vans. This oil is fully backward compatible with BMW Longlife-14 FE+.

Density at 20 °C, kg/l	0,840	Flash Point COC, °C	236
Viscosity -35 °C, mPa.s	4960	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	39,73	Total Base Number, mgKOH/g	9,1
Viscosity 100 °C, mm²/s	8,11	Sulphate Ash, %	0,76
Viscosity Index	182	HTHS viscosity@150, mPa.s	2,7

Specialsynth NF 0W-20

Fully Synthetic engine oil

ACEA C5 • API SN Plus, API SP • Approved under • VW 508.00/509.00 • Porsche C20

A fuel economy, Fully synthetic motor oil, developed according the most recent technology, based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- lower fuel consumption
- reduced formation of combustion residues (mid SAPS)
- a very fast cold start
- a safe lubrication film at high temperatures
- extended oil drain intervals
- a very good detergency and dispersion
- a very strong protection against wear, corrosion and foaming
- dark green color

Application:

This fuel economy, specially composed motor oil, is recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with extended oil drain intervals. This motor oil also contributes to the extension of the lifetime of particle filters. This oil has been specially developed for engines for which an oil with the specification VW 508.00 / 509.00 is prescribed.

Density at 20 °C, kg/l	0,846	Flash Point COC, °C	228
Viscosity -35 °C, mPa.s	5808	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	48,5	Total Base Number, mgKOH/g	9,3
Viscosity 100 °C, mm²/s	8,45	Sulphate Ash, %	0,82
Viscosity Index	169	HTHS viscosity@150, mPa.s	2,9



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

Specialsynth 0W-30

Fully Synthetic engine oil

ACEA C2 • Ford WSS-M2C950-A • Jaguar/Land Rover STJLR.03.5007

A fuel economy, universal motor oil, developed according the most recent technology, based on specially selected synthetic base oils to which advanced additives are added to obtain the following properties:

- a lower fuel consumption
- suitable for modern catalysts
- a fast cold start
- a safe lubrication film at high temperatures
- extended oil drain intervals
- a very good detergency and dispersion
- a very strong protection against wear, corrosion and foaming

Application:

This universal, fuel economy, "mid SAPS" motor oil is recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with extended oil drain intervals. Due to its low SAPS content this product can be applied in vehicles with modern three way catalysts and diesel particle filters.

Density at 20 °C, kg/l	0,850	Flash Point COC, °C	228
Viscosity -35 °C, mPa.s	5590	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	54,73	Total Base Number, mgKOH/g	8,3
Viscosity 100 °C, mm²/s	10,1	Sulphate Ash, %	0,76
Viscosity Index	172	HTHS viscosity@150, mPa.s	3,2

Specialsynth 0W-40

Fully Synthetic engine oil

**ACEA C3 • API SP • BMW Longlife-04 • MB 229.3/229.5 • Porsche A40
VW 502.00/505.00**

A modern, Fully synthetic, universal motor oil based on special selected synthetic base oils with a high viscosity index and a well balanced choice of advanced additives to obtain the following properties:

- a high and very stable viscosity index
- a high resistance against shearing
- a very fast cold start
- a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
- a very good detergency and dispersion
- a very strong protection against wear, corrosion and foaming

Application:

A universal, special composed fully synthetic motor oil recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans for which the most modern specifications are required.

Density at 20 °C, kg/l	0,86	Flash Point COC, °C	232
Viscosity -35 °C, mPa.s	5110	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	74,5	Total Base Number, mgKOH/g	12,1
Viscosity 100 °C, mm²/s	14,3	Sulphate Ash, %	1,1
Viscosity Index	172	HTHS viscosity@150, mPa.s	3,7



Available in 1L | 4L



Available in 1L | 4L | 208L

SuperSynth 0W-16

Fully Synthetic engine oil

API SP • ILSAC GF-6B

A fuel economy SAE 0W16 motor oil, developed according the most recent technology,based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and stable viscosity index
 - a good resistance against shearing
 - a very fast cold start, even at very low temperatures
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion power
 - a very strong protection against wear, corrosion and foaming

Application:

Application This fuel economy, specially composed SAE 0W16 motor oil, is recommended for use in petrol engines in passenger cars of Japanese OEMs, equipped with the latest techniques.

Density at 15 °C, kg/l	0,845	Flash Point COC, °C	224
Viscosity -35 °C, mPa.s	5600	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	37,40	Total Base Number, mgKOH/g	8,5
Viscosity 100 °C, mm²/s	7,34	Sulphate Ash, %	0,89
Viscosity Index	166	HTHS viscosity@150, mPa.s	2.2

SuperSynth 0W-20

Super Fully Synthetic engine oil

API SP • ILSAC GF-6A

A fuel economy SAE 0W20 motor oil, developed according the most recent technology,based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- a high fuel economy
 - a high and stable viscosity index
 - a good resistance against shearing
 - a very fast cold start, even at very low temperatures
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion power
 - a very strong protection against wear, corrosion and foaming

Application:

A fuel-efficient, specially formulated engine oil suitable for petrol and diesel engines of vehicles that meet the Euro 6 standard and for which the manufacturer specifies a product that conforms to the 0W20 specification.

Density at 20 °C, kg/l	0,842	Flash Point COC, °C	230
Viscosity -35 °C, mPa.s	5110	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	43,24	Total Base Number, mgKOH/g	8,47
Viscosity 100 °C, mm²/s	8,281	Sulphate Ash, %	0,76
Viscosity Index	170	HTHS viscosity@150, mPa.s	2,7



Available in 1L | 4L | 208L



Available in 1L | 4L | 208L

SuperSynth FE 0W-20

Super Fully Synthetic engine oil

ACEA C5 • API SP • ILSAC GF-6A • BMW Longlife-17 FE+
Ford WSS-M2C947-B1/WSS-M2C962-A1 • Jaguar Land Rover STJLR.03.5006
MB 229.71/MB229.72 • Opel OV0401547 • Chrysler MS-12145 • Fiat 9.55535-GSX

A modern, fully synthetic, fuel economy motor oil based on special selected synthetic base oils with a high viscosity index and a well balanced choice of advanced additives to obtain the following prop-erties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a very fast cold start
 - a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

A modern fuel economy, special composed synthetic motor oil suitable for use in petrol and diesel engines of passenger cars and delivery vans. This oil is fully backward compati-ble with BMW Longlife-14 FE+.

Density at 20 °C, kg/l	0,840	Flash Point COC, °C	236
Viscosity -35 °C, mPa.s	4960	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	39,73	Total Base Number, mgKOH/g	9,22
Viscosity 100 °C, mm²/s	8,114	Sulphate Ash, %	0,78
Viscosity Index	184	HTHS viscosity@150, mPa.s	2,7

SuperSynth NF 0W-20

Super Fully Synthetic engine oil

ACEA C5 • API SN Plus, API SP • Approved under • VW 508.00/509.00 • Porsche C20

A fuel economy, PAO and Esters Fully synthetic motor oil, developed according the most recent technology, based on specially selected synthetic base oils and a well balanced choice of advanced additives to obtain the following properties:

- lower fuel consumption
 - reduced formation of combustion residues (mid SAPS)
 - a very fast cold start
 - a safe lubrication film at high temperatures
- extended oil drain intervals
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming
 - dark green color.

Application:

This fuel economy, specially composed motor oil, is recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with extended oil drain intervals. This motor oil also contributes to the extension of the lifetime of particle filters. This oil has been specially developed for engines for which an oil with the specification VW 508.00 / 509.00 is prescribed.

Density at 20 °C, kg/l	0,846	Flash Point COC, °C	228
Viscosity -35 °C, mPa.s	5808	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	45,54	Total Base Number, mgKOH/g	9,22
Viscosity 100 °C, mm²/s	8,541	Sulphate Ash, %	0,8
Viscosity Index	168	HTHS viscosity@150, mPa.s	2,9



Available in 1L | 4L

SuperSynth 0W-30

Low Ash Fully Synthetic Engine Oil

API SP • ACEA C2

A fuel economy, universal Fully synthetic motor oil, developed according the most recent technology, based on specially selected synthetic base oils to which advanced additives are added to obtain the following properties:

- a lower fuel consumption
 - suitable for modern catalysts
 - a fast cold start
 - a safe lubrication film at high temperatures
- extended oil drain intervals
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal, fuel economy, "mid SAPS" motor oil is recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with extended oil drain intervals. Due to its low SAPS content this product can be applied in vehicles with modern three way catalysts and diesel particle filters.

Density at 20 °C, kg/l	0,840	Flash Point COC, °C	236
Viscosity -35 °C, mPa.s	5680	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	58,2	Total Base Number, mgKOH/g	8,32
Viscosity 100 °C, mm²/s	10,8	Sulphate Ash, %	0,78
Viscosity Index	171	HTHS viscosity@150, mPa.s	3,2



Available in 1L | 4L | 208L

SuperSynth 0W-40

Fully Synthetic engine oil

ACEA A3/B4 • API SP • BMW Longlife-04 • MB 229.3/229.5 • Porsche A40 VW 502.00/505.00

A modern, Fully synthetic, universal motor oil based on special selected synthetic base oils with a high viscosity index and a well balanced choice of advanced additives to obtain the following properties:

- a high and very stable viscosity index
 - a high resistance against shearing
 - a very fast cold start
 - a very strong resistance against oxidation
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

A universal, special composed fully synthetic motor oil recommended for use in petrol and diesel engines, with or without turbo-charging, in passenger cars and delivery vans for which the most modern specifications are required.

Density at 20 °C, kg/l	0,841	Flash Point COC, °C	230
Viscosity -35 °C, mPa.s	5107	Pour Point, °C	-45
Viscosity 40 °C, mm²/s	73,57	Total Base Number, mgKOH/g	12,2
Viscosity 100 °C, mm²/s	13,57	Sulphate Ash, %	1,12
Viscosity Index	190	HTHS viscosity@150, mPa.s	3,8



Available in 1L | 4L | 208L

Tor Prosap 5W-30

Synthetic engine oil

API SP/ILSAC GF-6A

This sophisticated synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy synthetic motor oil is recommended for use in petrol-diesel engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,854	Flash Point COC, °C	234
Viscosity -30 °C, mPa.s	6010	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	68,07	Total Base Number, mgKOH/g	8,24
Viscosity 100 °C, mm²/s	11,3	Sulphate Ash, %	0,78
Viscosity Index	157	HTHS viscosity@150, mPa.s	3,2

Tor Prosap 5W-40

Synthetic engine oil

API SN PLUS/API SP

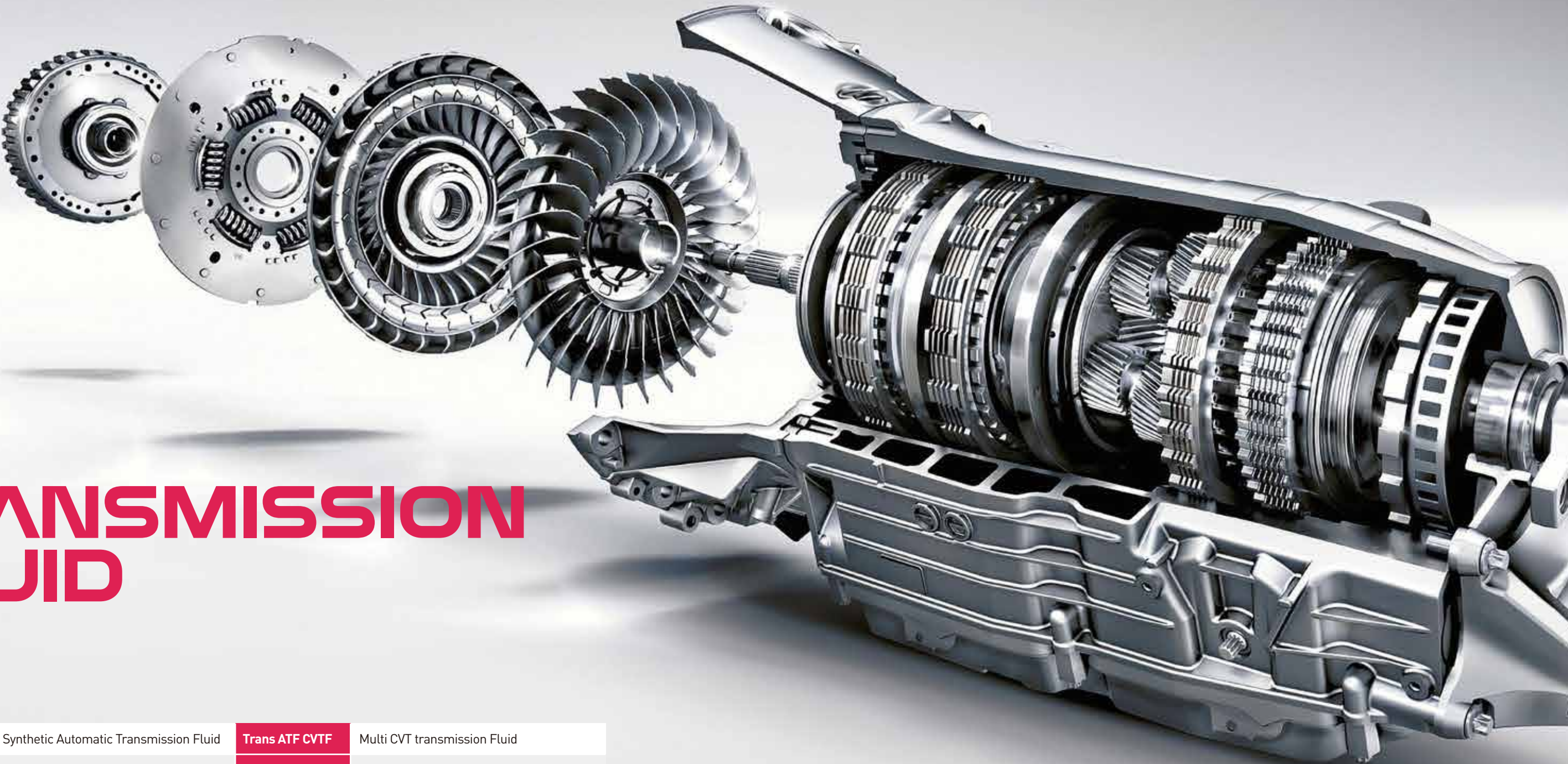
This sophisticateds synthetic fuel economy universal motor oil is produced with high quality synthetic base oils with a high viscosity index and a well-balanced choice of advanced additives to obtain the following properties:

- a lower fuel consumption
 - a high and very stable viscosity index
 - a high resistance against shearing
 - a fast cold start
- a safe lubrication film at very high temperatures
 - a very good detergency and dispersion
 - a very strong protection against wear, corrosion and foaming

Application:

This universal fuel economy synthetic motor oil is recommended for use in petrol- and diesel engines, with or without turbo-charging, in passenger cars and delivery vans with the specifications as stated below.

Density at 20 °C, kg/l	0,864	Flash Point COC, °C	236
Viscosity -25 °C, mPa.s	5462	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	86,93	Total Base Number, mgKOH/g	7,32
Viscosity 100 °C, mm²/s	13,98	Sulphate Ash, %	0,76
Viscosity Index	168	HTHS viscosity@150, mPa.s	3,6



TRANSMISSION FLUID

Trans ATF

Trans ATF VI	Fully Synthetic Automatic Transmission Fluid	Trans ATF CVTF	Multi CVT transmission Fluid
Trans ATF 7T	Fully Synthetic Automatic Transmission Fluid	Trans ATF DCTF	Multi Double Clutch Transmission Fluid
Trans ATF 9T	Low Viscosity Automatic Transmission Fluid	-	-

Gear Oil

Super Gear Oil GL-5 75W-90	Fully synthetic Gear Oil	Special Gear LD/LS 75W-90	Fully synthetic Limited Slip Gear Oil
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TRANS ATF



- Dexron III-H
- Aisin Warner JWS 3309 (T-IV)
- Allison C-4
- Daihatsu Ammix ATF D3-SP
- JASO M315 Type 1A
- Honda ATF Z-1
- Hyundai /Kia SP-III
- Isuzu BESCO ATF II, ATF III
- Mazda ATF M-III, M-V
- Mitsubishi SP-II, SP-III
- Nissan Matic Fluid C, D, J
- Toyota Autofluid D-II, D-III Type T-IV

Available in **1L**

Trans ATF VI

Fully Synthetic Automatic Transmission Fluid

4 Speed • 5 Speed • 6 Speed

A very high graded automatic transmission fluid based on special selected synthetic base oils, with a high viscosity index and a number of selected additives to obtain the following properties:

- a very strong dispersion, therefore sludge is restricted to a minimum
 - a very low pour point
 - very good stability against oxidation and thermal properties
- a positive activity against wear, corrosion and foam
 - specific friction properties
 - a perfect compatibility with seals and non-ferro metals
 - red coloured

Application:

This fluid may be used for automatic gear boxes (including hybrid), power steering units, torque converters and other equipment, for which an ATF is required, which exceeds ATF Dexron III and II. Its special composition causes a longer lifetime of this liquid compared with older Dexron types. This multi-vehicle ATF meets the hardware protection of the specified low viscosity fluids, like AW-2. This product cannot be used in DCT's and CVT's or when an oil with the Ford Type F/G specification is recommended.

Density at 20 °C, kg/l	0,85	Flash Point COC, °C	212
Viscosity 40 °C, mm²/s	35,16	Pour Point, °C	-45
Viscosity 100 °C, mm²/s	7,18	Total Base Number, mgKOH/g	2,7
Viscosity Index	174	HTHS viscosity@150, mPa·s	-



- DEXRON VI
- ZF Lifeguardfluid8
- Aisin Warner JWS 3324 (WS) AW-1
- LAND ROVER LR023289
- BMW ATF 3+
- Honda ATF-Type 3.1
- Honda DW-1
- Hyundai /Kia SP-IV
- Mazda ATF FZ
- Nissan Matic Fluid S
- Toyota Autofluid WS
- Porsche ATF 3403-M115
- Audi/VW G 060 162
- VW TL 521 62

Trans ATF 7T

Fully Synthetic Automatic Transmission Fluid

6 Speed • 7 Speed • 8 Speed

A very high graded automatic transmission fluid formulated with a number of special selected base oils and additives to obtain the following properties:

- a high shifting comfort
 - a very low pour point
 - very good stability against oxidation
 - very good thermal properties
 - a positive activity against wear, corrosion and foam
- a constant friction stability over lifetime ensuring perfect clutch operation
 - a perfect compatibility with seals and non-ferro metals
 - extremely resistant against shudder vibration
 - as a result of the perfect viscosity grade a fuel-efficiency potential

Application:

This fluid may be used for automatic transmissions of different car manufacturers.

Density at 20 °C, kg/l	0,846	Flash Point COC, °C	210
Viscosity 40 °C, mm²/s	25,61	Pour Point, °C	-48
Viscosity 100 °C, mm²/s	5,67	Total Base Number, mgKOH/g	-
Viscosity Index	172	HTHS viscosity@150, mPa·s	-

Available in **1L**



- MB 236.15
- MB 236.16
- MB 236.17

Available in **1L**

Trans ATF 9T

Low Viscosity Automatic Transmission Fluid

8 Speed • 9 Speed • 10 Speed

A very high graded, extremely low-viscosity automatic transmission fluid based on special selected synthetic base oils, with a high viscosity index and a number of selected additives to obtain the following properties:

- excellent contribution to fuel economy
 - excellent lubrication
 - very good resistance against oxidation
 - very good thermal stability
- excellent and very stable friction characteristics
 - excellent resistance against corrosion and foaming
 - excellent protection against wear
 - a very high and stable viscosity index

Application:

This premium synthetic product is specially formulated for the lubrication of certain Mercedes-Benz automatic transmissions with 9 gears. This oil contributes significantly to realizing fuel saving and can be used in automatic transmissions where an oil with the specification MB 236.17 /MB236.19 is prescribed.

Density at 20 °C, kg/l	0,836	Flash Point COC, °C	208
Viscosity 40 °C, mm²/s	17,22	Pour Point, °C	-49
Viscosity 100 °C, mm²/s	4,8	Total Base Number, mgKOH/g	-
Viscosity Index	190	HTHS viscosity@150, mPa·s	-



- BMW Mini Cooper EZL799
- Audi Multitronic Chain CVT
- Toyota CVTF TC, CVTF FE
- Nissan NS-1, 2, 3
- Honda HMMF, HCF2
- Mitsubishi SP-III, CVTF-J1, J4 J4+
- Mazda JWS 3320
- Subaru ECVT, iCVT
- Lineartrains Chain CVT
- Daihatsu Ammix CVT
- Suzuki CVTF TC/3320, NS-2 CVT Green 1&2
- Hyundai/Kia CVT J1
- GM DEX-CVT
- Chrysler Jeep NS-2/CVTF +4



- BMW Drivelogic 7-speed (Getrag)/DCTF-1
- Bugatti Veyron
- Ferrari 7-speed (Getrag) TE DCT-3
- Ford/Nissan Powershift 6-speed (GFT) Ford WSS-M2C936A
- PDK transmissieolie voor ZF (DCT Transmission Oil for ZF)
- Peugeot/Citroen DCS 6-speed (GFT)/9734.S2
- Renault EDC 6-speed (Getrag)
- VW (Audi, Seat, Skoda) 6-speed
- ZF/Porsche Oil #999.917.080.00

Available in 1L

Trans ATF CVTF

Multi CVT transmission Fluid

A high performance fully synthetic fluid for modern continuously variable transmissions, based on synthetic base oils, formulated with special additives to obtain the following properties:

- a very high and stable viscosity index
 - a very low pour point
 - an excellent stability against oxidation
 - a positive activity against wear, corrosion and foam
- ideal friction performance, for both CVT belt and CVT chain
 - seal compatibility for better leakage prevention
 - high superior anti-shudder performance
 - extended service interval in combination with a longer transmission life

Application:

This high quality synthetic fluid is designed for application in continuously variable automatic gear boxes (including hybrid applications). The so called CVTF's.

Density at 20 °C, kg/l	0,849	Flash Point COC, °C	213
Viscosity 40 °C, mm²/s	33,94	Pour Point, °C	-42
Viscosity 100 °C, mm²/s	7,20	Total Base Number, mgKOH/g	3,6
Viscosity Index	183	HTHS viscosity@150, mPa·s	-

Available in 1L

Trans ATF DCTF

Multi Double Clutch Transmission Fluid

A synthetic all purpose dual clutch transmission "DCT" fluid, based on high grade synthetic base oils in combination with optimized additive components to obtain the following properties:

- a very high and stable viscosity index
 - a very low pour point
 - an excellent stability against oxidation
- a positive activity against wear, corrosion and foam
 - specific friction properties and durable, reliable clutch performance
 - compatible with synthetic seals

Application:

This fully synthetic dual clutch transmission fluid is developed to fulfill the highest demands of modern high tech dual clutch transmissions and is particularly suitable for transmissions were dual clutch, synchronizer, gear set and hydraulic control system operate with the same fluid (including hybrid applications). Suitable for use in DCT transmissions (mainly 6, 7 and 8 speed), like: VW (Audi, Seat, Skoda), BMW Drivelogic, Chrysler Powershift, Geely, Getrag, Ford/Nissan Powershift,Mitsubishi TC-SST, Peugeot/Citroën DCS, Volvo Powershift, Porsche PDK and ZF, in accordance with the specified specifications.

Not to be used for Step-AT, CVT or dry DCT applications.

Density at 20 °C, kg/l	0,848	Flash Point COC, °C	213
Viscosity 40 °C, mm²/s	31,75	Pour Point, °C	-47
Viscosity 100 °C, mm²/s	7,01	Total Base Number, mgKOH/g	-
Viscosity Index	192	HTHS viscosity@150, mPa·s	-

GEAR OIL



• API GL-5

Available in 1L



- API GL-4
- API GL-5
- MT-1
- MIL-L2105D
- MIL-PRF-2105E

Available in 1L

Super Gear Oil GL-5 75W-90

Fully synthetic Gear Oil

This gear oil is a universal synthetic gear oil based on high quality synthetic base oils and special EP-additives to obtain the following properties:

- a very well activity against high temperature load
 - a very strong activity against wear, corrosion and foam
- a low pour point
 - special extreme pressure properties
 - widely usable

Application:

This universal gear oil is developed for manual transmissions and hypoid differentials in passenger cars, delivery vans and heavy trucks. This so called "Total Drive Line" oil is as universal product widely usable.

Density at 20 °C, kg/l	0,847	Flash Point COC, °C	216
Viscosity 40 °C, mm²/s	90,58	Pour Point, °C	-42
Viscosity 100 °C, mm²/s	15,80	Acid number, mgKOH/g	1,70
Viscosity Index	187	HTHS viscosity@150, mPa·s	-

Special Gear LD/LS 75W-90

Fully synthetic Limited Slip Gear Oil

This gear oil is a universal fully -synthetic gear oil based on high quality synthetic base oils and special EP-additives to obtain the following properties:

- an excellent activity against high temperature load
 - a very strong activity against wear, corrosion and foam
 - a low pour point
- very special EP-properties
 - excellent "Limited Slip" properties
 - widely usable

Application:

This universal fully synthetic gear oil is developed for manual transmissions and hypoid differentials in passenger cars, delivery vans and heavy trucks. This so called "Total Drive Line" oil is as universal product widely usable. This product also contains excellent "Limited Slip"properties.

Density at 20 °C, kg/l	0,843	Flash Point COC, °C	190
Viscosity 40 °C, mm²/s	95,62	Pour Point, °C	-40
Viscosity 100 °C, mm²/s	16,07	Acid number, mgKOH/g	2,03
Viscosity Index	181	HTHS viscosity@150, mPa·s	-

COMMERCIAL VEHICLE ENGINE OIL

Diesel Engine Oil

Tor Cargo LSP NF 5W-30	Low Viscosity Full Synthetic Commercial Diesel Engine Oil
Tor Cargo LSP plus 10W-40	Fully Synthetic Commercial Diesel Engine Oil
Tor Cargo LSP 10W-40	Fully Synthetic Commercial Diesel Engine Oil
Tor Truck Line 10W-40	Fully Synthetic Commercial Diesel Engine Oil
Tor Multisynth 10W-40	Synthetic Commercial Diesel Engine Oil
Tor Multisynth 20W-50	Synthetic Commercial Diesel Engine Oil
Tor Multisynth 15W-40	Construction Machinery Diesel Engine Oil

Natural Gas Engine Oil

Gas engine oil 15W-40	Natural Gas Engine Oil
Super Gas engine oil 15W-40	High-Performance Natural Gas Engine Oil

Commercial Gear Oil

MP Gear Oil 75W-90	Full Synthetic Commercial Gear Oil
Gear Oil 80W-90	Synthetic Commercial Gear Oil



DIESEL ENGINE OIL



Low Viscosity Full Synthetic Commercial Diesel Engine Oil

- ACEA E6/E7/E9-16
- ACEA E7/E11-22
- API CK-4/SN
- JASO DH-2
- MAN 3775 • MAN M 3677
- Volvo VDS 4.5RT RLD-3
- MTU Type 3.1
- Deutz DQCIV-18 LA
- Cummins CES 20086
- Mack E0S-4.5 DDC93K222
- Scania LDF-4 • Cat ECF-3
- Ford WSS-M2C213-A1
- MB228.31/MB228.52

Tor Cargo LSP NF 5W-30

Available in 4L | 20L | 208L

A top quality fuel economy fully synthetic diesel engine oil based on the latest additive technology combined with specially selected synthetic base oils. This engine oil has the following properties:

- a very powerful detergency prevents deposits in the engine
- a very strong dispersion that prevents from precipitation and sludge
- a powerful activity against wear, corrosion and foam
- a high and stable viscosity index
- a low sulphated ash number
- prolonged oil drain intervals
- a lower fuel consumption
- Single oil change interval of 150,000 kilometers

Application:

This fuel saving lubricant has mainly been developed for heavy diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 5 and Euro 6 engines in combination with diesel fuel with a low sulphur content. This engine oil is also suitable for application in engines with or without particle filters and exhaust catalysts. This motoroil is one of the group "low SAPS" lubricants. Can also be used in the Volvo 13L Euro 6 Step D engines for which an oil with VDS-4,5 specification is prescribed.

Density at 15 °C, kg/l	0,8478	Flash Point COC, °C	243
Viscosity -30 °C, mPa.s	4664	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	73,20	Total Base Number, mgKOH/g	9,69
Viscosity 100 °C, mm²/s	12,45	Sulphate Ash, %	0,92
Viscosity Index	170	HTHS viscosity@150, mPa.s	-



Fully Synthetic Commercial Diesel Engine Oil

- API CK-4
- ACEA E7-2022
- ACEA E9-2016
- ACEA E11-2022
- JASO DH-2
- MB 228.51
- Caterpillar ECF-3
- Allison TES 439
- DeutzDQC III-18 LA

Tor Cargo LSP plus 10W-40

Available in 4L | 20L | 208L

A top quality fully synthetic diesel engine oil based on the latest additive technology combined with synthetic base oils. This engine oil has the following properties:

- a very powerful detergency prevents deposits in the engine
- a very strong dispersion that prevents from precipitation and sludge
- a powerful activity against wear, corrosion and foam
- a high and stable viscosity index
- a low sulphated ash number
- Single oil change interval of 120,000 kilometers

Application:

This lubricant has mainly been developed for heavy diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 5 and Euro 6 engines in combination with diesel fuel with a low sulphur content. This engine oil is also suitable for application in engines with or without particle filters and exhaust catalysts. This motor oil is one of the group "low SAPS" lubricants.

Density at 20 °C, kg/l	0,85	Flash Point COC, °C	236
Viscosity -25 °C, mPa.s	6025	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	104,45	Total Base Number, mgKOH/g	9,38
Viscosity 100 °C, mm²/s	14,85	Sulphate Ash, %	0,78
Viscosity Index	150	Evaporation loss%	8.8



Fully Synthetic Commercial Diesel Engine Oil

- ACEA E6/E9
- API CK-4/CJ-4
- Volvo VDS4.5 • MAN 3477
- Cummins CES 20086
- MB 228.51
- Deutz DQC IV-10 LA
- Mack E0-0 Premium Plus
- Scania Low Ash
- Renault VI RLD-3
- Cat ECF-3
- Detroit Diesel 93K218
- JASO DH-2 • MTU Type 3.1

Tor Cargo LSP 10W-40

Available in 18L | 20L

A top quality fully synthetic diesel engine oil based on the latest additive technology combined with synthetic base oils. This engine oil has the following properties:

- a very powerful detergency prevents deposits in the engine
- a very strong dispersion that prevents from precipitation and sludge
- a powerful activity against wear, corrosion and foam
- a high and stable viscosity index
- a low sulphated ash number
- Single oil change interval of 100,000 kilometers

Application:

This lubricant has mainly been developed for heavy diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 5 and Euro 6 engines in combination with diesel fuel with a low sulphur content. This engine oil is also suitable for application in engines with or without particle filters and exhaust catalysts. This motor oil is one of the group "low SAPS" lubricants.

Density at 20 °C, kg/l	0,8598	Flash Point COC, °C	236
Viscosity -25 °C, mPa.s	6035	Pour Point, °C	-38
Viscosity 40 °C, mm²/s	104,45	Total Base Number, mgKOH/g	9,58
Viscosity 100 °C, mm²/s	14,65	Sulphate Ash, %	0,78
Viscosity Index	145	Evaporation loss%	8.8



Fully Synthetic Commercial Diesel Engine Oil

- API CK-4/SN
- ACEA E9/E7
- Mack E0S-4.5/E0-0 Premium Plus/E0-N
- Volvo VDS-4.5/VDS-4/VDS-3
- Caterpillar ECF-3/ECF-2
- Cummins CES 20086/20081
- Detroit Diesel 93K222/93K218
- Renault RLD-4/RLD-3

Tor Truck Line 10W-40

Available in 18L | 20L

A top quality fully synthetic diesel engine oil based on the latest additive technology combined with synthetic base oils. This engine oil has the following properties:

- a very powerful detergency prevents deposits in the engine
 - a very strong dispersion that prevents from precipitation and sludge
 - a powerful activity against wear, corrosion and foam
- a high and stable viscosity index
 - a low sulphated ash number
 - prolonged oil drain intervals

Application:

This lubricant has mainly been developed for heavy diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 5 and Euro 6 engines in combination with diesel fuel with a low sulphur content. This engine oil is also suitable for application in engines with or without particle filters and exhaust catalysts. This motor oil is one of the group "low SAPS" lubricants.

Density at 20 °C, kg/l	0,8545	Flash Point COC, °C	230
Viscosity -25 °C, mPa.s	4730	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	98,08	Total Base Number, mgKOH/g	8,14
Viscosity 100 °C, mm²/s	14,65	Sulphate Ash, %	1,00
Viscosity Index	155	Evaporation loss%	8.6



Synthetic Commercial Diesel Engine Oil

- API CI-4/SL
- ACEA E7
- Cummins CES 20076/20072 20071
- MB 228.3
- Mack E0-M+
- MAN 3275
- Volvo VDS-2
- MTU type 2

Tor Multisynth 10W-40

Available in 18L | 20L

An eminent diesel engine oil based on the actual additive technology combined with very special synthetic base oils. This results in the following properties for this engine oil:

- a very powerful detergency prevents deposits in the engine
 - a very strong dispersion that prevents from precipitation and sludge
 - a powerful activity against corrosion and foam
 - a high natural viscosity index
- a high sulphated ash number
 - a powerful activity against wear resulting in strongly reduced wear of piston-rings and cylinder-liners
 - longer oil drain intervals

Application:

This lubricant has mainly been developed for heavy duty diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 3, Euro 4 and Euro 5 engines in combination with diesel fuel with relative low sulphur contents. This engine oil is also suitable for application in engines with or without exhaust catalysts.

Density at 20 °C, kg/l	0,8616	Flash Point COC, °C	232
Viscosity -25 °C, mPa.s	6502	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	107,81	Total Base Number, mgKOH/g	7,26
Viscosity 100 °C, mm²/s	14,96	Sulphate Ash, %	0,8
Viscosity Index	144	Evaporation loss%	9.5



Synthetic Commercial Diesel Engine Oil

- API CI-4/SL
- ACEA E7
- Cummins CES 20076/20072 20071
- MB 228.3
- Mack E0-M+
- MAN 3275
- Volvo VDS-2
- MTU type 2

Tor Multisynth 20W-50

Available in 18L | 20L

An eminent diesel engine oil based on the actual additive technology combined with very special synthetic base oils. This results in the following properties for this engine oil:

- a very powerful detergency prevents deposits in the engine
 - a very strong dispersion that prevents from precipitation and sludge
 - a powerful activity against corrosion and foam
 - a high natural viscosity index
- a high sulphated ash number
 - a powerful activity against wear resulting in strongly reduced wear of piston-rings and cylinder-liners
 - longer oil drain intervals

Application:

This lubricant has mainly been developed for heavy duty diesel engines even under the toughest operation conditions and all the year round. This product is very suitable for Euro 3, Euro 4 and Euro 5 engines in combination with diesel fuel with relative low sulphur contents. This engine oil is also suitable for application in engines with or without exhaust catalysts.

Density at 20 °C, kg/l	0,8793	Flash Point COC, °C	238
Viscosity -25 °C, mPa.s	8467	Pour Point, °C	-29
Viscosity 40 °C, mm²/s	188,09	Total Base Number, mgKOH/g	7,47
Viscosity 100 °C, mm²/s	20,41	Sulphate Ash, %	0,82
Viscosity Index	129	Evaporation loss%	8.6



Construction Machinery Diesel Engine Oil

- API CF-4

Tor Multisynth 15W-40

Available in 18L | 20L

A universal multigrade engine oil produced with special selected solvent refined base oils and additives. This engine oil has the following properties:

- a very good detergency prevents deposits in the engine
 - a very good dispersion that prevents from precipitation and sludge
- a powerful action against wear, corrosion and foam
 - a stable viscosity index
 - suitable for extended drain intervals

Application:

This universal lubricating oil is suitable for gasoline or diesel engines, with or without super-charging. This motor oil is suitable for application in mixed fleets.

Density at 15 °C, kg/l	0,882	Flash Point COC, °C	234
Viscosity -20 °C, mPa.s	5765	Pour Point, °C	-30
Viscosity 40 °C, mm²/s	110,50	Total Base Number, mgKOH/g	-
Viscosity 100 °C, mm²/s	14,87	Sulphate Ash, %	-
Viscosity Index	136	-	-

GAS ENGINE OIL



Natural Gas Engine Oil

- Cummins CES 20092
- DDC 93K216

Gas engine oil 15W-40

Available in 18L | 20L

TERZO Gas engine oil 15W-40 have been developed for application in highly stressed gasoline and diesel gas engines, including turbo charged units. High neutralisation potential guarantees reliable protection against corrosion and wear in operation with combustion gases containing large amounts of sulphur and hydrogen sulphides, such as sewer, bio gases and untreated natural gases. Ash-containing well-balanced detergent and dispersant additives prevent undesirable build-up of sludge and varnish in the crankcase and combustion chambers. corresponds to the requirements of leading gas engine manufacturers and is also suitable for operation with catalytic converters.

Application:

TERZO Gas engine oil 15W-40 is approved by Jenbacher for the series 2 and 3, Cummins and by Hagl for the operation with special gases. In addition to this TERZO Gas engine oil 15W-40 corresponds to the requirements of leading gas engine manufacturers and is suitable for the operation of gas engines with catalytic converters, too.

Density at 15 °C, kg/l	0,890	Flash Point COC, °C	272
Viscosity 40 °C, mm²/s	132	Pour Point, °C	-21
Viscosity 100 °C, mm²/s	13,5	Total Base Number, mgKOH/g	8,8
Viscosity Index	97	Sulphate Ash, %	0,88



High-Performance
Natural Gas Engine Oil

- Cummins CES 20092
- DDC 93K216
- Volvo CNG
- MB 226.9
- Renault RGD

Super Gas engine oil 15W-40

Available in 18L | 20L

TERZO Super Gas engine oil 15W-40 a medium ash gas engine oil, specifically designed for use in modern high- performance gas engines. High quality base oils and advanced additive technology provide extended oil change intervals, a high wear protection, high neutralization capacity and a high thermal stability. suitable for use with sewage gas, biogas and landfill gas and can also be used in engines with modern exhaust aftertreatment systems. Due to the latest additive technology, contributes to engine cleanliness, extended drain intervals, lower oil consumption and therefore a higher efficiency because of the reduced oil changes and less downtime is reached. The excellent detergent and dispersant properties reduce sludge, deposits in the combustion chamber and the exhaust system are avoided.

Application:

Is specially designed for modern gas engines with the use of aggressive gases such as sewage gases, biogases and landfill gases. The ash content corresponds to the requirements of the latest engine technology. Through a trial run in Cummins biogas engines best results were confirmed in terms of change intervals.

Density at 15 °C, kg/l	0,889	Flash Point COC, °C	276
Viscosity 40 °C, mm²/s	150	Pour Point, °C	-21
Viscosity 100 °C, mm²/s	14,5	Total Base Number, mgKOH/g	5,3
Viscosity Index	97	Sulphate Ash, %	0,45

COMMERCIAL GEAR OIL



Full Synthetic Commercial
Gear Oil

- API GL-5

MP Gear Oil 75W-90

Available in 18L | 20L

This gear oil is a fully -synthetic lubricating oil for mechanical transmissions, formulated with high quality synthetic base oils and special EP-additives to obtain the following properties:

- an excellent resistance against oxidation
 - a very high activity against wear, corrosion and foam
 - a low pour point
- very good EP-properties
 - good clutch-switch performance at low temperatures
 - fuel economy

Application:

This gear oil is used in gearboxes under very heavy-duty conditions and should be used in all gearboxes where mineral EP-gear oils give switch problems.

Density at 20 °C, kg/l	0,852	Viscosity Index	197
Viscosity 40 °C, mm²/s	81,43	Flash Point COC, °C	218
Viscosity 100 °C, mm²/s	15,12	Pour Point, °C	-38



Synthetic Commercial
Gear Oil

- API GL-5

Gear Oil 80W-90

Available in 18L | 20L

This gear oil is a synthetic lubricating oil for mechanical transmissions, formulated with high quality solvent refined base oils and special EP-additives to obtain the following properties:

- excellent resistance against oxidation
 - a very high activity against wear, corrosion and foam
- a low pour point
 - very good EP-properties

Application:

This gear oil is used in hypoid differentials under very heavy duty conditions and should be used in all transmissions that require EP-transmission oils.

Density at 20 °C, kg/l	0,8829	Viscosity Index	114
Viscosity 40 °C, mm²/s	148,2	Flash Point COC, °C	190
Viscosity 100 °C, mm²/s	16,14	Pour Point, °C	-30

MOTORCYCLE OIL

Civil motorcycle engine oil

4T Motorcycle oil MB 10W-40	Four-Stroke Scooter Motorcycle Oil
4T Motorcycle oil 10W-40	Four-Stroke Motorcycle Oil
4T Motorcycle oil 5W-40	Four-Stroke Motorcycle Oil
4T Motorcycle oil 10W-50	Four-Stroke Motorcycle Oil

Track motorcycle engine oil

4T Super 10W-30	Low Viscosity High-Performance Four-Stroke Engine Oil
4T Super 10W-40	Fully Synthetic Four-Stroke Motorcycle Oil
4T Super 5W-40	Fully Synthetic Four-Stroke Motorcycle Oil
4T Super Racing 10W-50	Fully Synthetic Racing Motorcycle Oil
4T SUPER PLUS 10W-60	High Displacement Racing Motorcycle Oil

CIVIL MOTORCYCLE ENGINE OIL



• API SN • JASO MB

Available in 1L

4T Motorcycle oil MB 10W-40

Four-Stroke Scooter Motorcycle Oil

A new generation of synthetic engine oil designed for four-stroke scooters, formulated with synthetic base oils and specially developed balanced additives, featuring the following properties:

- High and stable viscosity index
- Optimal friction characteristics
- Very strong protection against wear, corrosion, and foaming
- Excellent cleaning and dispersing properties

Application:

This Motorcycle oil is specifically developed for the lubrication of scooters, ensuring that the clutch plates do not slip, stick, and/or require rough adjustments. This Motorcycle oil has been developed and tested in collaboration with major motorcycle manufacturers and has demonstrated its performance in the field.

Density at 20 °C, kg/l	0,858	Flash Point COC, °C	235
Viscosity -25 °C, mPa.s	5744	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	102,1	Total Base Number, mgKOH/g	7,7
Viscosity 100 °C, mm²/s	14,6	Sulphate Ash, %	-
Viscosity Index	155	HTHS viscosity@150, mPa.s	3.7



• API SN • JASO MA2

Available in 1L

4T Motorcycle oil 10W-40

Four-Stroke Motorcycle Oil

A new generation synthetic engine oil for four-stroke motorcycles formulated with high quality mineral and synthetic base oils combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index
- good cold start properties
- optimal friction characteristics
- a very strong protection against wear, corrosion and foaming
- a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 20 °C, kg/l	0,858	Flash Point COC, °C	234
Viscosity -25 °C, mPa.s	5744	Pour Point, °C	-36
Viscosity 40 °C, mm²/s	101,19	Total Base Number, mgKOH/g	7,8
Viscosity 100 °C, mm²/s	14,82	Sulphate Ash, %	-
Viscosity Index	153	HTHS viscosity@150, mPa.s	3.6



• API SN • JASO MA2

Available in 1L

4T Motorcycle oil 5W-40

Four-Stroke Motorcycle Oil

A new generation fully-synthetic engine oil for four-stroke motorcycles formulated with synthetic base oils combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index

- optimal friction characteristics
- a very strong protection against wear, corrosion and foaming

- a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 20 °C, kg/l	0,852	Flash Point COC, °C	220
Viscosity -30 °C, mPa.s	5901	Pour Point, °C	-40
Viscosity 40 °C, mm²/s	88,19	Total Base Number, mgKOH/g	4,68
Viscosity 100 °C, mm²/s	14,01	Sulphate Ash, %	0,94
Viscosity Index	167	HTHS viscosity@150, mPa.s	3.6



• API SN • JASO MA2

Available in 1L

4T Motorcycle oil 10W-50

Four-Stroke Motorcycle Oil

A new generation fully-synthetic engine oil for four-stroke motorcycles formulated with synthetic base oils combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index

- optimal friction characteristics
- a very strong protection against wear, corrosion and foaming

- a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 20 °C, kg/l	0,861	Flash Point COC, °C	232
Viscosity -30 °C, mPa.s	6499	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	122,52	Total Base Number, mgKOH/g	7,7
Viscosity 100 °C, mm²/s	17,95	Sulphate Ash, %	-
Viscosity Index	163	HTHS viscosity@150, mPa.s	3.9



• API SP
• JASO MA2
• JASO MA

Available in 1L

4T Super 10W-30

Low Viscosity High-Performance Four-Stroke Engine Oil

A fully synthetic engine oil for four stroke motor-cycles formulated with high quality synthetic base oils combined with balanced additives to achieve the following properties:

- a high and stable viscosity index

- good friction characteristics
- a strong protection against wear, corrosion and foaming

- a good detergency and dispersion

Application:

This oil is developed for the lubrication of four stroke motor-cycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the motor cycle producers and has its performance demonstrated in the field.

Density at 20 °C, kg/l	0,8468	Flash Point COC, °C	257
Viscosity -30 °C, mPa.s	3770	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	72,40	Total Base Number, mgKOH/g	6,45
Viscosity 100 °C, mm²/s	11,72	Sulphate Ash, %	0.68
Viscosity Index	157	HTHS viscosity@150, mPa.s	3.2



- API SP
- JASO MA2
- JASO MA

Available in 1L

4T Super 10W-40

Fully Synthetic Four-Stroke Motorcycle Oil

A new generation Synthetic engine oil for four-stroke motorcycles formulated with high quality synthetic base oils and Polyalphaolefin combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index - good cold start properties
 - optimal friction characteristics
- a very strong protection against wear, corrosion and foaming
 - a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 15 °C, kg/l	0,846	Flash Point COC, °C	253
Viscosity -25 °C, mPa.s	3879	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	88,23	Total Base Number, mgKOH/g	5,9
Viscosity 100 °C, mm²/s	13,92	Sulphate Ash, %	0.62
Viscosity Index	162	HTHS viscosity@150, mPa.s	3.8



- API SP • JASO MA2

Available in 1L

4T Super 5W-40

Fully Synthetic Four-Stroke Motorcycle Oil

A new generation fully synthetic engine oil for four-stroke motorcycles formulated with synthetic base oils combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index
 - optimal friction characteristics
- a very strong protection against wear, corrosion and foaming
 - a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 15 °C, kg/l	0,848	Flash Point COC, °C	261
Viscosity -25 °C, mPa.s	3901	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	88,10	Total Base Number, mgKOH/g	6.1
Viscosity 100 °C, mm²/s	14,00	Sulphate Ash, %	0.66
Viscosity Index	167	HTHS viscosity@150, mPa.s	3.9



- API SP
- JASO MA2
- JASO MA

Available in 1L

4T Super Racing 10W-50

Fully-Synthetic Racing Motorcycle Oil

A new generation High Displacement Racing fully-synthetic engine oil for four-stroke motorcycles formulated with synthetic base oils and Polyalphaolefin Ester combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index
 - optimal friction characteristics
- a very strong protection against wear, corrosion and foaming
 - a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 15 °C, kg/l	0,8462	Flash Point COC, °C	261
Viscosity -25 °C, mPa.s	5352	Pour Point, °C	-39
Viscosity 40 °C, mm²/s	127,40	Total Base Number, mgKOH/g	7,2
Viscosity 100 °C, mm²/s	19,03	Sulphate Ash, %	0.73
Viscosity Index	169	HTHS viscosity@150, mPa.s	4.0



- API SN
- JASO MA2
- JASO MA

Available in 1L

4T SUPER PLUS 10W-60

High Displacement Racing Motorcycle Oil

A new generation High Displacement Racing fully-synthetic engine oil for four-stroke motorcycles formulated with synthetic base oils combined with special developed balanced additives to achieve the following properties:

- a high and stable viscosity index
 - optimal friction characteristics
- a very strong protection against wear, corrosion and foaming
 - a very good detergency and dispersion

Application:

This oil is special developed for the lubrication of four-stroke motorcycles, so that sliding, sticking and/or rough changing of the clutch-plates no longer occurs. This oil is developed and tested in co-operation with the most important motorcycle producers and has its performance demonstrated in the field.

Density at 15 °C, kg/l	0,852	Flash Point COC, °C	263
Viscosity -25 °C, mPa.s	5410	Pour Point, °C	-42
Viscosity 40 °C, mm²/s	161,00	Total Base Number, mgKOH/g	7,15
Viscosity 100 °C, mm²/s	22,30	Sulphate Ash, %	0,91
Viscosity Index	170	HTHS viscosity@150, mPa.s	4.2

BRAKE FLUID



Brake Fluid DOT 4

Fully Synthetic Brake Fluid

FMVSS 116 • DOT 4 • SAE J1703 • ISO 4925

A High Displacement Racing fully synthetic brake fluid having the following properties:

- good resistance against ageing
- a very good compatibility with seals and gaskets
- minimal corrosion tendency
- high wet boiling point
- optimal viscosity at low temperatures

Application:

Applicable for all hydraulic brake systems with drum or disk brakes requiring a synthetic brake fluid and where a brake fluid of the type DOT 4 is prescribed.

Density at 15 °C, kg/l	1062	Wet Boiling Point, °C	167,8
Viscosity -40 °C, mm²/s	1220	pH - 50% in ethanol solution	7,8
Viscosity 100 °C, mm²/s	2,07	Moisture wt%	0,1
Boiling Point (reflux) , °C	269,4	Conductivity/us/cm²	0,697

Available in **500g | 1L**



Brake Fluid DOT 5.1

Full Synthetic High-Performance Brake Fluid

FMVSS 116 • DOT 5.1 • SAE J1703 • ISO 4925

A High Displacement Racing fully synthetic brake fluid having the following properties:

- good resistance against ageing
- a very good compatibility with seals and gaskets
- minimal corrosion tendency
- high wet boiling point
- optimal viscosity at low temperatures

Application:

Applicable for all hydraulic brake systems with drum or disk brakes requiring a synthetic brake fluid and where a brake fluid of the type Class 6 is prescribed. High-Performance Vehicles: It is suitable for racing cars, sports cars, and high-performance vehicles, capable of maintaining stable braking performance under extreme conditions.

Density at 15 °C, kg/l	1065	Wet Boiling Point, °C	197,2
Viscosity -40 °C, mm²/s	690	pH - 50% in ethanol solution	7,1
Viscosity 100 °C, mm²/s	1,82	Moisture wt%	0,08
Boiling Point (reflux) , °C	289,2	Conductivity/us/cm²	0,657

Available in **500g | 1L**

ANTIFREEZE

Fully Organic Long-Lasting Antifreeze

Coolant Type D -45°C Red	Fully Organic Long-Lasting Antifreeze
Coolant Type B -45°C Green	Fully Organic Long-Lasting Antifreeze
Coolant Type A -45°C Blue	Fully Organic Long-Lasting Antifreeze

Organic Long-Lasting Antifreeze

Coolant Type G -35°C Red	Organic Long-Lasting Antifreeze
Coolant Type F -35°C Green	Organic Long-Lasting Antifreeze
Coolant Type T -25°C Red	Organic Long-Lasting Antifreeze
Coolant Type H -25°C Green	Organic Long-Lasting Antifreeze



Available in 1.5Kg | 4Kg

Coolant Type B

Fully Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Green

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -45°C.

Density at 15 °C, kg/l	1,085	Crystallizationpoint, °C	-48.3
Boiling Point	138	pH Value	8.7



Coolant Type D

Fully Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Red

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -45°C.

Density at 15 °C, kg/l	1,085	Crystallization point, °C	-48.3
Boiling Point	138	pH Value	8.7



Available in 1.5Kg | 4Kg

Coolant Type A

Fully Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored blue

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -45°C.

Density at 15 °C, kg/l	1,085	Crystallizationpoint, °C	-48.3
Boiling Point	138	pH Value	8.7

Coolant Type G

Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Red

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -35°C.

Density at 15 °C, kg/l	1,070	Crystallization point, °C	-36.8
Boiling Point	131	pH Value	8.7

Coolant Type F

Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Green

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -35°C.

Density at 15 °C, kg/l	1,070	Crystallization point, °C	-36.8
Boiling Point	131	pH Value	8.7

Coolant Type T

Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Red

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -25°C.

Density at 15 °C, kg/l	1,020	Crystallizationpoint, °C	-26.3
Boiling Point	129	pH Value	8.8

Coolant Type H

Organic Long-Lasting Antifreeze

GB 29743-2023 • ASTM D3306 • NB/SH/T 0521-2020

A "long life" OAT (Organic Additives Technology) automotive coolant based on monoethyleneglycol and demineralized water with addition of additives to obtain the following properties:

- a perfect protection of all types of metals that are used in engines and cooling systems
 - a neutral behaviour towards seals, gaskets and hoses
- a very good resistance against formation of foam
 - nitrite, amine, phosphate and silicate free
 - colored Green

Application:

This coolant may be used all the year round in the cooling systems of gasoline and diesel engines. This coolant is ready for use and protects against freezing down to -25°C.

Density at 15 °C, kg/l	1,070	Crystallizationpoint, °C	-26.3
Boiling Point	129	pH Value	8.8