Rubia TIR 9900 10W-40

Diesel & gas engine oil

KEY DATA

Synthetic premium low-SAPS diesel- and gas-engine oil, suitable for use in all onhighway heavy-duty applications.

INTERNATIONAL STANDARDS

- ACEA E4, E6, E7, E9
- API CJ-4/CI-4/CH-4

MANUFACTURER APPROVALS

- Detroit Diesel DDC Power Guard 93K218
- Mack EO-O Premium Plus
- MB-Approval 228.51
- Renault Trucks RLD-3
- Volvo VDS-4
- Scania Low Ash
- Cummins CES 20081

MEETS THE REQUIREMENTS OF

- DAF
- IVECO TLS E9
- MAN M 3575/M 3477/M 3271-1

TECHNOLOGY

Pro-Efficient technology

Protection approved by professionals, for maximum efficiency.

The Pro-Efficient Technology protects and improves the efficiency of professional engines by ensuring reduced mechanical wear and extended oil drain intervals. Meaning longer engine life, less breakdowns and reduced maintenance costs.

APPLICATIONS

Rubia Tir 9900 10W-40 is particularly suitable for use in all on-highway diesel heavy-duty applications. It is also compatible with most gas engines.

Its “low-SAPS” (low sulphated ash, phosphorus and sulphur) technology protects the latest generation of diesel engines equipped with any kind of post-treatment systems, such as diesel particulate filters (DPFs).

Rubia Tir 9900 10W-40 is a lubricant adapted to most new Euro 6 engines, such as DAF, Mercedes-Benz, Volvo, Renault Trucks, and previous engine models as well. It is also suitable for new generation Euro 6 IVECO engines.

Rubia Tir 9900 10W-40 enables coverage of a fleet of mixed brands of engines, with very long oil drain intervals criterion and equipped with or without post-treatment systems, with a minimal number of products.

PERFORMANCES & CUSTOMER BENEFITS

- High quality synthetic base stocks combined with high-performance additives make Rubia Tir 9900 10W-40 an exceptional technical performances lubricant.
- Excellent detergent, antioxidant and anti-corrosion properties help to reach extended oil drain intervals and reduce maintenance costs.
- The advanced “low-SAPS” formulation of Rubia Tir 9900 10W-40 improves the post-treatment system durability, preventing the clogging of the diesel particulate filter (DPF).

CHARACTERISTICS*

TEST	UNIT	TEST METHOD	RESULT
Density at 15 °C	kg/m^3	ASTM D1298	865
Kinematic viscosity at 40°C	mm²/s	ASTM D445	92.4
Kinematic viscosity at 100°C	mm²/s	ASTM D445	14
Viscosity index	-	ASTM D2270	155
Pour point	°C	ASTM D97	-30
Flash Point	°C	ASTM D92	236
T.B.N	mg KOH/g	ASTM D2896	13
Sulphated Ash	% m/m	ASTM D874	0.95

* The characteristics given above are obtained with a standard tolerance threshold during production and may not be considered specifications.

RECOMMENDATIONS FOR USE

Before using the product, the vehicle's maintenance guide should be checked. Oil changes should be carried out in accordance with the manufacturer's recommendations.

The product should not be stored at temperatures over 60°C. It should be kept away from sunlight, intense cold and extreme temperature fluctuations. If possible, the packaging should not be exposed to the elements. Otherwise, the drums should be laid horizontally in order to avoid any contamination from water and to prevent the product's label from rubbing off.

HEALTH, SAFETY AND THE ENVIRONMENT

Based on the toxicological information available, this product should not cause any adverse health effects, provided it is used for its intended purpose and in accordance with the recommendations laid out in the Safety Data Sheet (SDS).

This can be obtained on request from your local reseller and is available for consultation at https://ms-sds.totalenergies.com.

This product should not be used for any purposes other than the ones for which it is intended.

TotalEnergies