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Shell rotella t5 specifications

Shell Rotella T is a line of heavy engine lubrication products produced by Royal Dutch Shell. The line includes engine oils, gear oils and coolants. The oil carries both the American Petroleum Institute (API) diesel C rating, as well as the API petrol engine S rating. Ratings vary by oil. Rotella oils such as the T3 15W-40 meet both API CJ-4 and SM specifications and can be used in both petrol and diesel engines. However, it is formulated specifically for vehicles without catalytic converters, which contain phosphorus levels beyond the 600-800ppm range. [1] Therefore, Rotella is not recommended for petrol vehicles with catalytic converters because of the higher risk of damage to these emission controls. [citation required] [2] The newer formulations of Rotella T6 are, however, THE SM API classified as safe for pre-2011 petrol vehicles. The product range Rotella product family is classified by Shell in the following product families: Tractor Liquid Engine Oils (a universal transmission, tools, hydraulic, and wet brake fluid) Gear oil In the engine oil family, there are four sub-families of base oil: Conventional multigrade oil-in SAE 10W-30 and 15W-40 viscosity varies Synthetic multigrade oil-in SAE 5W-40 and 15W-40 viscosity ranges [3] Single-grade conventional oil in SAE 20, The 30, 40 and 50 synthetic Shell oil blend is marketing their new CJ-4/SM oil as Triple Protection, which means it provides improved qualities for engine wear, soot control and engine cleanliness. Shell's Rotella website indicates that road testing confirms that the new Triple Protection technology produces better anti-wear features than The Rotella oil, rated at CI-4+. This is achieved despite a lower level of zinc and phosphorus additives, as provided for in API SPECIFICATION CJ-4. (15W-40 Rotella T with triple protective oil has approximately 1200 ppm of zinc and 1100 ppm phosphorus at the time of manufacture.) The Shell Rimula brand is multi-national and comparable in all aspects, including classification names. (i.e. T-5, T-6, etc.) Rotella competitors compete with similar lubrication products from other oil producers. Some notable competitive products are: ConocoPhillips 76 Lubricants Guardol ECT w / Liquid Titanium Mobil Delvac Chevron Delro Petro-Canada Duron Citgard Oil Ofisi Maximus Royal Purple Valvoline Premium Blue Castrol Tecton Using motorcycle Although marketed as an engine oil for diesel trucks, Rotella Oil has found popularity with bikers as well. The lack of friction modifiers in Rotella means that it does not interfere with wet clutch operations. This is called a common sump design, which is unlike cars that keep tanks separate from - one for the engine and one for the transmission. The spent oil analysis reports (UOAs) on BobIsTheOilGuy.com showed levels of wear metals comparable to oils marketed as motorcycle-specific. JASO-MA Both Rotella T 15W-40 conventional and, Rotella T6 5W-40 and 15W-40 synthetic synthetic list jaSO MA/MA 2; this information can be found on the bottle adjacent to the SAE/API assessment stamp. JASO is an acronym that comes from The Japanese Automotive Standards Organization. Note that 10W-30 conventional oil does not list JASO-MA. Using turbo cars also with motorcycles, although marketed as an engine oil for diesel trucks, Rotella T6 5w-40 synthetic oil has also found popularity with drivers and tuners of gasoline-powered vehicles that use turbocharging or other forms of forced induction. Several owners of high performance model cars have adopted its use due to its high heat tolerance and its shear resistance. Rotella T6 is a non-energy oil preservation, and does not meet the specifications of GF-5 oil. When Rotella T6 was revised for the API specification (for use in spark-ignition engines), its zinc levels were effectively reduced. Larger zinc additives (ZDDP) are required for flat-tap engines and cartridge bearings. References ^ 202013/rotella.htm ^ the commercial link? ^ External Links Taken from 02-18-2016 06:28 #1 Hello everyone, On a post I did earlier on 429/460 post, an entry was made that said it was believed that Zink was removed from Shell Rotella engine oils. We were really couple about it, so I went to Shell and asked about the problem. They say the rumor is completely untrue. Zink wasn't removed from Shell Rotella engine oil. So we're good to go using Shell Rotella on our flat tappet engines. Two bands (Registered users don't see this ad! Register now for free!) 02-18-2016 07:02 #2 originally posted by twolaneblacktop Hello everyone, On a post I did earlier on 429/460 post, an entry was made that said it was believed that Zink was removed from Shell Rotella engine oils. We were really couple about it, so I went to Shell and asked about the problem. They say the rumor is completely untrue. Zink wasn't removed from Shell Rotella engine oil. So we're good to go using Shell Rotella on our flat tappet engines. Two strips It is not a question that zinc has been removed, but that the amount of zinc has been reduced. The question is the PPM of zinc/phosphorus, which is currently remaining after their reformulation. NTFDAY and 36 sedans like this. Roger Enjoy the little things in life, and you might look back one day and realize that these were really great things. 02-18-2016 07:48 #3 and, I think the re-formulation was mandated by law to meet Federal. Currently, in my opinion, there are only a few derogations from the requirements, one being oils designed for special special would be racing. Most of the oils that meet the flat tappet requirements are in this category. As far as I know, Rottela is not one of those. I think there are several different types of Rottela and some of them have higher zinc formulas. However, the new zinc formulas are not the same as used to be and not as beneficial as the old. While the numbers are high, the effectiveness may be low. The Truth About Zinc & Motor Oil | Driven Racing Oil 02-23-2016 05:27 #4 Well, Shell have clearly stated that Zink Rotella's content was unaltered. Period. I guess they didn't tell the old man the truth? 02-23-2016 05:33 #5 originally posted by twolaneblacktop Well, Shell clearly stated that Zink rotella content was unaltered. Period. I guess they didn't tell the old man the truth? Unmoderate from what base? Ask them what PPM of ZDDP is in their Rotella oils today, compared to five years ago. Roger Enjoy the little things in life, and you might look back one day and realize that these were really great things. 02-23-2016 05:52 #6 02-24-2016 04:57 #7 old rottellaT is the same. a lot of old diesel engines out there. true there are newer oils for new diesel, but the old ones still need to be maintained. I run it into everything without additives. last time I checked the zinc level was 1250 ppm. it was a while, but they have to produce oil for the old engines. I guess most of the failures kinda weren't caused by oil. start up bad killed many a cam. leakage, fuel leakage, etc. causing shutdowns. I also suspect some failure were caused by some MFR problems. hopefully I did my last flat carb tappet build. Last editing of shine; 02-24-2016 at 5:23. Glennsexton and cfisher like this. 02-24-2016 07:09 #8 yes, I don't think it was really oil in all cases. seems comp had a big problem. I've only used rotella since I first heard of reformulated oils. I use it in equipment here, so I just use it for all of them. 02-24-2016 12:30 #9 Originally posted by DennyW A. 4. This from Brad Penn Oil Company: There is such a thing as ZDDP too much. ZDDP is aggressive on the surface, and too much can be an injury. ZDDP fights for the surface, blocking other additive performance. Acids generated due to excessive contact with ZDDP will bind detergents, thus encouraging corrosive wear. ZDDP plateaus the effectiveness, more does not translate into more protection. That's all it's used to. We don't have to get enough of our oil with ZDDP. And here he is... I still use Havoline for older engines, and it seems to work the same way as it used to be. I used Castrol GTX 20-50 in my 429 for as long as I remember (40+ years) but also use Havoline 20-40 in my other cars. So far all good. These being Our newest car is a model from 1988! '55 F100 hot-rod (owned 40 years) '66 Thunderbird Town Landau '64 England (project) Morris Marina ute runaround. 03-02-2016 08:23 #10 I need to find the current specifications on Rotella t, but I can you don't have the same zinc content it did once. Buy large glass zddp and add it to all my diesels with flat tappets. I've seen too many tappets badly worn last 4-5yrs not to add additive. Ryan 1940 Ford Deluxe Tudor 354 Hemi 46RH Electric Blue w/multi-color flames, Ford 9 Multi-Part Residence 1968 Corvette Coupe 5.9 Cummins Drag Car 11.43@130mph Don't stand leaving the line with 12 50 rpm and poor 2.2 60' 1972 Chevy K30 Longhorn P-pumped 24v Compound Turbos 47RH Just another money pit 1971 Camaro RS 5.3 BTR Stage 3 cam, SuperT10 Tires Dimensions 03-03-2016 05:33 #11 that's what I remember hearing from them years ago. rotella t is unchanged, but the newer oil is for the new engines. 1200 ppm is a lot. have also warned of adding additives to it. 03-05-2016 16:07 #12 I must tell you, you are all terrible. I still don't know what's wrong with my Ford 460 tow truck. I've been so busy with work that I haven't even towed yet. I have to make hay while the sun shines. It will be 60 degrees tomorrow and I'll shoot some photos and post them. Great discussion. everyone should read this! 03-14-2016 12:07 #13 Rotella is about 1000ppm now. It was higher. He had a VW 64 with a Stroker engine. Ran 3 different cams, so changed twice. The first cam was broken in, in 1997 and when I pulled it kinda had normal wear. Zinc was bigger apparently in all oils then? Put in the same Mahle lifters and different size Engle Cam. He broke up with Rotella at the suggestion from the Bug community. It was 2005. I found out afterwards, actually right after, and I switched to Brad Penn, but the damage was done... When I pulled that cam (Maybe 3000 Miles) for the third (Lift even longer and duration) all the lifters had pitted. You can make your own conclusion. Brad Penn is what I would use. They also have a break in oil. Joe Gibbs Break In Oil said to be good and I use it on camera 3 and went to Brad Penn after. Mobile 1 has 15-40 which has high zinc as well. Last edit of arnoldsel; 03-14-2016 at 12:10 PM 03-14-2016 12:27 #14 03-14-2016 12:56 #15 where did you get information about rotella being 1000 ppm?

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