



MOTUL TEKMA ULTIMA 10W-40 LD

Heavy Duty Diesel Engine Oil
Fully Synthetic
Full SAPS – Long Drain

TYPE OF USE

TEKMA ULTIMA 10W-40 LD is a high-performance synthetic diesel engine oil suitable for a wide range of applications, including on-road and off-road vehicles. It is designed to protect engines in demanding environments found in commercial vehicles, mining, construction, and agriculture.

This oil is compatible with various low-emission diesel engines, including those with EGR exhaust Gas Re-circulation) or SCR (Selected Catalyst Reduction) systems, meeting Euro II to Euro V emission standards. It can be used in a mixed fleet of both new and older generation engines, offering versatility and convenience.

TEKMA ULTIMA 10W-40 LD is suitable for use with Scania Euro VI engines as well as most other European engine manufacturer engines from Euro 2 and 3 as well as most Euro IV and V engines without a Diesel Particular Filter.

PERFORMANCES

STANDARDS	ACEA E4/E7
	API CF
APPROVALS	DAIMLER DTFR 15B120 (former MB 228.5)
	DEUTZ DQC III-18
	MACK EO-N
	MTU Type 3
	RENAULT TRUCKS RLD-2
	SCANIA LDF-3
	VOLVO VDS-3
PERFORMANCES	DAF Extended Drain, MAN M3277

ACEA E4-24 oils are Ultra High Performance Diesel (UHPD) lubricants designed for use in severe duty, long-drain applications. Engines that recommend these types of lubricants are not typically fitted with advanced aftertreatment devices such as diesel particulate filters (DPFs).

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.

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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extended drain intervals.

It is suitable for engines without particulate filters and most engines equipped with EGR.

API CF is an engine oil specification introduced in 1990 for high-speed, also turbocharged 4 stroke diesel engines particularly those using fuel with higher sulfur content (above 0.5 % by weight). It covers the requirements of API-CD & CE and supplements the requirements regarding oil consumption and piston cleanliness.

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.

DAF Extended Drain specification refers to engine oils formulated to support prolonged oil change intervals in DAF commercial vehicles. These oils are engineered to maintain their protective and performance characteristics over extended periods, thereby reducing maintenance frequency and associated costs.

Daimler DTFR 15B120 (formerly MB 228.5) is a Top Tier, high TBN 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.

The **Daimler DTFR 13D110** (formerly MB 235.28) pertains to gear oils designed for retarder systems in commercial vehicles. They are formulated to provide excellent thermal stability, wear protection, and optimal performance in retarder systems under various operating conditions.

Detroit Diesel 93K215 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 crank-case 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.

Ford WSS-M2C212-A1 defines an SAE 5W-30 heavy-duty engine oils intended for both initial and service fill in Ford's global engine and vehicle manufacturing operations. This specification ensures that the engine oil provides adequate

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protection and performance for Ford's heavy-duty engines under various operating conditions.

MAN M3277 specification is a performance standard for high-performance diesel engine oils designed to provide exceptional wear protection, thermal stability, and extended oil drain intervals.

MTU Type 3 specifies oils for MTU diesel engines with TBN: >12 mg KOH/g, formulated to provide excellent thermal stability, wear protection, and engine cleanliness under demanding operating conditions.

Scania LDF-3 engine oil is required by Scania for Euro VI engines with EGR, SCR and DPF and applies only to diesel engines with a displacement of 13 l and 16 l with an extended oil change interval up to 120,000 km. Exceeds ACEA E7 requirements.

Scania LDF-3 is backwards compatible with LDF-2 and LDF.

Voith Retarder Oil Class B is specifically designed for use in their retarder systems. Oils classified under Class B are typically synthetic-based and formulated to provide high thermal-oxidative stability and excellent low-temperature properties, ensuring reliable performance under various operating conditions.

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** (incl. RLD, RXD) specification.

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.



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PROPERTIES

Color	ASTM D1500	Amber
Viscosity grade	SAE J 300	10W-40
Density at 20°C (68°F)	ASTM D1298	0.86
Viscosity at 40°C (104°F)	ASTM D445	86.7 mm²/s
Viscosity at 100°C (212°F)	ASTM D445	13.5 mm²/s
Viscosity Index	ASTM D2270	158
Pour point	ASTM D97	-39.0 °C / -38.0 °F
TBN	ASTM D2896	15.9 mg KOH/g
Flash point	ASTM D92	228 °C / 442 °F