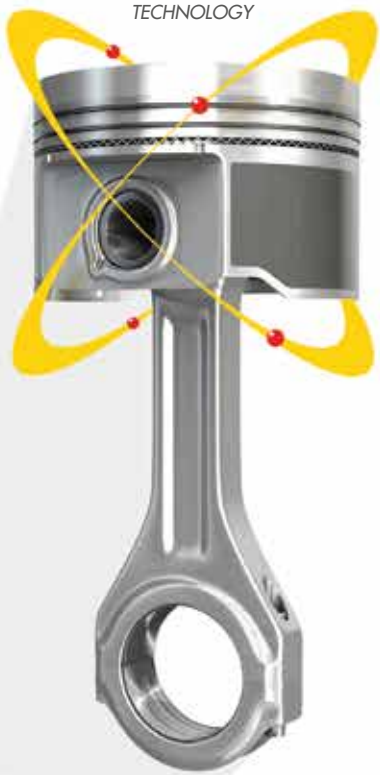
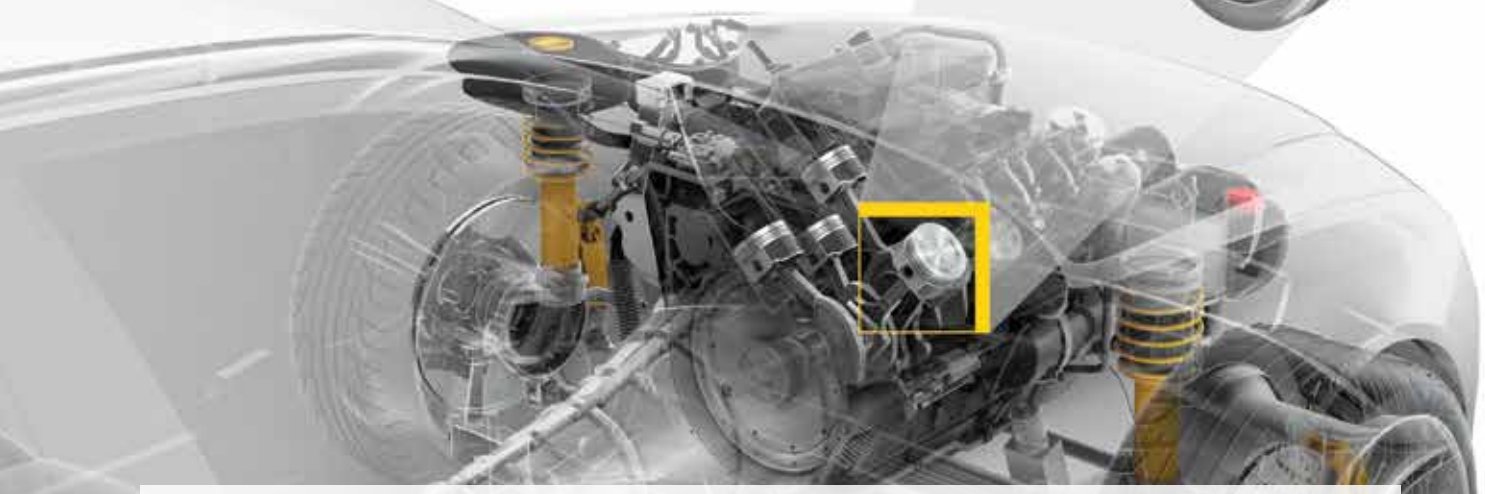
SHELL HELIX HX7 PROFESSIONAL AF 5W-30

SYNTHETIC TECHNOLOGY MOTOR OIL

PROTECTED WITH
ACTIVE CLEANSING
TECHNOLOGY





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-M2C-913 A/B; API SJ and SL; ACEA A1/B1; ILSAC GF-2

Shell HELIX Motor oils

PROUD DRIVERS CHOOSE SHELL HELIX

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WHY OFFER SHELL HELIX HX7 PROFESSIONAL AF?

Shell Helix HX7 Professional AF is designed to meet the demanding requirements of high-performance engines, including Ford. With Shell Helix HX7 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.

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TYPE	TEST	PARAMETERS
FUEL EFFICIENCY	ACEA fuel economy – MB M111FE (CEC-L-54-T-96). A minimum of 2.5% fuel efficiency improvement (average of three results)	Fuel economy
	ASTM Sequence VIA (ASTM D6891), a 1.3 % minimum improvement, or approval against the ASTM Sequence VIB (ASTM D6837) requirements of ILSAC GF-3	Fuel economy
ENGINE WEAR AND DURABILITY	Peugeot TU3M valve-train scuffing wear engine test (CEC-L-038-A-94)	Cam wear, pad merit
	ASTM ball rust test (ASTM D6557)	Average engine rust, stuck valve lifters
	CEC-L-38 or ASTM VIII bearing corrosion (ASTM D6709)	Bearing weight loss
	OM602A wear, viscosity stability and oil consumption	Average cam wear, viscosity increase, bore polishing, piston cleanliness, average engine sludge, average cylinder wear, oil consumption
ENGINE CLEANLINESS	Peugeot TU3M high-temperature deposit, ring sticking and oil thickening (CEC-L-38-A-94)	Ring sticking, piston varnish, absolute viscosity increase
	DV4TD medium-temperature dispersivity test (CEC-L-56-T-98)	Viscosity increase, piston merit
	Oxidative stability (double length ASTM Sequence IIIE; or IIIF, ASTM D7320)	Viscosity increase, average engine sludge, average piston skirt varnish, average oil ring land deposits, stuck piston rings, stuck valve lifters, cam and valve lifter wear, oil consumption
	ASTM Sequence VE (ASTM D5302), or VG (ASTM D6593) plus IVA (ASTM D6891), low-temperature sludge and valve-train wear	Average engine sludge, rocker arm cover sludge, average piston skirt varnish, average engine varnish, oil ring clogging, oil screen clogging, stuck compression rings, cam wear
	Ring sticking and piston cleanliness (CEC-L-46-T-93)	Ring sticking, piston cleanliness
	MB M111 black sludge	Average engine sludge

SHELL HELIX HX7 PROFESSIONAL AF PASSES RIGOROUS TESTING

Shell Helix HX7 Professional AF for gasoline and diesel engines is approved against the technically challenging in-house Ford engine oil specifications WSS-M2C-913 A/B. In gaining approval for these specifications, Shell Helix HX7 Professional AF 5W-30 was required to pass an extensive range of performance tests.

www.shell.com
www.youtube.com/shellhelix