



EMISSION CONTROL

Shell Rimula R6 LME's low-SAPS formulation helps to protect the exhaust system catalysts and filters used on the latest vehicles. This enables your vehicles to comply with legislative requirements and supports efficient operations.

SHELL RIMULA R6 LME – SUITABLE FOR



SPECIFICATIONS AND APPROVALS

SAE viscosity grade: 5W-30

ACEA: E6 and E7; Cummins: CES 20077; DEUTZ: DQC IV-10-LA; Iveco: TLS E6; MACK: EON; MAN: M3477 and M3677; MB Approval 228.51; Renault Trucks: RLD-2; Scania Low Ash; and Volvo: VDS-3

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, one above the other.

[shell.com/lubricants](https://www.shell.com/lubricants)

SHELL RIMULA R6 LME



- Low emissions
- Maintenance saving
- Energy 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. YOU ALSO WANT TO PROTECT THE PERFORMANCE OF YOUR EXHAUST EMISSIONS CONTROL SYSTEMS TO ENSURE YOUR VEHICLES COMPLY WITH LEGISLATIVE REQUIREMENTS. WHEN YOUR ENGINE OIL IS DESIGNED TO MEET THESE CHALLENGES, IT CAN HELP YOU TO

- extend oil-drain intervals
- reduce fuel costs
- cut maintenance costs.

HIGH PERFORMANCE

Shell Rimula R6 LME features low sulphated ash, phosphorus and sulphur (SAPS) additive technology and a unique anti-wear system. Its protective power is enhanced with synthetic technology that helps to contribute to superior protection for engines,¹ extended oil life² and increased fuel economy.³ It is suitable for Euro 4, 5 and 6 vehicles.

Low emissions

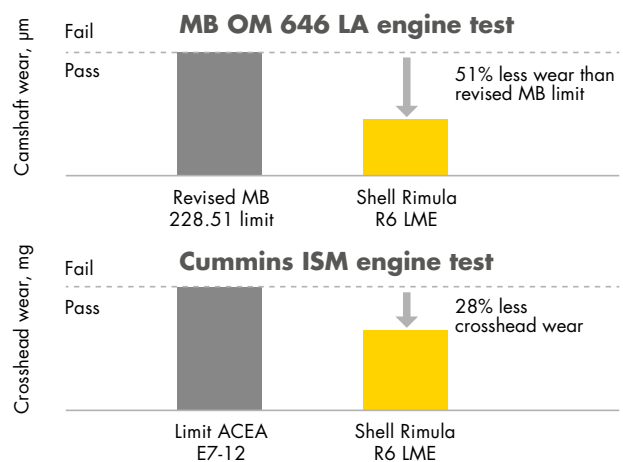
- Low-SAPS formulation for exhaust system catalyst protection
- Designed to reduce diesel particulate filter (DPF) blocking⁴

Maintenance saving

- Up to 51% better engine wear protection¹
- Exceeds ACEA, MAN and Mercedes-Benz specifications for wear and cleanliness

Fuel economy

- Up to 2.0% fuel economy²



RELATIVE PROTECTION			
	Acid/corrosion	Dirt and deposits	Wear
Shell Rimula R6 LME	✓✓✓	✓✓✓✓	✓✓✓✓
Shell Rimula R5 M	✓✓✓	✓✓✓	✓✓½
Shell Rimula R4 X	✓✓	✓✓✓	✓✓½

Performance is a relative indication only



THE VALUE TO YOU

Because Shell Rimula R6 LME helps to protect against engine wear and increase fuel economy,³ it can help you to reduce maintenance costs.



DYNAMIC PROTECTION PLUS

Shell Rimula R6 LME is formulated with Shell's innovative Dynamic Protection Plus technology. This technology features a combination of Shell's most advanced adaptive system and Shell PurePlus Technology, a gas-to-liquids synthetic base oil, which is produced by a process that converts natural gas into a crystal clear product. Dynamic Protection Plus provides outstanding engine protection:

- Its adaptive technology protects against engine wear across all terrains and weather conditions, and offers proven start-up capabilities in extreme temperatures.
- It fights against acid and deposit build-up so that the engine is protected under various conditions.
- It is designed to protect engines in many different environments, which results in longer oil-drain intervals⁵ and longer engine life.

⁵Proven to deliver 150,000 km oil-drain intervals based on Daimler specification MB 228.5 or 228.51



REAL-WORLD VALUE

As a result of changing to Shell Rimula R6 LME, FRIKUS **doubled its oil-drain interval from 40,000 to 80,000 km.** It has also reported a **reduction in fuel consumption of 1.2%.** With the extended oil-drain interval, FRIKUS has **reduced its lubricant consumption and maintenance costs,** and the reduction in fuel consumption has helped to **lower the company's carbon footprint.** These changes have given the company a reported **total annual saving of US\$189,000.**⁶

Wm Morrison Supermarkets wanted to **reduce its fleet's fuel consumption and carbon dioxide emissions.** In a control test, the fuel economy of 10 identical vehicles was monitored: the **trucks running on Shell Rimula R6 LME showed a significant reduction in fuel consumption.** On average, this was 2% less compared with the standard 10W-40 reference oil.⁶ Engine inspection showed that the condition of the engine components was excellent, with **no visible wear or deposits after 100,000 km.**

⁶The 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.