

Product Information

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TITAN CARGO MAXX II SAE 5W-30

Premium MAXX Performance Engine Oil. Especially developed for vehicles with exhaust aftertreatment and turbocharger. Optimum cold start properties and ageing stability for a very good fuel economy throughout the drain interval.

Description

TITAN CARGO MAXX II SAE 5W-30 is a Premium MAXX Performance Low-SAPS engine oil for use in engines with or without turbocharger as well as with modern exhaust gas aftertreatment systems. TITAN CARGO MAXX II SAE 5W-30 provides optimum protection for modern diesel particle filters and catalysts, thus providing enhanced durability. Due to minimum evaporation loss, oil consumption and turbocharger deposits are significantly reduced. TITAN CARGO MAXX II SAE 5W-30 provides excellent cold start properties and a fast oil circulation in the whole engine at low temperatures. TITAN CARGO MAXX II SAE 5W-30 also ensures complete lubrication when loads are at a maximum, thus ensuring protection against wear and corrosion. The carefully chosen base oil mix ensures outstanding low-temperature properties and an increased fuel economy potential. TITAN CARGO MAXX II SAE 5W-30 exceeds conventional UHPD lubricants in versatility and performance.

Application

TITAN CARGO MAXX II SAE 5W-30 was specially developed for commercial vehicles with modern exhaust gas aftertreatment systems. TITAN CARGO MAXX II SAE 5W-30 completely fulfills all latest ACEA Ex specifications in combination with API CK-4. Based on its extensive performance profile TITAN CARGO MAXX II SAE 5W-30 is also ideally suitable as a rationalisation product for vehicles of the late 90s and early 2000s. TITAN

CARGO MAXX II SAE 5W-30 is miscible and compatible with conventional, branded engine oils. However, mixing with other engine oils should be avoided in order to fully exhaust this product's benefits. A complete oil drain is recommended when converting to TITAN CARGO MAXX II SAE 5W-30. For information on product safety and proper disposal please refer to the latest Material Safety Data Sheet.

Advantages

- Up to 0,6% additional reduction of fuel consumption compared to oils of the same viscosity grade.
- Significant reduction of residues in engines and turbochargers.
- Minimises deposit formation, keeping the engine clean for a long time.
- Provides environmental benefits due to reduced fuel consumption and longest oil drain intervals.
- Excellent ageing stability.
- Protects exhaust gas aftertreatment systems because of a low content of sulphated ash, phosphorus and sulphur (Low-SAPS).
- Excellent wear protection even under high loads.
- Provides high performance reserves even under extreme operation conditions.
- High neutralisation behaviour against acidic residues in combination with latest Low-SAPS technology.
- Fulfills all latest ACEA Ex specifications (ACEA E11, E8, E7, E4) in combination with API CK-4.
- Offers a wide application profile; excellent rationalisation product for mixed fleets.

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Specifications

- ACEA E11, E8, E7, E4
- API CK-4/CJ-4
- CAT ECF-3
- JASO DH-1/DH-2/DL-0

Approvals

- CUMMINS CES 20081
- CUMMINS CES 20086
- DETROIT DIESEL 93K222
- DEUTZ DQC IV-18 LA
- DTFR 15C100 (MB 228.31)
- DTFR 15C110 (MB 228.51)
- DTFR 15C120 (MB 228.52)
- MACK EOS-4.5
- MAN M 3677
- MAN M 3775
- MAN M 3777
- MTU DDC TYPE 2.1
- MTU DDC TYPE 3.1
- RENAULT RLD-3
- SCANIA LDF-4
- VOLVO VDS-4.5

FUCHS Recommendations

- ACEA E9, E6
- DAF PSQL 2.1E-LD
- DETROIT DIESEL 93K218
- IVECO 18-1804 CLASSE TLS E6
- LIEBHERR LH-00-ENG LA
- MAN M 3271-1
- MAN M 3477
- MAN M 3575
- RENAULT RLD-4
- SCANIA LA

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TYPICAL CHARACTERISTICS

Density at 15°C	DIN 51757	0.856 g/ml
SAE Grade	SAE J300	5W-30
Kinematic Viscosity at 40°C	DIN 51562-1	70.8 mm²/s
Kinematic Viscosity at 100°C	DIN 51562-1	12.1 mm²/s
Viscosity Index	DIN ISO 2909	170
HTHS	CEC L-36-90	≥ 3,5 mPa*s
Pour Point	DIN ISO 3016	-36 °C
Sulphated Ash	ASTM D874	1 % m/m
Product Dyeing	DIN 10964	none

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The information contained in this product information is based on the experience and know-how of FUCHS LUBRICANTS (AUSTRALASIA) in the development and manufacturing of lubricants and represents the current state-of-the-art. The performance of our products can be influenced by a series of factors, especially the specific use, the method of application, the operational environment, component pretreatment, possible external contamination, etc. For this reason, universally-valid statements about the function of our products are not possible. Our products must not be used in aircrafts/spacecrafts or their components, unless such products are removed before the components are assembled into the aircraft/spacecraft. The information given in this product information represents general, non-binding guidelines. No warranty expressed or implied is given concerning the properties of the product or its suitability for any given application. We therefore recommend that you consult a FUCHS LUBRICANTS (AUSTRALASIA) application engineer to discuss application conditions and the performance criteria of the products before the product is used. It is the responsibility of the user to test the functional suitability of the product and to use it with the corresponding care. Our products undergo continuous improvement. We therefore retain the right to change our product program, the products, and their manufacturing processes as well as all details of our product information sheets at any time and without warning, unless otherwise provided in customer-specific agreements. With the publication of this product information, all previous editions cease to be valid. Any form of reproduction requires express prior written permission from FUCHS LUBRICANTS (AUSTRALASIA).