MOTUL TEKMA SUPRA 15W-40 EL

Heavy Duty Diesel Engine Oil
Full SAPS – Extended Level
Mineral – *NGEN* Core®

TYPE OF USE

TEKMA SUPRA 15W-40 EL is a mineral SHPD (Super High Performance Diesel) multigrade diesel engine oil designed for both on-road and off-highway applications. It provides excellent protection for engines operating under severe conditions in commercial vehicles, mining, construction, quarrying, and agriculture.

TEKMA SUPRA 15W-40 EL is suitable for use in turbo diesel engines, with or without EGR. It can also be used in gasoline engines and is hence perfect for mixed fleet applications.

The robust ***NGEN* Core®** formulation combines premium re-refined and virgin base oils with advanced additive technology, ensuring dependable protection and performance under the severe operating conditions typical of heavy-duty equipment and fleet operations.

PERFORMANCES

STANDARDS	ACEA E7
	API CI-4/SL
APPROVALS	Cummins CES 20078
	DAIMLER DTFR 15B110 (former MB 228.3)
	MACK EO-N
	MTU Type 2
	RENAULT TRUCKS RLD-2
PERFORMANCES	CATERPILLAR ECF-1a
	CATERPILLAR ECF-2
	Cummins CES 20076
	Cummins CES 20077
	DETROIT DIESEL DFS93K215
	DEUTZ DQC III-18
	MAN M 3275-1

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 definitive from the order which is subject to our general conditions of sale and warranty.

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ACEA E7-24 oils are Super High Performance Diesel (SHPD) lubricants providing effective control with respect to piston cleanliness and bore polishing. It is recommended for highly-rated diesel engines running under severe conditions e.g. extended drain intervals. It is suitable for engines without particulate filters and most engines equipped with EGR.

API CI-4 oils are formulated to sustain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulfur content up to 0.5% weight to meet 2004 exhaust emission standards.
API SL meets requirements for 2004 and older gasoline engines. Caterpillar ECF-1a / ECF-2 is a lubricant specification designed for use in medium- and heavy-duty diesel engines where advanced aftertreatment systems such as Diesel Particulate Filters (DPFs) are not fitted.

Cummins CES 20076 describes the performance level of a premium oil for heavy duty and high horse-power engines without EGR in North America. It is based on API CH-4 and adds the requirement of a 300 hour Cummins M11 test.

Cummins CES 20077 describes the performance level of a premium oil for heavy duty and high horse-power engines without EGR outside North America. It was developed to provide adequate protection against wear, deposits, and oil thickening due to soot buildup, especially for engines without Exhaust Gas Recirculation (EGR) systems. This standard aligns with the API CH-4 category and adds the requirement of a 300 hour test to the ACEA E5 classification.

Cummins CES 20078 is a lubricant specification designed for heavy duty and midrange engines with EGR. The API classification which most closely satisfies CES 20078 Standard is API CI-4. It demands a HT/HS viscosity of min. 3.5 cSt, its focus is on improved protection against wear, oxidation, and soot-related viscosity increase in engines.

Daimler DTFR 15B110 is a lubricant specification designed for use in high performance medium and heavy-duty diesel engines where advanced aftertreatment systems such as Diesel Particulate Filters (DPFs) are not fitted. These vehicles would typically align with Euro IV emissions standard and prior.

Detroit Diesel DFS93K215: Detroit Diesel's specification for their heavy-duty diesel engines, emphasizing durability and performance in severe conditions.

Deutz DQC III-18 is a lubricant specification designed for use in medium and heavy-duty diesel engines with closed crankcase ventilation and high thermal loads. This specification is intended to be used in engines where advanced aftertreatment systems such as Diesel Particulate Filters (DPFs) are not fitted. These vehicles would typically align with the Stage IIIA emissions standard and prior.

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MAN 5-M3271 is a specification for oils used in Euro 2 engines in medium- and heavy-duty applications, requiring robust protection against wear, oxidation, and deposits.

MTU Type 2 specifies oils for MTU diesel engines with TBN: >8 mg KOH/g, focusing on high thermal stability and protection against wear and deposits in heavy-duty applications.

Volvo VDS-3 is a lubricant specification designed for use in medium and heavy-duty diesel engines where advanced after-treatment systems such as Diesel Particulate Filters (DPFs) are not fitted. The Volvo trucks, buses and construction equipment that require this type of lubricant would typically align with Euro IV or Stage IIIA emissions standard and prior. Equals the **Mack EO-N** and **Renault Trucks RLD-2** specification.

Product characteristics have been aligned with lubricants commonly used in applications where **IVECO 18-1804 T2 E3** is specified.

RECOMMENDATIONS

Can be mixed with synthetic or mineral oils.

Oil changes should be performed according to the manufacturer's recommendations. Consult your vehicle's owner's manual or contact a dealer for specific guidelines, as they vary.

We also recommend the use of an oil monitoring program to optimize oil change intervals and maximize equipment protection.

PROPERTIES

Color	ASTM D1500	Scale 5.0 (amber)
Viscosity grade	SAE J 300	15W-40
Density at 20°C (68°F)	ASTM D1298	0.869
Viscosity at 40°C (104°F)	ASTM D445	105.0 mm²/s

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Viscosity at 100°C (212°F)	ASTM D445	14.7 mm²/s
Viscosity Index	ASTM D2270	146
Pour point	ASTM D97	-39.0 °C / -38.0 °F
TBN	ASTM D2896	10.1 mg KOH/g
Flash point	ASTM D92	234 °C / 453 °F

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