



# Ursa<sup>®</sup> Ultra S SAE 10W-40

## Premium performance synthetic diesel engine lubricant

### Product description

Ursa Ultra S SAE 10W-40 is a premium performance synthetic diesel engine lubricant designed to conform to current ACEA requirements and OEM specifications, including the Scania Low Ash specification.

Ursa Ultra S SAE 10W-40 is formulated with high quality base stocks in combination with ultra high performance low SAPS additive technology, and offers long drain capability without compromising durability. Ursa Ultra S is designed for use in modern low emissions vehicles, MB, Volvo and Scania gas engines, and is recommended for vehicles fitted with diesel particulate filters (DPFs).

### Customer benefits

- **Designed to maximise uptime** by offering reliable engine and emissions system protection throughout extended drain periods
- **Helps minimise exhaust emissions** through low SAPS technology designed to protect catalysts and diesel particulate filter systems
- **Keep-clean performance** designed to offer optimum piston cleanliness and reduced turbocharger deposit formation
- **Promotes extended engine life** through high temperature/high shear protection, wear and bore polishing resistance
- **Backwards compatible** and suitable for older engines – refer to manual for limitations

### Product highlights

- **Ultra high performance synthetic technology**
- **Designed to maximise uptime**
- **Emissions system protection**
- **Keep-clean performance**
- **Promotes extended engine life**
- **Backwards compatible**

#### Selected specification standards include:

ACEA	API
MAN	Mack
Mercedes Benz	Renault
MTU	Scania
Volvo	

## Applications

- Formulated for use in naturally aspirated and turbo-charged diesel engines in severe on-highway operations. Designed for extended drain intervals in combination with low sulphur fuels\*
- Especially developed to meet the Scania Low Ash specification so that it can be used in Scania engines
- Can be used in trucks and buses equipped with MB, Volvo and Scania gas engines
- Designed to offer good performance in diesel particulate filter (DPF), exhaust gas recirculation (EGR) and selective catalytic reduction (SCR) after treatment systems

\* Recommendations may differ between engine manufacturers so Driver Manuals and/or Dealers should be consulted if in doubt.

## Approvals, performance and recommendations

### Approvals

- MAN M3477
- MTU Category 3.1
- Mercedes Benz MB-approval 228.51
- Mack EO-N
- Renault RLD-2
- Scania Low Ash
- Volvo VDS-3

### Performance

- ACEA E7, E6
- API CI-4

### Recommendations

- Suitable for use in applications requiring Renault RD, RD-2, RLD.
- Suitable for use in applications requiring Renault RGD and RXD.
- Suitable for use in applications requiring Volvo VDS-2.

## Typical test data

Test	Test Methods	Results
Viscosity Grade		SAE 10W-40
<b>Shelf Life: 60 months from date of filling indicated on the product label</b>		
Density, 15 °C, kg/l	ASTM D4052	0.862
Viscosity, Kinematic at 40 °C, mm <sup>2</sup> /s	ASTM D445	86
Viscosity, Kinematic at 100 °C, mm <sup>2</sup> /s	ASTM D445	13.4
Viscosity Index	ASTM D2270	157
Pour Point, °C	ASTM D5950	-39
Flash Point COC, °C	ASTM D92	232
Sulphated Ash, %wt	ASTM D874	0.96

The information given in the typical data does not constitute a specification but is an indication based on current production and can be affected by allowable production tolerances. The right to make modifications is reserved. This supersedes all previous editions and information contained in them.

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