

SHELL RIMULA R6 LM

SYNTHETIC HEAVY-DUTY DIESEL ENGINE OIL



DESIGNED TO MEET CHALLENGES

Shell Rimula R6 LM provides an innovative technology solution to meet the technical and operational needs of diesel and AVG powered heavy-duty truck and bus fleet operators.

Shell Rimula R6 LM oil features Shell exclusive "Low-SAPS" additive technology and a unique anti-wear system. Protective power is enhanced with synthetic base oil technology, resulting in long engine life and long oil life.

PERFORMANCE FEATURES

MAINTENANCE SAVING

- Shell Rimula R6 LM meets the long oil drain requirements of Mercedes-Benz, MAN, DAF and others, from the latest Euro 5 to older generation engines, to allow operators to optimise maintenance schedules and control maintenance costs.

EMISSIONS SYSTEM COMPATIBILITY

- Advanced low-ash formulation helps control blocking of or poisoning of exhaust after-treatment devices, helping maintain vehicle emission compliance and engine fuel efficiency.

LOW WEAR, LOW DEPOSITS

- Unique additive technology delivers high levels of piston cleanliness essential for long engine life. Unique anti-wear booster helps meet the demanding wear protection requirements of most European, American and Japanese engines.

FUEL ECONOMY

- Shell Rimula R6 LM can help reduce in fuel consumption compared to high viscosity grades.

APPLICATIONS

Shell Rimula R6 LM engine oil is suitable for use in many on-highway heavy-duty applications. Meeting the requirements of many US, European and Japanese engine makers, it is particularly suited for a wide range of trucking and public transportation applications in modern low-emission vehicles, in particular fleets with mixed brands of engines and ages of vehicles.

Shell Rimula R6 LM is suitable for virtually all makes of Euro 4 and 5 vehicles.

SPECIFICATIONS, APPROVALS AND RECOMMENDATIONS

Shell Rimula R6 LM exceeds the performance requirements of industry specifications such as API C1-4, ACEA E6 and E7 and is particularly recommended for vehicles fitted with diesel particulate filters (DPFs).

- API: CI-4, CH-4, CG-4, CF-4, CF
- ACEA: E6, E7
- Caterpillar: ECF-1-A
- Cummins: CES 20077, 72, 71
- DAF: ACEA E6
- MACK: EO-N
- MAN: 3477, 3271-1
- Mercedes-Benz Approval: 228.51, 226.9
- MTU: Category 3.1
- Renault Trucks: RLD-2
- JASO: DH-2
- Volvo: CNG, VDS-3.

TYPICAL PHYSICAL CHARACTERISTICS

CHARACTERISTICS	10W-40
Kinematic Viscosity (ASTM D 445) @ 40°C mm ² /s	82.0
@ 100°C mm ² /s	13.0
Dynamic Viscosity @ -20°C mPa s (ASTM D 5293)	6650
Density @ 15°C kg/m ³ (ASTM D 4052)	850
Flash Point °C (COC) (ASTM D 92)	251
Pour Point °C (ASTM D 97)	-39
Total Base Number Mg KOH/g (ASTM D 2896)	9.5