



TEKMA ULTIMA+ 10W-40

Lubricant for Turbo Diesel engines with DPF

100% Synthetic – ACEA E6 Low SAPS

TYPE OF USE

Lubricant specially designed for the last generation of trucks, buses, construction machinery, farm machinery, stationary engines, and boat engines running with low sulfur fuel (≤ 50 ppm). Low emissions turbo Diesel direct injection engines, Euro II, Euro III, Euro IV, Euro V or Euro VI emission regulation compliant, fitted with EGR system (Exhaust Gas Re-circulation) and/or SCR (Selective Catalytic Reduction) system and with or without DPF (Diesel Particulate Filter), working in highly severe conditions of load and service, requiring an ACEA E6 engine oil, "Low SAPS" with reduced content of Sulfated Ash ($\leq 1.0\%$), Phosphorus ($\leq 0.08\%$) and Sulfur ($\leq 0.3\%$).

Can also be used as single lubricant in case of fleet composed of new & old generation engines.

PERFORMANCE

STANDARDS	ACEA E4 / E6 / E7 (E7 replaces E5 and E3) API CI-4 / CH-4
APPROVALS	MACK EO-N, MAN M3477, MB-Approval 228.51, MB-Approval 235.27, RVI RLD-2, VOLVO VDS-3, SCANIA Low Ash
PERFORMANCES	Cat ECF-1a, DAF Long Drain, DEUTZ DQC-IV LA, JASO DH-2, MAN 3271-1, MTU Type 3.1, Voith Class A

Engines compliant with Euro IV, Euro V or Euro VI emission regulation are fitted with sensitive exhaust gas after treatment systems:

- Sulfur and Phosphorus inhibit catalytic converters operation and can damage catalytic components: inefficient exhaust gas treatment.
- Sulfated Ash clog diesel particulate filters: shorter DPF lifetime and engine power loss.

The ACEA E6 standard is dedicated for lubricants intended for use in truck engines fitted with DPF.

Reduced SAPS (Sulfated Ash, Phosphorous and Sulfur) content enhance DPF lifetime and avoid DPF clogging.

API CI-4 performance ensures protection and longevity of engines fitted with EGR systems:

- Dispersant and anti-oxidation properties: protection against soot builds up and oil filter clogging.
- Superior Anti-Wear level: bore polishing protection.
- Superior detergent level: piston cleanliness and piston groove deposits control.
- Viscosity grade at cold temperature minimizes wear at cold temperature, easy start up.

Anti-corrosion, Anti-rust, Anti-foam.

RECOMMENDATIONS

Drain interval: refer to manufacturers' recommendations and tune to your own use.

Can be mixed with synthetic or mineral oils.

PROPERTIES

Viscosity grade	SAE J300	10W-40
Density at 20°C (68°F)	ASTM D1298	0.860
Viscosity at 40°C (104°F)	ASTM D445	89.4 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	13.4 mm ² /s
Viscosity Index	ASTM D2270	151
Flash point	ASTM D92	236°C / 456°F
Pour point	ASTM D97	-36°C / -33°F
TBN	ASTM D2896	12.5 mg KOH/g

We retain the right to modify the general characteristics of our products in order to offer to our customers the latest technical development.

Product specifications are not definitive from the order, which is subject to our general conditions of sale and warranty. – Made in France

MOTUL - 119 Bd Félix Faure - 93303 AUBERVILLIERS CEDEX - BP 94 – Tel: 33 1 48 11 70 00 - Fax: 33 1 48 33 28 79. Web Site: www.motul.com