

MOTUL



TEK ULTIMA+ 5W30

FULLY SYNTHETIC

DESCRIPTION

TEKMA ULTIMA+ 5W-30 is a synthetic lubricant for the latest generations of turbo-charged diesel engines.

APPLICATIONS

TEKMA ULTIMA+ 5W-30 is 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 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.

ADVANTAGES

- 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.



TECHNICAL CHARACTERISTICS

CHARACTERISTICS	METHOD	TEK ULTIMA+ 5W30
Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)	ASTM D1298	0.855
Viscosity at 40°C (104°F)	ASTM D445	72.1 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	12.1 mm ² /s
Viscosity Index	ASTM D2270	164.0
Pour point	ASTM D97	-39.0 °C / -38.0 °F
TBN	ASTM D2896	12.8 mg KOH/g
Flash point	ASTM D92	220.0 °C / 428.0 °F

Heavy Duty Diesel 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, excessive fuel consumption 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 CJ-4 performance ensures protection and longevity of engines fitted with EGR systems.

STANDARDS / APPROVALS / PERFORMANCE LEVEL

TEK ULTIMA+ 5W30 meets the following standards:

- ACEA - E4 / E6 / E7 / E9 (E7 replaces E5 and E3)
- API - CJ-4



TEK ULTIMA+ 5W30 received approvals from:

- MAN - 3677
- MAN - 3477
- MAN - 3271-1
- MAN - 3575
- MERCEDES-BENZ - MB-Approval 228.51
- MACK - EO-O Premium Plus
- RENAULT TRUCKS - RVI RLD-3
- SCANIA - Low Ash
- VOLVO - VDS-4
- VOLVO - VDS-4.5

TEK ULTIMA+ 5W30 meets or exceeds the most common specifications and OEM requirements:

- CATERPILLAR - ECF-3
- CUMMINS - CES 20081
- DETROIT DIESEL - DDC PGOS 93K218
- DEUTZ - DQC-IV LA
- IVECO - 18-1804 TLS E6
- MTU - Type 3.1
- VOLVO - VDS-4.5

RECOMMENDATIONS

Drain interval: refer to manufacturers' recommendations and tune to your own use.
Can be mixed with synthetic or mineral oils.

IMPORTANT NOTICE

All information and rules about health, safety and the environment are mentioned on the safety data sheet. It provides information about risks, safety procedures and first aid emergency rules. It clarifies all procedures to implement in the case of an accidental spillage, and for the disposal of the product and its effects on the environment. The specifications of our products are definite only at the time of order, and are subject to our general sale and guarantee conditions. To give our customers the latest technical developments, the general characteristics of our products may vary. The safety data sheet of this product is available at www.motul.com.