

**DINOIL**



*Catalogo Prodotti. Products Catalogue.*



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# PROFFESIONAL Line

QUALITY MENAGMENT SYSTEM  
ACCORDING DIN EN ISO 9001:2008



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**DINOIL - SAE 0W/16**

code: 4791



**IT** - Lubrificante totalmente sintetico con tecnologia CleanSynto® formulato con oli basi PAO (Polyalphaolefin) e speciali modificatori di coefficiente di attrito. Sviluppato per motori moderni a benzina aspirati e sovralimentati, motori diesel e turbodiesel ad iniezione diretta. Particolarmente indicato per i veicoli ibridi. La speciale formulazione di molibdeno tri-nucleare assicura eccellente proprietà di minimo attrito, intervalli prolungati di cambio d'olio, riduzione di consumo di carburante, ottime proprietà di avviamento a freddo anche a temperature molto basse.

**GB** - Fully synthetic oil with CleanSynto® technology formulated with PAO(Polyalphaolefines) base oils and special friction modifiers. Developed for modern petrol and diesel engines of passenger cars naturally aspirated, supercharged & turbocharged and direct injection. Especially recommended for hybrid vehicles. The special tri-nuclear molybdenum formulation ensures excellent minimal friction properties, extended oil change intervals, fuel consumption reduction, excellent start at very low temperatures.

API SN, Honda 08215-99974, 08216-99974, 08232-P99S1LHE, Honda Ultra Next, Ultra Green, Hybrid Engine Nissan KLANM-01A04 Extra Save X Eco, Mitsubishi MZ102661, MZ102662, Mitsubishi DiaQueen ECO Plus, Toyota 08880-11005

Package 1L, 20 L, 200 L

**DINOIL - SAE 0W20**

code: 4807



**IT** - Lubrificante totalmente sintetico con tecnologia CleanSynto® formulato con oli basi PAO (Polyalphaolefin) e speciali modificatori di coefficiente di attrito. Sviluppato per motori moderni a benzina aspirati e sovralimentati, motori diesel e turbodiesel ad iniezione diretta. Gli additivi speciali garantiscono intervalli prolungati di cambio d'olio, eccellenti prestazioni di avviamento a freddo, protezione eccezionale del motore e risparmio di carburante. Offre affidabile riduzione delle emissioni ed una protezione di sistema di scarico (HTHS  $\geq 2,9$  -  $\leq 3,5$  mPa\*s(cP)).

**GB** - Fully synthetic oil with CleanSynto® technology formulated with PAO(Polyalphaolefines) base oils and special friction modifiers. Developed for modern petrol and diesel engines of passenger cars naturally aspirated, supercharged & turbocharged and direct injection. The special additives ensure extended oil drain intervals, excellent cold start performance, outstanding engine protection and enhanced fuel economy. Offers reliable emission reduction and exhaust system protection (HTHS  $\geq 2,9$  -  $\leq 3,5$  mPa\*s(cP)).

API SN/SM (EC), ACEA A1/B1, GM 6094 M Ford WSS-M2C947-A, ILSAC GF-5 Honda/Acura HTO-6, Chrysler MS-6395 Mitsubishi, Nissan, MAZDA, Suzuki, Toyota

Package 1L, 20 L, 200 L

**DINOIL - SAE 0W/30 BMW AUDI / VW**

code: 3978



**IT** - Lubrificante totalmente sintetico formulato con oli base di altissima qualità e un pacchetto speciale di additivi. Progettato per garantire intervalli più lunghi tra i cambi di olio per la maggior parte dei produttori di automobili come: Mercedes-Benz, BMW, VW, GM ecc. Raccomandato per tutte le condizioni climatiche offrendo un'immediata lubrificazione per i moderni motori benzina e diesel anche a temperature inferiori a -30°C.

**GB** - Full synthetic lubricant formulated with carefully selected very high quality base oils and special balanced additive package. Designed to ensure long oil drain intervals for the major part of automotive manufacturers as : Mercedes-Benz, BMW, VW, GM etc. Recommended as full synthetic all-season motor oils for universal application in all modern petrol and diesel engines, offering quick lubrication of the engine even at temperatures below -30 °C and very good fuel saving properties.

API SN/SM/ CF, ACEA A3/B4, VW 502.00/ 503.01(Audi)/ 505.00, MB 229.3/ 229.5, BMW LongLife-01, Porsche GM-LL-A-025/ GM-LL-B-025, PSA B71 2296

Package 1L, 20 L, 200 L

**DINOIL - SAE 5W/20 FORD, ASIAN CARS**

code: 3985



**IT** - Lubrificante totalmente sintetico formulato con un pacchetto di additivi di ultima generazione con caratteristiche idonee a superare le richieste ILSAC GF. La sua caratteristica "Conserving Energy" fornisce una efficienza ottima del carburante, un'eccellente generale lubrificazione in condizioni di freddo estremo e la riduzione delle emissioni di gas di scarico. Raccomandato soprattutto per i nuovi motori di FORD, HONDA, MAZDA, NISSAN, MITSUBISHI, TOYOTA ma adatto anche per Jaguar, Land Rover, Mercedes Benz, Porsche, Dodge Viper, Chevrolet, Cadillac.

**GB** - Full synthetic lubricant formulated with selected very high quality base oils and advanced special additive package to exceed ILSAC GF-4 requirements. It is "Conserving Energy" provides extremely fuel-efficiency, excellent overall lubrication at extreme cold conditions and reduction of exhaust emission as well. Recommended especially for new engines of FORD, HONDA, MAZDA, NISSAN, MITSUBISHI, TOYOTA but also suitable for Jaguar, Land Rover, Mercedes Benz, Porsche, Dodge Viper, Chevrolet, Cadillac.

API SN/SM/ SL/CF, ACEA A5/ B5, Daimler Chrysler MS 6395, FORD WSS-M2C 930 A OPEL GM 6094M/GM 9986202, ILSAC GF-5 Honda, Mazda, Nissan, Mitsubishi

Package 1L, 20 L, 200 L



## DINOIL - SAE 5W/30 AUDI / VW

code: 3992

**IT** - Olio motore totalmente sintetico formulato per rispondere alle specifiche VW più esigenti ad oggi - VW 504.00 e 507.00 - così anche le richieste Long Life III. Specialmente progettato per motori diesel con pompa iniettore del Gruppo VAG (Volkswagen, Audi, Seat, Skoda) equipaggiato con filtri antiparticolato DPF e catalizzatori (TWC). Non adatto per motori V10TDI e R5 TDI prima del 2007, dove è richiesta la specifica 506.01.

**GB** - Fully synthetic engine oil formulated to meet the most demanding VW specifications available today - VW 504.00 and 507.00 - as well as the Long Life III requirements. Especially designed for diesel engines with pump injector unit of VAG Group (Volkswagen, Audi, Seat, Skoda) equipped with particulate filters DPF and Three Way Catalyst (TWC). Not suitable for V10TDI and R5 TDI engines prior to 2007, where the 506.01 specification is required.



ACEA A3/B4 ACEA C3, VW 504.00/507.00, PORSCHE C30

Package 1L, 20 L, 200 L

## DINOIL - SAE 5W/30 FORD MAZDA

code: 4005

**IT** - Lubrificante totalmente sintetico formulato con additivi di ultima generazione. Sviluppato appositamente per motori Ford a benzina e diesel dotati di filtri antiparticolato DPF e TWC che richiedono specifiche WSS-M2C913-C/D. Offre ottime proprietà di risparmio di carburante e interventi più prolungati tra i cambi d'olio. Adatto per l'uso in tutti gli ultimi motori a benzina e diesel di Ford, Toyota, Volvo, Mazda, Jaguar, Range Rover, Rover MG.

**GB** - Full synthetic lubricant formulated with carefully selected very high quality base oils and advanced special additive package. Especially developed for modern gasoline and diesel Ford engines fitted with particulate filters DPF and TWC requiring WSS-M2C913-C/D specification. Offers very good fuel economy properties and extended drain intervals. Suitable for use in all latest generation gasoline and diesel engines of Ford, Toyota, Volvo, Mazda, Jaguar, Range Rover, Rover MG.



API SN/SM/CF, ACEA A1/B1, A5/B5, ACEA C2, FORD WSS-M2C913-D/WSS-M2C934-A/B/C, JASO DL-1, RENAULT RN0700, PSA B7122290, ILSAC GF-3/-4, FIAT 9.55535-S1

Package 1L, 20 L, 200 L

## DINOIL - SAE 5W/30 GM, OPEL

code: 4166

**IT** - Lubrificante totalmente sintetico formulato con oli base di altissima qualità e un pacchetto additivi avanzato. Sviluppato appositamente per i motori moderni GM a benzina e diesel dotati di filtri antiparticolato. La tecnologia Low Saps protegge i filtri antiparticolato e dispositivi di post-trattamento dello scarico. Raccomandato per l'uso nei più recenti motori General Motors di Opel, Saab, Chevrolet, Vauxhall, etc.

**GB** - Full synthetic lubricant formulated with carefully selected very high quality base oils and advanced special additive package. Especially developed for modern gasoline and diesel engines of GM fitted with particulate filters. The Low Saps technology protects the particulate filters and exhaust after-treatment devices. Recommended for use in the latest General Motor engines of Opel, Saab, Chevrolet, Vauxhall, etc.



API SM/CF, ACEA A3/B4, ACEA C3 OPEL GM-LL-B-025/GM-LL-A-025 GM DEXOS 2, GMW 16177

Package 1L, 20 L, 200 L

## DINOIL - SAE 5W/30 MERCEDES BENZ,

code: 4012

**IT** - Lubrificante totalmente sintetico formulato con oli base di altissima qualità e un pacchetto additivi avanzato. Progettato appositamente per la nuova generazione dei motori a benzina e diesel dotati di filtri antiparticolato DPF catalizzatori TWC (Three-Way Catalyst) che richiedono la specifica MB 229.51. La sua formula e gli additivi Low SAPS forniscono una protezione completa di dispositivi post-trattamento dello scarico e filtri diesel antiparticolato, intervalli cambio d'olio prolungati e risparmio di carburante per veicoli Euro 4 ed Euro 5.

**GB** - Full synthetic lubricant formulated with carefully selected very high quality base oils and advanced special additive package. Especially designed for the new generation gasoline and diesel engines equipped with particulate filters DPF and TWC (Three Way Catalyst) requiring MB 229.51 specification. The unique formula and LOW SAPS additives provides complete protection of after treatment devices and diesel particulate filters, extended drain intervals and fuel economy for Euro 4 and Euro 5 vehicles.



API SM(EC), ACEA A3/B4 ACEA C3, MB 229.51, VW 504.00/507.00, BMW LL-04 PORSCHE C30, Fiat 9.55535-S1, PSA PEUGEOT CITROEN B712290

Package 1L, 20 L, 200 L

**DINOIL - SAE 5W/30 PSA FIAT**

code: 4029



IT- Lubrificante totalmente sintetico formulato con oli base di altissima qualità e un pacchetto additivi avanzato. Sviluppato appositamente per i motori moderni Fiat / PSA a benzina e diesel dotati di dispositivi di post-trattamento del gas di scarico che richiedono la specifica PSA B 712.290 compreso quelli con filtri antiparticolato. Offre eccellenti caratteristiche di flusso a basse temperature di esercizio e ottime caratteristiche di risparmio di carburante. Adatto per l'uso normale ed estesa durata in servizio per i motori Peugeot e Citroen e anche per i veicoli Fiat che richiedono la specifica Fiat 9.55535 S1.

**API SM/CF, ACEA C2, FIAT 9.55535-S1, PSA PEUGEOT CITROEN B71 2290**

**IVECO 118-1811 Sp-S1**

Package 1L, 20 L, 200 L

GB - Full synthetic lubricant formulated with carefully selected very high quality base oils and advanced special additive package. Especially developed for modern gasoline and diesel Fiat/PSA engines equipped with exhaust gas after treatment devices requiring PSA B 712290 specification including those with diesel particulate filters. Offers excellent flow characteristics at low operating temperatures and very good fuel economy properties. Suitable for normal and extended service use for Peugeot and Citroën engines and also for Fiat vehicles requiring the Fiat 9.55535 S1 specification.

**DINOIL - SAE 5W/30 RENAULT**

code: 4036



IT - Lubrificante formulato con olio base totalmente sintetico ed additivi di ultima generazione. Progettato appositamente per fornire una protezione superiore dei sistemi di post-trattamento per i motori Renault. Offre estreme proprietà di risparmio di carburante e intervalli prolungati nei cambi d'olio. Adatto per l'uso nei più recenti motori Renault-Nissan a benzina e diesel dotato di catalizzatori i TWC (Three Way Catalyst) ed è obbligatorio per tutti i motori dotati di filtro antiparticolato.

**API SM, ACEA C4, RN 0720**

GB - Full synthetic lubricant formulated with carefully selected very high quality base oils and advanced special additive package. Especially designed to provide superior protection of the after-treatment systems of Renault engines. Offers extreme fuel economy properties and extended drain intervals. Suitable for use in the latest gasoline and diesel Renault-Nissan engines equipped with TWC (Three Way Catalyst) and it's mandatory for those fitted with DPF filter.

Package 1L, 20 L, 200 L



PROFESSIONAL LINE

CARS/autoveicoli



QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE

**DINOIL**<sup>®</sup>

# PREMIUM Line

QUALITY MANAGEMENT SYSTEM  
ACCORDING DIN EN ISO 9001:2008



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**DINOIL 8000 - SAE 5W/30 LSA**

code 1554

IT- La sua formulazione con additivi di ultima generazione, 100% sintetico (Low-Saps), permette di ridurre le emissioni di ceneri solfatate, fosforo e zolfo, garantendo una minor usura del motore e del turbocompressore, proteggendoli da avviamenti a freddo, garantendo un maggior risparmio di carburante. Supera i requisiti di bassa emissione adottato dalle più importanti case automobilistiche (Daimler-Chrysler e BMW), che utilizzano motorizzazioni sia Benzina che Diesel, rispondenti alle normative Euro 4 e dotate di filtro antiparticolato.

API SM/CF, ACEA A3/B4, ACEA C3, MB 229.51, BMW LL-04, VW 504.00/507.00  
PSA PEUGEOT, CITROEN B 712290, FIAT 9.55535-S1, PORSCHE

Package 1L, 4L, 20 L, 200 L

**DINOIL 7000- SAE 5W/30**

code 1097

IT- Lubrificante 100 % sintetico per motori a benzina e Diesel di elevate prestazioni, multivalvole, sovralimentati con turbocompressore, ad iniezione diretta e per quelli operanti nelle più severe condizioni di esercizio. Riduce in maniera sensibile i consumi di carburante. Migliora la potenza del motore. Supera ampiamente tutti i requisiti e le prove motoristiche prescritte dai maggiori Costruttori di autovetture.

API SM/CF, ACEA A3/B4, MB 229.3/229.5, VW 502.00/505.00, BMW LONGLIFE-01  
Renault RN 0700/0710, Opel GM-LL-A-025/GM-LL-B-025

Package 1L, 4L, 20 L, 200 L

**DINOIL 6000 - SAE 5W/40 TDI**

code 1585

IT- Lubrificante 100% sintetico. E' una nuova formulazione, basata sulle più recenti tecnologie. Particolarmente indicato per le esigenze dei motori moderni, garantisce una prolungata durata del catalizzatore, contenendo le emissioni dei gas di scarico. Le proprietà di questo lubrificante consentono intervalli molto più lunghi per il cambio dell'olio. E' consigliato per motori sia aspirati che turbo e per i diesel ad iniezione diretta.

API SM/CF, ACEA A3/B4, ACEA C3, MB 229.31, VW 502.00/ 505.00/505.01  
BMW LL-04, FIAT 9.55535-S2, PSA PEUGEOT CITROEN B 712290

Package 1L, 4L, 20 L, 200 L

**DINOIL 6000 - SAE 5W/40 PLUS**

code 1561

IT -Lubrificante 100 % sintetico per motori a benzina e Diesel di elevate prestazioni, multivalvole, sovralimentati con turbocompressore, ad iniezione diretta e per quelli operanti nelle più severe condizioni di esercizio. Riduce in maniera sensibile i consumi di carburante. Migliora la potenza del motore. Supera ampiamente tutti i requisiti e le prove motoristiche prescritte dai maggiori Costruttori di autovetture.

API SM/SL/CF, ACEA A3/B4, MB. 229.1/229.3, VW 502.00/505.00,  
RENAULT 0700/07010, PSA PEUGEOT CITROEN B 712296, BMW LL-01  
FIAT 9.55535-H2/M2/N2

Package 1L, 4L, 20 L, 200 L



**DINOIL 6000 - SAE 5W/40 GAS**

code 1578



IT -Dinoil 6000 GAS è un olio motore 100% sintetico progettato per motori a benzina, sia aspirati che turbo, alimentati a gas METANO o GPL. È stato realizzato con tecnologie che garantiscono la protezione contro l'usura delle valvole, inoltre, la sua formulazione riesce a neutralizzare i composti acidi della combustione, mantenendo inalterate le prestazioni del motore. Le sue eccellenti capacità lubrificanti riducono notevolmente il consumo di carburante ed il consumo d'olio per evaporazione.

GB - 6000 Dinoil GAS is a 100% synthetic engine oil designed for petrol engines, both normally-aspirated and turbocharged, gas-powered natural gas or LPG. It was made with technologies which guarantee the protection against wear of the valves, also, its formulation is able to neutralize acidic compounds of combustion, while maintaining the performance of the engine. Its excellent lubricity greatly reduce the consumption of fuel and oil consumption by evaporation.

API SM/CF, ACEA A3/B4, ACEA C3, FIAT 9.55535-T2, MB229.3

Package 1L, 4L, 20 L, 200 L

**DINOIL 5000 - SAE 10W/40 FORMULA B4**

code 0984



IT -Lubrificante semisintetico conforme alle ultime norme internazionali ed approvato dai maggiori costruttori. Il suo impiego è consigliato per vetture, furgoni, SUV e autocarri leggeri alimentati sia Turbo Diesel che benzina, multivalvole e turbocompressi e per veicoli con catalizzatore. L'eccellente tecnologia derivante dagli additivi impiegati consente migliori partenze a freddo, riduce al minimo l'usura del motore. Riduce i costi di manutenzione.

GB - Is a high performance semi-synthetic passengercar motor oil designed to provide optimum performance in high-output, multi valve, turbocharged & supercharged Turbodiesel and Gasoline engines of passenger cars, vans, SUVs and light trucks. The advanced additive technology incorporated in this oil enables it to exceed the stringent performance requirements of leading passenger car manufacturers' and global industry standards.

API SL/CF, ACEA A3/B4, VW 505.00/501.01, MB 229.1, FIAT 9.55535-D2

Package 1L, 4L, 20 L, 200 L

**DINOIL 5000 - SAE 10W/40 semi-SYNTH**

code 1592



IT - Lubrificante semisintetico conforme alle ultime norme internazionali ed approvato dai maggiori costruttori. Il suo impiego è consigliato per motori sia benzina che diesel, multivalvole, sovralimentati e per veicoli con catalizzatore. Le ottime capacità detergenti contrastano efficacemente la formazione di depositi nel turbo e sui pistoni e assicurano maggiore pulizia del motore. Adatto per sistemi con impianto a metano o GPL

GB - Half-synthetic oil of the latest international norms for any use, approved by the biggest constructors, also absolutely suitable for catalytic. The excellent cleaning ability effectively counteract the formation of depositi in the turbo and pistons, and ensure greater engine cleanliness. Suitable for systems with plant on natural gas or LPG

API SL/CF, ACEA A3/B3, MB 229.1, VW 505.00 / 501.01

Package 500ml, 1L, 4L, 20 L, 200 L



premium line

cars/autoveicoli



QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE

**DINOIL**<sup>®</sup>

# MULTIGRADE Line

QUALITY MENAGMENT SYSTEM  
ACCORDING DIN EN ISO 9001:2008



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**DINOIL 4000 - SAE 20W/60 XM**

code 2094

IT - Lubrificante indicato per ogni tipo di motore diesel e turbodiesel. Formulato con particolari additivi che permettono di prevenire la formazione di morchie, assicurando una perfetta lubrificazione e diminuendo l'emissione di gas di scarico. Il suo impiego è particolarmente indicato per motori logori. Si caratterizza per il suo elevato potere detergente disperdente e di protezione del motore.

GB -Lubricant indicated for each type of diesel engine and turbodiesel. Formulated with special additives which allow to prevent the formation of sludge, ensuring perfect lubrication and reducing the emission exhaust gas. Its use is particularly recommended for worn engines. Is characterized by its high detergency and dispersion and of engine protection.

API SJ/CF, ACEA A2-96/B2-02, MB 229.1

Package 1L, 20 L, 200 L


**DINOIL 4000 - SAE 20W/50 XM**

code 4333

IT - Lubrificante indicato per ogni tipo di motore diesel e turbodiesel. Formulato con particolari additivi che permettono di prevenire la formazione di morchie, assicurando una perfetta lubrificazione e diminuendo l'emissione di gas di scarico. Il suo impiego è particolarmente indicato per motori logori. Si caratterizza per il suo elevato potere detergente disperdente e di protezione del motore.

GB -Lubricant indicated for each type of diesel engine and turbodiesel. Formulated with special additives which allow to prevent the formation of sludge, ensuring perfect lubrication and reducing the emission exhaust gas. Its use is particularly recommended for worn engines. Is characterized by its high detergency and dispersion and of engine protection.

API SJ/CF, ACEA A2-96/B2-02, MB 229.1

Package 1L, 4L, 20 L, 200 L


**DINOIL 3000 - SAE 15W/40 TD**

code 4340

IT - - Lubrificante multigrado di eccellente qualità indicato per motori diesel aspirati e turbo diesel. La sua formulazione con gli additivi di alta qualità, consente di mantenere i pistoni estremamente puliti dalle incrostazioni derivate dalla combustione fornendo un eccellente rendimento e protezione al motore. Le proprietà anti-attrito ed anti-ossidanti di questo lubrificante consentono intervalli più lunghi per il cambio dell'olio.

GB - Multigrade oil of excellent quality suitable for aspirated diesel and turbo diesel engines. Its formulation with additives of high quality, keeps the pistons extremely clean from scale derived from the combustion providing excellent performance and engine protection. The anti-friction and anti-oxidant properties of this lubricant ensures long drain intervals.

API C14/CF, ACEA E5/E4/B4/B3, MB 228.5, MAN 3277, MTU Type 3, VOLVO VDS-2, RENAULT RXD, SCANIA LDF, IVECO, DAF HP-2, Global DHD-1, JASO DH-1, MACK EO-M+, Cummins CES20071/072/076/077/078

Package 1L, 4L, 20 L, 200 L


**DINOIL 3000 - SAE 15W/40 SM**

code 2087

IT - Lubrificante multigrado per motori di moderna e vecchia tecnologia con e senza catalizzatore. E' adatto per motori sia benzina che diesel ed offre la massima protezione rispetto agli altri oli della sua classe. Realizzato con le materie prime avanzate, garantiscono una piena affidabilità in tutte le condizioni di servizio. La forte resistenza alla ossidazione permette ottime prestazioni a lunga durata anche alle temperature di esercizio più estreme.

GB - Lubricant of modern and older technology engines for catalytic and compatible engines for gasoline and diesel, offering the highest protection from any other oil of its class. Made with advanced raw materials to ensure full reliability under all conditions of service. The strong resistance to oxidation allows excellent performance in long-lasting even at extreme operating temperatures.

API SF/CF, ACEA A2/B2, MB 227.1, MIL-L-46152 B, MIL-L-21D4 4, CCMC G4

Package 1L, 20 L, 200 L



TRAZIONE PESANTE / heavy duty



The logo for DINOIL, featuring the word "DINOIL" in a stylized font with a red and blue wave graphic above it.

QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE



## 5W-30 EURO TRUCK

code 4357

IT - Lubrificante totalmente sintetico per motori diesel della flotta commerciale di ultima generazione che supera le più severe specifiche europee. Esso soddisfa la domanda attuale di oli con proprietà "fuel conserving" e con lunghi periodi di cambio dell'olio. Particolarmente indicato per motori Euro 3, Euro 4 e Euro 5 senza filtri antiparticolato (DPF) dei principali costruttori europei.

GB -Fully synthetic lubricant for diesel engines of commercial fleet of the latest generation that exceeds the strictest European specifications. It meets the current requirements for "fuel-conserving" oil properties and long drain intervals. Especially recommended for Euro 3, Euro 4 & Euro 5 engines without particulate filters (DPF) of the leading European manufacturers.



Package 20 L, 200 L

## 10W-40 TRUCK LOW SAPS SYNTH TECH

code 4364

IT - Olio sintetico "low SAPS" per motori diesel ad alte prestazioni. Sviluppato per fornire protezione superiore ed eccellente risparmio di carburante per veicoli commerciali pesanti. Garantisce protezione ed affidabilità in condizioni estreme di esercizio. Particolarmente studiato per motori diesel di ultima generazione dei principali costruttori europei.

GB - Synthetic oil "low SAPS" for high performance diesel engines. Developed to offer superior protection and excellent fuel economy for heavy duty vehicles. It ensures reliable protection in extreme operating conditions. Especially designed for diesel engines of the latest generations of the leading European manufacturers



**API CI-4, ACEA E9/E7/E6, MB 228.51, MAN 3477/3271-1, MTU Type 3.1, VOLVO VDS-3 (CNG), RENAULT RV1/RXD/RGD, CAT ECF-1-a, Deutz DQC III-05, MACK EO-M+, Cummins CES20077**

Package 20 L, 200 L

## 10W-40 TRUCK UHPDO SYNTH TECH

code 4371

IT - Olio semi sintetico "UHPDO-Ultra High Performance Diesel Oil" progettato per motori operanti in condizioni estreme. Formulato con oli basi ed additivi di altissima prestazione che consentono al prodotto finale di soddisfare le richieste dei principali costruttori europei. Offre eccellente proprietà detergenti ed antiusura garantendo un alto livello di protezione e lunga vita di tutti gli organi del motore.

GB -Semi synthetic oil "UHPDO - UltraHigh Performance Diesel Oil" designed for engines operating in extreme conditions. Formulated with high performance base oils and additives providing for the finished product to meet the requirements of the leading European manufacturers. It provides excellent anti-wear and detergent properties ensuring a high level of protection and long life of all the engine components.



**API CI-4, ACEA E7/E4, MB 228.5, MAN 3277, VOLVO VDS-3, MTU Type 3, RENAULT RV1/ RXD/ RLD/ RLD-2, SKANIA LDF-2, CAT ECF-1-a ,Deutz DQC III-05/ IV-05 ,MACK EO-M+,Cummins CES 20077**

Package 20 L, 200 L

## 10W-40 TRUCK SHPD SYNTH TECH

code 4388

IT - Olio di alta qualità "SHPD-Super High PerfOlio di alta qualità "SHPD-Super High Performance Diesel" progettato per motori diesel pesanti. Arricchito con oli base sintetici fornendo facile avviamento a freddo, basso consumo di carburante e affidabili caratteristiche prestazionale. Soddisfa le richieste dei principali costruttori dei motori Euro 1, Euro 2 e Euro3

GB -High quality oil "SHPD-Super High Performance Diesel" designed for heavy diesel engines. Enriched with synthetic base oils providing easy cold start, low fuel consumption and reliable performance characteristics. Meets the requirements of the leading manufacturers of Euro 1, Euro 2 &Euro 3 engines.



**API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4 ,ACEA E7/E5/E3, MB 228.3/229.1 , MAN M3275,VOLVO VDS-3, MTU Type 2,RENAULT RLD/RLD-2, DAF SHPD, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+,GLOBAL DHD-1,DEUTZ DQC II-05, CUMMINS CES 20076/20077/20078**

Package 20 L, 200 L

# TRAZIONE PESANTE / heavy duty

## 10W-30 TRUCK HEAVY DUTY

code 4395



IT - Lubrificante universale ad alte prestazioni. Il suo impiego è particolarmente indicato per i motori diesel pesanti di una vasta flotta commerciale. Può essere utilizzato tutto l'anno assicurando una perfetta lubrificazione e protezione antiusura in qualsiasi condizione lavorativa.

GB - Universal high-performance lubricant. Particularly suitable for heavy duty diesel engines for a wide commercial fleet. It can be used all year round ensuring perfect lubrication and wear protection under any operation conditions.

API CF-4/CG-4/CF-4/CF/SJ, ACEA E2/ B2/ A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

Package 20 L, 200 L

## 15W-40 TRUCK SHPD SYNTH TECH

code 4401



IT - Olio di alta qualità "SHPD-Super High Performance Diesel" progettato per motori diesel pesanti. Arricchito con oli base sintetici fornendo facile avviamento a freddo, basso consumo di carburante e affidabili caratteristiche prestazionali. Soddisfa le richieste dei principali costruttori dei motori Euro 1, Euro 2 & Euro3

GB - High quality oil "SHPD-Super High Performance Diesel" designed for heavy diesel engines. Enriched with synthetic base oils providing easy cold start, low fuel consumption and reliable performance characteristics. Meets the requirements of the leading manufacturers of Euro 1, Euro 2 & Euro 3 engines.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05, CUMMINS CES 20076/20077/20078

Package 4L, 20 L, 200 L

## 15W-40 TRUCK UNIVERSAL HEAVY DUTY

code 4418



IT - Lubrificante universale ad alte prestazioni. Il suo impiego è particolarmente indicato per i motori diesel pesanti di una vasta flotta commerciale. Può essere utilizzato tutto l'anno assicurando una perfetta lubrificazione e protezione antiusura in qualsiasi condizione lavorativa.

GB - Universal high-performance lubricant. Particularly suitable for heavy duty diesel engines for a wide commercial fleet. It can be used all year round ensuring perfect lubrication and wear protection under any operation conditions.

API CF-4/CG-4/CF-4/CF/SJ, ACEA E2/ B2/ A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+

Package 20 L, 200 L

## 20W-50 TRUCK SHPD SYNTH TECH

code 4425



IT - Olio di alta qualità "SHPD-Super High Performance Diesel" progettato per motori diesel pesanti. Arricchito con oli base sintetici fornendo facile avviamento a freddo, basso consumo di carburante e affidabili caratteristiche prestazionali. Soddisfa le richieste dei principali costruttori dei motori Euro 1, Euro 2 e Euro3

GB - High quality oil "SHPD-Super High Performance Diesel" designed for heavy diesel engines. Enriched with synthetic base oils providing easy cold start, low fuel consumption and reliable performance characteristics. Meets the requirements of the leading manufacturers of Euro 1, Euro 2 & Euro 3 engines.

API CI-4/CH-4/CG-4/CF-4/CF/SL, ACEA A3/B4, ACEA E7/E5/E3, MB 228.3/229.1, MAN M3275, VOLVO VDS-3, MTU Type 2, RENAULT RLD/RLD-2, DAF SHPD, CAT ECF-2/ECF-1-a, ZF TE-ML-07C, MACK EO-M+, GLOBAL DHD-1, DEUTZ DQC II-05, CUMMINS CES 20076/20077/20078

Package 20 L, 200 L



## 20W-50 TRUCK UNIVERSAL HEAVY DUTY code 4432

IT - Lubrificante universale ad alte prestazioni. Il suo impiego è particolarmente indicato per i motori diesel pesanti di una vasta flotta commerciale. Può essere utilizzato tutto l'anno assicurando una perfetta lubrificazione e protezione antiusura in qualsiasi condizione lavorativa.

GB - Universal high-performance lubricant. Particularly suitable for heavy duty diesel engines for a wide commercial fleet. It can be used all year round ensuring perfect lubrication and wear protection under any operation conditions.

API CF-4/CG-4/CF-4/CF/SJ, ACEA E2/ B2/ A3, MB 228.1/229.1, VW 501.00/505.00, MTU Type 1, VOLVO VDS, MAN 271, MACK EO-L/EO-L+



Package 20 L, 200 L

## 20W-50 TRUCK MULTIGRADE code 4449

IT - Lubrificante universale multigrado formulato con oli basi ed additivi di alta qualità. Progettato per soddisfare le richieste di motori diesel pesanti di veicoli commerciali, particolarmente indicato per i motori di vecchia generazione.

GB - Universal multigrade lubricant formulated with high quality base oils and additives. Designed to meet the requirements of heavy diesel engines of commercial vehicles, particularly suitable for older generation engines

API CD/SF, ACEA E2, MB 227.1/228.0, MIL-L 2104D/46152B, MAN 270, MTU Type 1



Package 20 L, 200 L

## 10W/20/30/40/50 TRUCK code 4456

IT - Lubrificanti unigradi prodotti con basi minerali e con additivi appropriati. La sua formulazione fornisce una maggiore protezione del motore anche in estreme e prolungate condizioni di esercizio.

GB -Unigrade lubricants formulated with appropriate mineral bases and additives. Its formulation provides increased engine protection, even in extreme and prolonged operating conditions.

API CF/CF2/SF, ACEA: E2, MB 228.0, MAN 270, MTU Type 1, ALLISON C-4, Caterpillar TO-2



Package 20 L, 200 L



MOTO AND SEA ENGINES/ MOTOCICLI E MOTORI MARINI





# **PREMIUM 2T MOTO - Competition FULL SYTH**

CODE 1653  
DOSE CODE. 4463

IT - Olio completamente sintetico, per moto due tempi da competizione. E' da miscelare con benzina in misura inferiore al 3%. La proporzione viene comunque determinata dal costruttore. Garantisce ottimi risultati, sia su motori lubrificati con miscela già pronta all'uso che in quelli dotati di impianto separato a mezzo del quale l'olio viene iniettato direttamente nel collettore di aspirazione o nel carburatore stesso. Riduce la fumosità allo scarico.

GB - Fully synthetic oil for two stroke motor-cycle racing. Is to be mixed with gasoline to an extent less than 3%. The proportion is still determined by the manufacturer. Guarantees excellent results, both on engines lubricated with mixture already ready to use that in those equipped with separate facility by means of which the oil is injected directly into the intake manifold or carburetor itself. Reduces exhaust smoke.



API TC+ JASO FC, ISO-L-EGD, ASTM TSC-4

Package 100ml, 500ml, 1L,

# **PREMIUM 2T MOTO - SEMI SYNTH**

CODE 1660  
DOSE CODE. 4470

IT - Nuovo lubrificante semisintetico che permette una bassa emissione di gas di scarico soddisfacendo le norme Jaso. Idoneo per motori a due tempi, ha la particolarità di ridurre i consumi con una migliore lubrificazione, proteggendone al tempo stesso le parti.

GB - New smokeless-Jaso norms, semi synthetic lubricant for two stroke engines. Specialized in many kilometers use without smoke and pollution. Protect and reduce the noises wich come from the engine.



API TC, JASO FC, ISO-L-EGC

Package 100ml, 500ml, 1L,

# **MULTIGRADE 2T MOTO - MINERAL**

CODE 2117  
DOSE CODE. 4487

IT- Olio per miscela di motori a 2 tempi raffreddati ad aria a base minerale, di buon livello qualitativo, particolarmente studiato per la lubrificazione dei motori a due tempi raffreddati ad aria. Grazie al suo formulato opportunamente bilanciato, assicura:  
- Buon potere lubrificante ed antiusura;  
- Ridottissimi depositi nella camera di scoppio  
- Massima pulizia delle candele;  
- Ottima potenza erogata dal motore

GB- Mixture mineral based oil for 2-stroke engines air-cooled, of good quality specifically designed for the lubrication of two-stroke air-cooled engines. 2T thanks to its balanced properly formulated provides:  
- Good lubricity and anti-wear;  
- Very low deposits in the combustion chamber  
- Maximum cleaning of the spark plugs  
- Excellent engine power



API TA/TB, JASO FB, ASTM TCS-1/-2, ISO-L-EGC

Package 100ml, 500ml, 1L, 4L

# **MULTIGRADE 2T - OUTBOARD**

CODE 2049  
DOSE CODE. 4494

IT - Lubrificante speciale di recente formulazione per motori fuori bordo 2 tempi. Grazie alla sua speciale formula ecologica non inquina le acque ed il terreno in caso di perdite. E' adatto per l'uso in barche, motoslitte e moto equipaggiate con motori raffreddati ad acqua con sistema ad iniezione con e senza miscelatore. Miscelabile fino a 100:1. Risponde alla specifica NMMA TC-W3.

GB - Special oil of recent formulation, diluted and ash-free (ashless) for two-stroke outboard engines. Responds to the specific NMMA TC-W3, thereby guaranteeing exceptional lubricity and protection from sticking bands and seizures. Ensures high performance even mix 100: 1 (1%). As a product prediluted ensures a mixture instantaneous and homogeneous even at low ambient temperatures.



NMMA TC-W3

Package 100ml, 500ml, 1L

## PREMIUM 4T MOTO - 5W/40 CompetIT. CODE 1530



IT- Lubrificante sintetico per motori 4 tempi benzina sviluppato specificatamente per soddisfare le esigenze dei moderni motori di motocicli 4 tempi di ultima generazione con alte prestazioni e con raffreddamento sia ad aria che ad acqua. Fornisce una eccellente protezione al motore, al cambio e alle frizioni a bagno d'olio utilizzate nei motori 4 tempi. Garantisce la massima affidabilità anche in condizioni di esercizio gravose e con temperature elevate.

GB - Synthetic lubricant for 4-stroke petrol engines developed specifically to meet the needs of the modern 4-stroke motorcycle engine with the latest generation high-performance and cooling with air or water. Provides excellent protection to the engine, the gearbox and the clutch in oil bath used in 4-stroke engines of motorcycles.

4T COMPETITION API SL JASO MA2

Package 1L,

## PREMIUM 4T MOTO - 10W/40 SYNTHETIC CODE 1677



IT - Lubrificante semi sintetico formulato per motori 4 tempi benzina. Sviluppato specificatamente per soddisfare le esigenze di moderni motori di motocicli 4 tempi di ultima generazione con alte prestazioni e con raffreddamento sia ad aria che ad acqua. Fornisce una eccellente protezione al motore, al cambio e alle frizioni a bagno d'olio utilizzate nei motori 4 tempi di motocicli. Garantisce la massima affidabilità anche in condizioni di esercizio gravose e con temperature elevate.

GB - Semi synthetic lubricant formulated for 4-stroke gasoline engines. Developed specifically to meet the needs of modern 4-stroke motorcycle engine diultima generation with high performance and cooled with air or to acqua. Fornisce excellent protection to the engine, the gearbox and the clutch in oil bath used in 4-stroke engines motorcycles. Ensures maximum reliability even in harsh operating conditions and high temperatures.

API SL JASO MA 2

Package 1L,

## MULTIGRADE 4 T MOTO - 20W/50 CODE 2025



IT - Lubrificante multigrado ad alte prestazioni per motori a benzina a quattro tempi. Il taglio di viscosità SAE 20W-50 e l'additivazione mirata ne fanno il prodotto ideale per applicazioni dove l'alto numero di giri e le temperature elevate sono frequenti e mettono a dura prova il lubrificante. Ottima pulizia del motore grazie all'additivazione detergente-disperdente. Spiccate caratteristiche antiusura, particolarmente richieste nell'utilizzo severo professionale.

GB - Multigrade high performance lubricant for four-stroke gasoline engines. The shear viscosity SAE 20W-50 and the additive targeted make it the ideal product for applications where high speeds and high temperatures are common to put a strain on the lubricant. Optimal engine cleanliness thanks to the additive detergent-dispersant, outstanding anti-wear characteristics, particularly in the use strict professional demands.

API SG, JASO MA2

Package 1L,







Package 11,



## HYDRAULIC 22/32/46/68/100/150/220

CODE 4517  
DOSE CODE. 4500



IT - Olio di qualità premium formulato con selezionati oli base e additivi adatto per uso nei sistemi idraulici industriali. Offre eccellente protezione anti-ruggine, anti-ossidante e anti-corrosione. Si può usare anche nei compressori d'aria, ascensori, presse e altri sistemi a circolazione d'olio.

GB - Premium quality oil produced from high selected base oils and additive systems, suitable for use in hydraulic and circulating systems in industry and mobile services. This oil offers excellent protection against wear, rust, oxidation and corrosion. It can be used also in air compressors, gear sets, lifts, presses and other circulating oil systems.

ISO L-HM, DIN 51524 Part 2 HLP, AFNOR NFE 48-603 HL/HM, VICKERS M-2950-S/ I-286-S, CINCINNATI MILACRON

Package 1L, 4L, 20L, 200L

## HYDRAULIC HVI 22/32/46/68/100

code 4524



IT - Olio di qualità premium formulato con selezionati oli base e additivi adatto per uso nei sistemi idraulici industriali. Grazie all'alto suo indice di viscosità questo olio è adatto per l'uso nei moderni sistemi idraulici ad alta pressione e altri sistemi industriali a circolazione d'olio. Offre un'ottima protezione contro l'usura, la ruggine, l'ossidazione e la corrosione. Può anche essere utilizzato in sistemi di trasmissioni idraulici di escavatori, gru e equipaggiamento idrostatico.

GB - Premium quality oil produced from high selected base oils and additive systems. Thanks to high viscosity index this oil is suitable for use in modern hydraulic systems operating under high pressure and circulating systems in industry and mobile services. It offers excellent protection against wear, rust, oxidation and corrosion. It can also be used in hydraulic and power transmissions systems of excavators, cranes and hydrostatic drives.

IN 51524 Part 2/3 HVLP, AFNOR NFE 48-603 HV, VICKERS M-2950-S/ I-286-S, DENISON HF-0/HF-1/HF-2, CINCINNATI MILACRON

Package 20L, 200L

## DINOIL ROCK DRILL

code 4531



IT - Olio di qualità, progettato per la lubrificazione di attrezzature pneumatiche. Questo olio fornisce un'eccellente stabilità e protezione contro l'usura, la ruggine e la corrosione. E' adatto per trapani, martelli pneumatici e altre attrezzature industriali per l'estrazione mineraria e di costruzione.

GB - Premium quality oil designed for lubrication of pneumatic equipment. This oil provides excellent stability and protection against wear, rust and corrosion. It is suitable for pneumatically operated Rock Drills, Hammers and other industrial pneumatic equipments used in mining and construction.

ISO VG 46/68/100

Package 20L, 200L

## DINOIL TRANSFORMATOR

code 4548



IT Olio di qualità premium altamente raffinato è miscelato con basi raffinate per soddisfare le esigenze dei produttori di trasformatori. Questo olio è migliore per le proprietà elettriche e buone proprietà d'assorbimento del gas. È adatto per tutti i trasformatori.

GB - Premium quality oil blended with highly refined naphthenic bases to meet the requirements of transformer manufacturers. This oil provides improved electrical properties and good gas absorbing properties.

IEC 296 CLASS 1A, BS 148 CLASS 1, ASTM D 3487 Type 2

Package 200L



**DINOIL DIATERMICO T-32**

code 4555

IT -Olio di qualità premium per trasferimento di calore formulato per fornire eccellente resistenza contro cracking termico. Questo olio è adatto per uso in sistemi di riscaldamento e raffreddamento indiretto chiuso operativo a temperature tra 10 °C e 315 °C.

GB - Premium quality heat transfer oil formulated to provide excellent resistance against thermal cracking. This oil is suitable to use in closed indirect heating and cooling systems operating in temperatures between 10°C and 315°C.

ISO 6743-12 , DIN 51522-Q

Package 20L, 200L

**DINOIL EMULSION**

code 4562

IT - Lubrificante premium per uso generale nel lavorazione del metallo. Raffinato con basi e sistemi selezionati di emulsionanti. Questo olio è raccomandato per tutte le lavorazioni di stampaggio, tornitura, progettazione, taglio, macinazione, formatura ecc.

GB - Premium general purpose emulsifying metal working lubricant from refined bases and selected systems of emulsifiers. This oil is recommended for all machining operations as stamping, turning, planning, cutting, grinding, shaping etc.

Package 20L, 200L

**TITAN EP 150/220/320/460/680**

code 4579

IT -Serie di olio miscelati premium di alta qualità di con oli di base e additivi, progettato con estrema pressione per la lubrificazione di ingranaggi industriali che operano in diverse condizioni che richiedono prestazioni estreme pressioni. Può anche essere utilizzato per stimolare, elicoidali, ingranaggi conici, cuscinetti industriali e applicazioni marine gear.

GB - Premium series of oils blended with high quality base oils and with extreme pressure additives, designed for lubrication of industrial gears operating under several conditions requiring extreme pressure performance. It can also be used in spur, helical and bevel gears, industrial bearings and marine gear applications.

DIN 51517 CLP, AGMA 9005-02, DAVID BROWN S1.53.101, U.S. STEEL 224, SEB 181226

Package 20L, 200L

**COMPRESSOR 32/46/68/100/150/85W/140**

code 4586

IT - Olio altamente raffinato di qualità premium prodotto da oli di base per soddisfare le esigenze di grandi compressori. Questo olio fornisce un'ottima protezione contro l'usura, ossidazione, ruggine e schiuma. E' adatto per compressori d'aria a pistoni e rotativi a vite o a pistoni, van tipo, utilizzati per servizi fissi e mobili.

GB - It is a lubricants formulated with additives EP consisting for hypoid differential systems under heavy charged gears, specially those that are charged dynamically with big sliding frictions between the gears functioning under temperature levels. High anti-foaming and demulsifying characteristics in order to have constant lubrication and maximum heat removal.

DIN 51506 VDL, ISO 6743 DAA

Package 20L, 200L









## DINOIL AGRI TRACTOR UTTO SAE 10W30 code 4593

IT - Olio multifunzionale di alta prestazione universale (UTTO- Universal Tractor Transmission Oil Fluid) progettato appositamente per le moderne trasmissioni, riduttori finali e sistemi idraulici. Il pacchetto unico offre eccellenti caratteristiche prestazionali della trasmissione e superiori proprietà anti attrito. Adatto per l'uso in macchinari agricoli e applicazioni non agricole che hanno freni a bagno d'olio ed altre applicazioni che hanno trasmissioni idrauliche e power-shift.

GB - High performance Universal Tractor Transmission Oil (UTTO Fluid) designed especially for modern transmissions, final drives and hydraulics systems. The unique package offers excellent shift performance and superior friction properties. Suitable for use in agricultural machineries and non-farm applications as well that have wet brakes and other applications that have hydraulics and Powershift transmissions.



Package 4L, 20L, 200L

## DINOIL AGRI TRACTOR S.T.O.U SAE 10W/30,20W30, 20W40, 20W60 code 4609

IT - Olio multigrado universale (STOU - Super Tractor Universale Oil) formulato con oli base altamente raffinati e additivi speciali. Il pacchetto unico offre eccellenti caratteristiche prestazionali della trasmissione e superiori proprietà anti attrito. Indicato per la lubrificazione dei motori motori diesel, aspirati o turbocompressi, cambi, differenziali, riduttori finali, freni bagnati e sistemi idraulici di macchinari agricoli ed applicazioni non agricole come macchine movimento terra, macchinari da costruzione, attrezzature forestali, attrezzature minerarie.

GB - Universal multigrade oil ( STOU - Super Tractor Universal Oil) formulated with highly refined base oils and special additives. The unique package offers superior performance and very good friction properties. Suitable for the lubrication of charged and uncharged diesel engines, gear boxes, differentials, final drives, wet brakes and hydraulic systems of agricultural machineries non-farm applications as earth moving equipments, construction machineries, forestry equipments, mining



API CF4/CF/SF, API GL4, MB 227.1/228.1/228.3, MAN 271 MIL-L-2104-D, ALLISON C-4, CATERPILLAR TO-2, Massey Ferguson CMS M-1139/1143/1144/1145, ZF TE-ML 06B/06C/06D/07B, FORD M2C 159-B, John Deere JDM J27

Package 20L, 200L

## DINOIL CAT TO - 4 10W/ 30/ 50/ 60 code 4616

IT -Olio speciale ad alte prestazioni formulato con oli base e un sistema di additivi bilanciato progettato per soddisfare una vasta gamma di trasmissioni fuoristrada e attrezzature in particolare per sistemi idraulici e idrostatici di Caterpillar. Gli additivi speciali offrono un'eccellente protezione contro la corrosione, l'ossidazione, la formazione di schiuma e depositi. Progettata per ottimizzare le prestazioni delle trasmissioni, differenziali e sistemi idraulici di machine movimento terra Caterpillar, Case, Komatsu, macchinari agricoli ed altre attrezzature che richiedono la specifica TO-4 e Allison C-4.

GB - Special high performance oil formulated from advanced base oils and a balanced additive system designed to satisfy a wide range of off-highway transmissions and equipments especially for Caterpillar hydraulic and hydrostatic systems. The special additives offer excellent protection against corrosion, oxidation, foaming and deposits. Designed to optimise performance of off-highway transmissions, drive trains, differentials and hydraulic systems of Caterpillar, Case, Komatsu, farming machineries and other equipments requiring TO-4 and Allison C-4 specification.

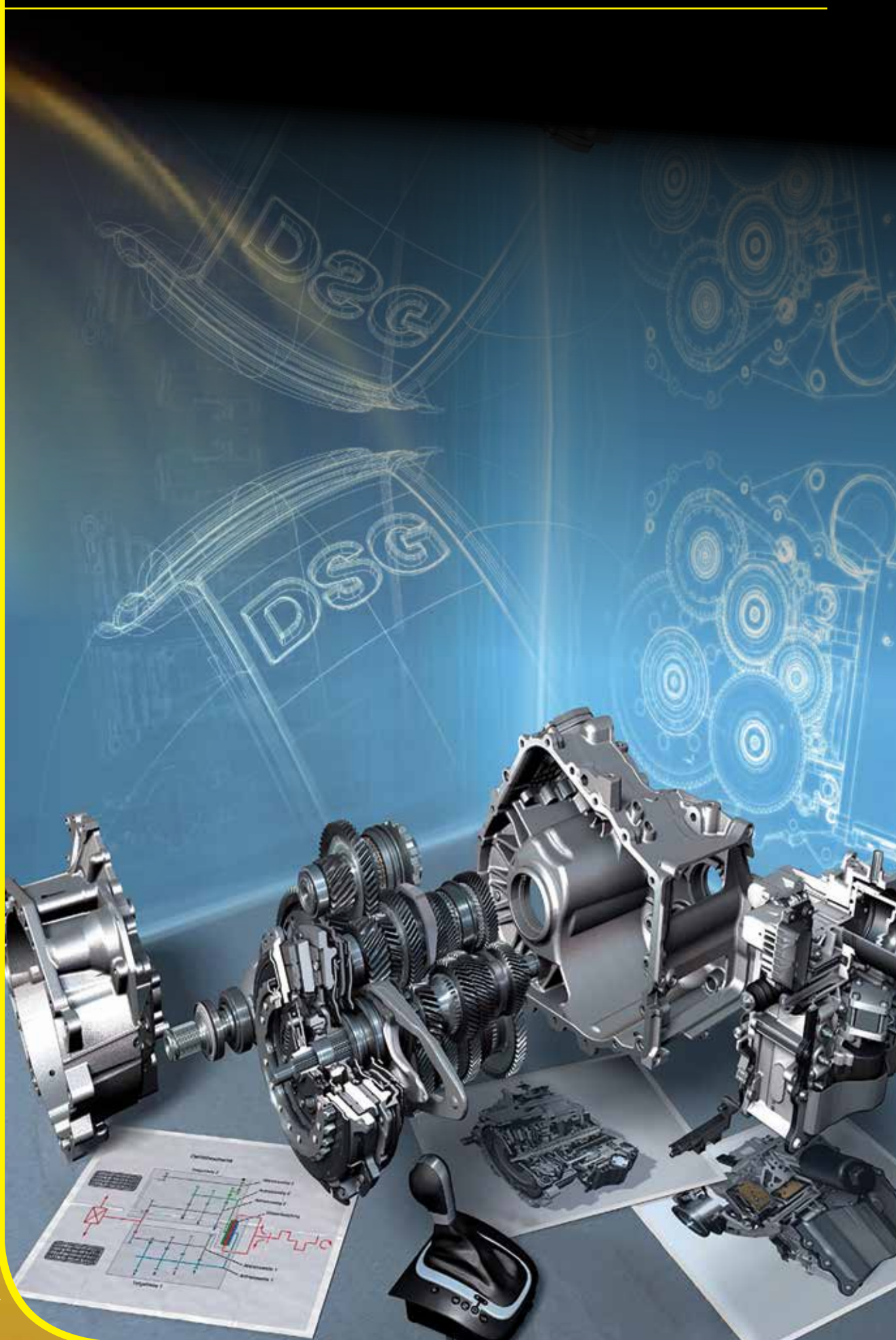


Package 20L, 200L

API SF/CF/CF2, API GL4, Caterpillar TO-4, ALLISON C-4, KOMATSU Micro-Clutch KES 07.868.1, ZF TE-ML 03C/07F, DANA Powershift Transmissions, EATON, Vickers 35VQ25, Tremec/TTC

cambi automatici/atf

professional LINE



**DINOIL®**

QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE



**DINOIL ATF MERCEDES BENZ 9-SERIE** code: 4081

**IT** - Fluido sintetico per cambi automatici formulato con basi PAO e idrocracking ed additivi speciali. Progettato appositamente per tutti i cambi automatici 7-motion Mercedes di ultima generazione. Adatto per l'impiego delle trasmissioni NAG2V Sport e 7G-Tronich, anche per trasmissioni a 5 marce. Non è consigliabile in trasmissioni CVT- (cambio a variazione continua)

**GB** - Synthetic automatic transmission fluid formulated with PAO and hydrocracked bases and special additives. Especially designed for the latest generation for all 7-motion automatic transmission of Mercedes Benz. Suitable for use in NAG2V Sport and 7G-Tronich Transmission, also for 5-gear transmissions. Not for use CVT- (Continuously-Variable) transmissions



**MB 236.14/ 236.12/ 236.10**

Package 1L, 20 L, 200 L

**DINOIL ATF + 4 CHRYSLER JEEP DODGE** code: 4050

**IT** - Fluido sintetico per cambi automatici formulato con basi PAO e idrocracking ed un pacchetto unico di additivi per soddisfare le richieste di trasmissioni e differenziali di Chrysler. Adatto per l'uso come fluido idraulico in tutti i cambi automatici prodotti da Daimler-Chrysler, Jeep e Dodge. Offre massima protezione all'usura in tutte le condizioni operative.

**GB** - Synthetic automatic transmission fluid formulated with PAO and hydrocracked bases and unique additive package to meet the Chrysler transmissions and transaxles requirements. Suitable for use as a hydraulic fluid in all automatic transmissions manufactured by Daimler-Chrysler and Jeep, Dodge transmissions as well. Offers maximum wear protection in all operating conditions.



**ATF+4, CHRYSLER +3/+4, DODGE, JEEP**

Package 1L, 20 L, 200 L

**DINOIL ATF 8HP FLUID AUDI, BMW, VW, L. ROVER** code: 4043

**IT** - Fluido sintetico per cambi automatici formulato con basi PAO e idrocracking ed additivi speciali. Adatto per l'uso nelle ultime trasmissioni 8HP-Series di ZF 8HP45, 8HP55, 6HP26, 8HP70, 8HP90. È compatibile per tutte le versioni precedenti di trasmissioni 6HP-series a 6 marce. Offre massima protezione di tutti gli organi della trasmissione.

**GB** - Full automatic transmission fluid formulated with PAO and hydrocracked bases and special additives. Suitable for use in the latest 8HP-Series transmissions of ZF 8HP45, 8HP55, 6HP26, 8HP70, 8HP90. It is backwardly compatible for all earlier 6-stroke automatic 6HP-series. Offers maximum protection and perfect function of the transmission.



**BMW 83222305397, ATF L 12108, BMW GA6L45R, VW/AUDI G 060162 A1/A2/A6, ZF Lifeguard 8, Land Rover LR023288/LR023289 Chrysler 68157995AA, JAGUAR 02JDE 26444**

Package 1L, 20 L, 200 L

**DINOIL ATF 6HP FLUID - ZF 6HP** code: 4043

**IT** - Fluido sintetico per cambi automatici formulato con basi PAO e idrocracking ed additivi speciali. Adatto per l'uso nelle moderne trasmissioni 6HP-Series di ZF 6HP19, 6HP21, 6HP26, 6HP28, 6HP32, 6HP34. È compatibile per tutte le versioni precedenti di trasmissioni ZF 4 e 5. Non per impiegare in trasmissioni DCT / DSG- (a doppia frizione) o CVT- (cambio a variazione continua).

**GB** - Synthetic automatic transmission fluid formulated with PAO and hydrocracked bases and special additives. Suitable for use in the modern 6HP-Series transmissions of ZF 6HP19, 6HP21, 6HP26, 6HP28, 6HP32, 6HP34. It is backwardly compatible for all earlier versions of ZF 4 and 5 transmissions. Not for use in DCT/DSG- (Double Clutch) or CVT- (Continuously Variable) transmissions.



**BMW ATF M1375.4, FORD Mercon SP XT-6-QSP, Jaguar C2C 8432, Land Rover TYK 500050, VW/Audi G 055005 A1/A2/A6 ZF Lifeguard 6, Maserati 231603, Hyundai 040000C90SG, Toyota WS**

Package 1L, 20 L, 200 L

**DINOIL ATF 5/4 HP FLUID - ZF**

code: 4067



**IT** - Fluido sintetico per cambi automatici formulato con basi PAO e idrocracking ed additivi speciali. Adatto per l'uso nelle moderne trasmissioni 4 ed 5 HP-Series di ZF 84HP20, 4HP22, 4HP24, 5HP18, 5HP19, 5HP24, 5HP30. Offre massima protezione di tutti gli organi della trasmissione.

**GB** - Synthetic automatic transmission fluid formulated with PAO and hydrocracked bases and special additives. Suitable for use in the modern 4 and 5 HP-Series transmissions of ZF 4HP20, 4HP22, 4HP24, 5HP18, 5HP19, 5HP24, 5HP30. Offers maximum protection and perfect function of the transmission.

**BMW ATF LT 71141, ATF LA 2634, VW/Audi G052162 A1/ A2/ A6, VW TL 52 162 Mercedes A 0019892203, ZF Lifeguard 4/5 Porsche 999.917.547.00, Jaguar JLM 20237, Citroën/Peugeot AL4 PR 9736.22, Land Rover STC4863, Renault DP0 Alfa Romeo 20HP 14891900**

Package 1L, 20 L, 200 L

**DINOIL ATF CVT MITSUBISHI, NISSAN, HONDA, TOYOTA** code: 4098

**IT** - Fluido speciale per trasmissioni, formulato con additivi di ultima generazione per fornire il corretto funzionamento delle trasmissioni. Progettato appositamente per le recenti trasmissioni CVT (cambio a variazione continua). Riduce l'attrito metallo su metallo garantendo una viscosità stabile tra i vari ingranaggi negli elementi della trasmissione fortemente sollecitati. Raccomandato per l'uso nella maggior parte delle autovetture dotate di tecnologie "push belt" soprattutto per le auto giapponesi.

**GB** - Special transmission fluid formulated from fully synthetic bases (PAO) and advanced additive technology to provide the proper operation of the transmission. Especially designed for the latest CVT transmissions (Continuously Variable Transmissions). Reduces the friction metal on metal between belts and pulleys ensuring a stable viscosity under high mechanical stress in the transmission elements. Suitable for use in most passenger cars fitted with push belt technologies especially for Japanese cars.

**BMW CVT EZL 799A, Ford CVT 23/CVT 30, MB 236.2, Honda CVT Fluid, Mazda TFF CVT Fluid, Nissan CVT Fluid NS-1/NS-2/NS-3, Opel/GM DEX CVT, Subaru i-CVT Fluid, Suzuki S-CVT, Toyota CVT, Mini Cooper CVT VW/Audi G052180 A1/A2/A6, TL 52180, VW G 052 516 A2**

Package 1L, 20 L, 200 L

**DINOIL ATF SP III ASIATIC CARS**

code: 4104



**IT** - Fluido sintetico premium per cambi automatici formulato con basi PAO e idrocracking ed additivi speciali, per soddisfare particolarmente le nuove esigenze di costruttori Asiatici. Adatto per uso in molte trasmissioni automatiche di autovetture giapponesi e coreane come Mitsubishi, Hyundai, Toyota, Nissan, Honda, Kia che richiedono le specifiche SP II / SP III o ATF DEXRON II / III.

**GB** - Premium synthetic automatic transmission fluid formulated with PAO and hydrocracked bases and special additives, especially to meet the latest requirements of Asian car manufacturers. Suitable for use in many automatic transmissions of Japanese and Korean cars as Mitsubishi, Hyundai, Toyota, Nissan, Honda, Kia requiring SP II/SP III or ATF DEXRON II/III specifications.

**Mitsubishi SP II/ SP III, Toyota T-III/ T-IV/WS Honda ATF Z1, Nissan Matic D and Matic-J Hyundai and KIA PSF-3, Subaru Special ATF JASO M315 1A, MB 363.3**

Package 1L, 20 L, 200 L

**DINOIL DCT/DSG VW, Audi, BMW, Ford, Chrysler** code: 4111

**IT** - Fluido sintetico formulato con basi di alta qualità e additivi d'ultima generazione. Progettato per fornire una protezione estrema nei cambi a doppia frizione (DCT) a secco ed a bagno d'olio di molti produttori come VW / Audi, BMW, Ford, Chrysler, Dodge, Mitsubishi etc. Progettato appositamente per l'uso in trasmissioni a doppia frizione (DSG) di VW / Audi.

**GB** - Synthetic fluid formulated with high quality bases and special additives. Designed to provide extreme protection in many wet and dry-style dual clutch transmissions (DCT) of many manufacturers as VW/Audi, BMW, Ford, Chrysler, Dodge, Mitsubishi etc. Specifically developed for use in VW/Audi double-clutch (DSG) transmissions.

**VAG Group (Audi/VW) G 052 178 /182/529 BMW DCTF-1, MB 236.21/236.25, PSA 9734 S2, Ford WSS-M2C-936 A/WSS-M2C-200-D2, Fiat 9.55550-MZ6, Mitsubishi MZ320065, Volvo 1161838/1161839, BOT 341**

Package 1L, 20 L, 200 L



## PROFESSIONAL GPSF GREEN POWER STEERING

code:4128

IT - Fluido idraulico speciale formulato con basi di alta qualità e additivi selezionati per soddisfare le richieste della specifica VW TL 521 46 . Adatto per l'uso in sospensione, servosterzo, sospensione idro-pneumatica, ammortizzatori, freni e sistemi di livellamento soprattutto del gruppo VAG (VW, Audi, Seat, Skoda).

GB - Special hydraulic fluid formulated with high quality bases and selected additives to fulfil the requirements of VW TL 521 46 specification. Suitable for use in suspension, power steering, hydro pneumatic suspension, shock absorbers, brake, and levelling systems especially of VAG group ( VW,Audi, Seat, Skoda).

ISO 7308, DIN 51524 Part 2, MB 343.0/345.0, VW 521-46, Audi Seat, Skoda, Jaguar, Porsche, Saab Volvo 1273.36

Package 1L, 20 L, 200 L



## PROFESSIONAL PSF HYDRAULIC

code:4135

IT - Fluido idraulico sintetico formulato con basi di alta qualità ed additivi speciali. Adatto per la lubrificazione universali a tutte le stagioni per sistemi di servosterzo della maggior parte dei veicoli moderni che operano in tutte le condizioni climatiche. Progettato particolarmente per l'uso nei sistemi sospensioni e servosterzo Australiani, Europei, Statunitensi e Asiatici.

GB - Specific synthetic hydraulic fluid formulated with high quality bases and special additives. Suitable for universal all-seasons lubricating power steering systems of most modern vehicles operating under a wide temperature range. Especially designed for use Australian, European, US and Asian power steering and suspension car systems

Honda PSF, Toyota PSF EH, KIA PSF-III, Hyundai PSF-3, Nissan PSF II  
Land Rover LRN 2261, Subaru PSF, Mazda PSF, PSA Fluid 9735 EJ

Package 1L, 20 L, 200 L



## PREMIUM - ATF DEX II /III

code: 3170 code:1639

IT - ATF DEX II è un fluido sviluppato per le trasmissioni automatiche , servosterzi di autovetture ed automezzi leggeri funzionanti in condizioni di esercizio severe ed ogni altra applicazione ove sia richiesto un prodotto DEXRON II . Consente fluidità dello sterzo ed innesti morbidi e silenziosi nelle trasmissioni.

GB - ATF DEX II is an fluid developed for automatic transmissions, power steering of passenger cars and light trucks operating in severe operating conditions or any application where DEXRON II specification is required. Offers smooth and silent operation for the steering and transmissions

GM DEXRON IID, MB 236.1, ZF TE ML09, MAN 339D, VOLVO 97335  
CATERPILLAR TO-2, ALLISON C3/C4

GM DEXRON III, MB 236.1/236.5, ZF TE-ML 02F/04D/09/11B/14A/17C  
CAT TO-2, ALLISON C-4 MAN 339Z

Package 1L, 20 L, 200 L



## MULTIGRADE - ATF TYPE A

code: 2032

IT - Olio progettato per cambi manuali ed automatici dove GM Type A Suffix A è richiesto. Raccomandato per cambi automatici ed manuali, servosterzi delle autovetture,veicoli commerciali ed attrezzature di costruzione. La forte resistenza alla ossidazione permette ottime prestazioni e lunga durata anche alle alte temperature di esercizio.

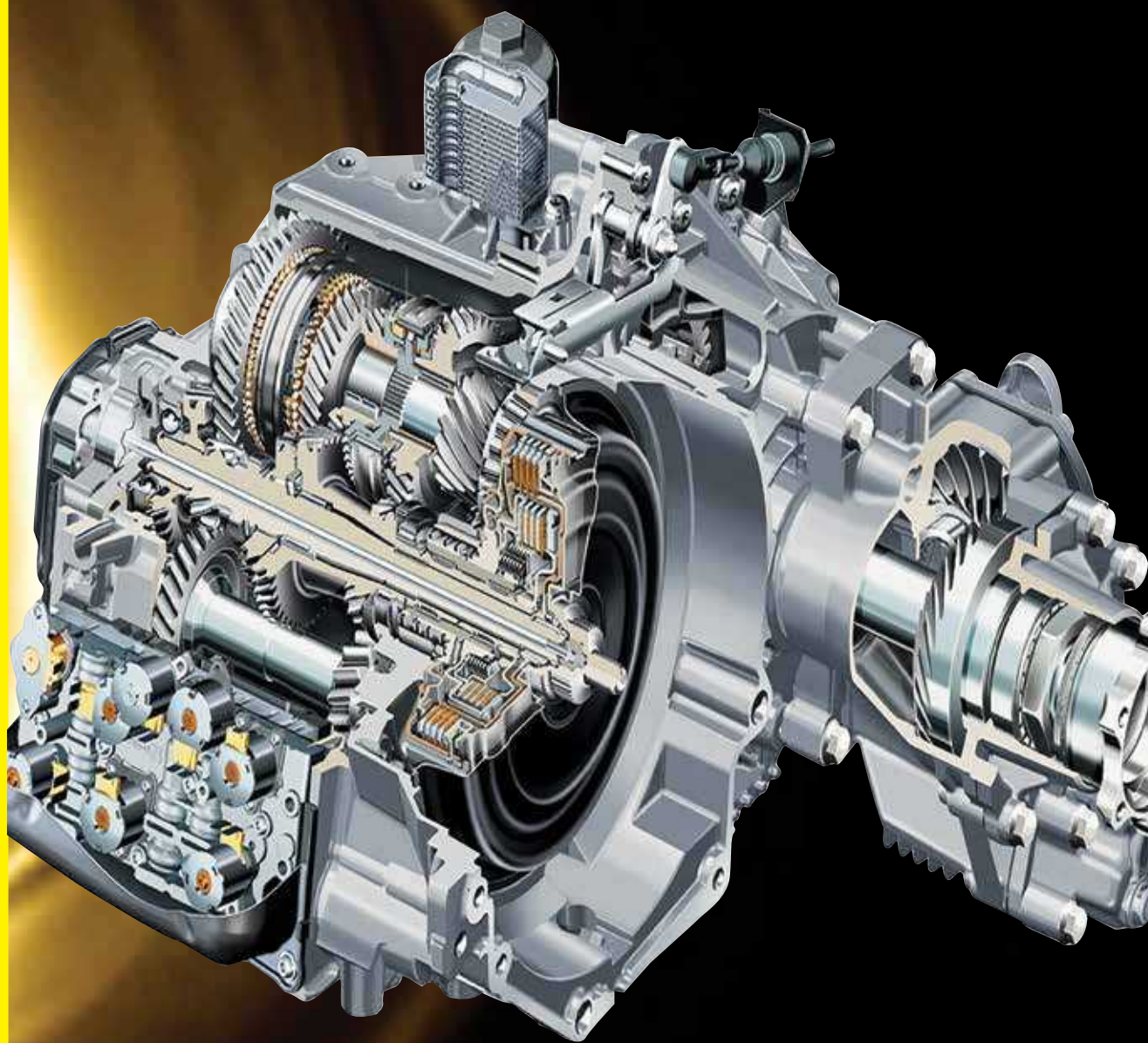
GB - High quality transmission fluid designed for use in manual and automatic gearboxes, where GM Type A Suffix A is required. Recommended for automatic and manual transmissions and power steering systems. The strong resistance to oxidation allows for optimal performance and long life even at high operating temperatures.

GM ATF TYPE A, SUFFIX A, GM ALLISON C-3, CATERPILLAR TO-2

Package 1L, 20 L, 200 L



cambio manuali/ gearbox



**DINOIL®**

QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE



## PREMIUM - SAE 75W/80 LDC

code: 1516

IT - Olio trasmissione universale sintetico ad elevata prestazione per i moderni cambi manuali e per i differenziali, operanti in condizioni di servizio particolarmente severe. L'avanzata tecnologia degli additivi impiegati, assicura la massima protezione dei meccanismi. E' particolarmente indicato per i cambi ipoidi fortemente sollecitati, oltre ad essere dotato di buone proprietà antiusura, antiruggine ed anticorrosione, inoltre è adatto per le trasmissioni meccaniche di cambi sincronizzati e non.

GB - Transmission oil synthetic universal high-performance for modern manual gearboxes and differentials, operating under severe service conditions. The advanced additive technology used ensures maximum protection mechanisms. It is particularly suitable for heavily loaded hypoid changes, as well as being equipped with good anti-wear, rust and corrosion, it is also suitable for mechanical transmissions to synchronized transmissions or not.

API GL4/GL 5, MAN 341, MIL-L-2105 D, FIAT, VOLVO, BMW

Package 1L, 20 L, 200 L



## PREMIUM - SAE 75W/90 SYNTH

code: 1608

IT - Lubrificante 100% sintetico formulato con basi di alta viscosità e con additivi che garantiscono proprietà contro il logorio da attrito. Con basi sintetiche in combinazione con un complesso sistema di additivi messo a punto per ottenere il massimo equilibrio tra capacità di sopportare carichi molto elevati e compatibilità con i materiali costituenti i sincronizzatori. Raccomandato per la lubrificazione di ingranaggi e trasmissioni.

GB - 100% synthetic lubricant formulated with high viscosity bases and additives have properties against the frictional wear. With synthetic base oils in combination with a complex system of additives developed to achieve the best balance between the ability to withstand very high loads and compatibility with the materials from which the synchronizers. Recommended for the lubrication of gears and transmissions.

API GL4/ GL5, US Military MIL-L-2105D, ZF TE-ML 05B/12B/17B/19C/21B, MAN 342, Scania STO: FIAT, VOLVO, BMW

Package 1L, 20 L, 200 L



## MULTIGRADE - SAE 80W/90 GL 5

code: 2063

IT - Lubrificante formulato con basi di alta viscosità e con additivi che garantiscono proprietà contro il logorio da attrito. Raccomandato per la lubrificazione di ingranaggi e trasmissioni. Eccellente E.P. proprietà al fine di consentire una ottimale protezione anche in condizioni estreme (avviamento, accelerazione, ecc) e di elevato carico a basso numero di giri. Ottime caratteristiche anti-usura per organi di trasmissione più durevoli (ingranaggi, cuscinetti, alberi, selettori, ecc.)

GB - Lubricant EP consisting for hypoid differential systems under heavy charged gears, specially those that are charged dynamically with big sliding friction between the gears functioning under high temperature levels. Excellent E.P. properties in order to allow optimal protection even in extreme conditions (starting, acceleration etc.) and of high load with low revs. Excellent anti-wear characteristics for more durable transmission components (gears, bearings, shafts, selectors, etc).

API GL4/ GL5, MIL-L- 2105 D, MB 235.0, MAN 342, ZF TE-MIL 05A/12E/16B/17B/19B/21A

Package 1L, 20 L, 200 L



## MULTIGRADE - SAE 85W/140 GL

code: 2070

IT - E' un lubrificante appositamente studiato per la lubrificazione di cambi e differenziali, formulato con basi di alta viscosità e con additivi EP che garantiscono proprietà contro il logorio da attrito. Raccomandato per la lubrificazione di ingranaggi ipoidi, giunti e trasmissioni. Elevate caratteristiche anti-schiuma ed demulsive al fine di avere la lubrificazione costante e asporto di calore. Elevato indice di viscosità per ottimizzare la scorrevolezza in ogni condizione di temperatura operativa.

GB - It is a lubricants formulated with additives EP consisting for hypoid differential systems under heavy charged gears, specially those that are charged dynamically with big sliding frictions between the gears functioning under temperature levels. High anti-foaming and demulsifying characteristics in order to have constant lubrication and maximum heat removal. High viscosity index in order to optimise the fluency in every operating temperature condition.

API GL4/ GL5, MIL-L- 2105 D, ZF TE-MIL 05A/16D/21A, MAN 342, TYP M-1, CS 3000B, MACK GO-G, GM, MB 235.0

Package 1L, 20 L, 200 L



Antigelo/ Antifreeze



QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE



## ANTIFREEZE G12 VW

code: 2322

IT - E' un liquido anticongelante concentrato di colore rosso, formulato con un pacchetto di additivi esenti da nitriti, ammine e fosfati, è adatto per tutti i veicoli con protezione fino a -70 °C. La sua formulazione preserva il motore dal surriscaldamento e dalla corrosione di tutte le parti metalliche del motore come alluminio e leghe incluse. Diluibile con acqua in funzione della gradazione che si desidera.

GB - Concentrate antifreeze of red colour, formulated with an additive package free of nitrites, amines and phosphates, suitable for all vehicles providing protection up to -70 °C. Its formulation protects the engine from overheating and corrosion of all metallic parts such as aluminum and alloys included. It can be diluted with water depending on wanted freeing point.

VW/AUDI/SEAT/SKODA: TL774 D/F, OPEL GM: 6277M, FORD: WSS-M97B44-D  
MB 325.3, MAN 324 SNF

Package 1kg, 20kg, 230kg



## ANTIFREEZE PURE RED / ROSSO

code:1912

IT - E' un liquido anticongelante concentrato di colore rosso, formulato con un pacchetto di additivi esenti da nitriti, ammine e fosfati, è adatto per tutti i veicoli con protezione fino a -70 °C. La sua formulazione preserva il motore dal surriscaldamento e dalla corrosione di tutte le parti metalliche del motore come alluminio e leghe incluse.

GB - Concentrate antifreeze of red colour, formulated with an additive package free of nitrites, amines and phosphates, suitable for all vehicles providing protection up to -70 °C. Its formulation protects the engine from overheating and corrosion of all metallic parts such as aluminum and alloys included.

NORMATIVE: SAE J 1034-CUNA NC 959-16 - VW TL 774 D

Package 1kg, 20kg, 230kg



## ANTIFREEZE PURE YELLOW /GIALLO

code: 4654

IT- Antigelo antitermico di colore giallo, adatto per tutti i veicoli con protezione fino a -70°C. La sua formulazione preserva il motore dal surriscaldamento, dalla corrosione e dalla formazione di morchie rugginose. Diluibile con acqua in funzione della gradazione che si desidera.

GB-Concentrate antifreeze of yellow colour, suitable for all vehicles providing protection up to -70 °C. Its formulation protects the engine from overheating, rust and corrosion. It can be diluted with water depending on wanted freeing point.

SAE J-1034, ASTM D3306, D4985, MB 325.2, MAN 324, GM 1899 M, GM 1825M,  
FORD EZE M-97B44-A, John Deere H24B1/ C1

Package 1kg, 20kg, 230kg



## ANTIFREEZE PURE G11 BLUE

code:1905

IT - Antigelo antitermico, adatto per tutti i veicoli con protezione fino a -70°C. La sua formulazione preserva il motore dal surriscaldamento, dalla corrosione e dalla formazione di morchie rugginose. Diluibile con acqua in funzione della gradazione che si desidera

GB - Antifreeze antiwarm, suitable for all vehicles providing protection up to -70 °C. Its formulation protects the engine from overheating rust and corrosion. It can be diluted with water depending on wanted freeing point.

NORMATIVE: CUNA NC 956-16/017 VW TL 774 C

Package 1kg, 4kg, 20kg, 230kg



## ANTIFREEZE PERMANENT -40°C / -20°C

IT- Antigelo antitermico, adatto per tutti i veicoli con protezione fino a -40°C/-20°C. La sua formulazione preserva il motore dal surriscaldamento, dalla corrosione e dalla formazione di morchie rugginose. Diluibile con acqua in funzione della gradazione che si desidera o pronto all'uso.

GB- - Antifreeze antiwarm suitable for any kind of engine providing protection up to -40°C/-20°C. Its formulation protects the engine from overheating rust and corrosion. It can be diluted with water depending on wanted freeing point or ready for use.

Package 1kg, 4kg, 20kg, 230kg



## GRAPHITE GREASE

CODE 4623



IT - Grasso speciale basato su saponi di grafite e arricchiti con bisolfuro di molibdeno. È studiato per garantire la lubrificazione ottimale e per l'applicazione in tutti i tipi di ruote, cuscinetti, giunti omocineticici di veicoli operanti in condizioni severe. Il campo di temperature d'impiego è tra i -20°C e +230°C

GB - Special grease based on graphite soap and fortified with bisulfur of molybdenum. It is studied to guarantee optimal lubrication and for application in all kinds of wheels and bearings of the vehicles operating under several conditions. Temperature range for use between -20°C and + 230°C

ISO 6743-9,DIN 51825,DIN 51502

imazh 1kg 4kg (premium)

Package 850gr, 4kg, 16kg, 180kg

## LITHIUM GREASE 00/0/1/2/3

code 4630



IT - Grasso speciale multifunzionale formulato con saponi di litio e olio minerale altamente raffinato. Idoneo per la lubrificazione generale di veicoli. E consigliato per la lubrificazione di cuscinetti, macchinari industriali operanti in condizioni medie di carico e temperature elevate. Alta resistenza all'acqua.

GB - Multifunctional grease formulated with soaps of lithium and mineral oil highly refined. Suitable for the general lubrication of vehicles. It is advised for lubrication of bearings in the operating industrial machinery in medium cargo conditions and elevated temperatures. High water resistance.

ISO 6743-9,DIN 51825,DIN 51502

Package 850gr, 4kg, 16kg, 180kg

## MULTI PURPOSE CALCIUM 1/2/3

code 4647



IT - È un grasso formulato a base di olio minerale di alta qualità. Aumenta la protezione per delle parti meccaniche sottoposte ad elevato stress meccanico in ambienti ad elevata umidità. Ciò migliora le proprietà meccaniche come il carico di rottura e la resistenza a carichi pesanti a bassa velocità, e a temperature da basse a medie

GB - It is a grease product based on mineral oil of high quality. It increases protection for the mechanical parts subjected to high mechanical stress in high humidity environments. This improves the mechanical properties such as tensile strength and resistance to heavy loads at low speed, and temperatures from low to medium.

ISO 6743-9,DIN 51825,DIN 51502

Package 850gr, 4kg, 16kg, 180kg





BRAKE FLUID AND ADDITIVES/ olio freni e additivi



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**DINOIL - Italia:** Parts & Lubricants srl, Via del Pianeta Urano 2/10, 00144 Roma - Italia,  
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QUALITÀ IN MOVIMENTO / QUALITY ON THE MOVE

## DOT 5.1 LIQUIDO FRENI/ BRAKE FLUID

code 4661



IT - DOT 5.1 è un liquido per freni sintetico. Contiene inibitori che prevengono la corrosione dei componenti metallici dei freni e riducono l'ossidazione alle elevate temperature. Garantisce elevati punti di ebollizione a umido e a secco. Speciali additivi, aiutano a ridurre al minimo la formazione di bolle di vapore. Particolarmente adatto per gli impianti frenanti ABS e per veicoli con frizione idraulica. Conforme alle norme internazionali FMVSS 116 e SAE J-1703.

GB - Synthetic brake fluid. It contains inhibitors that prevent corrosion of the brake metal components and reduce oxidation at high temperatures. Guarantees high wet and dry boiling point. The special additives help to minimize the formation of vapor bubbles. Especially suitable for ABS brake systems. In accordance with international standards FMVSS 116 and SAE J-1703.

SAE J 1704 ,FMVSS 116 DOT 5.1 , ISO 4925 Class.5.1

Package 250ml, 500ml, 1L,

## DOT 4 LIQUIDO FRENI/ BRAKE FLUID

code: 3046



IT - E' un liquido speciale progettato per sistemi con freno a tamburo e a disco con e senza ABS e per veicoli con frizione idraulica. Riduce il deterioramento delle parti elastiche del circuito dei freni. E' particolarmente adatto in condizioni molto pesanti come macchine da corsa, autovetture, autocarri, rimorchi, ecc. Grazie alle sue ottime prestazioni è raccomandato dalla maggior parte dei costruttori di automobili come: BMW, AUDI, VOLVO, DB.

GB- A fluid special designed for systems with disc brakes and drums brakes with ABS and control system of clutches. Very good lubricating and counter-friction properties, it causes not destruction against the elastic parts of the brake circuit. Especially suitable in the cases that the brake system is under very heavy function conditions as trailers, race cars, lorrier, etc. With respect to its qualities it is recommended give: BMW, AUDI, VOLVO, DB .

SAE J-1704, FMVSS 116 DOT 4, ISO 4925, FORD ESEA K6 C 1002 A, GM 4653/TYPE 550, BMW QV 34001, DB DLB 7760, CUNA NC956

Package 250ml, 500ml, 1L,

## Diesel Antifreeze -24 o C

code: 3749



IT - Dinoil Diesel Antifreeze, previene la formazione dei cristalli di paraffina che bloccano il flusso di carburante. Mantiene pulito e privo di depositi i sistema di alimentazione. Riduce l'emissione dei gas di scarico e la rumorosità del motore. Migliora le partenze a freddo, grazie all'incremento del numero di cetani. Un flacone da 250 ml serve a trattare 60 litri di gasolio.

GB - Dinoil Diesel Antifreeze, prevents the formation of paraffin crystals that block the flow of fuel. It keeps clean and free of deposits the power supply system. It reduces emission exhaust gas and the operating noise of the engine. It improves cold starting thanks to the increase in the cetane number. A bottle of 250 ml is used to treat a full tank of fuel.

Package 250ml, 20L, 200L

## OCTANE BOOSTER BENZINA

code: 3800



IT - Dinoil Octane Booster, aumenta il numero di ottani, aumentando le prestazioni del motore. Elimina il battito in testa, pulisce il sistema di alimentazione ed in particolare le camere di combustione. E' adatto anche nei motori dotati di marmitte catalitiche.

GB - Dinoil Octane Booster increases octane, increasing engine performance. Eliminates the knocking, it cleans the fuel system and particularly the combustion chambers. It is also suitable in engines equipped with catalytic converters.

Package 250ml



## PULITORE INIETTORI BENZINA

code: 3817

IT - Pulitore Iniettori Benzina, disincrosta i depositi e i residui che si formano negli iniettori e in tutto il sistema di alimentazione. Ristabilisce le prestazioni e l'efficienza originale del motore. Riduce i consumi e le emissioni dei gas di scarico. Contribuisce a un risparmio medio di carburante del 2.5%. Migliora la combustione.

GB - Gasoline Injector Cleaner, removes deposits and residues that are formed in the injectors and in the whole fuel delivery system. Restores performance and original efficiency of the engine. Reduces fuel consumption and exhaust gas emissions. It contributes for fuel economy by up to 2.5%. Improves combustion.



Package 250ml

## SIGILLANTE RADIATORI / STOP LEAK

Code 4678

IT - Turafalle per radiatori, è un composto specifico per sigillare piccole perdite di radiatori e manicotti. Non danneggia le parti in gomma e metalliche. Aggiungere il contenuto del flacone nel radiatore quasi pieno. È compatibile con tutti i liquidi per circuiti chiusi.

GB - Radiator Sealant, is a specific compound to seal small leaks in radiators and hose joints. It doesn't damage rubber and metal parts. Add the contents of the bottle into the radiator when is almost full. It is compatible with all fluids used for closed circuits.



Package 250ml

## MOTOR FLUSH / PULITORE SISTEMA DI LUBRIFICAZIONE

Code 4685

IT - Motor Flush rimuove morchie, depositi, incrostazioni e prodotti di ossidazione che si sono depositati sulle pareti del circuito di lubrificazione, impedendo la contaminazione dell'olio nuovo con i residui dell'olio usato.

GB - Motor Flush removes sludge, deposits, scale, and oxidation products that are deposited on the walls of the lubrication circuit, thus preventing contamination of the oil with new oil residue used.



Package 500ml, 1L

## PULITORE COMPLETO DIESEL / diesel additive

Code 4692

IT - Dinoil Pulitore Completo Diesel, pulisce l'interno sistema di alimentazione con una rapida azione detergente rimuovendo i depositi e incrostazioni dello stesso. Il prodotto è il massimo della tecnologia applicato ad un additivo per uso professionale.

GB - Dinoil Diesel Complete Cleaner, cleans the interior fuel delivery system with a quickly detergent action by removing deposits and sludges. The product is the maximum of the technology applied to an additive for professional use.



Package 250ml, 1L

## TRATTAMENTO FAP/DPF DIESEL

code: 3794



IT - L'additivo Diesel Trattamento FAP/DPF riduce la produzione di PM10, migliora la combustione e fa in modo che il filtro antiparticolato si sporchi meno. Estende gli intervalli di manutenzione del filtro antiparticolato FAP e DPF riducendo i cicli di rigenerazione. Estrema pulizia con un unico trattamento con un solo pieno di carburante. Restituisce la potenza originaria del motore. Contribuisce alla riduzione del consumo di carburante. Compatibile con biodiesel attualmente in distribuzione il prodotto è testato secondo test XUD9 e CEC DW 10. Modalità d'uso: Versare l'intero contenuto nel serbatoio prima di fare rifornimento. Si consiglia l'uso ogni 4/5,000 Km. Dose per 40 L di gasolio.

GB - Diesel Treatment Additive FAP / DPF reduces the production of PM10, improves combustion and provides less dirty for the particulate filter. Extends the maintenance intervals of the FAP and DPF particulate filter reducing regeneration cycles. Provides extreme cleaning with a single treatment in one full fuel tank. It restores the original power of the engine. Contributes to the reduction of fuel consumption. Compatible with biodiesel currently in use, the product is tested according to XUD9 and CEC DW 10 test. Use Direction: Pour the whole fluid into the tank just before each fuel fill-up. Recommended for every 4 / 5,000 Km. Use one bottle for 40 Liters of fuel.

Package 250ml

## CETANE BOOSTER DIESEL/Aumentatore Cetano

code: 3763



IT - Migliora la performance del gasolio, aumentando il numero di cetano fino a 4 punti. Pulisce il sistema di alimentazione. Lubrifica e riduce l'usura delle valvole. Compatibile con le marmitte catalitiche. Modalità d'uso: Un flacone serve per il trattamento di 50 litri di gasolio.

GB - Improves the performance of diesel, increasing the cetane number up to 4 points. Cleans the fuel delivery system. Lubricates and reduces wear on the valves. Compatible with catalytic converters. Use Direction: Use one bottle for 50 liters of diesel.

Package 250ml

## TRATTAMENTO ANTIFUMO DIESEL/Antismoke

code: 3756



IT- Dinoil Trattamento Antifumo Diesel, aiuta a regolare l'emissione dei gas di scarico. Previene l'accumulo di depositi migliorando il consumo di carburante. Riduce i consumi e le emissioni dei gas di scarico. Migliora la combustione.

GB- - Dinoil Diesel Antifoam Treatment, helps to regulate exhaust gas emissions. Prevents deposits accumulation improving the fuel consumption. Reduces black smokes, particulate and unpleasant smells. Improves combustion.

Package 250ml

## PULITORE INIETTORI DIESEL/Injector Cleaner

code: 3787



IT - Pulitore Iniettori Diesel, disincrosta i depositi e i residui che si formano negli iniettori e in tutto il sistema di alimentazione. Ristabilisce le prestazioni e l'efficienza originale del motore. Riduce i consumi e le emissioni dei gas di scarico. Contribuisce a un risparmio medio di carburante del 2.5%. Migliora la combustione e la tenuta del motore al minimo.

GB- Diesel injector cleaner, removes deposits and residues that are formed in the injectors and in the whole fuel delivery system. Restores performance and original efficiency of the engine. Reduces fuel consumption and exhaust gas emissions. It contributes for fuel economy by up to 2.5%. Improves combustion and smoother idling.

Package 250ml, 1L



## TRATTAMENTO ANTIALGHE PER SERBATORI Code 4708

IT - Prodotto speciale biocida e antialghe ad alta concentrazione specificatamente indicato in caso di contaminazione di alghe e batteri nei serbatoi di gasolio (specialmente dove si usa una miscela diesel-biodiesel) dei veicoli e nelle cisterne di stoccaggio. I serbatoi di gasolio sono spesso colpiti da contaminazione batterica dovuta alle caratteristiche del gasolio e alla frequenza di operazioni di pulizia e manutenzione. L'aggiunta di questo prodotto al carburante, anche in piccole dosi, evita la formazione di microrganismi, batteri, funghi, alghe, ecc. Evita la corrosione dei serbatoi ed l'intasamento dei filtri. Modalità d'uso: 50-200 ml. per 1000 litri Diesel / 5-20 ml per 100 litri Diesel

GB - Special product biocide and anti-algae with a high concentration specifically indicated in cases of contamination of algae and bacteria's in the fuel tanks of vehicles and storage tanks (especially where used an mixture diesel-biodiesel). The fuel tanks are often affected by bacterial contamination due to the characteristics of diesel and the frequency of maintenance and cleaning. The addition of this product to the fuel, even in small doses, avoids the formation of micro-organisms, bacteria, fungus, algae, etc. Prevents corrosion of fuel tanks and filter plugging. Use directions : 50-200 ml. per 1000 liters Diesel / 5-20 ml per 100 liters Diesel

Package 250ml, 1L, 4L, 20 L



## WINDSCREEN -20 0 C/ Lavavetri Invernale

Code 4715

IT - Diesel Antigelo-24oC stato studiato appositamente per proteggere l'olio, filtro del carburante e il percorso fino al punto di poveri da gelate. Pulisce il motore da sporco e mantiene pulito. Usa: spruzzato prima del rifornimento. 350ml di prodotto in 80 litri di carburante, punto di congelamento porta fino a -24oC.

GB - Diesel Antifreeze -24oC been studied specifically to protect the oil, fuel filter and route up to the poor point from frosts. Cleans the engine from dirt and keeps it clean. Use: sprayed before fueling. 350ml product in 80 liters of fuel, freezing point leads up to -24oC.

Package 250ml, 1L, 4L



## ANTIMOSQUITOS/ Lavavetri Antimoscerini

Code 4722

IT - Mantiene pulito il motore contro le morchie e depositi. Riduce il consumo di carburante fino al 4%. Aumenta il numero di ottano fino a 4 punti. Elimina il rumore di guarnizione e perdita di potenza. Uso: Versare nel serbatoio prima di riempire con il carburante, 350ml sono adatti per 80 litri di carburante.

GB - Keeps the engine clean against sludge and deposits. Reduces fuel consumption up to 4%. Increases octane number up to 4 points. Eliminates gasket noise and power loss. Use: Pour in to the tank before filling with fuel, 350ml are suitable for 80 liters of fuel.

Package 250ml, 1L



## APPENDIX - LUBRICATION TECHNICAL INFO BULLETIN

### According to the Viscosity Grade (monograde versus multigrade lubricants)

#### REMEMBER:

If temperature is increased, viscosity will decrease. The viscosity is higher at low temperatures and lower at high temperatures.

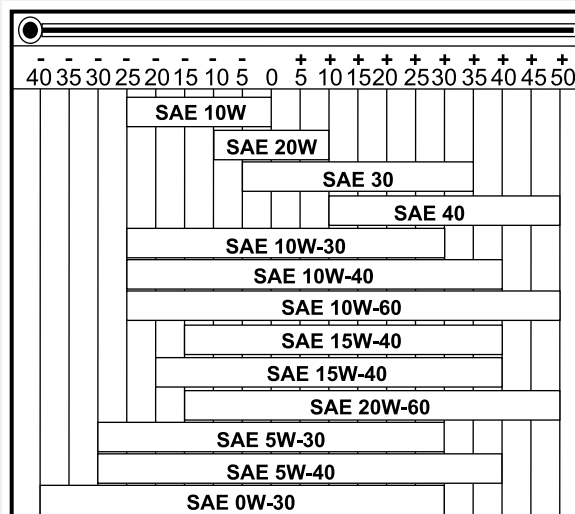
Monograde oils come in a variety of grades ranging between OW and 60 (gear monogrades range from 75W to 250) as shown above.

Multigrade engine oils, for example, are available with SAE gradings like 5W30, 15W40, 20W50 etc. This means that a multigrade oil enjoys the viscosity properties of a low temperature winter oil (as the suffix "xW" denotes) as well as those of a high temperature oil without the "W" suffix.

Assuming a cold winter morning with ambient temperature of 0°C; what is required is a fairly low viscosity oil (5W40), which will flow readily at low temperatures without thinning out too much when the engine's operating temperature is reached. Multigrade oils are formulated to do this. The advantage of using a multigrade oil is that it has greater viscosity stability over a wider range of temperatures. The oil behaves like a SAE 5W when it is cold and like a SAE 40 when it is hot.

*Q: If a multigrade oil's viscosity stability with varying temperature is so useful, what is the point of having monograde oils?*

A: The reason is that the additives used to enhance the stability of an oil are unstable in a working environment. They tend to shear, that is, physically degrade. If a **multigrade oil** is subject to high shearing stress (a powershift transmission, for example), the additive that impacts its stability over a wider range of temperatures will start to break up, resulting in a sharp drop in viscosity. This could be detrimental to the component, causing the oil to lose its load-bearing characteristic. Under such circumstances, a **monograde oil** might be the safer choice.



### According to the level of Quality

A number of classification systems have been created by OEMs and non-profit international or national organisations, in an attempt to frame lubricants according to their quality requirements. In brief, lubricants are classified by the following houses:

|                                       |                                                                                        |
|---------------------------------------|----------------------------------------------------------------------------------------|
| General purpose lubricants            | SAE, ISO (International)                                                               |
| Engine lubricants                     | API (American), ACEA (European), OEMs (Daimler, Renault, Volvo, Genersal Motors, etc.) |
| 4-stroke gasoline motorcycle engines  | API, JASO (Japanese)                                                                   |
| 2-stroke gasoline motorcycle          | API, JASO, ISO-L (International)                                                       |
| Outboard engines                      | NMMA (American)                                                                        |
| Automotive gear lubricants (inc. ATF) | API, OEMs (ZF, Voith, General Motors, MAN, etc.)                                       |
| Marine lubricants                     | OEMs (MAN B&W, Wartsila, etc.)                                                         |
| Industrial lubricants                 | DIN (German), OEMs (B.S., Denison, Vickers, Siemens, etc.)                             |
| Industrial gearbox lubricants         | DIN (German), AGMA (American), OEMs (Flender, US Steel, etc.)                          |
| Greases                               | DIN 51502                                                                              |



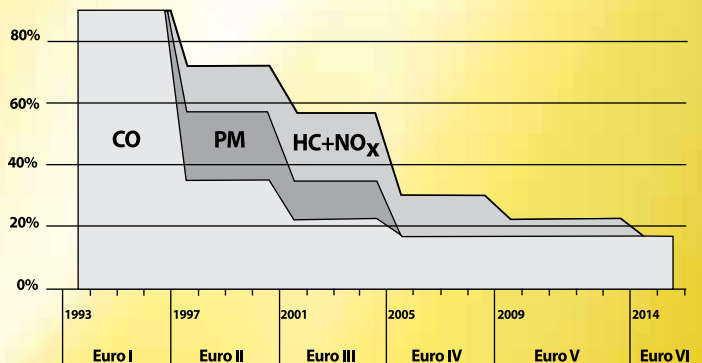
# APPENDIX - LUBRICATION TECHNICAL

## 2. ENGINE LUBRICANTS CLASSIFICATION

### Market / Technical Considerations

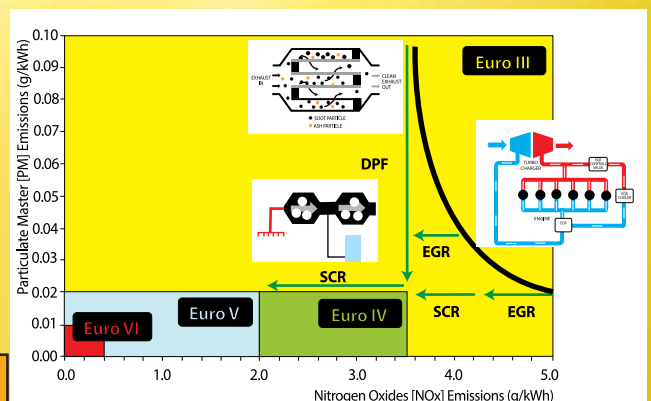
|                       |                                                                                                                                                                                                                           |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Fuel Economy</b>   | Demand for lower fuel consumption is addressed by the introduction of new engine technologies and an increasing requirement for thinner engine oils that require less energy to circulate and hence enhance fuel economy. |
| <b>Emissions</b>      | Reduction of permissible vehicle emissions is feasible by the use of new vehicle after-treatment technologies and superior quality engine oils.                                                                           |
| <b>Extended Drain</b> | Continuous upgrade of engine oil performance results in a general increase of the drainage intervals, as these are being set by the OEMs.                                                                                 |

**Emission** standards (Euro emission requirements) are being set by the European Union in order to drastically minimise the amount of pollutants that can be released into the environment. Emissions standards focus on regulating pollutants released by automobiles and other powered vehicles. Standards generally regulate the emissions of nitrogen oxides (NOx), sulphur oxides (SOx), particulate matter (PM) or soot, carbon monoxide (CO), or volatile hydrocarbons. The timeline of the Euro emission requirements for passenger, light duty passenger and heavy-duty vehicles, as demonstrated below, defines each one based on its date of introduction or application and the permissible limits of pollutants that they allow.



In particular for diesel engines, the transition from Euro III to Euro IV signalled the urge for the use, and development of, various after treatment technologies in order to achieve the stricter requirement that Euro 4 (or Euro IV) brought along, in order to deal with NOx and PM (See both the timeline and graph).

Euro V entered into force in September 2009. The main effect of Euro V is to reduce the emission of PM from diesel cars from 25mg/km to 5mg/km. Euro VI is scheduled to enter into force in late 2013 and will mainly reduce the emissions of NOx from diesel cars further, from 180mg/km to 80mg/km.

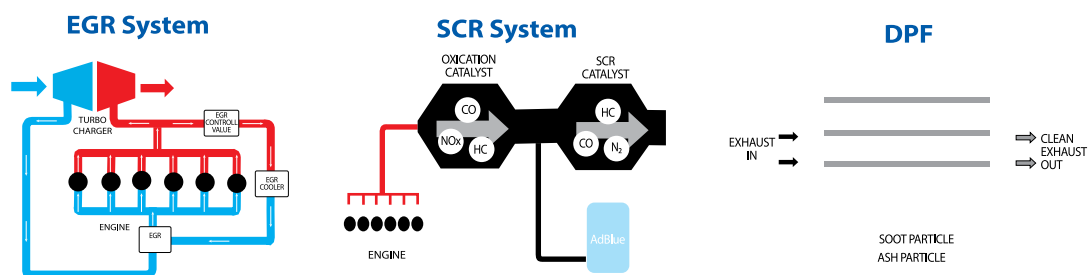


### After-Treatment Technologies

The main after-treatment technologies are exhaust gas recirculation (EGR) and selective catalytic reduction (SCR) systems that deal with NOx retention and diesel particulate filters (DPF) that deal with the retention of soot and ash particles.

The EGR system works by mixing some of the exhaust gases with the intake air to reduce combustion temperatures. It is high temperatures that form NOx and so this design lowers NOx formation during combustion.

The SCR system works on the exhaust gases after they have left the engine. A mixture of 33% solid urea in very highly purified (ultrapure) water is sprayed into the exhaust gases; a catalyst built into the device promotes the reaction of the mixture with the NOx, converting it into water vapor and nitrogen.



DPFs are ceramic filters fitted in the exhaust, which trap 90% of particles in the exhaust gases. The particles are a mixture of soot and ash; soot is carbon-based and is formed during combustion of the fuel; ash is metal-based and is formed by elements within the lubricating oil.

**Oils that are designed to work with DPFs are called "low-SAPS", which stands for low Sulphated Ash, Phosphorus and Sulphur.**

## GEAR OILS FOR MANUAL TRANSMISSIONS

## OEM 'S APPROVALS AND SPECIFICATIONS

| MERCEDES-BENZ    |                                                                                       |
|------------------|---------------------------------------------------------------------------------------|
| MB 235.0         | Oils of SAE90,85W-90, meets API GL-5                                                  |
| MB 235.1         | Oils of SAE80W, 80W-85, 85W-90, meets API GL-4                                        |
| MB 235.4         | Fully synthetic oils of 75W-85, meets API GL-4 (another sheet – MB 235.1)             |
| MB 235.5         | Oils as of sheet 235.1 but with extended oil change interval                          |
| MB 235.6         | Oils as of sheet 235.0 but with extended oil change interval                          |
| MB 235.7         | Oils of SAE85W-90, meets API GL-5                                                     |
| MB 235.8         | Fully synthetic oils of 75W-90, meets API GL-5                                        |
| MB 235.9         | Special fully synthetic oils of 75W-90 for gear-box AG 4. MB gear oils A 001 989 2503 |
| MB 235.10        | Special semi-synthetic oils of SAE75W-80, meets API GL-4. MB gear oils A 001 989 2603 |
| MB 235.11        | Special fully synthetic oils of 75W-90, meets API GL-4. MB gear oils A 001 989 2803   |
| MB 235.12        | Motor oils SAE30, SAE40 used as gear oils in tropical climate                         |
| MB 235.13        | Fully synthetic gear oils for LKW-gear boxes SAE50                                    |
| MB 235.15        | Hypoid oils SAE75W-85 for reduction gear of rear axle Typ 164                         |
| MB 235.20        | Mineral hypoid oil SAE80W-90 for gear boxes HL6                                       |
| MB 235.27        | Gear oil for retarder                                                                 |
| MB 235.28        | Commercial vehicle retarderoils, categorie Voith B (Specification 235.28)             |
| MB 235.29        | Commercial vehicle retarderoils, categorie Voith C (Specification 235.29)             |
| MB 235.61        | Fully synthetic gear oil 75W-140 for AMG                                              |
| VOLKSWAGEN       |                                                                                       |
| VW 501 50        | Special oils for gear-box                                                             |
| G 052            | Oil types SAE 75W-90, Nr. G 052 911 A, G 052 180 A2, G 052 190 A2, G052 175 A 1       |
| MAN              |                                                                                       |
| MAN 341 Typ VR   | Typ VR High pressure gear oil Vickers, Eaton-Fuller                                   |
| MAN 341 Typ Z1-5 | Typ Z1-5 High pressure gear oil ZF                                                    |
| MAN 341 Typ E1-4 | Typ E1-4 High pressure gear oil. Eaton-Fuller                                         |
| MAN 342 Typ M1-3 | Typ M1-3 Extreme pressure gear oil                                                    |
| MAN 342 Typ S1-2 | Typ S1-2 Extreme pressure gear oil                                                    |
| MAN 3343 Typ M   | Typ M Multipurpose gear oil                                                           |
| MAN 3342 Typ S   | Typ S Multipurpose gear oil                                                           |

## AUTOMATIC TRANSMISSION FLUIDS

| MERCEDES-BENZ    |                                                                                                                                           |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| MB 236.1         | Gear oils meet DEXTRON II                                                                                                                 |
| MB 236.2         | Gear oils of ATF Type A Suffix A                                                                                                          |
| MB 236.3         | Special oil of MB 000 989 88 03 for power steering in S-class W220.                                                                       |
| MB 236.5         | Gear oils meet Allison C4 specification                                                                                                   |
| MB 236.6/236.7   | Gear oils meet DEXTRON DII specification                                                                                                  |
| MB 236.8         | Gear oils meet DEXTRON II-E specification                                                                                                 |
| MB 236.81        | Gear oils meet ZF TE-ML 09, 14 specification                                                                                              |
| MB 236.9         | Gear oils meet DEXTRON FIII specification                                                                                                 |
| MB 236.10        | Special oil of MB 001 989 21 03 for automatic transmission with GKUB                                                                      |
| MB 236.11        | Special oil of MB 001 989 22 03 for automatic transmission ZF HP 20 and VW AG4                                                            |
| MB 236.12        | Special oil for 7-stepped gearing                                                                                                         |
| MB 236.13        | Service Automatic Transmission fluid.                                                                                                     |
| MB 236.14        | ATF Transmission Oils for 5-speed automatic transmission with controlled torque converter clutch (KÜB) and 7-speed automatic transmission |
| MB 236.20        | Transmission fluid for CVT                                                                                                                |
| MB 236.91        | Automatic Transmission fluids, Allison transmission (ATF, Specification 236.91)                                                           |
| MAN              |                                                                                                                                           |
| MAN 339 Typ V1-2 | Typ V1-2 Automatic transmission fluid. Vickers                                                                                            |
| MAN 339 Typ Z1-4 | Typ Z1-4 Automatic transmission fluid. ZF                                                                                                 |



## OEM's Approvals and Specifications

### MOTOR OIL

#### MERCEDES-BENZ

|                          |                                                                                                                          |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Longlife-98 (LL-98)      | Motor oils for gasoline engines since 1998. Approved lubricants can be used in engines before released long-life engines |
| Longlife-01 (LL-01)      | Motor oils for gasoline engines since 09/2001                                                                            |
| Longlife-01 FE (LL-01FE) | Motor oils for gasoline engines since 2001                                                                               |
| Longlife-04 (LL-04)      | Motor oils for gasoline engines since 2004                                                                               |
| Special Engine Oils      | Gasoline and diesel engines of BMW before 1998                                                                           |

#### MERCEDES-BENZ

|            |                                                                                                                                                                                                                                                                                                                                        |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MB 226.9   | Gas Engine oil (CNG) on the basis of BR 300/400                                                                                                                                                                                                                                                                                        |
| MB 228.0/1 | Monograde/multigrade engine oils for turbocharged diesel engines. Oil change intervals were longed, meet ACEA E2                                                                                                                                                                                                                       |
| MB 228.2/3 | Monograde/multigrade SHPD (Super High Performance Diesel) engine oils for highly turbocharged diesel engines, extended oil change intervals, meet ACEA E3                                                                                                                                                                              |
| MB 228.31  | Multigrade Motor oils for Diesel engines in truck and bus with or without particle filters with EURO 3, 4, 5                                                                                                                                                                                                                           |
| MB 228.5   | UHPD (Ultra High Performance Diesel) engine oils for highly turbocharged diesel engines, extended oil change intervals in light-duty engines and heavy-duty diesel engines (with service interval displays), meet API CF-4 n CG-4, ACEA E4-98. Up to 160.000 km possible in heavy-duty diesel engines (with service interval displays) |
| MB 228.51  | UHPD (Ultra High Performance Diesel) engine oils according to MB 228.5 with DPF (Diesel Particular Filter) for EURO IV, LOW SPAsh technology                                                                                                                                                                                           |
| MB 229.1   | Engine oils for cars (gasoline and diesel engines). Introduced 05/97. More stringent than ACEA A2-96/A3-96 and B2-96/B3-96, meet API SJ/CF and API SJ/CG, extended oil change intervals up to 30.000 km                                                                                                                                |
| MB 229.3   | Engine oils for cars with extended oil change intervals                                                                                                                                                                                                                                                                                |
| MB 229.31  | Low-ash gasoline and diesel engine oils with DPF (Diesel Particular Filter). LOW SPAsh technology                                                                                                                                                                                                                                      |
| MB 229.5   | Gasoline and diesel engine oils with extended oil change intervals                                                                                                                                                                                                                                                                     |
| MB 229.51  | Gasoline and diesel engine oils with extended oil change intervals. LOW SPAsh technology                                                                                                                                                                                                                                               |

#### VOLKSWAGEN / AUDI

|           |                                                                                                                                       |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------|
| VW 500 00 | Low-viscosity oils for gasoline and normally-aspirated diesel engines, only SAE 5W-30, 5W-40, 20W-30 and 10W-40 oils, meet ACEA A3-96 |
| VW 501 01 | Multigrade engine oils without low-viscosity characteristics for gasoline and normally-aspirated diesel engines                       |
| VW 502 00 | New specification for car gasoline engines with extended oil change intervals, meet ACEA A3-96                                        |
| VW 503 00 | Multigrade oils for car gasoline engines with extended service intervals. Surpasses the requirements of 502 00 (HTHS >2.9 mPas)       |
| VW 503 01 | Oils for turbocharged car gasoline engines with extended service intervals (HTHS > 3.5 mPas)                                          |
| VW 504 00 | New VW-Norm for engines of Longlife-Service. Gasoline and diesel engines with DPF (Diesel Particular Filter)                          |
| VW 505 00 | All-season engine oils for diesel engines with or without turbocharging, meet ACEA B3                                                 |
| VW 505 01 | All-season oils of SAE5W40 especially for Unit Pump diesel engines                                                                    |
| VW 506 00 | Multigrade oils for diesel engines with extended service intervals (HTHS > 2.9 mPas), meet ACEA B4-98                                 |
| VW 506 01 | Oils for Unit Pump diesel engines with extended service intervals. Surpasses the requirements of 505 01 (WIV)                         |
| VW 507 00 | New VW-Norm for engines of Longlife-Service. Gasoline and diesel engines with DPF (Diesel Particular Filter)                          |

#### PORSCHE

|             |                                                                                                                                                                                                                                            |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Porsche A40 | Porsche Specification (acc. to Porsche Vehicle from Model 1994) for racing cars, Panamera S/ Turbo. Cayenne S/ Turbo / GTS SAE 0W-40, SAE 5W-40, SAE 5W-50, Cayenne (V6) SAE 0/5W-40 - not for longdrain-, not allowed for Cayenne Diesel. |
| Porsche C30 | Porsche Specification (acc. to VW 504 00 / 507 00) only Cayenne (V6) SAE 5W-30 - not for China-, Cayenne Diesel SAW 5W-30                                                                                                                  |

#### MAN

|            |                                                                                                                                                                            |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MAN 270    | Diesel engine oil, monograde                                                                                                                                               |
| MAN 271    | Multigrade diesel engine oil                                                                                                                                               |
| MAN M 3275 | M 3275-1 (Multigrades) Super high performance diesel engine oil, M 3275-2 (Monogrades) Super high performance diesel engine oil. SHPD, extended oil drain up to 45.000 km. |
| MAN M 3277 | Super high performance diesel engine oil. UHPD, extended oil drain up to 80.000 km.                                                                                        |
| MAN M 3477 | Super high performance diesel engine oil. MHPD, low ash, exhaust after treatment.                                                                                          |
| MAN M 3271 | Gas engine oil (stationary engines).                                                                                                                                       |

#### Opel

|             |                                                  |
|-------------|--------------------------------------------------|
| GM-LL A-025 | Gasoline vehicles with long oil drain intervals. |
| GM-LL B-025 | Diesel vehicles with long oil drain intervals.   |

## APPENDIX - LUBRICATION TECHNICAL INFO BULLETIN

### API Classification of Passenger Vehicle Engine Lubricants

|           |                                                                                                                                                                                                                               |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SM</b> | For all automotive engines currently in use. For improved oxidation resistance, improved deposit protection, better wear protection and low-temperature performance. Some SM oils may qualify as "Energy Conserving".         |
| <b>SL</b> | It is for use in service of gasoline engines in present and older passenger cars, sport utility vehicles, vans and light trucks. It supersedes API SJ and earlier categories.                                                 |
| <b>SJ</b> | Adopted in 1996 to describe engine oils first mandated in 1997. It is for use in service typical of gasoline engines in present and older passenger cars, vans and light trucks. It supersedes API SH and earlier categories. |

### ACEA Classification of Passenger Vehicle Engine Lubricants

|              |                                                                                                                                                                                                                                                      |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A1/B1</b> | For use in petrol/diesel car and light commercial vehicles engines that require low friction, low viscosity oils with high temperature / high shear characteristics.                                                                                 |
| <b>A3/B3</b> | For use in high performance petrol/diesel cars and light commercials where extended drain intervals are specified and / or for year-round use of low viscosity oils and / or for use in severe operating conditions as defined.                      |
| <b>A3/B4</b> | For use in high performance petrol and DI diesel engines and where B3 is described.                                                                                                                                                                  |
| <b>A5/B5</b> | For use at extended oil change intervals in high performance car and light commercial petrol and diesel engines designed for low viscosity oils.                                                                                                     |
| <b>C1</b>    | Stable, stay-in-grade, catalyst compatible oil in vehicles with DPF and 3-way catalyst (TWC). For high performance car and light van diesel/gasoline engines requiring low friction, low viscosity, lowSAPS oils. It provides fuel economy benefits. |
| <b>C2</b>    | Stable, stay-in-grade, catalyst compatible oil in vehicles with DPF and TWC. For high performance car and light van diesel and gasoline engines requiring low friction, low viscosity, mid to lowSAPS oils. It provides fuel economy benefits.       |
| <b>C3</b>    | Stable, stay-in-grade catalyst compatible oil in vehicles with DPF and TWC. For high performance car and light van diesel and gasoline engines.                                                                                                      |
| <b>C4</b>    | Stable, stay-in-grade, catalyst compatible oil in vehicles with DPF and TWC. For high performance car and light van diesel and gasoline engines requiring mid to lowSAPS oils.                                                                       |

### API Classification of Heavy Duty Vehicle Engine Lubricants

|             |                                                                                                                                                                                                                                                                                              |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CJ-4</b> | Mainly used in engines running on ultra-low sulphur diesel (ULSD) fuel, with/without DPF, and in most cases EGR.                                                                                                                                                                             |
| <b>CI-4</b> | Introduced in 2002. For high-speed, four-stroke engines where EGR is used and where diesel fuels with sulphur content up to 0.5% weight are intended. Some CI-4 oils may also qualify for the CI-4 Plus designation.                                                                         |
| <b>CH-4</b> | Suitable for high-speed, four-stroke diesel engines compounded for use with diesel fuels with sulphur content up to 0.5% weight.                                                                                                                                                             |
| <b>CG-4</b> | For high-speed, four-stroke diesel engines used in both heavy-duty, on- (0,05% sulphur fuel) and off-highway (less than 0,05% sulphur fuel) applications. For effective control over high temperature piston deposits, wear, corrosion, foaming, oxidation stability, and soot accumulation. |
| <b>CF-4</b> | For high-speed, four-stroke cycle diesel engines. For improved control of oil consumption and piston deposits. Particularly suited for on-highway, heavy-duty truck applications.                                                                                                            |
| <b>CF-2</b> | Introduced in 1994. For severe duty, two-stroke cycle engines.                                                                                                                                                                                                                               |
| <b>CF</b>   | Introduced in 1994. For off-road, indirect-injected and other diesel engines including those using fuel with over 0,5% weight sulphur.                                                                                                                                                       |

### ACEA Classification of Heavy Duty Vehicle Engine Lubricants

|           |                                                                                                                                                                                                       |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>E2</b> | Mainline, general purpose, normal performance and mostly normal oil drain intervals.                                                                                                                  |
| <b>E4</b> | UHPD, for Euro II/III/IV emission requirements, running under very severe conditions without DPF, for some EGR or/ and SCR systems, further extended drain applications.                              |
| <b>E6</b> | UHPD, for Euro IV/V emission requirements, running under very severe conditions with DPF, EGR and SCR systems, for long-drain applications.                                                           |
| <b>E7</b> | SHPD, for Euro III/IV/V emission requirements, running under very severe conditions without DPF, for most EGR or/ and SCR, for mid-drain applications. It contains elements of API CI-4.              |
| <b>E9</b> | SHPD, mid-SAPS, for DPF, EGR and SCR systems in combination with low sulphur diesel fuel, it contains elements of the API CJ-4. It anticipates baseline performance for Euro VI emission legislation. |



## Standards, Specifications and Classifications of lubricants

### API C-DIESEL ENGINES

|              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CJ-4</b>  | <b>Current:</b> Introduced in 2006. For high-speed, four-stroke engines designed to meet 2007 model year on-highway exhaust emission standards. CJ-4 oils are compounded for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm (0.05% by weight). However, use of these oils with greater than 15 ppm (0.0015% by weight) sulfur fuel may impact exhaust aftertreatment system durability and/or oil drain interval. CJ-4 oils are effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. Optimum protection is provided for control of catalyst poisoning, particulate filter blocking, engine wear, piston deposits, low- and high-temperature stability, soot handling properties, oxidative thickening, foaming, and viscosity loss due to shear. API CJ-4 oils exceed the performance criteria of API CI-4 with CI-4 PLUS, CI-4, CH-4, CG-4 and CF-4 and can effectively lubricate engines calling for those API Service Categories. When using CJ-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval. |
| <b>CI-4</b>  | <b>Current:</b> Introduced in 2002. For high-speed, four-stroke engines designed to meet 2004 exhaust emission standards implemented in 2002. CI-4 oils are formulated to sustain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, CG-4, and CH-4 oils. Some CI-4 oils may also qualify for the CI-4 PLUS designation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>CH-4</b>  | <b>Current:</b> Introduced in 1998. For high-speed, four-stroke engines designed to meet 1998 exhaust emission standards. CH-4 oils are specifically compounded for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, and CG-4 oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>CG-4</b>  | <b>Obsolete:</b> Introduced in 1995. For severe duty, high-speed, four-stroke engines using fuel with less than 0.5% weight sulfur. CG-4 oils are required for engines meeting 1994 emission standards. Can be used in place of CD, CE, and CF-4 oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>CF-4</b>  | <b>Obsolete:</b> Introduced in 1990. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CD and CE oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>CF-2</b>  | <b>Current:</b> Introduced in 1994. For severe duty, two-stroke-cycle engines. Can be used in place of CD-II oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>CF</b>    | <b>Current:</b> Introduced in 1994. For off-road, indirect-injected and other diesel engines including those using fuel with over 0.5% weight sulfur. Can be used in place of CD oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>CE</b>    | <b>Obsolete:</b> Introduced in 1985. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CC and CD oils.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>CD-II</b> | <b>Obsolete:</b> Introduced in 1985. For two-stroke cycle engines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>CD</b>    | <b>Obsolete:</b> Introduced in 1955. For certain naturally aspirated and turbocharged engines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>CC</b>    | <b>Obsolete, CAUTION:</b> Not suitable for use in diesel-powered engines built after 1990.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>CB</b>    | <b>Obsolete, CAUTION:</b> Not suitable for use in diesel-powered engines built after 1961.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>CA</b>    | <b>Obsolete, CAUTION:</b> Not suitable for use in diesel-powered engines built after 1959.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

### API EC - All engines, energy conserving

|                |                                                                                                                                                                          |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SH/EC</b>   | Min: 1.5 % less fuel consumption than an SAE 20W-30 reference oil in 1982                                                                                                |
| <b>SH/ECII</b> | Same as SH/EC, but with minimum 2.5 % lower fuel consumption                                                                                                             |
| <b>CJ/EC</b>   | Replaces SH/EC and SH/EC II. Only together with API-SJ. Cuts in fuel consumption: OW-20, 5W-20 > 1.4%, OW-XX, 5W-XX > 1.1% , 10 W-XX, others > 0.5%. Reference oil SW-30 |

### AAMA and JAMA International Lubricant Standardization and approval committee ILSAC (in Asia):

|             |                                                                                                                                                                                                                                         |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>GF-1</b> | <b>Obsolete:</b> fully corresponded to API SH, viscosity SAE OW-XX, SAE 5W-XX, SAE 10W-XX, i.e. XX- 30, 40, 50, 60                                                                                                                      |
| <b>GF-2</b> | <b>Current:</b> Appeared in 1996 and corresponded to API SJ.                                                                                                                                                                            |
| <b>GF-3</b> | <b>Current:</b> Appeared in 2001 and corresponded to API SL.                                                                                                                                                                            |
| <b>GF-4</b> | <b>Current:</b> Appeared in 2004 and corresponded to API SM.                                                                                                                                                                            |
| <b>GF-5</b> | The next gasoline engine oil quality upgrade, rejected replacing an engine sequence test with a less costly bench test; moved ahead on developing a new fuel-economy test for engine oils, year-life of the category from 2009 to 2014. |

### MIL (Military standard -USA- classification)

|              |                           |
|--------------|---------------------------|
| <b>MIL-L</b> | Lube oils                 |
| <b>MIL-G</b> | Greases, hydraulic fluids |

## FORMATI DISPONIBILI

## AVAILABLES PACKING

| AUTOVEICOLI / CARS                                                           | flacone 1 lt | flacone 4 lt | fustino 18 lt | fustino 20 lt | fusto 208 lt |
|------------------------------------------------------------------------------|--------------|--------------|---------------|---------------|--------------|
| DINOIL 9000 GDE SAE 0W/30                                                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL 8000 LSA SAE 5W/30                                                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL 7000 VW SAE 5W/30                                                     | ●            | ●            | ●             | ●             | ●            |
| DINOIL 6000 TDI SAE 5W/40                                                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL 6000 PLUS SAE 5W/40                                                   | ●            | ●            | ●             | ●             | ●            |
| DINOIL 6000 GAS SAE 5W/40                                                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL 5000 FORMULA B4 SAE 10W/40                                            | ●            | ●            | ●             | ●             | ●            |
| DINOIL 5000 SYNTH SAE 10W/40                                                 | ●            | ●            | ●             | ●             | ●            |
| DINOIL 3000 SJ SAE 15W/40                                                    | ●            | ●            | ●             | ●             | ●            |
|                                                                              |              |              |               |               |              |
| TRAZIONE PESANTE / TRUCKS                                                    |              |              |               |               |              |
| DINOIL 4000 XM SAE 20W/60                                                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL 5W-30 EURO TRUCK                                                      |              | ●            | ●             | ●             | ●            |
| DINOIL 10W-40 TRUCK LOW SAPS SYNTHETIC TECHNOLOGY                            |              | ●            | ●             | ●             | ●            |
| DINOIL 10W-40 TRUCK UHPDO SYNTHETIC TECHNOLOGY                               |              | ●            | ●             | ●             | ●            |
| DINOIL 10W-40 TRUCK SHPD SYNTHETIC TECHNOLOGY                                |              | ●            | ●             | ●             | ●            |
| DINOIL 10W-30 TRUCK HEAVY DUTY                                               |              | ●            | ●             | ●             | ●            |
| DINOIL 15W-40 TRUCK SHPD SYNTHETIC TECHNOLOGY                                |              | ●            | ●             | ●             | ●            |
| DINOIL 15W-40 TRUCK UNIVERSAL HEAVY DUTY                                     |              | ●            | ●             | ●             | ●            |
| DINOIL 20W-50 TRUCK SHPD SYNTHETIC TECHNOLOGY                                |              | ●            | ●             | ●             | ●            |
| DINOIL 20W-50 TRUCK UNIVERSAL HEAVY DUTY                                     |              | ●            | ●             | ●             | ●            |
| DINOIL 20W-50 TRUCK MULTIGRADE                                               |              | ●            | ●             | ●             | ●            |
| 10W/ 20/30/40/50 DINOILTRUCK                                                 |              | ●            | ●             | ●             | ●            |
|                                                                              |              |              |               |               |              |
| MOTOCICLI E MOTORI MARINI / MOTO AND SEA ENGINES                             |              |              |               |               |              |
| DINOIL 4T COMPETITION 5W/40                                                  | ●            |              |               |               |              |
| DINOIL MOTO 4T SYNTHETIC 10W/40                                              | ●            |              |               |               |              |
| DINOIL MOTO 4 T 20W/50                                                       | ●            |              |               |               |              |
| DINOIL MOTO 2T COMPETITION                                                   | ●            |              |               |               |              |
| DINOIL MOTO 2 T SEMI SYNTH                                                   | ●            |              |               |               |              |
| DINOIL 2 T MINERAL                                                           | ●            |              |               |               |              |
| DINOIL 2 T OUTBOARD                                                          | ●            |              |               |               |              |
|                                                                              |              |              |               |               |              |
| MACCHINE AGRICOLE / AGRICULTURAL MACHINERY                                   |              |              |               |               |              |
| DINOIL AGRI TRACTOR U.T.T.O                                                  |              | ●            | ●             | ●             | ●            |
| DINOIL AGRI TRACTOR S.T.O.U SAE 10W/30                                       |              | ●            | ●             | ●             | ●            |
| DINOIL AGRI TRACTOR THT 80W                                                  |              | ●            | ●             | ●             | ●            |
| DINOIL AGRI TRACTOR 10W                                                      |              | ●            | ●             | ●             | ●            |
| DINOIL CAT TO - 4 10W/ 30/ 50/ 60                                            |              | ●            | ●             | ●             | ●            |
|                                                                              |              |              |               |               |              |
| CAMBI AUTOMATICI E DIFFERENZIALI / AUTOMATIC TRANSMISSIONS AND DIFFERENTIALS |              |              |               |               |              |
| DINOIL ATF MB - 9 SERIES                                                     | ●            | ●            | ●             | ●             | ●            |
| DINOIL ATF SP - III                                                          | ●            | ●            | ●             | ●             | ●            |
| DINOIL ATF DEX III                                                           | ●            | ●            | ●             | ●             | ●            |
| DINOIL ATF TYPE A                                                            | ●            | ●            | ●             | ●             | ●            |



## FORMATI DISPONIBILI

## AVAILABLES PACKING

| CAMBIO / GEARBOX                                 | flacone 1 lt | flacone 4 lt | fustino 18 lt | fustino 20 lt | fusto 208 lt |
|--------------------------------------------------|--------------|--------------|---------------|---------------|--------------|
| DINOILLDC SAE 75W/80                             | ●            |              | ●             | ●             | ●            |
| DINOIL GEARLUBE SYNTHETIC 75W/90                 | ●            | ●            | ●             | ●             | ●            |
| DINOIL GEARLUBE GL SAE 80W/90                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL GEARLUBE GL 85W/140                       | ●            | ●            | ●             | ●             | ●            |
|                                                  |              |              |               |               |              |
| LUBRIFICANTI INDUSTRIALI / INDUSTRIAL LUBRICANTS |              |              |               |               |              |
| DINOIL HYDRO 68                                  | ●            | ●            | ●             | ●             | ●            |
| DINOIL HYDRAULIC 22/32/46/68/100/150/220         |              | ●            | ●             | ●             | ●            |
| DINOIL HYDRAULIC HVI 22/32/46/68/100/ 150/220    |              | ●            | ●             | ●             | ●            |
| DINOIL TITAN EP 150/220/320/460/680              |              | ●            | ●             | ●             | ●            |
| DINOIL EMULSION                                  |              | ●            | ●             | ●             | ●            |
|                                                  |              | ●            | ●             | ●             | ●            |
| DINOIL ANTIGELO / DINOIL ANTIFREEZE              | 1 kg         | 4 kg         | 20kg          | 25 kg         | 235 kg       |
| DINOIL ANTIFREEZE READY -20 0C                   | ●            | ●            | ●             | ●             | ●            |
| DINOIL ANTIFREEZE PERMANENT - 40 0C              | ●            | ●            | ●             | ●             | ●            |
| DINOIL ANTIFREEZE CONCENTRATE                    | ●            | ●            | ●             | ●             | ●            |
| DINOIL ANTIFREEZE RED HIGHT FROST                | ●            | ●            | ●             | ●             | ●            |
|                                                  | ●            | ●            | ●             | ●             | ●            |
| GRASSI / GREASES                                 | 850 gr       | 4 kg         | 16 kg         | 180 kg        |              |
| DINOIL GREASE GRAPHIT BASED                      | ●            | ●            | ●             | ●             |              |
| DINOIL GREASE LITHIUM BASED 2/3                  | ●            | ●            | ●             | ●             |              |
| RUNNING MULTI PURPOSE GREASE                     | ●            | ●            | ●             | ●             |              |
|                                                  |              |              |               |               |              |
| OLIO FRENI/ BRAKE FLUID                          | 350 ml       | 1 lt         | 4 lit         |               |              |
| DINOIL DOT 4                                     | ●            | ●            | ●             |               |              |
|                                                  |              |              |               |               |              |
| ADDITIVI / ADDITIVES                             | 350 ml       |              |               |               |              |
| DINOIL DIESEL ANTIFREEZE -24 0 C                 | ●            |              |               |               |              |
| DINOIL GASOLINE ADDITIVE                         | ●            |              |               |               |              |
| DINOIL DIESEL ADDITIVE                           | ●            |              |               |               |              |

## APPENDIX - LUBRICATION TECHNICAL INFO BULLETIN

|             |                                                                                                        |
|-------------|--------------------------------------------------------------------------------------------------------|
| <b>ACEA</b> | ASSOCIATION DES CONSTRUCTEURS EUROPEENS D' AUTOMOBILE<br>( EUROPEAN ASSOCIATION OF CAR MANUFACTURERS), |
| <b>AGMA</b> | AMERICAN GEAR MANUFACTURERS' ASSOCIATION,                                                              |
| <b>API</b>  | AMERICAN PETROLEUM INSTITUTE,                                                                          |
| <b>ASTM</b> | AMERICAN SOCIETY FOR TESTING MATERIALS,                                                                |
| <b>ATF</b>  | AUTOMATIC TRANSMISSION FLUID.                                                                          |
| <b>DI</b>   | DIRECT INJECTION ( IDI: INDIRECT INJECTION),                                                           |
| <b>DIN</b>  | DEUTSCHES INSTITUT FUR NORMUNG<br>(GERMAN ORGANISATION OF STANDARTIZATION),                            |
| <b>DPF</b>  | DIESEL PARTICULATE FILTER,                                                                             |
| <b>EGR</b>  | EXHAUST GAS RECIRCULATION,                                                                             |
| <b>FSI</b>  | FUEL STRATIED INJECTION,                                                                               |
| <b>HC</b>   | HYDROCARBON,                                                                                           |
| <b>HD</b>   | HEAVY DUTY,                                                                                            |
| <b>ISO</b>  | INTERNATIONAL STANDARD ORGANISATION,                                                                   |
| <b>JASO</b> | JAPANESE ASSOCIATION STANDART ORGANISATION,                                                            |
| <b>LDF</b>  | LONG DRAIN FIELD TEST,                                                                                 |
| <b>LPG</b>  | LIQUEED PETROLEUM GAS,                                                                                 |
| <b>NMMA</b> | NATIONAL MARINE MANUFACTURERS' ASSOCIATION,                                                            |
| <b>NLGI</b> | NATIONAL LUBRICATING GREASE INSTITUTE,                                                                 |
| <b>NOX</b>  | NITROGEN OXIDES,                                                                                       |
| <b>OEM</b>  | ORIGINAL EQUIPMENT MANUFACTURER,                                                                       |
| <b>PC</b>   | PASSENGER CAR,                                                                                         |
| <b>PM</b>   | PARTICULATE MATTER,                                                                                    |
| <b>SAE</b>  | SOCIETY OF AUTOMOTIVE ENGINNERS,                                                                       |
| <b>SAPS</b> | SULPHATED ASH, PHOSPHORUS, SULPHUR,                                                                    |
| <b>SCR</b>  | SELECTIVE CATALYTIC REACTION,                                                                          |
| <b>SHPD</b> | SUPER HIGH PERFORMANCE DIESEL,                                                                         |
| <b>SOX</b>  | SULPHUR OXIDES,                                                                                        |
| <b>TBN</b>  | TOTAL BASE NUMBER (BN: BASE NUMBER),                                                                   |
| <b>TPEO</b> | TRUNK PISTON ENGINE OIL,                                                                               |
| <b>TWC</b>  | THREE-WAY CATALYST,                                                                                    |
| <b>UHPD</b> | ULTRA HIGH PERFORMANCE DIESEL,                                                                         |
| <b>ULSD</b> | ULTRA LOW SULPHUR DIESEL,                                                                              |
| <b>VDS</b>  | VOLVO DRAIN SPECICATION,                                                                               |
| <b>VG</b>   | VISCOSITY GRADE                                                                                        |





**DINOIL**

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