i-Sigma

Eni lubricants for trucks

Reliability and efficiency
to reach your destination



April 2021 edition

Lubricants and special products for heavy-duty commercial vehicles

eni

oilproducts.eni.com

Eni has developed a complete range of lubricants which guarantee high efficiency, reliability and protection for heavy-duty Diesel commercial vehicles.

The **i-Sigma** engine lubricant line includes products employing reliable, tried-and-tested formulations as well as leading-edge technologies, suitable for modern engines such as those equipped with exhaust gas after-treatment systems.

In particular, a series of lubricants have been specially formulated to provide better **fuel economy**, **high protection** in any weather conditions, **respect for the environment** and **long-lasting performance**.

Eni also offers a series of specialized products as transmission oils, greases and coolants which are able to satisfy any additional application requirements.



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For more details and updates please refer to the product QR-codes.



Engine oils

The i-Sigma line of lubricants includes:

High performance engine oils designed to meet the highest quality level requested by international bodies (API and ACEA), and having a wide range of manufacturer approvals.



TOP MS - Oils with a low content of sulfated ash, phosphorus and sulfur (Mid SAPS), specifically formulated in order to maintain the efficiency of the modern exhaust gas after-treatment devices.

TOP - Oils with a high content of sulfated ash, phosphorus and sulfur (Full SAPS), specifically formulated for traditional vehicles fitted with less recent exhaust gas after-treatment devices.



High performance engine oils with a high content of sulfated ash, phosphorus and sulfur (Full SAPS). They have a good quality/price ratio.



PERFORMANCE - Oils designed to meet the international quality levels (API and ACEA) and having a wide range of manufacturer approvals.

High performance engine oils with a high content of sulfated ash, phosphorus and sulfur (Full SAPS) that guarantee the same quality standards in any application field.

UNIVERSAL - An ideal solution for the lubrication of mixed vehicles fleets comprising both heavy and light duty vehicles powered by gasoline and Diesel engines.

High performance lubricants with a **good resistance to oxidation**, **excellent detergent** and **dispersant properties** that allow the **maximum oil drain intervals** according to the manufacturers recommendations.

TOP MS



SAE	Technology	ACEA E4	ACEA E6	ACEA E7	ACEA E9	API CK-4	API CI-4	Allison TES 439	Caterpillar ECF-3	Cummins CES 20081	Cummins CES 20086	Detroit Diesel 93K218	Detroit Diesel 93K222	Deutz DQC III-10 LA	Deutz DQC IV-10 LA	Deutz DQC IV-18 LA	Ford WSS-M2C171-F1	JASO DH-2-17	JASO DH-1-17	JASO DL-0-18	MAN M 3271-1	MACK EO-O PP	MACK EO-S-4.5	MAN M 3477	MAN M 3575	MAN M 3775	MAN M 3677, M 3777	MB 228.31	MB 228.51	MB 228.52	MTU type 2.1	MTU type 3.1	Renault VI RLD-3	Scania LA	Scania LDF-4	Volvo VDS-4	Volvo VDS-4.5	
Eni i-Sigma top MS																																					
5W-30	ST	▲	▲	▲	▲	▲	▲		▲	▲	▲		●			●		▲	▲	▲	▲		●	▲	▲	●		●	●	▲	▲	●		●		●	
10W-30	ST			▲	▲	▲			▲		▲		▲	▲			▲	▲					●		▲	▲		●			▲		●			●	
10W-40	ST		▲	▲	▲	▲			▲	▲		▲		▲			▲				▲	●		●				●				●	●	●		●	
15W-40	ST			▲	▲	▲	▲/SN	▲	▲		▲		▲	●			▲	▲					●		▲	●	▲		●		▲		●			●	

TS Top synthetic
ST Synthetic technology

● Approved
▲ Meets

- Mid SAPS
- Excellent performance
- Fuel economy
- Reduced CO_2 emission
- Extended oil drain intervals

TOP



	SAE	Technology	ACEA E4	ACEA E7	API CI-4	Caterpillar ECF-1a, ECF-2	Cummins CES 20076,77	Cummins CES 20078	Deutz DQC III-18	Deutz DQC IV-10	GLOBAL DHD-1	JASO DH-1-08	MACK EO-N	MAN M 3277	MAN M 3377	MB 228.5	MTU type 3	Renault VI RLD-2	Scania LDF	Volvo VDS-3	
Eni i-Sigma top	5W-30	TS	▲	▲	▲	▲	▲	▲		▲	▲	▲	●	▲	●	●	▲	●	▲	●	
	10W-40	ST	▲	▲	▲			▲	●				●	●		●	●	●		●	

TS Top synthetic
ST Synthetic technology
● Approved
▲ Meets

- Full SAPS
- High performance
- Extended oil drain intervals
- Fuel economy

PERFORMANCE



	SAE	Technology	ACEA E5, B3	ACEA E3	ACEA E4	ACEA E7	API CG-4	API CI-4/SL	Caterpillar ECF-1a, ECF-2	Cummins CES 20078	Deutz DQC III-10	MACK EO-N	MAN M 3275-1	MAN M 3277	MAN M 3377	MB 228.1	MB 228.3	MTU type 2	MTU type 3	Renault VI RLD-2	Volvo VDS-3
Eni i-Sigma performance E7	15W-40	M	▲	▲		▲		▲	▲		●	●	●				●	●		●	●
Eni i-Sigma performance CMS	15W-40	M	▲	▲		▲		▲	▲	●	▲	▲	▲				▲	▲		▲	▲
Eni i-Sigma performance E3	15W-40	M		▲			▲						▲			▲		▲			
Eni i-Sigma performance E3	20W-50	M		▲			▲									▲		▲			
Eni i-Sigma performance E4	10W-40	ST			▲	▲							●	●			●		●		

ST Synthetic technology
M Mineral

● Approved
▲ Meets

- Full SAPS
- High performance
- Extended oil drain intervals
- Ideal for the most common vehicles

SPECIAL TMS

The lubricants range is completed by a Mid SAPS synthetic technology oil:



SAE	Technology	ACEA E6	ACEA E7	ACEA E9	API CK-4/SN	API CI-4	Caterpillar ECF-3	Cummins CES 20081	Cummins CES 20076, 77, 78	Deutz DQC IV-10 LA	Deutz DQC IV-18 LA	MACK EO-O PP	MACK EO-N	MAN M 3271-1	MB 228.51	MAN M 3477	MAN M 3677	MTU type 3.1	Renault VI RLD-2	Renault VI RLD-3	Scania LA	Volvo VDS-3	Volvo VDS-4
5W-30	ST	▲	▲	▲	▲		▲	▲			▲	▲			▲	▲	▲	▲		▲	▲		▲
10W-40	ST	▲	▲	▲		▲			▲	▲			●	●	●	●		▲	●			●	

ST Synthetic technology

● Approved

▲ Meets

- Mid SAPS
- Good quality/ price ratio
- Extended oil drain intervals
- Maximum reliability

UNIVERSAL



	SAE	Technology	ACEA E2	ACEA E7	ACEA A3/B3	ACEA A3/B4	Allison C-4	API CI-4	API CG-4 / SL	Cummins CES 20076,77,78	Detroit Diesel 93K215	Deutz DQC III- 10	Global DHD-1	JASO DH-1	MACK EO-N	MAN 271	MAN M 3275-1	MB 228.1	MB 229.1	MB 228.3	MTU type 2	Renault VI RLD-2	Volvo VDS-3	
Eni i-Sigma universal	10W-40	ST		▲	▲	▲	▲	▲		▲	▲	▲	▲	▲	●		▲		▲	●	▲	●	●	
	15W-40	M	▲						▲							▲		▲	▲						
	20W-50	M	▲						▲							▲		▲	▲						

ST Synthetic technology
M Mineral
● Approved
▲ Meets

	SAE	Technology	ACEA E2, B2	Allison C-4	API CF-4	MAN 271	MB 228.1	VW 505 00	
Eni i-Sigma universal DL	15W-40	M	▲	▲	▲	▲	▲	▲	

- Full SAPS
- Good quality/ price ratio
- Extended oil drain intervals
- Ideal for mixed fleets

BIO TECH



	SAE	Technology	ACEA E4	ACEA E7	API CI-4	MB 228.3	
Eni i-Sigma Bio tech	10W-30	ST	▲	▲	▲	▲	

ST Synthetic technology

● Approved
▲ Meets

A high performance lubricant formulated with raw materials from renewable sources and re-refined oils, suitable for the lubrication of Diesel powered commercial vehicles.

It offers high anti-wear and detergent performance, which limit the formation of sludge deposits, and a high thermo-oxidative stability.
It allows prolonged oil drain intervals, according to the indications of the vehicle manufacturers.

BIO BASED

- Full SAPS
- High performance
- Extended oil drain intervals
- Bio-based components from renewable sources

Products for specific markets

Engine lubricants especially formulated to meet specific needs:

- vehicles requiring specific international and manufacturers performance levels
- high sulphur content fuels
- demanding weather conditions

For specific needs, assistance, technical or commercial support, visit: oilproducts.eni.com

	SAE	BN (mgKOH/g)	Performance levels
Eni i-Sigma performance CI HBN	15W-40	12,3	ACEA E7, E5, E3, B3 API CI-4/SL MAN M 3275-1 MB 228.3 MTU type 2 Volvo VDS-3
Eni i-Sigma performance CH HBN	15W-40	12,3	ACEA E7, E5, E3, B3 API CH-4/SL MAN M 3275-1 MB 228.3 MTU type 2 Volvo VDS-3
Eni i-Sigma performance CF HBN	15W-40	12,0	ACEA E2, B2 API CF-4/SG MAN M 271 MB 228.1 VW 505 00
Eni i-Sigma monograde HBN	10W	11,5	API CF/SJ
	50		API CF/S
	40		API CF/SJ

Other products

	SAE	Performance levels
Eni i-Sigma monograde	30	API CF/SJ Allison C-3 MIL-L-2104D MIL-L-46152C
	40	API CF/SJ MIL-L-2104D MIL-L-46152C
	50	API CF/SJ MIL-L-2104D MIL-L-46152C
	10W-20	API CF/SJ Allison C-3 MIL-L-2104D MIL-L-46152C
Eni i-Sigma monograde CC	50	API CC/SC MIL-L-2104B

NOT EVERYONE KNOWS THAT

ACEA is the European Automobile Manufacturers' Association.
It defines through laboratory and engine tests the minimum quality levels (specifications) that lubricants must meet to be used in engines. These specifications are reported in the vehicle use and maintenance manuals as a reference for the choice of the lubricant, and are shown on the labels of lubricants to indicate their level of performance.
ACEA performance levels for heavy duty Diesel vehicles are identified with the letter "E" and are four: E4, E6, E7, E9.

The image below shows the main differences between these specifications:

	Full SAPS	Mid SAPS
Extended oil drain interval	E4	E6
Mid oil drain interval	E7	E9

However, this table provides only a general overview, and it is necessary to refer to the vehicle maintenance manual, considering load, road and climatic conditions.

WHAT DIFFERENCE IS THERE BETWEEN FULLY SYNTHETIC, SEMI-SYNTHETIC, TOP SYNTHETIC LUBRICANTS, ETC.?

These claims reflect marketing issues rather than a technical content, and are not attributed on the basis of a universally recognized standard. Each manufacturer adopts its own criterion, so the comparison between different products and assessment of suitability for use must be based on the viscosity grade and the performance specifications.

WHAT DOES SAPS MEAN?

SAPS stands for Sulphated Ash, Phosphorus and Sulphur.

WHY HAVE MID SAPS LUBRICANTS BEEN DEVELOPED?

The entry into force of progressively more stringent emission standards has obliged the engine manufacturers to adopt sophisticated exhaust gas after-treatment systems. These systems are sensitive also to the composition of the lubricant that passes in the combustion chamber, as it can give rise to undesirable phenomena such as filter clogging or interference in the process of catalytic conversion of contaminants.
The consequences are a loss of engine power with an increase of fuel consumption, or an increase of emission of pollutants from the exhaust pipe.
Mid SAPS lubricants are specifically formulated to reduce the negative impact of the lubricant on these systems, guaranteeing their maximum performance.

IS IT POSSIBLE TO ADVISE A FULL SAPS PRODUCT WHERE A MID SAPS PRODUCT IS REQUIRED?

No, because a lubricant with a high SAPS content might damage a modern exhaust gas after-treatment system.

HOW OFTEN SHOULD YOU CHANGE THE ENGINE OIL?

Oil change interval depends on lubricant, performance specifications and operating conditions. It is therefore good practice to follow the use and maintenance vehicle manual or the indications of the on-board system.

HOW SHOULD YOU CHOOSE THE RIGHT LUBRICANT FOR YOUR VEHICLE?

Consult the Lubefinder tool on the OilProducts website and available at following link:
http://eni-ita.lubricantadvisor.com

WHAT IS THE IMPORTANCE OF THE BASE NUMBER (BN)?

The Base Number is one of the most important parameter to evaluate the quality of a lubricant, especially in the long term. It measures the capacity of a lubricant to neutralize the acids that are produced during the combustion process, or arising from the high temperature oxidation of the lubricant itself. These phenomena are more relevant in those countries where motor fuels have a high sulfur content.
In these cases, Eni offers lubricants with high BN, named Eni i-Sigma performance HBN and Eni i-Sigma monograde HBN.

WHY IN GAS FUELED VEHICLES IT IS RECOMMENDED THE USE OF LOW ASH PRODUCTS (MID SAPS)?

An engine fueled by compressed or liquefied natural gas may show a problem of pre-ignition, due to the formation in the combustion chamber of metallic deposits resulting from lubricant additives. Mid SAPS lubricants are able to prevent this phenomenon.

Multiuse

The Eni engine oils range is completed by other products formulated to satisfy the different application needs, in order to obtain the best performances even in severe operating conditions.

- TRANSMISSION OILS
- GREASES
- COOLANTS

TRANSMISSION OILS — MANUAL

A range of products specifically designed to satisfy the most important application needs of heavy duty gearboxes and differentials, either manual or automatic. They meet the highest performance level requested by the international bodies (API and ACEA) and heavy duty vehicle manufacturers.



(*) Approved

Eni Rotra LSX 75W-90

API GL-4, GL-5
API MT-1
SAE J 2360
MAN 341 type Z2(*)
MAN 342 type S1(*)
MB-Approval 235.8(*)
Scania STO 2 : 0 A FS
Volvo 97312
MACK GO-J
ZF TE-ML 02B, 05A, 12L, 12N, 16F 17B, 19C, 21A(*)

Eni Rotra MP 75W-90

API GL-4 + GL-5
API MT-1
SAE J2360
MAN 341 type Z2
MAN 342 type M3
Scania STO 1 : 0
(*) ZF TE-ML 02B, 05A, 12L, 12N
(*) ZF TE-ML 16B, 17B, 19C, 21A

TRANSMISSION OILS

MANUAL

Eni Rotra MP 80W-90

API GL-5
MIL-L-2105D
MAN 342 type M1
MAN 342 type M2(*)
ZF TE-ML 05A, 12E(*)
ZF TE-ML 16B, 17B, 19B, 21A(*)
ZF TE-ML 07A, 08

Eni Rotra MP/S 85W-90

API GL-5
MIL-L-2105D
ZF TE-ML 05A, 12E, 16D, 21A(*)
ZF TE-ML 07A, 08, 16C
Volvo 1273.10

Eni Rotra MP 85W-140

API GL-5
MIL-L-2105 D
ZF TE-ML 05A, 12E
ZF TE-ML 16D, 21A(*)
ZF TE-ML 07A, 08, 16D
Volvo 1273.10

Eni Rotra MP DB 85W-90

API GL-5
MB 235.0
MIL-L-2105D

Eni Rotra Truck gear 75W-140

API GL-4, GL-5, MT-1
MIL-PRF-2105 E
IVECO
DAF
MACK GO-J
SAE J2360
Renault
Scania STO 1 : 0
ZF TE-ML 05B, 07A, 12B, 16F, 21B

Eni Rotra Truck gear 85W-140

API GL-4, GL-5, MT-1
ZF TE-ML 2B, 5A, 7A, 12E, 16D, 21A
Scania STO 1 : 0
SAE J2360

Eni Rotra Multigear 75W-80

API GL-4
(*) ZF TE-ML 01L, 02L, 16K
ZF TE-ML 08, 13, 24A
(*) MAN 341 type Z4
DAF
(*) Volvo 97307
IVECO
Renault Note Technique B0032/2 Annex 3
Eaton PS-321

Eni Rotra HY DB Synth 75W-90

API GL-4
MB-Approval 235.11
ZF TE-ML 08

Eni Rotra HY DB 80W

API GL-4
ZF TE-ML 2B, 17A
(*) MB-Approval 235.1

(*) Approved

(*) Approved

TRANSMISSION OILS

AUTOMATIC

Eni Rotra ATF VI

GM DEXRON VI
Ford MERCON LV
JASO 1-A



Eni Rotra ATF III

GM DEXRON III H
Ford MERCON
Allison C-4 (Suitable for use)
Aliison TES 389 (Suitable for use)

Eni Rotra ATF IID

GM DEXRON IID
Ford MERCON
Allison C-4
Caterpillar TO-2
MAN 339 type V1(*)
MAN 339 type Z1
MB 236.6
Voith H55.6335.xx
ZF TE-ML 05L, 09, 17C
ZF TE-ML 04D, 11A, 14A(*)

Eni Rotra ATF Multi

GM DEXRON IIIH
BMW LT 71141
JASO 1-A
AISIN JWS 3309
Toyota T-IV
NISSAN MATIC D, J, K
CHRYSLER ATF+3/+4
MB-Approval 236.9 (*)
Ford MERCON/MERCON V
ZF TE-ML 04D, 14B, 20B, 25B (*)
MAN 339 type V1
MAN 339 type Z2
MAN 339 type Z11
Voith H55.6335 (G607) level
HONDA ATF Z-1
Mazda ATF M-III
Hyundai/KIA SP-II, SP-III
VW/Audi G 052 025 (09M), G 052 990 (09A)
Volvo 97340, Volvo 97341

(*) Approved

For specific needs, assistance, technical or commercial support, visit: oilproducts.eni.com

If necessary, the full Eni range of lubricants and special products is available to offer the right solution to specific needs:

	SAE	Performance levels
Eni Rotra GL	80W-90	API GL-5 MIL-L-2105D
Eni Rotra GL	85W-140	API GL-5 MIL-L-2105D
Eni Rotra HY	90	API GL-4
Eni Rotra HY	140	API GL-4
Eni Rotra HY	80W-90	API GL-4 ZF TE-ML 02A, 16A, 17A, 19A
Eni Rotra	80W-90	API GL-3
Eni Rotra	85W-140	API GL-3
Eni Rotra	90	API GL-1
Eni Rotra	140	API GL-1

GREASES

Eni offers a wide range of greases meeting all application needs.
Greases for special applications at extremely low temperatures and heavy loads are also available.

Eni Grease 15

NLGI: 1
Thickener: Calcium Anhydrous
Colour: Green

ISO 12924 L-XBBGA 1
DIN 51825 K 1G -20
ASTM D 4950 LA

High adhesiveness and resistance to vibrations.

Thanks to its water repellent and anti-wear properties it is suitable for use in wet environments and in contact with water.

Ideal for the lubrication of vehicle chassis.

Eni Grease 16

NLGI: 2
Thickener: Calcium Anhydrous
Colour: Green

ISO 12924 L-XBBGA 2
DIN 51825 K 2G -20
ASTM D 4950 LA

High adhesiveness and resistance to vibrations.

Thanks to its water repellent and anti-wear properties it is suitable for use in wet environments and in contact with water.

Ideal for the lubrication of vehicle chassis.

Eni Grease 30

NLGI: 2
Thickener: Lithium
Colour: Yellow Brown

ASTM D 4950 GB
ISO 12924 L-XBCHA 2
DIN 51825 K 2K -20
MB-Approval 267.0(*)

'Multi-purpose' grease for bearings, wheel hubs, water pump, dynamo, starter motor, chassis, etc.

High dropping point useful for parts exposed to high temperatures.

Strong mechanical and chemical stability even after intense and prolonged mechanical stresses.

Thanks to its water repellent and anti-wear properties it is suitable for use in wet environments and in contact with water.

Eni MP grease

NLGI: 2
Thickener: Lithium
Colour: Dark Brown

ASTM D 4950 LB
ASTM D 4950 GB
ISO 12924 L-XBCHB 2
DIN 51825 KP 2K -20

Contains E.P. additives (Extreme Pressure).

Available in cartridges packages. It is suitable for use in a wide range of industrial and automotive applications.

(*) Approved

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COOLANTS

Special ethylene glycol-based coolants, formulated without Nitrites, Amines and Phosphates (N.A.P. free) recommended for an outstanding protection of the cooling circuits in modern heavy duty vehicles. Their special formulations guarantee heat exchange efficiency in the radiator, ensuring safe engine operation even in the most severe operating conditions.

Eni Antifreeze Spezial

Concentrated product. Formulated with organic corrosion inhibitors (OAT technology)

ASTM D 3306
CUNA NC 956-16 (ed. '12)
MAN 324 type SNF
MB 325.3
Ford WSS-M97B44-D
VW TL 774D / F (G12/G12+)
AFNOR NFR 15-601
JIS K 2234:2006

Eni Antifreeze Extra

Concentrated product. Formulated with inorganic inhibitors

ASTM D 3306
CUNA NC 956-16 (ed. '12)
AFNOR NFR 15-601
JIS K 2234:2006

Eni Antifreeze Plus

Concentrated product. Formulated with organic acids and mineral inhibitors (hybrid technology)

ASTM D 3306
CUNA NC 956-16 (ed. '12)
MAN 324 type NF
VW TL 774C
MB 325.0
JIS K 2234:2006

Eni Antifreeze Ready

Prediluted, ready-to-use product. Formulated with organic acids and mineral inhibitors (hybrid technology).

ASTM D 3306
CUNA NC 956-16 (ed. '12)



Eni Antifreeze Spezial 12++

Concentrated product. Formulated with organic acids and silicate inhibitors (Si-OAT).

AS 2108-2004
SAE J1034
O-Norm V 5123
CUNA NC 956-16 (ed. '12)
JIS K 2234:2006
SANS 1251:2005
China GB 29743-2013
BS 6580:2010
VW/Audi/Seat/Skoda/Lamborghini/ Bentley/Bugatti TL 774-G
Porsche from MY 1996
(*) MB-Approval 325.5
(*) MB-Approval 325.6
(*) MAN 324 type Si-OAT
Cummins CES 14603
MTU MTL 5048
Liebherr Minimum LH-01-COL3A
Deutz DQC CC-14
IRIZAR, S. COOP from Sep. 2016
ASTM D 3306
ASTM D 4985

(*) Approved



AdBlue®

AdBlue® is an aqueous solution of urea (32,5% on average) that is used to reduce the level of NOx tailpipe emissions in Diesel engines equipped with SCR (Selective Catalytic Reduction) technology, employed by the major European truck makers.

It is a transparent, odorless liquid whose characteristics are regulated at European level by the ISO 22241 standard.

AdBlue® is not a fuel, as it is not injected into the combustion chamber, and is therefore not subject to excise tax or other duties.

It is not classified as harmful to human health or the environment.

It is not flammable or explosive.

The AdBlue® trademark is owned by the German Association of the Automotive Industry (VDA) which guarantees that the quality standards are maintained in accordance with the specifications of ISO 22241. Check that the product you buy for your vehicles has the AdBlue® registered trademark on the label. If you buy AdBlue® at Eni service stations, you can be sure you have purchased synthetic quality AdBlue® that is fully compliant with the specifications established for its use with SCR technology.

The use of AdBlue® ensures that exhaust NOx emissions remain below the limits established by law.

The presence of AdBlue® at our service stations demonstrates our commitment to improving the quality of the services and products offered, to meet the needs of all engines and all vehicles while respecting environmental issues.



RESEARCH CENTRE

The Eni Research Centre in San Donato Milanese has state-of-the-art laboratories featuring advanced equipment for studying, developing and fully identifying the characteristics of raw materials for high performance lubricants.
In line with the company's marketing strategies, the Eni research involves performing important technical activities in collaboration with important machinery manufacturers, regulatory authorities and several prestigious Italian universities.
The Eni Research Centre complies with the UNI EN ISO 9001 standard in relation to the activities of "Applied research, technical support and laboratory analyses in the energy sector: lubricants, additives, bitumens, special products for motor vehicles and for industrial use" and "Production on pilot systems of lubricants, propellants and fuels" (sector EA 34,35 - certificate no. 676).

QUALITY

The long time established Eni Refining & Marketing Quality Management System obtained the updated UNI EN ISO 9001:2015 certification about commercial and industrial processes covering the whole lubricant and additives industrial cycle and including project design, process development, supplying activities, production operation, blending, packaging and client delivery.



OUR COMMITMENT TO ENSURE CUSTOMER SATISFACTION

The Eni Refining & Marketing organization is able to support customers for any need regarding lubrication oils and to consolidate a strong relationship based on integrated technical support services.

SALES ASSISTANCE

The Eni sales network, present on the territory, provides information on the range of lubricating oils and assists customers in all the product procurement phases.

TECHNICAL ASSISTANCE

Eni technicians are available to help solving any operative issue and can provide their assistance to arrange lubrication guides, to follow the oil charge monitoring and to offer training courses regarding lubrication.

LABORATORY ASSISTANCE

The Eni laboratories give their full assistance to customers for the oil charge control by periodic monitoring in order to guarantee the best operating efficiency of lubricated machineries.



Eni S.p.A. - Refining & Marketing

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Affix distributor's stamp here

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