

**KROSS**

**Empowering Oil**

**Product catalog**



**RELEASE THE HORSE POWER**

Made in Belgium

# **RELEASE** **THE HORSE POWER**







# ***KROSS PRODUCTION INDUSTRY***

Tradition, technology and passion

Kross forms a harmonious combination between tradition, technology and passion. The Belgian tradition in manufacturing auto oils and the latest generation technology at the highest European standards, that's being assured by a continuous collaboration with the most important automotive producers, are coming to accomplish our passion for horsepower.

We work with the biggest refineries from Europe. Our product portfolio contains a complex and wide range of latest generation motor oil for cars, transportation, agriculture, industry and navy – motor oil, transmission oil, hydraulic oil, oil for compressors, antifreeze and many other special products.

The success triumphed by our products in Europe, Africa, Middle East, Far East and United States of America motivates us to continuously invest in the research and development of the production capacity. Our specialists are always synchronized with the rapid evolution of automotive industry and they apply the latest specifications of auto manufacturers, continuously providing complete solutions for the highest standards.

All these mentioned for you to be able to enjoy your vehicle's performances.  
***KROSS. Release your horsepower.***





**KROSS**

*Empowering Oil*



## ***KROSS Range***

- *PASSENGER CAR MOTOR OIL*
- *TRUCK MOTOR OIL*
- *TRANSMISSION OIL*
- *POWER STEERING OIL*
- *MOTORCYCLE OIL*
- *AGRICULTURAL MACHINERY OIL*
- *HYDRAULIC OIL*
- *CATERPILLAR OIL*
- *CONCENTRATE ANTIFREEZE*





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# PASSENGER CAR **MOTOR OIL**



## EXEO - Set your engine free!

Latest generation motor oils, 100% synthetic, specially designed to enhance the car's power and to maintain its performances as long as possible.

EXEO range of products is satisfying the strictest requirements of the car manufacturers. High quality base oil combined with advanced additive technology provides increased power, fuel economy and helps to prolong service life, providing excellent engine protection.



1L; 4 L

**EXEO 5W30** is a fully synthetic motor oil from the latest generation, for the lubrication of all gasoline and diesel engines with turbocharging. Through its special composition with a friction improver (friction modifier), fuel savings can be realized. Her excellent fluidity at low temperature gives a very low resistance when starting the engine, hereby reducing wearing to a minimum.

**EXEO 5W30 meets the following specifications:**

API SM/CF; ACEA A3/B3, A3/B4; VW 502.00/505.00; MB 229.3

**APPLICATIONS:**

EXEO 5W30 can be used in modern gasoline and diesel engines without particulate filters for cars, where an ACEA A1, A5, B1 or B5 level is required.



1L; 5 L

**EXEO "GM" 5W30** is a fully synthetic product, using the latest technology for "mid saps" (sulphated ash, phosphorus and sulphur), catalyst compatible engine oils. Its special formulation combines fuel economy together with an extended service life. The reduced ash formulation protects particulate traps and exhaust after treatment devices.

**EXEO "GM" 5W30 meets the following specification:**

ACEA A3/B4-04, C3-10; GM Dexos 2 TMLicense N°RR1A1201029; MB 229.51; BMW LL 04; VW 502.00/505.00/505.01

**APPLICATIONS:**

EXEO "GM" 5W30 is primary intended for all light-duty diesel engines of General Motors vehicles in both factory and service fill, but it is equally suitable for most gasoline engines. EXEO "GM" 5W30 supersedes GM-LL-B-025 and GM-LL-A-025 and meets major European OEM's requirements for gasoline and light-duty diesel engines

**Manufacturer certification GM Dexos2**



**EXEO LL 5W-30** is a 100% synthetic, fuel economy "low SAPS" motor oil of the latest generation, which is especially developed to meet the "long life III" requirements of the cars of the constructors Volkswagen, Audi, Skoda and Seat. The oil meets the VW-norms 504.00 and 507.00. These norms exceed almost all the previous specifications: 502.00 / 503.00 / 503.01 / 505.00 / 506.00 and 506.01.

**EXEO LL 5W30 meets the following specifications:**

ACEA A3/B4, C2, C3-10; MB 229.51; VW 504.00/507.00; BMW LL-04.

**APPLICATIONS:**

This oil can be used in all vehicles with extended oil drain intervals, except in V10 TDI and the 5 cylinder 2,5 TDI engines. The first generation engines with pump injector units have to use the 505.01 specification.

**Manufacturer certification  
VW 504.00/507.00**



1L; 5 L

**EXEO 5W40** is a high performance engine oil of the latest generation, specially designed to meet the strict requirements of manufacturers and composed of non-conventional base oils and high quality additives

**EXEO 5W40 meets the following specifications:**

API SM, SL/CF; ACEA A3/B4-08; PORSCHE A40; OPEL GM-LL-B-025; VW 502.00 / 505.00; PSA B71 2296; BMW LL-01; RENAULT RN 0710/0700; MB 229.3

**APPLICATIONS:**

EXEO 5W40 This oil was specially formulated for the lubrication of all TDI engines with pump injectors. It is also suitable for most Euro - 4 engines of passenger cars



1L; 4 L

**EXEO 5W40 TDI** is a lubricant on synthetic base, especially designed to answer the highest VW- specifications (VW 505.01) for diesel engines. By using the latest technologies, this engine oil provides an excellent performance on the latest Tdi engines with pump injector units and a high protection of the exhaust catalyst.

**EXEO 5W40 TDI meets the following specifications:**

API SN/CF; BMW LONGLIFE -04; ACEA A3/B4-04 / C3-08; PORSCHE A40; FORD WSS-M2C 917-A; VW 505.01, 502.00 / 505.00 (2005); MB 229.31, MB 229.51

**APPLICATIONS:**

This oil was specially formulated for the lubrication of all TDI engines with pump injectors. It is also suitable for most Euro - 4 engines of passenger cars.

**Manufacturer certification  
VW 505.01/502.00/ 505.00**



1L; 4 L; 5 L

## CELERA - Put your horses to work!

Synthetic base motor oils, with an excellent viscosity which assures superior performance for the entire year.

Celera range of oils assures a good cold start and the maintaining of lubricate properties at high temperatures.



1L; 4 L; 20 L

**CELERA 10W-40** is an advanced engine oil on a synthetic base, specially designed for the lubrication of four stroke petrol and diesel, including diesel engines with direct injection, such as Common Rail, HDI, CDI, etc. The use of components of very high quality shows this oil has a high fluidity low temperature and a stable viscosity at high temperature. Its low ash formulation is associated with a high resistance to aging

### APPLICATIONS:

This oil is used for the majority of petrol engines and diesel engines, both with normal suction as super- charged. It is especially recommended for diesel engines with direct injection. The excellent viscosity can be used all year round.

### CELERA 10W40 meets the following specifications:

API SL/CF; VW 505.00;  
ACEA A3/B4-08 A3/B3-08;  
MB 229.1



1L; 4 L; 5 L; 20 L

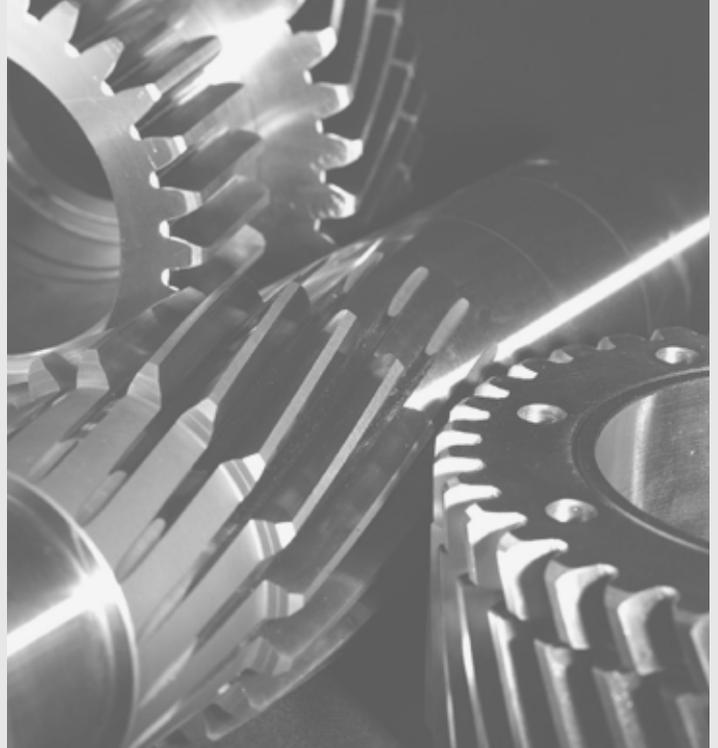
**CELERA 10W-40 TD** is an advanced engine oil on a synthetic base, specially designed for the lubrication of four stroke petrol and diesel, including diesel engines with direct injection, such as Common Rail, HDI, CDI, etc. The use of components of very high quality shows this oil has a high fluidity low temperature and a stable viscosity at high temperature. Its low ash formulation is associated with a high resistance to aging.

### APPLICATIONS:

This oil is used for the majority of petrol engines and diesel engines, both with normal suction as super- charged. It is especially recommended for diesel engines with direct injection. The excellent viscosity can be used all year round.

### CELERA 10W40 TD meets the following specifications:

API SL/CF; VW 505.00;  
ACEA A3/B4-08, A3/B3-08; MB 229.1



## PRIOR - The perfect reward for your engine!

Mineral motor oil, multiple degrees, developed to assure a high level of protection and performance considering the traffic condition and the level of engine exploitation in order to function at an optimal level. PRIOR range of products benefits from a formula based on.

PRIOR oil range benefits from a formula based on cleaning and protection properties against wear, and preventing deposition of impurities, while maintaining engine power.

**PRIOR 15W40** is a mineral, super multi-grade engine oil for all light vehicles, petrol and oil diesel. This oil is characterized by a very good oxidation resistance, avoids "black sludge", a low sulphated ash and allows long oil drain periods, according to the prescription of the constructor.

**PRIOR 15W40 meets the following specifications:**

API SG/CD; CCMC G4/D2; MIL MIL-L-46152E.

**APPLICATIONS:**

Prior 15W40 is suitable for the lubrication of gasoline and light diesel engines, with or without turbo from 1989 to 1996. This oil fulfills the latest specifications CCMC.



1L; 4 L, 20 L

**PRIOR 20W50** is a mineral, super multi-grade engine oil for all light vehicles, petrol and oil diesel. This oil is characterized by a very good oxidation resistance, avoids "black sludge", a low sulphated ash and allows long oil drain periods, according to the prescription of the constructor.

**PRIOR 20W50 meets the following specifications:**

API SG/CD; CCMC G4/D2; MIL MIL-L-46152E

**APPLICATIONS:**

PRIOR 20W50 is suitable for the lubrication of gasoline and light diesel engines, with or without turbo from 1989 to 1996. This oil fulfills the latest specifications CCMC



1L; 4 L

# TRUCK MOTOR OIL

**CARRUS product range** is destined for engines that function in off-road regime and for commercial transportation. Its excellent properties are preventing premature wear and are assuring an extended period before changing the oil again. CARRUS oils are satisfying the most recent specifications of European and American manufacturers of heavy diesel engines.



**CARRUS TD 10W40** is a universal synthetic based engine oil, developed to satisfy the latest specifications of both European and American constructors of heavy diesel and gasoline engines. It provides excellent protection against deposits in the engine and the turbocharger supply lines and offers lasting protection against wear camshaft.

**CARRUS TD 10W40 meets the following specifications:**

API SL/CI-4 CH-4, CG-4, CF-4, CF; ACEA A3-02, B3-98#2, B4-02, E5-02, E7-04; MB 228.3; MAN M 3275; MTU Type 2; VOLVO VDS-2, VDS-3; MACK EO-M Plus, EO-N Premium Plus; CUMMINS CES 20076/7/8; RENAULT RLD, RLD-2; GLOBAL DHD-1.

**APPLICATIONS:**

Can be used for all modern diesel and gasoline engines of trucks, off-road equipment and others. Moreover, it can also be used for all kinds of vehicles, including passenger cars.

**ADVANTAGES :**

Suitable for low-emission engines (Euro 2, Euro 3 and some Euro 4 engines). Excellent protection against deposits in the engine and turbocharger ducts. Enhanced protection against valve train wear. Not suitable for Euro 4 engines equipped with particulate filters.



20 L; 208 L

**CARRUS 10W40 LE** 100% SYNTHETIC ENGINE OIL U.H.P.D., meeting the highest performance standards for heavy duty trucks. It can be used for those engines, which are equipped with particulate filters, in combination with low-sulphur diesel fuel (max. 50 ppm).

**CARRUS 10W40 LE meets the following specifications:**

API CI-4; ACEA E6-08, E7-08, E9-08; MB 228.51; MAN M 3277 (for CRT); M 3477; M 3271-1; CATERPILLAR ECF-1; SCANIA Low Ash; VOLVO Approval VDS-3, CNG; CUMMINS CES 20076/7/8; DAF Extended drain; RVI RLD, RLD-2, RXD, RGD; MTU Type 3.1; DEUTZ DQC-III-05

**APPLICATIONS:**

CARRUS 10W40 LE is intended for truck fleet operators, seeking the best available lubricating oil technology, in order to meet the stringent emission limits, as requested by the Euro-5 emission standard. This oil may also be used in previous generations of diesel engines (Euro 2, 3 and 4).



20 L; 208 L

**CARRUS TD 15W40** is a universal engine oil designed to meet the latest European and American specifications of manufacturers of large diesel engines. It is suitable for small engines emission rate (Euro II, Euro III and some Euro IV engines). It cannot be used in Euro IV engines and engines with particulate filter. It provides excellent protection against deposits in turbocharger ducts and greater protection against use of the camshaft and allows very long drain intervals.

**CARRUS 15W40 TD meets the following specifications:**

API SL/CI-4, CH-4, CG-4, CF-4, CF; ACEA A3/B3-10, A3/B4-10, E7-08#2; MACK EO-M Plus; ALLISON C4; MB 228.3, 229.1; CUMMINS CES 20076,7,8; MAN M 3275;

CATERPILLAR ECF-1a, ECF-2; MTU Typ 2; GLOBAL/JASO DHD-1, DH-1; DETROIT DIESEL 93K215; VOLVO VDS-3; DETROIT DIESEL 93K215; RENAULT RLD, RLD-2; DEUTZ DQC-III-05

**APPLICATIONS:**

CARRUS TD 15W40 - This oil can be used in all modern diesel engines of trucks, construction equipment and other civil engineering equipment. It can also be used for all other types of vehicles and cars.



20 L; 208 L

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**KROSS**

Empowering Oil

# **TRANSMISSION**

## **OIL**

**TRANS 75W80** is an extreme-pressure lubricant for gear boxes, specially formulated to satisfy the highest service conditions: high speed, shock loads and high torque at low speeds.

**TRANS 75W80 meets the following specifications:**

API GL 5; MIL MIL-L-2105 C and D; PSA (Peugeot-Citroën); FIAT DUCATO for transmissions; ROVER (100/200/400 types for differential)

**APPLICATIONS:**

TRANS 75W80 is applicable for wheels and most transaxles.



1 L

**TRANS 75W90** is a synthetic based, special transmission oil with "extreme pressure" properties, especially composed in order to prevent corrosion on copper alloys.

**TRANS 75W90 meets the following specifications:**

• SAE 75W90; API GL3/GL4/GL5; MIL-L-2105 B,C,D.

**ADVANTAGES:**

Exceptionally high viscosity index.  
Excellent fluidity at low temperatures.  
Very long lifetime.

**APPLICATIONS:**

TRANS 75W90 is applied in up-to-date gear boxes and some rear axles, especially where gear shift problems occur when using thicker oils. Because of its special composition, it is particularly suited for synchronized gear boxes, as well as heavily loaded differentials. The very broad viscosity range, in combination with specific components, ensures a perfect service in the most difficult circumstances



1 L

**TRANS HD 80W90 GL4** is a mechanical transmission oil with more moderate "pressure properties" (EP) and is specially formulated to prevent corrosion of copper alloys.

**TRANS HD 80W90 GL4 meets the following specifications:**

API GL 4; MIL-L-2105

**APPLICATIONS:**

It is suitable for lubricating "synchromesh" transmissions, transfer cases, mechanical steering devices and most of the rear axles.



1 L; 20 L



1 L

**TRANS H-EP 80W90 GL5** is an "extreme pressure" gear oil, working under severe circumstances with high accelerations, high power and high torque at low speed

**TRANS H-EP 80W90 GL5 meets the following specifications:**

API GL 5; MIL MIL-L-2105 C and D;  
MAN 342N (SAE 80W90).

**ADVANTAGES:**

Naturally high viscosity index.  
Low pour point.  
Very good resistance against oxidation.  
Long lifetime.

**APLICAȚII:**

TRANS H-EP 80W90 GL5 is recommended for all hypoid transmissions and can also be used for conical gear wheels, spiral bevel gears, worm wheels and most gear boxes.



1 L; 4 L; 20 L

**MATIC+ IID** is an oil with a high viscosity index for automatic transmissions

**MATIC+ IID meets the following specifications:**

GM 6137-M DEXRON® II-D;  
FORD M2C 166H, Mercon;  
ALLISON C4; CAT TO-2; MAN 339 D;  
ZF TE-ML 02F, 03D, 04D, 09, 11A, 14A, 17C;  
VOITH 55.6335 (G 607); MB 236.1, 236.5,  
236.6, 236.7.

**ADVANTAGES:**

High chemical stability.  
Small viscosity change in function of temperature.  
Increased anti-wear properties.  
Excellent oxidation stability.

**APPLICATIONS:**

MATIC+ IID can be used in automatic transmissions, torque convertors, power steering and hydraulic circuits, for which the constructors prescribe a product, which meets the GENERAL MOTORS ATF TYPE DEXRON II E and FORD MERCON-requirements.



1 L

**MATIC+ IIH** is a very high grade transmission fluid formulated with selected additives to obtain the following properties:  
High and stable viscosity index.  
Small viscosity change in function of temperature.

A very low pour point.  
Excellent oxidation stability.  
A positive activity against wear, corrosion and foam.  
Specific friction properties.  
A perfect compatibility with seals and non-ferro metals.

**MATIC+ IIH meets the following specifications:**

GM DEXRON III H; FORD MERCON; ALLISON C4 / TES 389; CAT TO-2; MB 236.1, 236.5; MAN 339 Z1/V1; • ZF TE-ML 09B, 11B, 14A; DENISON; VOITH 55.6335 (G607); VOLVO CE 97241.

**APPLICATIONS:**

MATIC+ IIH can be used in automatic transmissions, torque convertors, power steering and hydraulic circuits, for which the constructors prescribe a product, which meets the GENERAL MOTORS ATF TYPE DERON III H and FORD MERCON-requirements.

# POWER STEERING OIL



1 L

**CHF FLUID** is an ultra-high performance synthetic power steering fluid, suitable for use in hydraulic and electro-hydraulic power steering, active suspension systems and other ancillary hydraulic operated systems on passenger cars and trucks. CHF FLUID is formulated with high-quality synthetic base stocks with an advanced additive combination and promotes quiet steering pump operation by minimizing pump noise/squeal.

**CHF FLUID meets the following specifications:**

DIN 51524 Teil 3; ISO 7308; BMW; MAN M3289; Opel 19 40 715/766; Porsche; Volvo 1161529/30741424 000.043.203.33/000.043.206.56; VW TL 52 000.043.203.33/000.043.206.56; VW TL 52 146 (G002 000/G004 000); MB 345.0; Ford WSS-M2C204-A/A1; ZF TE-ML 02K

**ADVANTAGES:**

Advanced low temperature fluidity assists excellent cold weather steering performance and wear protection at cold start-up. Ultra high performance fluid aids enhanced response times in power steering systems, beyond typical mineral product performance. Offers quiet system operation and helps minimize pump noise (squeal). Additive technology promotes protection against critical component rust and corrosion. Excellent oxidation stability. Offers robust protection to seals and hoses. Green color avoids confusion with other fluids.

**APPLICATIONS:**

CHF FLUID is designed for use in hydraulic and electro-hydraulic power steering systems of passenger cars, and in active suspension systems and level control systems. It may also be used in shock absorbers and other ancillary hydraulic equipment such as central locking systems and the soft-top closing mechanism of convertible cars. CHF FLUID is a dedicated power steering fluid, not an automatic transmission fluid, and should not be used in automatic transmission. It has not been validated for use in braking systems, so should not be used in braking systems where an « LHM » fluid is required (such as many Peugeot and Citroën models).



# MOTORCYCLE OIL

**2T - GREEN POWER** is a semi-synthetic pre-diluted oil, intended for the lubrication of 2-stroke gasoline engines with high specific power. This oil combines a high lubricity with a high thermal stability. Easily miscible with gasoline and efficient protection against deposits.

**2T - GREEN POWER meets the following specifications:**

- API TC
- JASO FB
- ISO-L EGB

**APPLICATIONS:**

This oil is especially manufactured in order to satisfy the requirements of modern air cooled 2-stroke engines with a high specific power. Limited smoke formation.



1 L

**2T - RED POWER** is an oil for air cooled 2-stroke gasoline engines, intended for machines, of which the fuel tank is filled with a mixture of gasoline and oil, and also for machines, equipped with separate tanks. It is easily miscible with gasoline and has a very high lubricant power. It also has a very good protection of the pistons and segments against overheating and an efficient protection against rust at every temperature.

**2T - RED POWER meets the following specifications:**

- API TC

**APPLICATIONS:**

2T - RED POWER. This oil is applicable for all air cooled 2-stroke gasoline engines with a dilution content of 2% (1 to 50) and 4% (1 to 25). This according to the constructors' requirements.



1 L

**4T - 10W40** is a multigrade oil, based on hydrocracked base oil. The use of these special base oil in the formulation of this quality, ensures a high fluidity at low temperature, which not only makes the start easier, but realizes also an immediately proper oil circulation and perfectly lubricates all the vital organs of the engines.

**ADVANTAJES:**

4T - 10W40 provides excellent protection towards engine, gearbox and wet clutches used in 4-stroke motorcycles and ensures the highest possible reliability even under the most severe operation conditions. 4T - 10W40 has a very good thermo-oxidative stability, minimizing deposits and sludge formation. Exceptional anti-wear properties protect vital engine- and gear components leading to lower maintenance costs. Controlled frictional properties eliminate clutch slippage, effectively improving the drivability of the vehicle.

The good low temperature properties enable easy starting at low ambient temperatures and ensures effective lubrication and wear protection at start up.

**APPLICATIONS:**

4T - 10W40 is recommended for a wide range of high powered 4-stroke motorcycles. 4T - 10W-40 exceeds the specifications of API SL and JASO MA 2 as well the requirements of many global 4-stroke motorcycle manufacturers



1 L



**KROSS CHAINSAW OIL** is a very adhesive oil, consisted of mineral oils and an adhesive improver. The oil is especially designed for the lubrication of chain saws.

**APPLICATIONS:**

CHAINSAW OIL is primarily used for the lubrication of chains from chain saws. CHAINSAW OIL prolongs the longevity of the material by reduction of the resistance and by protection against wear and corrosion. Because of its tackiness, CHAINSAW OIL can also be used for the lubrication of conveyor chains and textile machines.

**Caution: not to be used in the engine!**



1 L





**Clasa KROSS AGRO- STOU (10W-30; 10W-40; 15W-30)** is an universal multi-grade oil for engines, transmissions, wet brakes and hydraulic systems for tractors. Herefore one single oil be used for the lubrication of different tractor parts.

**AGRO- STOU CLASS meets the following specifications**

- API CG-4, CF-4, SF/CE, GL 4, GL 5 (viteză mică / cuplu mare)
- JOHN DEERE JDM J27
- MASSEY FERGUSON M-1135, M-1139, M-1143, M-1144
- ACEA E3, E2
- MAN 271
- MB 227.1
- MIL MIL-L-2104 D/C, MIL-L-2105, MIL-L-46152 B
- NEW HOLLAND NH 330G (15W40), NH 030C (10W30), NH 024C (15W40)
- FORD ESN-M2C-159 B/C, ESN-M2C-134 C/D
- CASE NEW HOLLAND MAT 3525, MAT 3526
- ZF TE-ML 06A & B ,07B

**APPLICATIONS:**

This multigrade oil is advised for the lubrication of either charged or not charged diesel engines (TURBO), 4-stroke gasoline engines and LPG-engines. This oil is intended for the lubrication of gear boxes, differentials, final drives, power take-off, wet brakes and hydraulic systems of agricultural tractors and engines for off-highway equipment



20 L

**KROSS AGRO- UTTO 10W-30** is a special oil destined for automatic transmissions, hydraulic systems, brakes, clutches, etc. from tractors, forklifts and off-road equipment. This oil (Universal Tractor Transmission Oil UTTO) should NEVER be used to lubricate the motor. When the manufacturer (see the lubricating instruction) requires an oil for the lubrication of all parts including the engine, he refers to a SUPER TRACTOR OIL UNIVERSAL (STOU).

**APPLICATIONS:**

Because of its multifunctional nature, this oil can be used in transmissions, hydraulic lifts, rear axles, wet brakes of agriculture tractor, off-road equipment, as well as mobile hydraulic systems (cranes, junction box, power steering).

**KROSS AGRO - UTTO 10W-30 meets the following specifications:**

- API GL 4
- CASE NEW HOLLAND MAT 3525, MAT 3505
- JOHN DEERE JDM 20 C/D
- CATERPILLAR TO-2
- MF M-1127 B, M-1143, M-1129 A
- ALLISON C3/C4
- FORD ESN-M2C-86 C, 134 C/D
- ZF TE-ML 03E, 05F, 17E

# HYDRAULIC OIL

**KROSS HYDRO – Hydraulic oils** range of hydraulic oils was designed especially for satisfying the demand of the most important producers of hydraulic equipment. These hydraulic oils are based on mineral oil improved with additives for anti-wear, anti-oxidant, anti-corrosion and anti-foaming.

**KROSS HYDRO meets the following specifications:**

DIN 51524 Part 2, HLP; ISO 11158, HM AFNOR 48-603 HM; Cincinatti Milacron P-68, P-69, P-70; DENISON HF-0, HF-2; VDMA 24318; SPERRY VICKERS M2950-SD; SPERRY VICKERS I-286-S3.

**APPLICATIONS:**

HYDRO HLP oil were especially designed to satisfy the requirements of the manufacturers of hydraulic systems where the highest demands are made concerning high pressure, temperatures or speeds. HYDRO HLP is recommended for the hydraulic systems of the following types: VICKERS, GEROTOR, GRESEN, HPM, DENISON, CESSNA, HYDRECO, WORTHINGTON, etc. It is also suitable for the lubrication of workshop equipment, reducing gears, bearings, compressed air systems and air screw compressors.



**H32; H46; H68**

**20 L; 208 L**

# CATERPILLAR OIL



**TDTO10** și **TDTO 30** is a lubricant, which has specially been formulated to satisfy the requirements of Caterpillar TDTO (TRANSMISSION / DRIVE TRAIN OIL).

**TDTO meets the following specifications:**

**KROSS TDTO10**

- CATERPILLAR TO-4
- SAE 10W
- KOMATSU KES 07.868.1
- ALLISON C-4
- ISO VG 32-46

**KROSS TDTO 30**

- CATERPILLAR TO-4
- SAE 30
- KOMATSU KES 07.868.1
- ALLISON C-4
- ISO VG100

**APPLICATIONS:**

The TDTO oil has been developed for use in Caterpillar friction devices, like power shift transmissions, clutches and brakes and in other driver train components, such as final drives, bevel gears and differentials.



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1 L, 20 L

**NORDIS G12** is an ethylene glycol based engine coolant concentrate, which uses Organic Acid Inhibitor Technology and is free from nitrites, amines, phosphates, borates and silicates. BTC Classification Type 4E. Fleet trials have shown that when used at the correct concentration coolants based on Organic Acid Inhibitor Technology continue to provide effective corrosion protection for up to 250,000 km for passenger cars and 500,000km in commercial vehicles. It is recommended that the coolant is replaced when the above mileages have been reached or after 5 years whichever is the sooner. Unlike traditional coolants which employ inorganic inhibitors, NORDIS G12 has excellent hard water stability and very low inhibitor depletion rates.

**PERFORMANCE LEVEL :**

**NORDIS G12+** exceeds the requirements of most European and International Standards including:

- ASTM D3306, ASTM D 4985
- SAE J 1034
- BS 6580 (1992) AFNOR NF R15-601 \*
- FFV Heft R443
- CUNA NC 956-16
- UNE 26361 - 88
- JIS K 2234 \*
- NATO S 759

**COMPATIBILITY WITH OTHER COOLANTS:**

NORDIS G12+ is compatible with other ethylene glycol based coolants and can be safely mixed with them. As NORDIS G12 employs an inhibitor technology that is significantly different from that used in traditional coolants we recommend that prior to using NORDIS G12 in systems previously filled with traditional coolant that the cooling system is drained and flushed with clean water before filling with NORDIS G12 diluted in accordance with the vehicle manufacturers instructions to ensure optimum performance and durability. Failure to do so can significantly reduce the working life of the NORDIS G12. In the absence of a vehicle manufacturer's advice we would recommend a 50% dilution of NORDIS G12 in good quality water.

**NORDIS G12+** meets the following OEM specification:

- Chrysler MS 9176
- Cummins 85T8-2 & 90T8-4
- Ford ESE M97B49-A, WSS-M97B44-D & ESD M97 B49-A
- GM 1899 M, US 6277 M & OPEL GM, QL130100
- John Deere H 24 B1 & C1
- Leyland Trucks LTS 22 AF 10
- Renault 41-01-001
- VAG TL 774F
- VOLVO NR 260
- Mack 014GS 17004
- MAN 248, 324 (SNF) & B&W D 36 5600
- Mercedes MB 325.3

# CONCENTRATE ANTIFREEZE



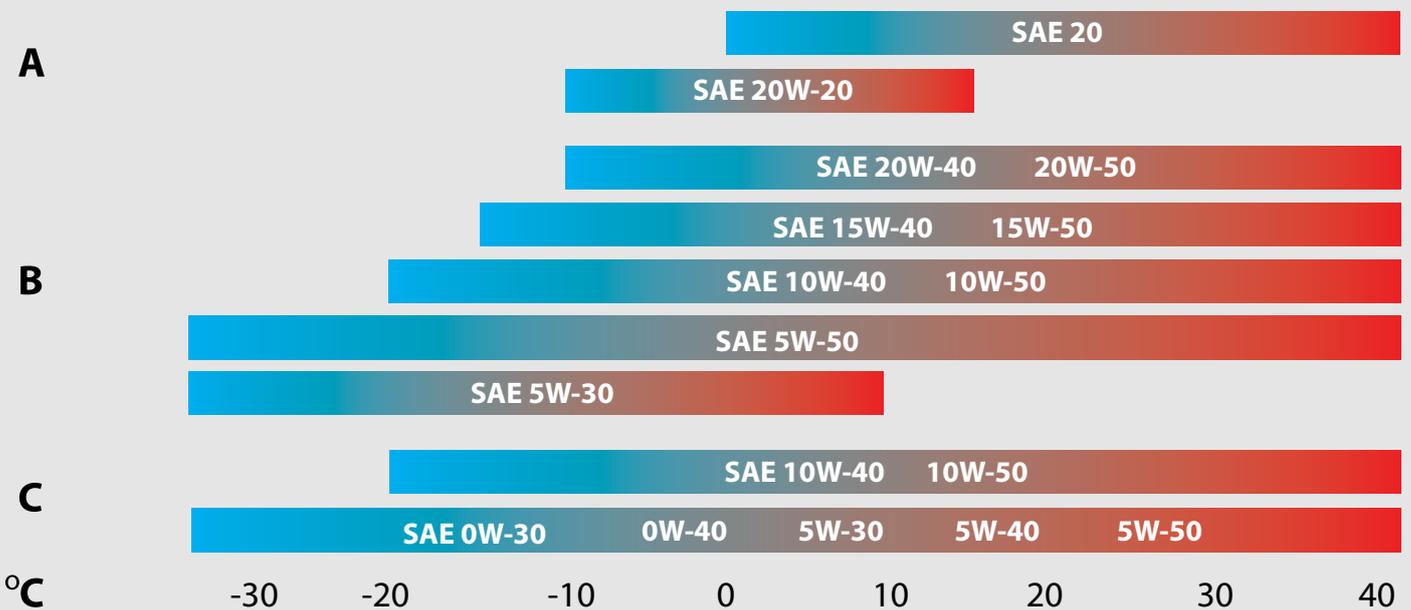
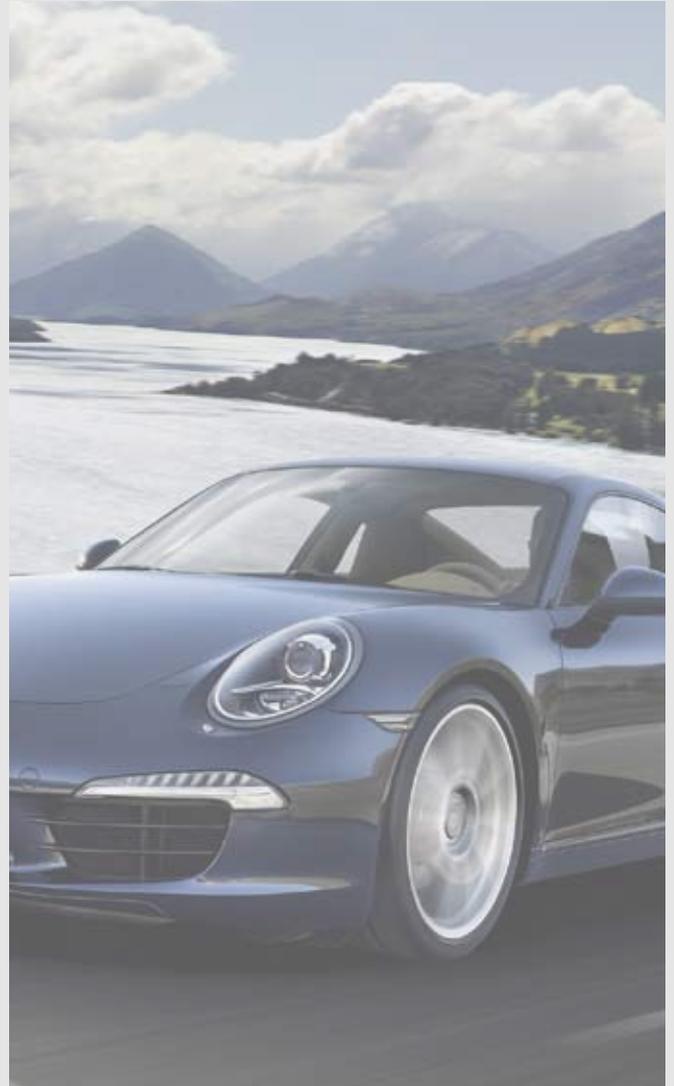


# Standards used in oil Industries

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API)
- European Automobile Manufacturers Association (ACEA)

## ■ Clasificare SAE - Classification of motor oils according to viscosity (SAE standard). The Society of Automotive Engineers

A - Regular Motor Oil  
 B - Multiple Degrees Motor Oil  
 C - Motor Oil with improved lubrication capacity  
 Oil viscosity should be chosen depending on the type and wear of the engine and the ambient temperature. Using multiple degree and synthetic oils enable the usage of the same type of oil, regardless of the season.



## API Classification - American Petroleum Institute

### API Specification- category "service" (SA - SL) (Gasoline engines)

SA - First gasoline and diesel engines (obsolete).  
Motor oil without additives.

SB - Minimum requirements for gasoline engines  
(obsolete). Anti-oxidant additives.

SC - Requirements for 1964 -1967 engines.

SD - Requirements for 1968 – 1971 engines.

SE - Requirements for 1972 – 1979 engines.

SF - Requirements for 1980 – 1988 engines.

SG - Requirements for 1989 – 1993 engines.

SH - Requirements for 1994 – 1996 engines.

SJ - Requirements for 1997 – 2000 engines.

SL - Released in 2001. Requirements for 2001 engines.  
Can be used as replacement for motor oils meeting API SJ  
standards.

SM - Released in 2005. Requirements for 2005 engines.  
Can be used as replacement for motor oils meeting API SJ  
and SL standards

SN - the highest performance class, introduced in 2008.  
Exceeds Services API classification and is particularly  
recommended for high performance engines, high-rpm,  
including turbocharged (KROSS portfolio: EXEO 5W40 TDI)

### API Specification- "comercial" category (CA - CH-4) (Diesel engines)

CA - - For light diesel engines with high quality fuel (ob-  
solete). Military requirements 1940 – 1954.

CB - For average diesel engines with poor quality fuel  
(obsolete). Military requirements 1949.

CC - For medium and heavy diesel engines and gasoline  
engines (obsolete). Military requirements 1961-1964.

CD - For heavy diesel engines, aspirated and turbo  
(obsolete). Introduced in 1955.

CD II - 2-stroke diesel engines (obsolete). Meets the  
requirements of API CD and Detroit Diesel engines 6V53T.

CE - For 1983 heavy duty diesel engines(1983). Meets the  
requirements of API, CC, CD.

CF - For diesel engines with direct and indirect injec-  
tions for which the fuel can exceed 5% sulfur. Meets the  
requirements of API CC and CD. It is effective against  
deposits on pistons, wear and corrosion.

CF-2 - For 2-stroke heavy diesel 1994 engines.  
Meets the requirements of API CD-II.

CF-4 - For heavy and light diesel turbo 4-stroke low  
emission engines. Introduced in 1991. Exceeds the  
requirements for API CE and can be used as replacement  
for oils that meet API CC, CD and CE.

CG-4 -Speed diesel engines in off-road applications where  
diesel must contain sulfur between 0.05% and 0.5%.  
Introduced in 1994. Prevents wear and piston deposits  
in high temperature, prevents oxidation and soot  
accumulation. Can be used as replacement for oils  
meeting API CD, CE and CF-4.

CH-4 - Speed diesel engines, off-road where diesel must  
contain sulfur between 0.05% and 0.5%. Introduced in  
1999. It has superior control against deposits on pistons,  
wear, corrosion and soot, having good stability to  
oxidation. Can be used as replacements for oils meeting  
API CD, CE, CF-4 and CG-4.

CI-4 - Speed diesel engines, off-road and heavy where  
diesel must contain sulfur between 0.05% and 0.5%.  
Introduced in 2003. This new category is superior in  
performance to the API CH-4 and was designed to fulfill  
the requirements of environmental legislation relating to  
vehicles equipped with EGR (exhaust gas recirculation).

CI-4+ - Speed diesel engines, off-road and heavy where  
diesel must contain sulfur between 0.05% and 0.5%.  
Introduced in 2003. Has the same qualities as the CI-4 but  
is superior in anti-wear protection of deposits of soot and  
provides high resistance to shear (breakage of the oil film).

CJ-4 - For the new generation of diesel engines manufac-  
tured since 2007 that are using diesel with sulfur content  
between 0.005% and 0.05%. It is also recommended for  
engines manufactured before 2007. Provides the most  
advanced protection on engines, catalytic converters and  
particle filters, also providing a longer period between oil  
changes. Can be used as replacement for oils meeting the  
requirements of API CH-4, CI-4 and CI-4 +.

## ACEA Specifications - (European Automobile Manufacturers Association)

The European - ACEA classifies motor oils into three main groups according to their purpose:

A category - for gasoline

B category - for diesel cars

C category - Oils compatible with catalysts

E category - for diesel trucks

### ACEA A Classification

ACEA A1 - multiple degrees oil for gasoline, average temperature shearing stability, ensures fuel economy

ACEA A2 - normal viscosity multiple degrees oil for gasoline engines

ACEA A3 - shearing stability, multiple degrees oil of low volatility. Very good cleaning properties, excellent stability

ACEA A4 - category will be used for future gasoline engines that are equipped with direct injection engine

ACEA A5 - oils with a longer exchange life that offer the possibility of reducing fuel consumption.

### ACEA B Classification

ACEA B1 - diesel oil, shearing stability at medium temperatures and low loads, provides fuel economy

ACEA B2 - motor oil for diesel engines with low loads;

ACEA B3 - motor oil for diesel engines with low loads.

Beats prescriptions from B1 and B2 on the conditions of wear, deposits and soot formation.

ACEA B4 - an advantage, primarily in direct injection diesel engines

ACEA B5 - best quality with maximum fuel economy

### ACEA A/B Classification

ACEA A1/B1 - Intended for gasoline and diesel engines.

Specially designed to reduce friction and save energy; having low viscosity at high temperatures (2.6 - 3.5 mPa s).

ACEA A3/B3 - Very stable oil intended for use in most gasoline or diesel engines with a big period between oil changing. Do not use for engines highly exploited.

ACEA A3/B4 - Resistant to destruction. Designed for gasoline or diesel engines heavily exploited and / or exploitation big time intervals between oil changing (considering the engine manufacturers' recommendations) and / or use in all seasons and / or operate in tough conditions (specified by the engine manufacturer).

ACEA A5/B5 - Resistant to destruction. Designed for powerful engines being highly exploited for which it is possible to use oils that reduce friction and have low viscosity at high temperatures. (2.9 - 3.5 mPa s).

May not be used in some particular engines.

### ACEA C Classification

ACEA C2 - Designed for automotive engines equipped with three-way catalyst (TWC) and diesel particle filter (DPF). Also for gasoline or diesel powerful engines

requiring low viscosity friction and high temperature operation (HTHS > 2.9 mPa s) These oils significantly

increase the life of the diesel particle filter and catalyst.

ACEA C3 - Designed for automotive engines equipped with three-way catalyst (TWC) and diesel particle filter (DPF). These oils significantly increase the life of the diesel particle filter and catalyst.

ACEA C4 - Designed for engines from vehicles equipped with three-way catalyst (TWC) and diesel particle filter (DPF). Also for gasoline or diesel performance engines

requiring a low content of ash, phosphorus and sulfur and also require HTHS > 3.5 mPa s) These oils significantly increase the life of the diesel particle filter and catalyst.

### ACEA E Classification

ACEA E1 - standard quality. It was removed in 2000.

ACEA E2 - Designed for simple turbo diesel engines

installed on trucks who work in medium or heavy conditions with normal interval between changing oils.

ACEA E3 - oils that protect against soot and prevents the clogging of the engine's lubrication channel.

ACEA E4 - Stable oils that provide an excellent degree of cleaning and perfect lubrication of the piston. Designed for diesel engines that meet Euro-1 standards, EURO-2, EURO-3 and EURO-4. Recommended for engines without particle filters, and for some Engines with Exhaust Gas Recirculation (EGR). Can work in long intervals between oil changes.

ACEA E5 - Meets the modern diesel engines requirement, Euro 2, Euro 3 and Euro 4.

ACEA E6 - Resistant to destruction. Stable oils that provide an excellent degree of cleaning and perfect lubrication of the piston. Designed for diesel engines that meet Euro-1 standards, EURO-2, EURO-3 and EURO-4. Recommended for engines with or without particle filters, and for some Engines with Exhaust Gas Recirculation (EGR). E6 is highly recommended for engines equipped with diesel particle filters fueled with low content of sulfur.

ACEA E7 - Resistant to destruction. They have better quality than E4 and E6. For heavily exploited engines that meet the standards of EURO-1, EURO-2, EURO-3 and EURO-4 working with increased intervals between oil changes.



### Car manufacturer's specifications

In addition to API, ACEA and ESA, the car manufacturer's standard that ensure the oil complies with all their test procedures and meet all their performance requirements. An oil that meets established performance may be approved by the manufacturer.

BMW Standard	Application
BMW Special	Motor oils for diesel and gasoline engines manufactured before 1998.
BMW Longlife-98	Motor oils for gasoline special engines manufactured since 1998.
BMW Longlife-01	Motor oils for gasoline special engines manufactured after 2001.
BMW Longlife-01 FE	Motor oils for gasoline engines manufactured after 2001.
BMW Longlife-04	Moto oils for some gasoline engines manufactured after 2004.
Ford Standard	Application
WSS-M2C 912-A1	Motor oils for gasoline and diesel engines excepting 1.9 TDI Diesel (Ford Galaxy) and 1.4 TDCI (Ford Fiesta).
WSS-M2C 913-A	Motor oils for gasoline and diesel engines excepting 1.9 TDI Diesel (Ford Galaxy) and 1.4 TDCI (Ford Fiesta).
WSS-M2C 917-A	Motor oils for 1.9 TDCI engines (Ford Galaxy).
Opel Standard	Application
GM-LL-A-025	Motor oils for gasoline engines with high performance in fuel economy.
GM-LL-B-025	Motor oils for diesel engines with high performance in fuel economy.

Mercedes-Benz Standard	Application
MB 228.1	Multiple degrees motor oils for diesel engines.
MB 228.3	UHPD engine oils (Ultra High Performance Diesel) for diesel engines working in charge, with extended interval between oil changes.
MB 228.5	UHPD motor oils (Ultra High Performance Diesel) for diesel engines in heavy duty working with extended intervals between oil changes, towards 45,000 km limit. In the weight class it is possible to use close to 60,000 km.
MB 228.51	Motor oils UHPD / 228.5 with particle filters for Euro 4 engines.
MB 229.1	Motor oils for passenger cars (gasoline and diesel engines) where the demands are increased compared with A2-96/A3-96 and B2-96/B3-96.
MB 229.3	Motor oils for vehicles.
MB 229.31	Motor oils for diesel engines with particle filters.
MB 229.5	Motor oils for cars with extended intervals between oil changes (20,000 km) and low emissions of pollutants.

VW Standard	Applications
VW 500 00	Smooth flowing motor oils for gasoline and diesel aspirated engines. Only for SAE 0W-XX, 5W and 10W-XX-XX oils
VW 501 01	Multiple degrees motor oils with easy flow for aspirate gasoline and diesel engines.
VW 502 00	Motor oils with easy flow for diesel and gasoline engines operating in difficult conditions.
VW 503 00	Oils for gasoline engines that work in highly demanding mode, with a larger interval between changing oil (WIV: 30.000 km, 2 years). Responds to requirements higher than 502 00 (HTHS 2.9 mPa s).
VW 503 01	Oils for gasoline engines that work in highly demanding mode, with longer intervals between changing oils (WIV), like Audi S3, TT (HTHS > 3.5 mPa s).
VW 504 00	Motor oils for vehicles with a long interval of working mode, for diesel and gasoline engines, including diesel engines equipped with particle filter system without additives in the fuel.
VW 505 00	All seasons motor oils for diesel engines without turbo system.
VW 505 01	All seasons motor oils for diesel engines with suction pipe. diesel cu record de aspirație
VW 506 00	Motor oils for diesel engines with a longer interval between changing oils (WIV: 50.000 km, 2 years, HTHS 2.9 mPa s).
VW 506 01	Motor oils for diesel engines with suction pipe and longer interval between changing oils.
VW 507 00	Motor oils for vehicles with long interval of working mode, for diesel and gasoline engines, including diesel engines equipped with particles filter system without additives in the fuel.

**Transmission oils are divided into two types:**

**Transmission oil for manual gearbox and rear axle (A)**

**Automatic transmission fluid (B)**

(A) 1. Transmission oils for manual gearbox and the rear axle are generally classified by American standards API: GL-1 gear boxes, axles, worm gears with low load, low speed sliding; GL-2 worm gears; GL-3 is used if GL-2 is not appropriate; GL-4 hypoid gears with small displacement; GL-5 hypoid gears with average displacement; GL-6 hypoid gears with large displacement and extreme demands (Ford ESW-M2D 105A)

(A) 2. Classification of transmission oils by viscosity / SAE J 06:

SAE degree	Kinematic viscosity 100oC		150.000 CP Viscosity at:
	Min.	Max.	Maximum temperature (oC)
70W	4.1	-	-55
75W	4.1	-	-40
80W	7.0	-	-26
85W	11.0	-	-12
90W	13.5	24.0	-
140W	24.0	41.0	-
250W	41.0	-	-
75W-90	13.5	24.0	-40
80W-90	13.5	24.0	-26
85W-140	24.0	41.0	-12



(B) 1. Automatic transmission oils are classified by the standards of General Motors (ATF - Automatic Transmission Fluid)  
Categories:  
ATF Tasa Number A, Suffix A, standard introduced in 1957  
ATF DEXRON B No. B, standard introduced in 1967  
ATF DEXRON II No. C standard introduced in 1973  
ATF DEXRON II D Count D standard introduced in 1981  
ATF DEXRON II E Number E, standard introduced in 1991  
ATF DEXRON III Number F, standard introduced in 1994  
ATF DEXRON III Number G, standard introduced in 1997  
DEXRON is a registered trademark of General Motors Corporation, A ... G numbers being classifications of QUALIFICATION ARMOUR INSTITUTE.

(B) 2. Ford also issued its own rules for automatic transmission oils  
1. SQM-2C9007A  
M2C33-G oil type G  
2. SQM-2C9010A  
M2C138-CJ CJ oil type  
3. ESPM-2C166-H H Oil  
4. MERCON regulations issued in 1987  
5. MERCON updated in 1993  
6. MERCON is a trademark of Ford Motor Company

(B) 3. In addition to these internationally recognized standards, different manufacturers of transmissions issued their own rules, for which special permission is obtained from the original equipment manufacturer. These are: Allison, Caterpillar, MAN, Mercedes Benz, Renk, Voith, VW, ZF TE-ML  
For the automatic transmission fluids, the viscosity is not an important criterion, it being implicitly understood from international specifications (e.g. all fluids that meet ATF D II have approximately the same viscosity).



## ■ **KROSS Marketing Collaterals**

*Product Catalog*



*Post It*



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*Display stands  
4 levels*

*Maintenance oil  
labels*



*Extracting pumps  
for the barrels*



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Resistant to UV radiation



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