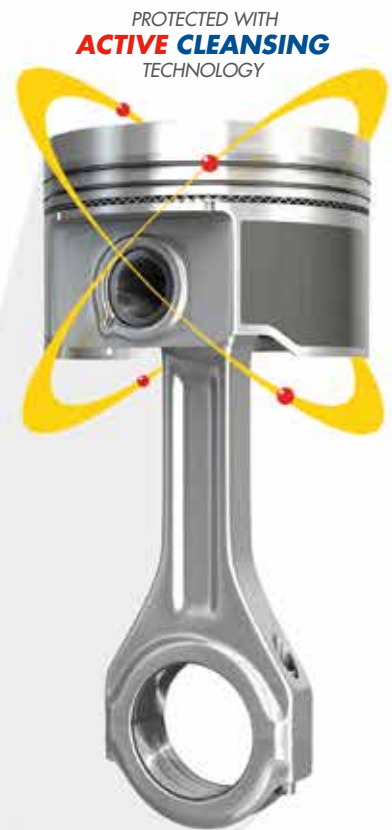


ULTRA

PROFESSIONAL

SHELL HELIX ULTRA PROFESSIONAL AF 5W-30

FULLY SYNTHETIC MOTOR OIL



Shell
HELIX ULTRA
Motor oils

TAILORED TO MEET ENGINE MANUFACTURERS' SPECIAL REQUIREMENTS

We understand that your customers are passionate about the cars they drive and want to make sure they use the right oil in their engines. That is why we have developed our Shell Helix Professional portfolio – a range of lubricants designed specifically to meet individual vehicle manufacturers' specifications. So, when your customer asks you for advice about which oil to use, you can be confident that you are offering the right product.

Specifications: Ford WSS-M2C913-C, WSS-M2C913-D; Jaguar Land Rover STJLR.03.5003; ACEA A5/B5; and API SL

PROUD DRIVERS CHOOSE SHELL HELIX ULTRA



SHELL HELIX ULTRA PROFESSIONAL AF 5W-30

WHY OFFER SHELL HELIX ULTRA PROFESSIONAL AF?

Shell Helix Ultra Professional AF is designed to meet the demanding requirements of high-performance engines, including Ford. With Shell Helix Ultra Professional AF, your customers are using a lubricant that is specially tailored to their vehicle so it can offer better value than the multipurpose, one-size-fits-all oils on the market.

SHELL HAS A STRONG RELATIONSHIP WITH FORD

- Shell and Ford have local relationships in many countries, and Shell is a major supplier to Ford in India and the USA.
- Shell also supplies a range of service-fill fluids to Ford workshops around the world.

| SHELL HELIX ULTRA PROFESSIONAL AF 5W-30 | | |
|---|--|---|
| TYPE | TEST | PARAMETERS |
| FUEL EFFICIENCY | Passes ACEA fuel economy MB M111FE (CEC-L54-T96) with up to 3% fuel efficiency improvement.* | Fuel economy |
| | In-house Ford test for valve train wear | Valve train wear |
| ENGINE WEAR AND DURABILITY | ASTM ball rust test (ASTM D6557) | Average engine rust, stuck valve lifters |
| | Peugeot TU3M valve-train scuffing wear engine test (CEC-L038-A-94) | Cam wear, pad merit |
| | OM646 wear, viscosity stability and oil consumption (CEC-L99-08) | Average cam wear (outlet and inlet), cylinder wear, bore polishing, tappet wear (outlet and inlet), piston cleanliness and average engine sludge |
| | Peugeot TU5JP-L4 high-temperature deposits, ring sticking and oil thickening (CEC-L88-T02) | Ring sticking merits, piston varnish merits, absolute viscosity increase at 40°C, oil consumption |
| ENGINE CLEANLINESS | DV4TD medium temperature dispersivity test (CEC-L093-04) | Viscosity increase, piston merit |
| | ASTM Sequence VG low-temperature sludge (ASTM D6891) | Average engine sludge, rocker arm cover sludge, average piston skirt varnish, average engine varnish, oil ring clogging, oil screen clogging, stuck compression rings, flower ping wear, ring gap increase, oil screen debris |
| | Ring sticking and piston cleanliness (CEC-L78-08) | Piston cleanliness, ring sticking, total base number, total acid number |
| | MB M111 black sludge | Average engine sludge |

*Up to 3% fuel efficiency improvement versus 15W-40 reference oil



SHELL HELIX ULTRA PROFESSIONAL AF PASSES RIGOROUS TESTING

Shell Helix Ultra Professional AF 5W-30 for gasoline and diesel engines is approved against the technically challenging in-house Ford engine oil specifications WSS-M2C913-C and WSS-M2C913-D. In gaining approval for this specification, Shell Helix Ultra Professional AF 5W-30 was required to pass an extensive range of performance tests.