

LSA DIESEL SUPREME 15W40

DIESEL SUPREME 15W/40 is formulated using the latest synthetic technology and designed specifically for the harsh conditions of Australia. This very high dispersant, anti-wear formulation exceeds the requirements of API CJ-4. It is specifically designed to meet the requirements of the latest low emission US engines with cooled Exhaust Gas Recirculation (EGR), as well as Caterpillar ACERT engines and Volvo engines requiring the latest VDS-4 specification. It also meets the latest Diesel Particulate Filter (DPF), Diesel Oxidation Catalyst (DOC), Selective Catalytic Reduction (SCR) and Nitrogen Dioxide (NO_x) requirements, plus Euro 4 & 5 emission requirements.

DIESEL SUPREME 15W/40 is a diesel engine oil which exceeds every international specification for top performance and long service life in all four stroke turbo-charged and normally aspirated diesel engines. It also meets API SN requirements in turbo and non turbo petrol engines.

DIESEL SUPREME 15W/40 is formally approved to meet the following manufacturer specifications:

- Volvo VDS-4
- Mack EO-O Premium Plus
- Renault VI RLD-3

DIESEL SUPREME 15W/40 meets the following performance requirements:

- API CJ-4, CI-4 PLUS, CI-4/SN
- ACEA 08 E9
- ACEA 04 E7
- EURO IV & V
- CAT ECF-3, ECF-2, ECF-1-a
- CUMMINS CES 20071, 20081
- DETROIT DIESEL PGOS 93K218, 93K215
- MAN M 3275
- MERCEDES-BENZ 228.31, 229.1
- GLOBAL DHD-1
- JASO DH-1, DH-2
- MTU Type 2.1
- Renault RVI RDL-3

ADVANTAGES

- Rationalisation of grades: separate oils for most American, Japanese and European engines no longer required.
- Stable, stay in grade oil.
- Provides excellent wear control, soot handling and lubricant stability.
- It assists in reducing soot thickening in the latest US low emission engines.
- Uniquely formulated to promote the highest standards of engine cleanliness in modern highly stressed turbocharged engines.
- Very effectively controls and inhibits bore polishing tendencies, high oil consumption rates and premature wear.
- Prevents excessive viscosity increase due to high temperature oil oxidation, which ensures oil flow to critical engine parts.
- Minimises the formation of damaging deposits in ring grooves and land areas, particularly the quench top ring belt areas of 'tight piston' engines.
- A special balance of over-based alkaline reserve additives (TBN additive) effectively neutralises acidic combustion by-products caused by the sulphur content in fuel (especially diesel fuel), which reduces the otherwise catastrophic effect these by-products have on oil and corrosion of critical engine components.
- Exceeds the requirements of API CJ-4
- Longer drain intervals, less down-time, meeting the new mid SAPS medium drain qualification for SHPD

TYPICAL CHARACTERISTICS

Properties	Unit	Value
SAE Grade		15W/40
Viscosity @ 40°C	cSt	107
Viscosity @ 100°C	cSt	15.0
Viscosity Index		143
Density @ 15 °C		0.875
Flash Point °C		>200
TBN		9.5
Sulphated Ash content	%Mass	0.98

Package Sizes 1000 litre IBC's
205 litre steel drums
20 litre plastic drums