



GI-V TRS 10W50

SEMI-SYNTHETIC LUBRICANT FOR A REINFORCED PROTECTION
OF ALL DIESEL AND PETROL ENGINES



INDUSTRIAL VEHICLES RANGE

ENGINE
SEMI-SYNTHETIC
SAE 10W-50

Mineral

Semi-
synthetic

100%
synthetic

STANDARDS AND SPECIFICATIONS

ACEA E7-22
ACEA A3/B4-12
API CI-4/SL

Engine cleanliness

Oxidation resistance

Shear stability



APPLICATIONS

GI-V TRS 10W50 has been specially formulated to answer the most severe requirements for diesel engines (trucks, tractors, civil engineering equipment) particularly for engines with EGR. Their performances, their yield and sophistication have considerably evolved over the last few years.

GI-V TRS 10W50 can also be used for multi-usage fleets of vehicles, that is to say for petrol and diesel vehicles, whether lorries or cars.

BENEFITS

GI-V TRS 10W50 is a semi-synthetic lubricant associated with specific molybdenum and bismuth components. This original UNIL OPAL formulation associates the remarkable stability of synthetic bases with highly refined mineral bases, which results in excellent performances:

- Wide viscosity at any temperatures thanks to its 10W50 grade:
cold start: easy start with immediate lubrication of the engine,
hot engines: an optimal lubrication of the engine.
- Exceptional shear resistance which ensures the same initial viscosity 10W50 between each oil drain.
- Remarkable thermal stability and high detergent power which confers to **GI-V TRS 10W50** a constant cleanliness of the various parts of the engine and thus its optimal running.
- Drain periods up to 30 000 / 40 000 km, according to manufacturers, for long-distance road transports.

GI-V TRS 10W50 also presents other advantages, thanks to its special additives based on molybdenum and bismuth.

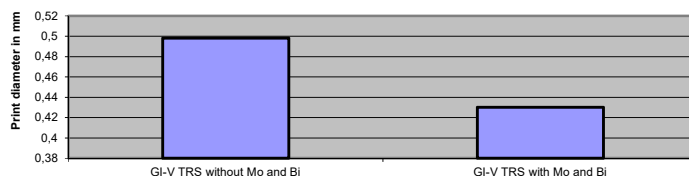
Molybdenum is a polar additive, which fixes itself on lubricated metallic parts, and which allows to **reduce from 15 to 50% the friction coefficient** of parts in contact. You will take advantage of this benefit at each start of your engine. Moreover, this additive allows reducing the sulphur and phosphorus contents of the oil, while obtaining the same performances: it is then an **advantage for the longevity of particles and NOx traps**, sensitive to these elements.

Bismuth is an additive which optimizes the action of sulphur contained in oil, and which **improves the anti-wear performances of the lubricant to 14%** (see test below).



TECHNICAL DATA SHEET

4 ball wear test (ASTM D 4172)



PERFORMANCES

PERFORMANCE LEVELS

ACEA E7-22
ACEA A3/B4-12
API CI-4/SL

MAN M 3275
DTFR 15B110 (MB 228.3)
VOLVO VDS-3
RENAULT TRUCK RLD-2

CHARACTERISTICS

CHARACTERISTICS	UNITS	METHODS	TYPICAL DATA
SAE Grade	-	-	10W-50
Colour	-	Visual	Green
Specific gravity at 15°C	kg/m ³	NF T 60-101	868
Kinematic viscosity at 40°C	mm ² /s	NF T 60-100	129,5
Kinematic viscosity at 100°C	mm ² /s	NF T 60-100	18,7
Viscosity index	-	NF T 60-136	163
Dynamic viscosity at -25°C	mPa.s	ASTM D 2602	6 150
Pour point	°C	NF T 60-105	-39
Flash point	°C	NF T 60-118	224
TBN	mg KOH/g	ASTM D 2896	9,4

This typical data is given for information only

HEALTH, SAFETY AND ENVIRONMENT

Elimination must be carried out to conform to the rules set for the disposal of used lubricants.

Must be stored away from bad weather.

Should you need further details, our Technical Department remains at your entire disposal.