



# Shell Mysella S6 N 40

- Extended Oil Life
- Improved Deposits Protection

*Premium Stationary Gas Engine Oil for Extended Oil Life*

Shell Mysella S6 N is a high-performance oil designed for use in highly-rated, 4-stroke, spark-ignition engines, especially those with steel pistons. Superior engine cleanliness and extended drain intervals are delivered by specially developed lubricant technology.

## DESIGNED TO MEET CHALLENGES

### Performance, Features & Benefits

- **Extended oil life**  
Shell Mysella S6 N offers extended oil life relative to previous generation gas engine oils through better TBN retention, improved oxidation and nitration resistance, viscosity control and reduced formation of harmful acids.
- **Engine protection**  
Shell Mysella S6 N offers superior control of deposits and piston cleanliness in the latest engine designs. The technology has advanced additive chemistry and low phosphorus offering extended life to valves and spark plugs and full compatibility with emission catalysts.
- **System efficiency**  
Shell Mysella S6 N delivers system efficiency through improved viscosity control minimizing friction losses.

### Main Applications



- Spark-ignited gas engines fuelled by natural gas, especially newer engines with steel pistons where higher oil stress conditions can be experienced.

### Specifications, Approvals & Recommendations

Shell Mysella S6 N is specially developed for latest generation of high efficiency gas engines.

#### Shell Mysella S6 N is approved by:

- INNIO Jenbacher:  
Engines produced till February 2020 – approved for Type 2, 3, 4 Version C and Type 6 all versions Fuel Class A  
Engines produced from March 2020 – approved for Type 6 Versions C, E, F, J Fuel Class A; Type 4, Version C Fuel Class A and CAT; Type 4 Version B Fuel Class A; Types 2 and 3 Fuel Class A
- Rolls Royce Bergen B36:45, B35:40, C26:33 and K-type gas engines.

Shell Mysella S6 N 40 meets the requirements of Caterpillar Energy Solutions and is endorsed for use in:

- MWM TCG 2016, TCG 3016, TCG 2020, TCG2032(B)
- Caterpillar CG132, CG 132B, CG170, CG260
- Additional approvals running on this product include new generation engines, especially with steel pistons.
- For engines under warranty, Shell advises contact with the engine manufacturer and Shell representative to choose the appropriate oil given the equipment operating conditions and customer maintenance practices.

For a full listing of equipment approvals and recommendations, please consult your local Shell Technical Helpdesk.

### Typical Physical Characteristics

Properties			Method	Shell Mysella S6 N 40
SAE Viscosity Grade				40
Kinematic Viscosity	@40°C	mm <sup>2</sup> /s	ASTM D445	118
Kinematic Viscosity	@100°C	mm <sup>2</sup> /s	ASTM D445	13.3
Density	@15°C	kg/m <sup>3</sup>	ASTM D4052	875

Properties		Method	Shell Mysella S6 N 40
Flashpoint (Cleveland Open Cup)	°C minimum	ASTM D92	230
Pour Point	°C	ISO 3016	-18
Base Number	mg KOH/g	ASTM D2896	5.6
Sulphated Ash	%wt	ISO 3987	0.69
Phosphorus	ppm maximum	ASTM D4047	300

These characteristics are typical of current production. Whilst future production will conform to Shell's specification, variations in these characteristics may occur.

## Health, Safety & Environment

### • Health and Safety

Shell Mysella S6 N 40 is unlikely to present any significant health or safety hazard when properly used in the recommended application and good standards of industrial and personal hygiene are maintained.

Avoid contact with skin. Use impervious gloves with used oil. After skin contact, wash immediately with soap and water.

Guidance on Health and Safety is available on the appropriate Safety Data Sheet, which can be obtained from <https://www.epc.shell.com>

### • Protect the Environment

Take used oil to an authorised collection point. Do not discharge into drains, soil or water.

## Additional Information

### • Oil Analysis

For optimum results regular oil analysis is strongly recommended

### • Advice

Advice on applications not covered here may be obtained from your Shell representative.

Note: this product is not designed for automotive gas engines