

SHELL RIMULA R6 M



■ Maintenance saving



YOU NEED THE ENGINES OF YOUR TRUCKS TO WORK RELIABLY AND EFFICIENTLY, WHETHER IN LONG-HAUL OPERATIONS OR THE SEVERE START-STOP DRIVING CONDITIONS OF SHORT-HAUL OPERATIONS. WHEN YOUR ENGINE OIL IS DESIGNED TO MEET THESE CHALLENGES, IT CAN HELP YOU TO

- extend oil-drain intervals
- cut maintenance costs

HIGH PERFORMANCE

Shell Rimula R6 M fully synthetic oil delivers highly responsive protection; maintenance-saving, long-oil-drain performance; protection against soot, wear and deposits; and fuel economy. It is suitable for most Euro 4 and 5 engines without diesel particulate filters.

Maintenance saving – exceptional wear protection

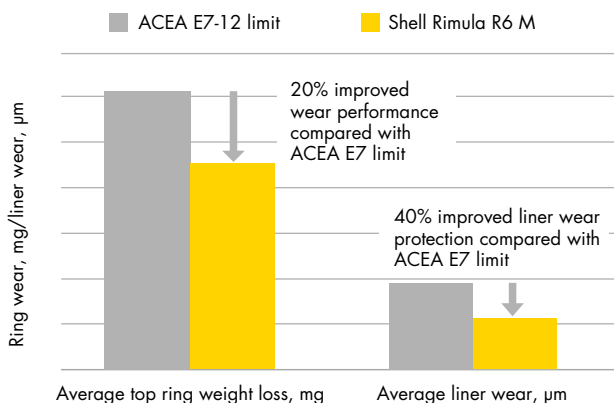
In a highly severe ring/liner engine test (Mack T-12 EGR), Shell Rimula R6 M

- significantly exceeds the highest equipment manufacturer performance limit
- exceeds the ACEA E7 overall test merit limit
- protects against ring and liner wear even at high soot levels.

Maintenance saving – durability

Shell Rimula R6 M provides significantly improved piston cleanliness,¹ especially in critical land and groove areas, compared with conventional 15W-40 MB 228.3 oils to give

- long engine life
- low bore polish
- better oil consumption control.

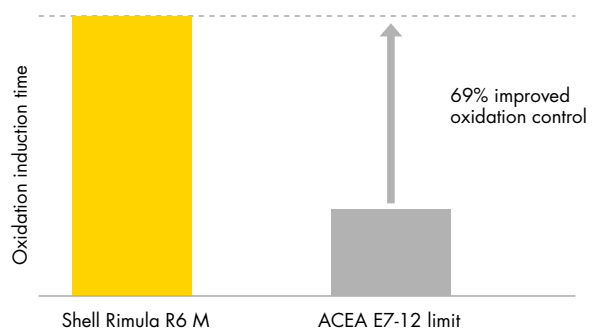


¹Compared with the API CI-4 limit, as measured in the Caterpillar 1K engine test
²Compared with the API CI-4 and Cummins 20078 limits



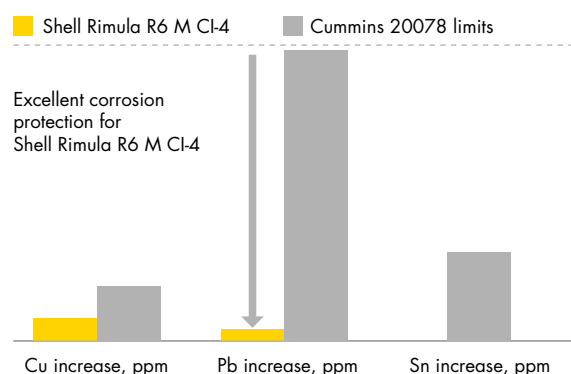
ENGINE CLEANLINESS – OXIDATION CONTROL

Utilising Dynamic Protection Plus technology, Shell Rimula R6 M shows excellent oxidation control. It helps to prevent oil thickening and harmful deposits in all areas of the engine, including thin oil films at the high temperatures in the piston ring belt area, as demonstrated in the PDSC laboratory oxidation test required for European ACEA E sequence specifications for heavy-duty diesel engine oils.



EXCELLENT ACID AND CORROSION CONTROL

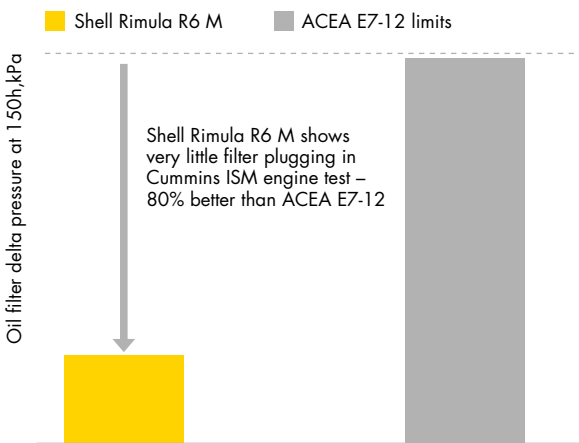
In the Cummins high-temperature corrosion bench test, Shell Rimula R6 M demonstrated a reduction in lead corrosion of more than 97%.²



PROTECTS ENGINES AT LOW TEMPERATURES

Engine oil needs to flow easily at low temperatures to ensure the engine is protected from wear. Shell Rimula R6 M's unique Dynamic Protection Plus formulation ensures that the oil keeps flowing even with high levels of contaminants. Shell Rimula R6 M is 80% better³ at minimising filter plugging with pressure drops across the filter.

³Compared with the Cummins 20081 limit.



DYNAMIC PROTECTION PLUS

Shell Rimula R6 M is formulated with Dynamic Protection Plus Technology that combines synthetic base oil technology and our Adaptive Additive Technology to provide outstanding engine protection:

- Its adaptive technology protects against engine wear across all terrains and weather conditions and offers proven start-up capabilities at any temperature.
- It fights against acid and deposit build-up so that the engine is protected under all conditions.
- It helps engines to last longer across all terrains, which results in longer oil-drain intervals⁴ and engine life.



⁴Proven to deliver 150,000 km oil-drain intervals based on Daimler specification MB 228.5 or 228.51

THE VALUE TO YOU

Because Shell Rimula R6 M helps to control deposits, acid corrosion and wear, it can help to increase engine life and reduce maintenance costs – to provide you with increased revenue.

RELATIVE PROTECTION

	Acid/corrosion	Dirt and deposits	Wear
Shell Rimula R6 LM	✓✓✓	✓✓✓✓	✓✓✓✓
Shell Rimula R6 M	✓✓✓	✓✓✓	✓✓✓
Shell Rimula R5 M	✓✓✓	✓✓✓	✓✓ ½

Performance is a relative indication only



REAL-WORLD VALUE

Venezuelan construction engineering company Dragasur wanted to reduce its operating costs. By upgrading to Shell Rimula R6 M, the company **extended its oil-drain intervals by 180% to 700 hours**. The extended drain period has resulted in **reduced lubricant consumption and maintenance costs**, with a **reported annual saving of US\$1,247,000**.⁵ Dragasur has also **increased the availability and reliability of its units**.

⁵The savings indicated are specific to the calculation date and mentioned site. These calculations may vary from site to site and from time to time, depending on, for example, the application, the operating conditions, the current products being used, the condition of the equipment and the maintenance practices.



BETTER PROTECTION FOR ENGINES WITH EGR

Exhaust gas recirculation (EGR) introduces some exhaust gas into the inlet air charge to reduce peak combustion temperatures, which lowers nitrogen oxide emissions. The exhaust gases contain acids and soot particles that can have a detrimental effect on oil performance in terms of corrosion- and soot-induced wear.

Shell Rimula R6 M, with Dynamic Protection Plus technology, shows excellent performance in severe engine test including Mack T-10/T-12 (lead corrosion and piston ring and cylinder liner wear) and Cummins ISM (valve train wear).

SHELL RIMULA R6 M – SUITABLE FOR



SPECIFICATIONS AND APPROVALS

SAE viscosity grade: 10W-40

ACEA: E7 and E4; API: CI-4; Caterpillar: ECF-2; Cummins: CES 20078; DEUTZ: DQC IV-10; MAN: M3377*; MB Approval 228.5; Volvo: VDS-3; MTU: Category 3; Renault Trucks: RLD-2; JASO: DH-1; and Iveco T3 E4 (meets requirements)

*Also suitable for MAN 3277 applications

ALSO AVAILABLE

Shell Spirax gear and axle oils

Shell Spirax transmission fluids

Shell Gadus greases

For more information, please contact

Two empty rectangular boxes for contact information.

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