



ULTRA
LUBRICANTS

WORLD CLASS LUBRICANTS
FOR TROPICAL CONDITIONS

GENERAL

Ultra Diesel Tec is a new **high performance fully synthetic diesel engine oil** developed to offer the ultimate in diesel engine protection for your expensive equipment by offering a better and stronger defense against wear, improved performance and greater fuel economy.

New engine design modifications use higher cylinder pressures, increased piston ring zone temperatures and, in most cases, Exhaust Gas Recirculation (EGR) and Diesel Particulate Filters (DPF's). **Ultra Diesel Tec** is specifically engineered to protect new 2007 and later EGR/Low-Emission Diesel Engines while maximizing the durability of Diesel Particulate Filters (DPF's).

It is especially suited for **high speed naturally aspirated** and **turbo-charged four stroke diesel engines** in the construction and road transport industries. It also meets the highest gasoline performance standards; therefore it is ideal for mixed fleet applications.

Ultra Diesel Tec (API CJ-4/SN) is also specifically compounded for use with diesel fuels ranging in sulphur content up to 0.5% weight. It is backward compatible and can be used where CD, CE, CF-4, CG-4, CH-4, CI-4 or CI-4 Plus oils are recommended.

Ultra Diesel Tec provides for enhanced:

- Durability where EGR is used
- Corrosion and Rust Protection
- Reduced Piston Deposits
- Thermal Stability
- Detergency
- Cylinder and Piston-ring wear performance
- Oxidation Stability

PERFORMANCE SPECIFICATIONS

Ultra Diesel Tec meets or exceeds the exacting test requirements of:

- | | | | |
|------------------|------------------------------|------------------|----------------------------|
| • API | CJ-4/SN | • ACEA | E7-04, A5/B5, A3/B4, A3/B3 |
| • CAT | ECF-3, ECF-1, TO-2 | • MB | 228.5, 228.3, 228.1, 227.1 |
| • Cummins | CES 20081, 20078 | • Volvo | VDS-4, VDS-3, VDS-2 |
| • Mack | EO-O Premium Plus 2007, EO-N | • Allison | C-4 |

KEY BENEFITS

Ultra Diesel Tec provides optimum protection against corrosive and soot related wear tendencies, piston deposits, oxidative thickening, loss of consumption control, foaming, degradation of seal material and viscosity loss due to shear. Non-EGR engines using **Ultra Diesel Tec oils** extend drain intervals; reduce make-up oil needed, and lower operating costs/downtime.

The use of **Ultra Diesel Tec** would result in:

- Protection against bearing failure
- Reduced valve train wear
- Control of viscosity increase
- Good dispersancy and alkalinity
- Easier starting/pumping
- Better fuel economy
- Low piston-zone deposits
- Ring-stick prevention
- Protection against bore polish
- Reduced oil consumption
- Reduced harmful emissions

MAIN APPLICATIONS

- Modern high speed, four stroke engines.
- Exhaust Gas Recirculation (EGR) and application of other emission control systems.
- High speed naturally aspirated, turbocharged, and supercharged diesel engines in the construction and road transport Industry.
- Off-road, indirect injected diesel engines and other diesel engines that use a broad range of fuel types.
- Mixed fleet engine oil for gasoline/ diesel combinations where SAE 5W 40 lubricants recommended.

TYPICAL PROPERTIES

	TEST METHOD	
SAE Viscosity Grade	J 300	5W40
Kin. Viscosity @ 40°C-cSt	ASTM D445	95.53
Kin. Viscosity @ 100°C-cSt	ASTM D445	14.91
Viscosity Index	ASTM D2270	175
Specific Gravity, 60/60°F	ASTM D1298	0.8529
Pour Point, °C	ASTM D97	-36
Closed Flash Point, °C	ASTM D93	210
CCS @ -30 °C	ASTM D 5293	4400
TBN, mg KOH/g	ASTM D4739	10.1

HEALTH AND SAFETY

Ultra Diesel Tec is unlikely to pose any health or safety hazards when used in the recommended applications, provided good standards of personal and industrial hygiene are observed. Please refer to the Material Safety Data Sheets (MSDS) for further information.