

SHELLHELX PASSENGER CAR MOTOR OILS RANGE



SP FUELY SYNTHETIC MOTOR OIL ENGINES DISSEL & GASOBINE DISSEL & GASOBINE DISSEL & GASOBINE DISSEL & GASOBINE TECHNOLOGY TECHNOLOG

DRIVE ON

WORLD CLASS TECHNOLOGY

SHELL HAVE A WORLDWIDE NETWORK OF RESEARCH AND DEVELOPMENT CENTRES FOCUSED ON DEVELOPING AND TESTING LUBRICANTS TECHNOLOGY TO MEET CUSTOMER NEEDS.

SHELL HAVE...

- More than 500 research and development scientists focussed on customer challenges
- Over 350 product application specialists and field staff working with customers and equipment
- Continuous lubrication research since 1940
- Millions of kilometres in field trials carried out every year



THE SHELL GROUP INVESTS NEARLY



WORLD CLASS LUBRICANTS R&D CENTRES

HAMBURG

SHANGHAI

TOKYO* 35% Shell owned



PARTNERSHIPS WITH MAJOR CAR MANUFACTURERS

SHELL COLLABORATES WITH MAJOR OEMS TO MAKE WORLD CLASS PRODUCTS SUITABLE FOR THE MOST EXTREME CONDITIONS. WORKING CLOSELY WITH CAR MAKERS SUCH AS BMW, DAIMLER AG, CHRYSLER, JEEP, DODGE, GENERAL MOTORS, HYUNDAI AND VOLKSWAGEN, SHELL HELPS ENGINES PERFORM AT THEIR BEST.

SHELL & MOTORSPORT

SHELL & HYUNDAI

Hyundai Motorsport and Shell are technical partners in the World Rally Championship

SHELL & BMW

BMW Motorsport only chooses **Shell Helix Ultra** with PurePlus Technology



SHELL'S TECHNICAL PARTNERSHIP WITH SCUDERIA FERRARI

- Shell has had a technical relationship with Scuderia Ferrari for **70 years**
- 50+ Shell technical staff work with Scuderia Ferrari
- Shell PurePlus Technology forms a crucial part of the Shell Helix Ultra race lubricant used by Scuderia Ferrari



INNOVATION PARTNER SCUDERIA FERRARI



SHELL HELIX ULTRA WITH PUREPLUS TECHNOLOGY ENGINE OIL HAS FIVE MAIN TASKS





CLEAN







COMBAT ENGINE WEAR

A

ABSORB HEAT

LUBRICATE

MINIMISE POWER LOSS

This delivers long lasting engine performance on the road for Shell Helix Ultra customers.

TECHNICAL PARTNERSHIPS SHELL V-POWER RACING TEAM

TRACK TESTED ROAD CAR OIL TECHNOLOGY

The engine oil used by the Shell V-Power Racing Team is the result of a global technical partnership between Shell, Dick Johnson Racing and Shell's exclusive licensee, Viva Energy Australia.

This collaboration has helped the Shell V-Power Racing Team deliver valuable performance gains with the help of Shell's unique **PurePlus Technology**. Dick Johnson and his eponymous racing team have entrusted Shell's fuels and lubricants for success on the race track, success that has delivered a record ten Australian touring car championships.





A REVOLUTION IN MOTOR OIL PUREPLUS TECHNOLOGY

SHELL HELIX ULTRA PASSENGER CAR MOTOR OILS ARE FORMULATED USING UNIQUE SHELL PUREPLUS TECHNOLOGY, A REVOLUTIONARY GAS-TO-LIQUIDS TECHNOLOGY PROCESS THAT

CONVERTS NATURAL GAS INTO BASE OIL.



Shell Helix Ultra with PurePlus Technology delivers a motor oil for long lasting engine performance.



BENEFITS OF SHELL HELIX ULTRA ECT C2/C3 WITH PUREPLUS TECHNOLOGY OUR MOST ADVANCED FORMULATION

UP TO 2.6%





LOW OIL CONSUMPTION

Synthetic low-evaporation formulation means you don't need to top up your oil as often.⁵



BETTER FUEL ECONOMY

Low viscosity and low friction formulation delivers up to 2.6% greater fuel economy.¹



EXCELLENT SLUDGE PROTECTION

Shell Helix Ultra with PurePlus Technology helps to protect high-performance engines from harmful deposits that hinder power and performance.⁴



EXCEPTIONAL EXTREME TEMPERATURE PERFORMANCE

Enhanced viscosity features mean faster oil flow in extreme cold weather for quicker engine warm up.⁶ Shell Helix Ultra provides better protection than before in extreme heat.⁷

1 Up to 2.6% greater fuel economy based on ACEA M111 vs industry reference oil. **2** 4x better wear protection than latest industry standard based on API SN and 3x better corrosion protection than latest industry. **3** Up to 45% cleaner against industry standard based on ACEA DV4TD industry test standard based on API SN. **4** Based on Sequence VG sludge test results using 0W-30. **5** Based on NOACK volatility test and equipment manufacturers' requirements. **6** Compared to higher viscosity oils. **7** Based on Sequence IIIG performance versus Group II and Group III base oils.

MEET THE SHELL HELIX **RANGE OF MOTOR OILS**

FULLY SYNTHETIC

MOTOR OIL



SHELL HELIX ULTRA **SP 0W-20**

- Offers Shell's maximum protection in very hot and extremely cold climates, and severe driving conditions
- The very low viscosity offers fast oil flow and enhanced fuel economy benefits



SHELL HELIX ULTRA ECT C2/C3 0W-30

- Fully synthetic formulation designed for modern diesel vehicles with Diesel Particulate Filters (DPF)
- Developed to help keep the most modern diesel and petrol engine free from dirt and build up



SHELL HELIX ULTRA ECT C3 5W-30

- Designed for use in modern diesel engines with Diesel Particulate Filters (DPF) and suitable for petrol engines
- Suitable for modern European as well as General Motors vehicles requiring a dexos2 specification



SHELL HELIX ULTRA 5W-40

- Shell's most advanced formulation for high performance engines such as BMW, Mercedes and VW, and is the only motor oil approved by Scuderia Ferrari
- Suitable for a wide range of modern and high performance petrol, diesel and LPG engines



SHELL HELIX ULTRA AP-LOW-30

 Designed to meet the requirements of engines with Diesel Particulate Filters (DPF) including Peugeot internal oil B71 2312



SHELL HELIX ULTRA AR-L 5W-30

 Designed for high performance diesel passenger cars fitted with Diesel Particulate Filters (DPF) such as Renault





- requirements of particular high performance engines, including Ford and those requiring ACEA A5/B5 technically challenging oil specifications
- Suitable for both petrol and diesel powered engines

SHELL HELIX ULTRA PROFESSIONALAG 5W-30

- Designed to meet the demanding requirements of particular high performance engines
- Tailored for GM vehicles and requiring a dexos2 specification

SHELL HELIX ULTRA PROFESSIONAL AP-L 5W-30

 Designed to meet the requirements of engines with Diesel Particulate Filters (DPF) requiring ACEA C2, including Peugeot, Citroen and Fiat

SHELL HELIX HX8 X 5W-30

- Designed to cleanse and protect your engine even in the most severe conditions and temperature
- Suitable for both petrol and diesel powered engines

SHELL HELIX ULTRA X 5W-30

- Designed to help high-performance engines operate at maximum efficiency by helping to protect them from power robbing deposits and wear. It helps to reduce engine friction to provide enhanced fuel economy
- Suitable for both petrol and diesel powered engines

SHELL HELIX ULTRA SN PLUS 5W-20

- Provides the next generation for engine cleanliness
- The low viscosity offers fast oil flow and enhanced fuel economy benefits













FULLY SYNTHETIC

MOTOR OIL



SHELL HELIX ULTRA PROFESSIONAL AF-L OW-30

- Designed to meet the demanding requirements of particular highperformance engines from Ford and those requiring ACEA C2
- Approved against the technically challenging in-house Ford engine oil specification WSS-M2C950-A



SHELL HELIX HX8 PROFESSIONAL AG 5W-30

- Designed to meet the demanding requirements of particular high performance engines
- Tailored for GM vehicles requiring a dexos1 Gen 2 specification

SHELL HELIX HX8

- ECT 5W-40
 Fully synthetic formulation designed for modern diesel vehicles with Diesel Particulate Filters (DPF), and suitable for petrol engines
- A higher viscosity motor oil suitable for modern European and General Motors engines requiring dexos2

SEMI SYNTHETIC

MOTOR OIL



SHELL HELIX HX7 SN PLUS 10W-30

- Designed to protect modern vehicles used in demanding daily traffic conditions
- Enhanced fuel economy formulaSuitable for a wide range
- of Japanese, Australian and European vehicles



SHELL HELIX HX7 ECT 5W-30

- Contains Shell's emissions compatible technology to help protect emissions systems
- Suitable for modern diesel cars with Diesel Particulate Filters (DPF)





SHELL HELIX HX7 10W-40

- Helps prolong the engine life of modern vehicles used in demanding daily traffic by protecting against wear
- Suitable for petrol and diesel engines requiring a 10W-40 viscosity oil

SHELL HELIX HIGH MILEAGE 15W-50

- Formulated with 20% more zinc to help protect older, high mileage engines from additional wear
- The higher viscosity helps stop engine leaks and reduces oil consumption

MINERAL GRADE

MOTOR OIL



SHELL HELIX HX5

15W-40 Premium multigrade

- formulation with wear protection no other motor oil can surpass Suitable for use in
- Suitable for use in petrol, diesel and LPG engines



SHELL HELIX HX3 20W-50

- Contains Active Cleansing Technology to protect against harmful sludge and deposits in older, high mileage vehicles
- Suitable for use in diesel, petrol and LPG engines



SHELL HELIX ULTRA PROFESSIONAL AF-L 5W-30

- Designed to meet the demanding requirements of particular high performance engines, including Ford, Jaguar and Mazda, and those requiring ACEA C1
- Suitable for both petrol and diesel powered engines

SHELL HELIX ULTRA RACING 10W-60

- Developed in association with Scuderia Ferrari for racing and modified engines
- Provides exceptional bearing protection under extreme-performance and racing conditions

SELECTING THE RIGHT MOTOR OIL FOR YOU

AS ENGINES DEVELOP AND BECOME MORE COMPLEX, MORE POWERFUL AND MORE EFFICIENT, IT IS MORE CRITICAL THAN EVER TO ENSURE THE RIGHT OIL IS USED. BELOW ARE SOME TIPS TO HELP YOU SELECT THE CORRECT PRODUCT.

There are two key pieces of information we typically require when selecting an engine oil. They are the viscosity of the oil and the oil specification required by the engine, which is dictated by the Original Equipment Manufacturer (OEM).



Industry Based: There are a number of industry bodies and committees across the world who develop and release classifications for oil specifications. The industry bodies work with OEMs, additive companies and lubricants companies to test the oil under various conditions to determine the standard it reaches across a whole host of tests.

These specifications are used by car manufacturers to select the correct parameters in an oil to maximise protection while ensuring the engine's performance, reliability and efficiency.

The three key industry lubricant classifications bodies are;

- American Petroleum Institute (API)
- European Automobile Manufacturers Association (ACEA)
- International Lubricants Standardization and Approval Committee (ILSAC)

Oil classifications are generally further broken down according to the type of fuel being used. Modern diesel engines require an oil with different formulation chemistry to petrol engines, as they have a greater need to control deposits and acids, and they use exhaust after-treatment systems to reduce exhaust emissions of particulate matter and Nitrous Oxides (NOx).

Often these oils can still be used in both petrol and diesel engines, but in some instances they are primarily designed to protect the exhaust systems, containing low levels of Sulphated Ash, Phosphorus and Sulphur, also known as Low SAPS oils. 'Normal' oil can eventually cause exhaust particulate filters to block up in diesel vehicles, or reduce the effectiveness of other exhaust after-treatment devices, due to the higher levels of SAPS type additives.



This is the measure of an oil's resistance to flow at given temperatures, and is classified by the Society of Automotive Engineers (SAE) rating. In general terms, the viscosity of an oil is related to temperature, the higher the temperature, the thinner the oil will be.

Modern multi-grade engine oils carry SAE classifications both for when the oil is cold and for when the oil is warm (or at a typical engine operating temperature). For example, an oil with a grade of 10W-40, the 10W (the W stands for winter) indicates how thick the oil is at cold start. The second number, 40, indicates how thick it is when warm (remembering that oils get thinner as they get warmer).

The lower the first number, the faster the oil will flow through an engine at cold start as it is relatively thinner, providing protection to critical components when the engine is most at risk of increased wear.

The higher the second number, the thicker the oil will stay at operating temperature, ensuring protection when the oil is at its thinnest. Modern engines are designed with the SAE grade of oil in mind, thus one should always use the SAE grade and quality level indicated by the OEM.



ACEA EUROPEAN SPECIFICATIONS used by many european manufacturers

C CATALYST COMPATIBLE ENGINE OILS CLASSIFICATION

- C1 Stable, stay-in-grade oils intended for use as catalyst compatible oil in vehicles with DPF and TWC in high performance petrol and car and light van diesel engines requiring low friction, low viscosity, low SAPS oils with HTHS higher than 2.9mPa.s. These oils will increase DPF and TWC life and maintain the vehicles economy. (NB: These oils have the lowest SAPS limits and may be unsuitable for use in some engines, consult owner manual or handbook if in doubt.)
- C2 Stable, stay-in-grade oils intended for use as catalyst compatible oil in vehicles with DPF and TWC in high performance petrol and car and light van diesel engines designed to be capable of using low friction, low viscosity oils with a HTHS higher than 2.9mPa.s. These oils will increase DPF and TWC life and maintain the vehicles economy. (NB: These oils may be unsuitable for use in some engines, consult own manual or handbook if in doubt.)
- C3 Stable, stay-in-grade oil intended for use as catalyst compatible oil in vehicles with DPF and TWC in high performance petrol and car and light van diesel engines. These oils will increase DPF and TWC duration. (NB: These oils may be unsuitable for use in some engines, consult own manual or handbook if in doubt.)
- C4 Stable, stay-in-grade oil intended for use as catalyst compatible oil in vehicles with DPF and TWC in high performance car and light van diesel and petrol engines requiring low SAPS oil with a minimum HTHS viscosity of 3.5mPa.s These oils will increase the DPF and TWC life. Warning: these oils are unsuitable for use in some engines. Consult owner manual or handbook if in doubt.
- C5 Stable, stay-in-grade Engine Oil with Mid SAPS-Level, for further improved Fuel Economy. Intended for use as catalyst compatible Oil at extended Drain Intervals in Vehicles with all Types of modern Aftertreament Systems and High Performance passenger Car & Light Duty Van Petrol and DI Diesel Engines that are designed to be capable and OEMapproved for use of Low Viscosity Oils with a minimum HTHS Viscosity of 2.6mPa.s.

A/B PETROL AND DIESEL ENGINE OILS CLASSIFICATION

 A1/ For use in petrol and diesel engines in passenger cars and light vans, extended drain interval capability and low friction, low viscosity oils with HTHS of 2.6-2.9 mPa.s for xW-20 and 2.9-3.5 mPa.s for all other viscosity grades. Up to 2.5% improvement in fuel economy compared to an industry reference oil. High Sulphated Ash ≤1.3.

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For use in high performance petrol and
A3/ diesel (non-Direct Injection) engines in
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- **B3:** passenger cars and light vans. Extended drain interval capability, and year round use of low viscosity oils. HTHS ≥3.5 mPa.s and Sulphated Ash limits of 0.9-1.5.
- A3/ Same applications as A3/B3 but also suitable for use
 B4 in Direct Injection diesel engines in passenger cars
 and light vans. HTHS ≥3.5 mPa.s and Sulphated Ash limits of 1.0-1.6.
- A5/ For use in high performance petrol and diesel
- **B5** (including Direct Injection) engines in passenger cars and light vans. Extended drain interval capability and low friction, low viscosity oils with HTHS 2.9-3.5 mPa.s. Up to 2.5% improvement in fuel economy compared to an industry reference oil. High Sulphated Ash ≤1.6.

API/ILSAC U.S./JAPANESE SPECIFICATIONS used by many us manufacturers & across japanese & korean

MANUFACTURERS

PETROL ENGINE (S=SERVICE) CLASSIFICATIONS

- API Introduced in 2020, designed to provide
- SP protection against low-speed pre-ignition(LSPI), timing chain wear protection, improved high temperature deposit protection for pistons and turbochargers, and more stringent sludge and varnish control. API SP with Resource Conserving matches ILSAX GF-6A by combining API SP performance with improved fuel economy, emission control system protection and protection of engines operating on ethanolcontaining fuels up to E85.
- API Introduced in November 2017 to be used in
- **SN** conjunction with API SN, designed to provide
- **PLUS** additional protection against low-speed pre-ignition for turbocharged direct injection petrol-powered vehicles.
- API Introduced in 2010 as successor to API SM with increased performance requirements in the areas of high temperature deposit control for pistons, sludge control and seal compatibility. Includes associated API SN RC (Resource Conserving) specification which matches ILSAC GF-5, combines performance of API SN with improved fuel economy, turbo protection, compatibility with emissions control systems and suitability for use with ethanol containing fuels up to E85.

DIESEL ENGINE (C=COMMERCIAL) CLASSIFICATIONS:

API Designed for high speed four stroke diesel engines CJ-4 meeting 2007 on-highway exhaust emissions standards or Tier 4 off-road exhaust emissions standards.

Can be used in applications with diesel fuels ranging up to 500 ppm (0.05% by weight) sulphur, although use of these oils containing greater than 15 ppm (0.0015% by weight) sulphur can impact exhaust after treatment device durability or potentially require a reduction in oil drain interval.

Compared to previous API CI-4 category, brings improvements in exhaust after treatment device compatibility, soot control, foaming performance, and reductions in piston deposits, oxidative thickening and viscosity loss due to shear. API CJ-4 exceeds the performance of API CI-4/CI-4+, CH-4, CG-4 and CF-4 specifications, and can be used in engines calling for those categories.

- API Designed to be used in high speed four stroke
 CI-4 diesel engines that meet 2004 exhaust emission standards, implemented from 2002. Suitable for engines running diesel fuel with sulphur content up to 0.5 % by weight. Can be used in place of API CD, CE, CF-4, CG-4 and CH-4 oils.
- API Introduced in 1998 as a successor to API CG-4. CH-4 For high-speed, four stroke diesel engines designed to me
- CH-4 For high-speed, four stroke diesel engines designed to meet 1998 exhaust emissions standards. Suitable for engines running diesel fuel with sulphur content up to 0.5 % by weight. Can be used in place of API CD, CE, CF-4 and CG-4 oils.

API Introduced in 2004 as successor to API

SM SL, with improved oxidation resistance, deposit protection, wear protection and better low temperature performance compared to previous API SL category.

API Introduced in 2001, as successor to API SJ.

- **SL** Designed to provide improved high-temperature deposit control and lower oil consumption through lower volatility, compared to API SJ oils.
- API Introduced in 1996 for use in engines from
- SJ 1997 to 2001 when it was replaced by API SL. Replaces previous API SH specification.

APIAPI SH and Older: Obsolete specifications, noSHlonger in use.

API Designed to meet 2017 model year on CK-4 highway and Tier 4 non-road exhaust emission standards as well as for previous model year diesel engines.

These oils are formulated for use in all applications with diesel fuels ranging in sulphur content up to 500 ppm. However, the use of these oils with greater than 15 ppm sulphur fuel may impact exhaust after-treatment system durability and/or oil drain interval.

API CK-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. API CK-4 oils are designed to provide enhanced protection against oil oxidation, viscosity loss due to shear, and oil aeration as well as protection against catalyst poisoning, particulate filter blocking, engine wear, piston deposits, degradation of low- and hightemperature properties, and soot-related viscosity increase.

API CK-4 oils exceed the performance criteria of API CJ-4, Cl-4 with Cl-4 PLUS, Cl-4, and CH-4 and can effectively lubricate engines calling for those API Service Categories. When using CK-4 oil with higher than 15 ppm sulphur fuel, consult the engine manufacturer for service interval recommendations.

MANUFACTURER BASED

AS ENGINES BECOME MORE COMPLEX, MANUFACTURERS ARE ALSO RELEASING THEIR OWN SPECIFICATIONS. GLOBAL OIL COMPANIES, SUCH AS SHELL, WORK CLOSELY WITH MANUFACTURERS TO HELP DEVELOP THE FORMULATIONS.

Shell submits its oil for testing by industry bodies and manufacturers to gain the proper approvals. Some companies may only mix their oil to the approved formulations, and may not submit for testing. Therefore, there may not be proof the oil meets the standard required.

KEY SPECIFICATIONS BY MANUFACTURER

FORD

WSS-M2C913-A Initial and service fill for petrol and diesel engines, SAE 5W-30. Based on ILSAC GF-2 and ACEA A1/ B1-98 with additional Ford requirements.

WSS-M2C913-B Initial and service fill for Spark Ignition and Compression Ignition engines, SAE 5W-30. Based on ILSAC GF-2/3 and ACEA A1/B1-98 with additional Ford requirements. Replaces 913A for diesel applications, can use either 913-A or B for petrol applications.

WSS-M2C913-C High SAPS oil for diesel engines, formulated with improved fuel economy, fuel dilution protection, including engines using bio-diesel, and exhaust after treatment device protection. Full backwards compatibility to all applications that require 913-C specification. Meets ACEA A5/B5.

WSS-M2C913-D Introduced in 2012, recommended for all Ford diesel engines except Ford Ka TDCi models manufactured before 2009 and Ford Galaxy 1.9 TDi models from 2000-2006. Developed for Duratorq 2.2L engine for initial and service fill. Based on ACEA A5/B5 and backwards compatible as an alternative to 913-B or C, including petrol engines.

WSS-M2C917-A SAE 5W-40 engine oil for pump injector diesel engines, Ford version of VW 505.01 specification.

WSS-M2C925-A Initial and service fill for Jaguar and Land Rover applications, based on ACEA A1/B1 + ILSAC GF-3. SAE 5W-20, essentially modified 913B and low SAPS. Improved fuel economy. **WSS-M2C925-B** Initial and service fill SAE 5W-20, meets ACEA A5/B5. Backwards compatible to M2C925-A.

WSS-M2C930-A SAE 5W-20 service and initial fill oil for some Ford Petrol engines from MY05, meets ILSAC GF-4 requirements.

WSS-M2C934-A SAE 5W-30 low SAPS oil, meets ACEA C1. For some Euro 5 compliant Jaguar, Ford and Land Rover engines.

WSS-M2C937-A SAE 0W-40 initial and service fill oil, meets ACEA A3/B4. For Ford Focus RS 2.5L Duratec engine.

WSS-M2C945-A SAE 5W-20 service and initial fill oil for some Ford Petrol engines from MY11, meets ILSAC GF-5 and API SN Resource Conserving requirements. Supersedes M2C930-A.

WSS-M2C948-B SAE 5W-20 energy conserving oil based on ACEA C2, for Ford EcoBoost 1.0L 3 cylinder petrol engine. Backwards compatible for petrol engines requiring M2C 913-B, 913-C or 925-B. Not recommended for Ford Ka, Focus St or Focus RS.

WSS-M2C950-A SAE 0W-30 for 1.5 and 2.0 Litre Duratorq TDCi engines in MY15 Ford Mondeo and Ford Focus, based on ACEA C2.

WSS-M2C934-B SAE 5W-30 low SAPS petrol and diesel engine oil for the Euro 5, Lion V6 engine (from April 2009), now met by Jaguar Land Rover STJLR.03.5005. Based on ACEA C1. As of circa 2016/2017, JLR no longer recommend WSS-M2C934-B (ACEA C1), but ACEA C2 as a top-up for STJLR/.03.5005 if the latter is unavailable.

PORSCHE



C30 SAE 5W-30 engine oil for petrol and diesel engines sourced from VW. Suitable for engines with and without extended drain interval. Similar to VW 504.00/507.00.

HOLDEN/GM



GM6094M GM US xW-20/30 meeting API and ILSAC requirements plus additional GM low temp pumpability requirements.

DEXOS1 SAE xW-20/30, for GM MY11 models on. Factory and service fill for GM petrol engines. Backwards compatible to GM-LL-A-025, GM6094M and GM4718M. 1.0% max sulphated ash. **A40** Petrol engine oil specification for all Porsche models. SAE 0/5W-40/50.

DEXOS2 SAE xW30/40, for GM MY11 models on. Factory and service fill for GM diesel and service fill for GM petrol engines. Improved fuel economy. Backwards compatible to GM-LL-A-025 and GM-LL-B-025. 0.8% max sulphated ash.

DEXOS1- Gen II The use of dexos1- Gen II is essential in MY2017 on 1L, 1.4L, 1.5L and 2L engines to prevent Low Speed Pre Ignition (LSPI), and replaces dexos2 for petrol engines for service and factory fill. Viscosity grades allowed are 0W-30, 5W-30, 0W-20 and 5W-20.

BMW



LL98 BMW Longlife specification for petrol applications, SAE 0/5W-30/40 based on ACEA A3/B3, with additional BMW engine tests. Recommended for extended service use. Typically required for pre-MY2002 models. Now obsolete.

LLO1 BMW Longlife specification for post MY2002 petrol applications, SAE 0/5W-30/40 based on ACEA A3/B4 with additional BMW engine tests. Recommended for extended service use.

LL14 FE+ BMW Longlife specification for select petrol engines from MY2014. SAE 0/5W-20 based on ACEA A1/B1 with additional BMW engine tests. Not currently required in local market. **LLO1 FE** Low viscosity petrol engine oil for improving fuel economy, BMW Longlife specification. SAE 0/5W-30 based on ACEA A5/B5.

LLO4 BMW Longlife specification for diesel applications, especially when fitted with Diesel Particulate Filters, may be used on petrol engines consistently running 95 RON or higher. SAE 0/5W-30/40 based on ACEA C3 with additional BMW engine tests. Recommended for extended service use.

LL12 FE BMW Longlife specification for select petrol and diesel engines from MY2013. SAE 0/5W-30 based on ACEA C2 with additional BMW engine tests. Not currently required in local market.

MERCEDES BENZ



MB 229.1 Multigrade engine oils for passenger car and light commercial petrol and diesel engines. Minimum ACEA A2/B2 with additional MB requirements.

MB 229.3 Multigrade engine oils for passenger car and light commercial petrol and diesel engines. Minimum ACEA A3/B3/B4 and MB 229.1. 0/5W-x viscosities only. Meets MB requirements for long life oils.

MB 229.5 Energy conserving multigrade engines oils for passenger car and light commercial petrol and diesel engines. Minimum ACEA A3/B3/B4 plus additional MB requirements. Can be used in engines specifying MB 229.1 or 229.3.

MB 229.31 Multigrade, low SAPS engine oils for passenger car and light commercial petrol and diesel engines fitted with exhaust after treatment. Minimum ACEA A3/B4 and C3 plus specific MB requirements. 0/5/10W-x viscosity grades. **MB 229.51** Multigrade, low SAPS and long life engine oils for passenger car and light commercial diesel engines fitted with DPF. Minimum ACEA A3/B4 and C3 plus specific MB requirements. 0/5/10W-x viscosity grades.

MB 229.52 Multigrade, low SAPS and long life engine oils for passenger car and light commercial diesel engines fitted DPF. Backwards compatible with MB 229.31 and 229.51. Improved fuel economy, better oxidation stability and biofuel compatibility compared to MB 229.31 and 229.51 oils.

MB 226.5 Multigrade engine oils for petrol engines sourced from the Renault/Nissan alliance. Based on MB 229.5.

MB 226.51 Multigrade, low SAPS synthetic engine oils for diesel engines fitted with DPF and sourced from the Renault/Nissan alliance. Meets ACEA C4 and Renault RN0720 specifications.

CHRYSLER



MS-6395 Service fill engine oil for many Chrysler/Dodge/ Jeep petrol models. Based on ILSAC GF-5 plus additional Chrysler requirements. SAE 0/5W-20 viscosity grades.

MS-12633 Synthetic SAE 0W-40 for Chrysler group SRT engines. Meets API SN. Can also be used in place of MS-10725 used in earlier SRT models.

MS-11106 SAE 5W-30 synthetic low SAPS engine oil

RENAULT

RN0700 Normal SAPS long drain petrol engine oil. Meets ACEA A3/B4 requirements. Suitable for post October 2007 models.

RN0710 Normal SAPS long drain petrol and diesel (without DPF) engine oil. Meets ACEA A3/B4 requirements. Suitable for post October 2007 models.

VOLKSWAGEN

VW 500.00 Multigrade petrol engine oils applicable to engines before MY2000.

VW 501.01 Conventional multigrade engine oils suitable for some VW petrol engines before MY2000.

VW 502.00 Succeeds VW 500.00 and 501.01 for petrol engines. Suitable for standard service intervals. Meets ACEA A2-96 or A3-96.

VW 503.00 Multigrade petrol engine oils suitable for WIV system flexible service intervals. Introduced in 1999. Allows for energy savings and long drain intervals compared to 502.00. Meets ACEA A1. SAE 0/5W-30.

VW 503.01 Multigrade engine oils for high performance and turbocharged petrol models, flexible service intervals. Suitable for S3, TT etc. Now superseded by VW 504.00.

VW 504.00 Multigrade engine oils suitable for all petrol VW models. Supersedes VW 503.00 and 503.01. Introduced March 2005.

VW 505.00 Multigrade passenger car engine oil for diesel applications.

PSA (PEUGEOT CITROËN)

PSA B71 2312 Low SAPS OW-30 engine oil for "BlueHDi" Euro 6 diesel engines fitted with SCR/DPF and petrol engines fitted with TWC. Meets ACEA C2.

PSA B71 2296 Normal SAPS engine oil for petrol and diesel (non-DPF) applications. Based on ACEA A3/B4 plus further PSA requirements.

JAGUAR/LAND ROVER

STJLR.03.5003 SAE 5W-30 fuel economy engine oils for Jaguar/Land Rover diesel engines not fitted with DPF, based on ACEA A5/B5 and Ford WSS-M2C913-C.

formerly recommended for VM Motori sourced 3.0L diesel models. Meets ACEA C2/C3.

MS-12991 A Fiat Chrysler Group synthetic 5W-40 engine oil for petrol and diesel engines. Oil needs to meet API SN/CF; ACEA A3/B3 & A3/B4; Fiat 9.55535-Z2, and Porsche A40 requirements.

RN0720 Low SAPS long drain engine oil for diesel models fitted with DPF. Meets ACEA C4 plus additional Renault requirements. Suitable for post October 2007 models.

VW 505.01 Multigrade engine oils suitable for Unit Injector (Pumpe-Düse or "PD") engines and other VW group diesel engines, variable service interval only allowed on non PD diesel models. Meets ACEA B4.

VW 506.00 Multigrade engine oils for diesel applications with extended service intervals, not suitable for Unit Injector (Pumpe-Düse or "PD") engines.

VW 506.01 Multigrade engine oils suitable for Unit Injector (Pumpe-Düse or "PD") engines with extended service intervals.

VW 507.00 Multigrade low SAPS engine oils suitable for most diesel VW models post 2000 including with extended service intervals. Suitable for models fitted with DPF, do not use in Unit Injector (Pumpe-Düse or "PD") engines that are not fitted with DPF i.e. V10 and R5, prior to MY2006, these engines must use a VW 506.01 specification oil. Supersedes VW 505.00 and 506.00. Introduced March 2005.

PSA B71 2290 Low SAPS SAE 5W-30 diesel engine oil for Euro 5 models fitted with DPF or other exhaust aftertreatment devices. Based on ACEA C2/C3 plus further PSA requirements. Can be used in some petrol engines.

STJLR.03.5005 Low SAPS SAE 5W-30 diesel engine oil A1/B1, A5/B5 and ACEA C1 for Jaguar/Land Rover models fitted with DPF. Can also be used where M2C934-B specified.



OTHER MOTOR OILS TO MEET YOUR NEEDS

MEET THE SHELL RIMULA **RANGE OF ENGINE OILS**

HEAVY DUTY DIESEL ENGINE OILS



SHELL RIMULA R4L15W-40

- Advanced low SAPS oil which delivers improvements in wear and deposit control in low emission diesel engines under severe conditions
- Approved by a wide range of leading OEMs, simplifying inventory needs for fleets with a mixture of engines



SHELL RIMULA R4 X 15W-40

- Designed to improve engine and oil durability for most heavy-duty diesel engines for on and off highway applications
- Demonstrates excellent control of acids and chemical corrosion, high levels of protection against wear in valve train, piston ring and cylinder liners, and excellent control of sludge to prevent oil thickening



SHELL RIMULA ULTRA 5W-30

- Fully synthetic low SAPS oil delivering extended oil drain intervals and fuel economy benefits
- Suitable for use in Euro 4, 5 and 6 vehicles



SHELL RIMULA R6 LM 10W-40

- Fully synthetic heavy duty diesel engine oil featuring low SAPS additive technology to protect low emission engines and provides savings in fuel consumption
- Meets the long drain oil requirements of Mercedes Benz, MAN and others from the latest Euro 6 engines. Approved for use in CNG buses and trucks

LIGHT DUTY DIESEL ENGINE OILS



SHELL RIMULA LD5 LOW ASH 10W40

- Specially designed for light commercial vehicles. Excellent protection for a wide range of operating conditions including stop-start city driving and variable load applications
- Offers fuel economy benefit.
- Synthetic technology, Low Ash oil suitable for most Light Duty Modern low emissions engines, especially those fitted with exhaust diesel particulate filters after treatment systems (DPF).
- Dynamic Protection Technology offers protection against soot related deposits which can be caused by high idle applications.
- Meets approvals of API CK-4 / SN



SHELL RIMULA LD4 MULTI 15W40

- Specially designed engine oil for light commercial vehicles, protects your engine against the common challenges of urban driving
- Meets approvals of API CI-4

SHELL RIMULA LD3 MULTI 15W40

- Specially designed engine oil for light commercial vehicles, protects your engine against the common , challenges of urban driving
- Meets approvals of API CH-4

MEET THE ANCILLARY RANGE



VIVA ENERGY BRAKE & CLUTCH DOT₄

- High boiling point glycol ether based fluids suitable for brake systems and hydraulic clutch systems requiring FMVSS No. 166 DOT fluids
- DOT 4 fluid is the premium product with higher wet and dry boiling points



ADBLUE[®]

- A fluid used in heavy-duty diesel engines that utilise a technology called Selective Catalytic Reduction (SCR) to help reduce the engine's exhaust emissions of oxides ofnitrogen
- AdBlue[®] meets the international ISO22241 standard for AdBlue®

MEET THE SHELL SPIRAX RANGE OF AUTOMATIC AND MANUAL TRANSMISSION FLUIDS

AUTOMATIC TRANSMISSION FLUIDS



SHELL SPIRAX S3 ATF MD3

- Premium quality Automatic Transmission Fluid (ATF) based on high viscosity index mineral oil
- Recommended for passenger cars, heavy duty transmissions, power steering units and certain hydraulic applications requiring GM Dexron III, Ford Mercon and Allison C-4 fluids



SHELL SPIRAX S6 ATF X

- Premium synthetic technology multi-vehicle lower viscosity Automatic Transmission Fluid (ATF) for both passenger cars and heavy duty automatic transmissions
- Meets the needs of many Asian and North American designed automatic transmissions requiring fluids which meet Ford Mercon LV, GM Dexron VI, JASO 1A-LV and many others



SHELL SPIRAX S5 ATF X

- Premium synthetic technology multi-vehicle Automatic Transmission Fluid (ATF) for both passenger cars and heavy duty automatic transmissions
- Meets the needs of many Asian and North American designed automatic transmissions requiring fluids which meet Allison C-4, Aisin JWS 3309, JASO 1A and 2A-02, Ford Mercon and Mercon V, GM Dexron III, Toyota T-III and T-IV and many others

MANUAL TRANSMISSION AND AXLE FLUIDS



SHELL SPIRAX S2 A 80W-90 & 85W-140

- High quality mineral manual transmission and axle oils for API GL-5 applications in a wide variety of automotive axle units subjected to heavy conditions
- Recommended for passenger cars, heavy duty transmissions, hypoid axles and other units operating under high speed/shock load, high speed/low torque and low speed/high torque conditions



SHELL SPIRAX S3 ALS 80W-90

- High quality mineral axle oil for API GL-5 automotive axle units with limited slip differentials, including many ZF units
- Recommended for passenger cars, heavy duty vehicles including construction machines or buses, and may also be used in other moderate to heavily loaded gear sets which allow the use of friction modifiers. Meets ZF TE-ML 05C, 12C, 21C



SHELL SPIRAX S4 AT 75W-90

- High performance, synthetic blend automotive gear lubricant specially designed for use in gearboxes and axles
- Designed to meet the requirements of both axles and gearboxes and can be used as "universal" Driveline lubricant in heavy duty and passenger car vehicles.
- API Service Classification: GL-4, GL-5, MT-1



SHELL SPIRAX S2 ALS 90

- High quality mineral axle oil for API GL-5 automotive axle units with limited slip differentials
- Recommended for passenger cars, heavy duty vehicles including construction machines or buses, and may also be used in other moderate to heavily loaded gear sets which allow the use of friction modifiers

SHELL SPIRAX S4 TXM

- Premium SAE 10W-30 multi-functional Universal Tractor Transmission Oil (UTTO)
- Ensures optimum performance of oil immersed brakes whilst minimising brake noise. Recognised by leading agricultural equipment manufacturers

SHELL SPIRAX S6 AXME 75W-90

- Unique fuel-efficient, long life transmission and axle oil designed for the latest heavy duty manual transmissions and axles
- Formulated with synthetic base oils and additive technology, gives improved lubrication, lowers the operating temperature and helps promote longer life for the equipment

SHELL SPIRAX

S6 GXME 75W-80

- Premium synthetic, fuel efficient, long life gear oil for synchromesh gearboxes in passenger cars and heavy duty vehicles
- Special frictional properties and high fluidity combine to give lower power loss and lower operating temperatures over a longer oil drain interval





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on 1300 134 205 or technicalhelpdesk@vivaenergy.com.au

Specifications	Top Up Oil	Ultra SP 0W-20	Ultra ECT C2/C3 0W-30	Ultra ECT C3 5W-30	Ultra X 5W-30	Ultra 5W-40	Ultra Prof AS-L OW-20	Ultra Prof AJ-L OW-30	Ultra Prof AP-L OW-30
SAE	0W-30	0W-20	0W-30	5W-30	5W-30	5W-40	0W-20	0W-30	0W-30
PurePlus		YES	YES	YES	YES	YES			
ΑΡΙ	SN	SP	SN	SN	SP	SP SN		SN	
ACEA	C2/C3	C5	C2/C3	C3	A3/B4	A3/B3, A3/B4 C5		C2	C2
ILSAC									
BMW				LL-04	LL-01	LL-01			
Mercedes Benz			229,.51, 229.52, 229.31	229.51, 229.31	229.5, 226.5	229.5, 226.5			
Volkswagen			504.00/507.00			502.00/505.00			
Chrysler				MS-11106		MS-10725, MS-12991			
Ford									
Ferrari									
GM				dexos2*					
Renault					RN 0700, 0710	RN 0700, 0710			
Porsche			C30			A40			
Fiat			9.55535-GS1, 9.55535-DS1*			9.55535-N2*, 9.55535-Z2			
PSA						B71 2296			B71 2312
Jaguar								STJLR.03.5007	
Land Rover								STJLR.03.5007	
Volvo							VCC RBS0-2AE		
Pack Sizes	1L	5L, 20L, 209L	1L, 5L, 20L, 209L	1L, 5L, 20L, 209L	1L, 5L, 209L	1L, 5L, 20L, 209L	209L	209L	209L

SYNTHETIC

* Meets requirements of the manufacturer



Ultra Prof AF 5W-30	Ultra Prof AG 5W-30	Ultra Prof AF-L 5W-30
5W-30	5W-30	5W-30
	YES	
SL	SN	
A5/B5	C3	C1
WSS-M2C913-C, WSS-M2C913-D		WSS-M2C934-B
	dexos2	
STJLR.03.5003		STJLR.03.5005
STJLR.03.5003		STJLR.03.5005
20L, 209L, IBC	209L	209L

Valid at June 2022

SHELL HELIX PRODUCT SPECIFICATIONS

	SYNTHETIC						SEMI SYNTHETIC				MINERAL		
Specifications	Ultra Prof AF-L OW-30	Ultra Prof AP-L 5W-30	Ultra Prof AR-L 5W-30	Ultra Racing 10W-60	HX8 Prof AG 5W-30	HX8 X 5W-30	HX8 ECT 5W-40	HX7 ECT 5W-30	HX7 SN PLUS 10W-30	HX7 10W-40	High Mileage 15W-50	HX5 I5W-40	HX3 20W-50
SAE	0W-30	5W-30	5W-30	10W-60	5W-30	5W-30	5W-40	5W-30	10W-30	10W-40	15W-50	15W-40	20W-50
PurePlus				YES									
ΑΡΙ				SN	SP	SN Plus	SN	SN	SN Plus	SN Plus, SN/CF	SN/CF	SN Plus, SN/CF	SL/CF
ACEA	C2	C2	C4	A3/B3, A3/B4		A3/B4	C3	C3		A3/B3, A3/B4	A3/B4	A3/B3	
ILSAC					GF-6A				GF-5				
BMW				M applications			LL-04						
Mercedes Benz						229.5	229.31, 229.51	229.31		229.3			
Volkswagen										501.01/505.00			
Chrysler					FCA MS-13340								
Ford	WSS-M2C950-A				WSS- M2C946-B1								
Ferrari				APPROVED									
GM					dexos1* - Gen 2		dexos2						
Renault			RN 0720			RN 0700, 0710	RN 0700, 0710			RN 0700, 0710			
Porsche													
Fiat							9.55535-S2 (*)						
PSA		B71 2290 (Euro 5 & older)											
Jaguar													
Land Rover													
Volvo													
Pack Sizes	IBC	209L	20L, 209L	209L	209L	5L, 209L	209L	1L, 5L, 2OL, 209L, Bulk	5L, 20L, 209L, IBC, Bulk	1L, 5L, 20L, 209L, Bulk	1L, 5L	1L, 5L, 209L	1L, 5L, 209L

* Meets requirements of the manufacturer

Valid at June 2022

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