

SHELL RIMULA R5 LE



- Low emissions
- Energy saving



YOU NEED THE ENGINES OF YOUR TRUCKS AND PASSENGER TRANSPORT VEHICLES 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

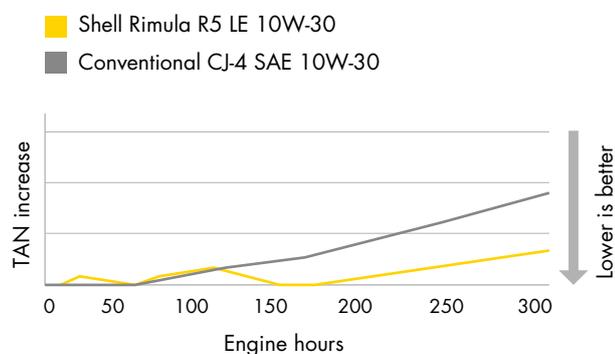
Shell Rimula R5 LE features low sulphated ash, phosphorus and sulphur (SAPS) additive technology and delivers energy savings. Its protective power is enhanced with synthetic base oil technology to deliver fuel economy performance with no compromise in durability.

Energy saving

- Proven fuel economy¹
- Demonstrated in the laboratory and on the road
- Fuel economy capability of up to 1.6% for 10W-30² and up to 1.0% for 10W-40³ viscosities compared with SAE 15W-40 oils

Maintenance saving

- Excellent protection against acid build-up by controlling total acid number (TAN)
- Exceptional piston cleanliness and sludge control



Mack T-12 TAN increase.



A comparison between a new piston and a used piston after using Shell Rimula R5 LE 10W-30.

PROVEN PROTECTION

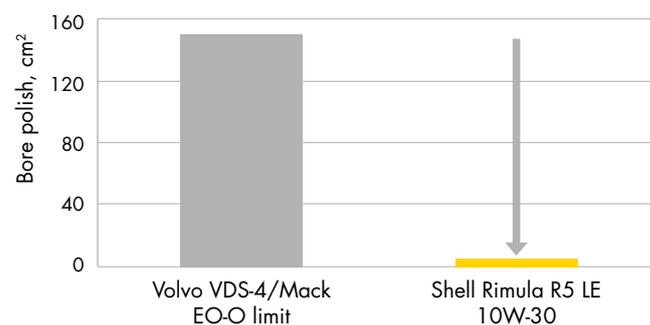
Excellent wear protection

Excessive wear of the cam lobes and tappets in an engine can result in a loss of power and increased engine emissions. Shell Rimula R5 LE helps to prevent wear in an engine's most critical components.



Mercedes-Benz OM-646LA engine test: shows minimal wear after running for 300 h using Shell Rimula R5 LE 10W-30.

Bore polish in the cylinder liners can result in a loss of fine manufactured honing lines, which can lead to excessive liner wear and an increase in oil consumption. Shell Rimula R5 LE provides excellent wear control; particularly in preventing bore polish in the cylinder liners.



Control of bore polish as measured in the Volvo D-12D engine test.

THE VALUE TO YOU

Because Shell Rimula R5 LE helps to control deposits, acid corrosion and wear, it can help to increase engine life and can help reduce total cost of ownership.

¹Compared with conventional 15W-40 oils

²On-road testing in medium-duty trucks

³Under city driving cycle in a Euro 4 heavy-duty engine test rig

DYNAMIC PROTECTION PLUS

Shell Rimula R5 LE is formulated with Shell's innovative Dynamic Protection Plus technology, which features a combination of Shell's most advanced adaptive system and its gas-to-liquid 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 has proven start-up capabilities in extreme cold.
- It fights against acid and deposit build-up so that the engine is protected under various conditions.
- It is designed to protect engines in a wide range of environments,⁴ which can result in longer oil-drain intervals⁵ and longer engine life.



⁴Compared with conventional 15W-40 engine oils, Shell Rimula R5 LE has improved cold flow properties
⁵Proven to deliver 150,000-km oil-drain intervals based on Daimler specification MB 228.5 or 228.51



RELATIVE PROTECTION			
	Acid/corrosion	Dirt and deposits	Wear
Shell Rimula R6 LME	✓✓✓	✓✓✓✓	✓✓✓✓
Shell Rimula R5 LE	✓✓✓	✓✓✓✓	✓✓✓
Shell Rimula R4 L	✓✓	✓✓✓	✓✓✓

Performance is a relative indication only



REAL-WORLD VALUE

Chilean haulage company Transportes Santa Maria wanted to **increase its oil-drain interval** of its truck fleet. The Shell distributor demonstrated that Transportes Santa Maria could achieve an oil-drain interval of 60,000 km, **a 200% increase, by switching to Shell Rimula R5 LE**. As a result, the company has benefited from **lower costs through reduced oil and filter consumption and maintenance, as well as increased fleet availability**. The company has reported **total annual savings of US\$30,318.**⁶

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.



SHELL RIMULA R5 LE – SUITABLE FOR



SPECIFICATIONS AND APPROVALS

SAE viscosity grade: 10W-30

API: CJ-4, CI-4 Plus, CI-4, CH-4 and CG-4; ACEA: E9 and E7;
Caterpillar: ECF-3 and ECF-2; Cummins: CES 20081; MACK:
EO-O Premium Plus; MAN: M3575; MTU: Category 2.1; JASO:
DH-2; MB Approval 228.31; Volvo: VDS-4; Renault VI: RLD-3;
and DEUTZ: DQC III-10 LA

SAE viscosity grade: 10W-40

API: CJ-4, CI-4 Plus, CI-4, CH-4 and CG-4; ACEA: E9 and E7;
Caterpillar: ECF-3 and ECF-2; Cummins: CES 20081; MAN:
M3575; MTU: Category 2.1; JASO: DH-2; Iveco: TLS E9
(meets requirements); MB Approval 228.31; DDC: 93K218;
Volvo: VDS-4; Renault VI: RLD-3; and MACK: EO-O Premium Plus

ALSO AVAILABLE

Shell Spirax gear and axle oils

Shell Spirax transmission fluids

Shell Gadus greases

For more information, please contact

shell.com/lubricants