

# OIL TECH

*The Lubrication Specialists*

## TECHNICAL DATA SHEET

### ULTRA UNIVERSAL 15W/40

#### PRODUCT DESCRIPTION

**ULTRA UNIVERSAL 15W/40** is formulated using the latest synthetic technology and designed specifically for the harsh conditions of Australia. This very high dispersant, anti-wear formulation exceeds the requirements of API CJ-4. It is specifically designed to meet the requirements of the latest low emission US engines with cooled Exhaust Gas Recirculation (EGR), as well as Caterpillar ACENT engines and Volvo engine requiring the latest VDS-4 specification.

It also meets the latest Diesel Particulate Filter (DPF), Diesel Oxidation Catalyst (DOC), Selective Catalytic Reduction (SCR) and Nitrogen Dioxide (NOx) requirements.

#### APPLICATION

**ULTRA UNIVERSAL 15W/40** is a diesel engine oil which exceeds every international specification for top performance and long service life in all four stroke turbo-charged and normally aspirated diesel engines.

#### PERFORMANCE

- Rationalisation of grades: separate oils for most American and European engines no longer required.
- Stable, stay in grade oil.
- Provides excellent wear control, soot handling and lubricant stability.
- It assists in reducing soot thickening in the latest US low emission engines.
- Uniquely formulated to promote the highest standards of engine cleanliness in modern highly stressed turbocharged engines.
- Very effectively control and inhibits bore polishing tendencies, high oil consumption rates and premature wear.
- Prevents excessive viscosity increase due to high temperature oil oxidation, which ensures oil flow to critical engine parts.
- Minimises the formation of damaging deposits in ring grooves and land areas, particularly the quench top ring belt areas of 'tight piston' engine.
- A special balance of over-based alkaline reserve additives (TBN additive) affectively neutralises acidic combustion by-products caused by the sulphur content in fuel (especially diesel fuel), which reduces the otherwise catastrophic effect these by-product have on oil and corrosion of critical engine components.
- Exceeds the requirement of API CJ-4
- Longer drain intervals, less down-time, meeting the new SAPS drain qualification for SHPD

## ULTRA UNIVERSAL 15W/40

### PERFORMANCE CHARACTERISTICS

|  |                         |
|--|-------------------------|
| API CJ-4, CI-4 PLUS, CI-4SM, SL                            | ACEA 08 E9              |
| ACEA 04 E7/B4/B3/A3  | ACEA 02 E5/E3/B4/B3/A3  |
| ACEA 99 E5/E3/B4/A3  | EURO I, II, III, IV & V |
| CAT ECF-3, ECF-2, ECF-1-a                                  | Cummins CES 20081       |
| Detroit Diesel PGOS 93K218                                 | MAN M3275               |
| Mack EO-O Premium Plus 07, EO-N Premium Plus 03, EO-M PLUS |                         |
| MERCEDES-BENZ 228.31, 228.3, 227.1                         | Renault RVI RLD-3       |
| VOLVO VDS-4  | Global DHD-1            |
| JASO DH-1  | MTU Type 2              |

### TYPICAL INSPECTION

| Properties            | Unit  | Value  |
|-----------------------|-------|--------|
| SAE Grade             |       | 15W/40 |
| Viscosity @ 40 °C     | cSt   | 107    |
| Viscosity @100 °C     | cSt   | 14.8   |
| Viscosity Index       |       | 143    |
| Density @ 15 °C       |       | 0.875  |
| Flash Point °C        |       | >200   |
| Pour Point (°C)       |       | -39    |
| TBN                   |       | 9.5    |
| Sulphated Ash content | %Mass | 0.98   |