



# TEKMA MEGA+ 15W-40

Lubricant for Heavy Duty Diesel engines

**ACEA E7/E9 – Low SAPS**

## TYPE OF USE

**Tekma Mega+ 15W40** is a lubricant especially designed for the latest generation of trucks, buses, construction machinery, farm machinery, stationary engines, and boat engines running with low sulfur fuel ( $\leq 500$  ppm). Low emissions turbo Diesel direct injection engines, Euro II, Euro III, Euro IV, Euro V or Euro VI emission regulation compliant, fitted with EGR System (Exhaust Gas Re-circulation) and/or SCR (Selected Catalyst Reduction) system and with or without DPF (Diesel Particulate Filter), working in highly severe conditions of load and service, requiring an engine oil ACEA E9 "Low SAPS" with reduced content of sulfated ash ( $\leq 1.0\%$ ), phosphorus ( $\leq 0.12\%$ ) and sulfur ( $\leq 0.4\%$ ).

**Tekma Mega+ 15W40** can be used as single lubricant in case of fleet composed of new & old generation engines.

## PERFORMANCES

STANDARDS	ACEA E7 (Replaces E5 and E3)/ <b>E9</b> <b>API CK-4 / SN</b>
APPROVALS	MACK EOS 4.5, MB-Approval 228.31 RVI RLD-3, VOLVO VDS-4.5
PERFORMANCES	CATERPILLAR ECF-3, MTU Type 2.1, CUMMINS CES 20086 MAN M 3775, DQC III-10 LA, DFS 93K222, Ford WSS-M2C171-F1, DAF Standard Drain

Also suitable for IVECO, DAF... when an ACEA E3/E5 lubricant is required.

**API CK-4** performance ensures protection and longevity of engines fitted with EGR systems:

- Enhanced anti-oxidation properties: protection against soot builds up and oil filter plugging.
  - Superior protection against viscosity loss due to shear
  - Superior protection against catalyst poisoning, particulate filter blocking, engine wear, piston deposits
  - Viscosity grade at cold temperature minimizes wear at cold temperature, easy start up.
- Anti-corrosion, Anti-rust, Anti-foam.

Standard **ACEA E9** is dedicated for lubricants intended for use in truck engines fitted with DPF.

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 and engine power loss.

## RECOMMENDATIONS

Drain interval: refer to manufacturers' recommendations and tune to your own use.

Can be mixed with synthetic or mineral oils.

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 not definitive from the order which is subject to our general conditions of sale and warranty. – Made in France

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## PROPERTIES

Viscosity grade	SAE J 300	<b>15W-40</b>
Density at 20°C (68°F)	ISO 12185	0.874
Viscosity at 40°C (104°F)	ASTM D445	119.8 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D445	15.7 mm <sup>2</sup> /s
Viscosity Index	ASTM D2270	138
Flash point	ASTM D92	229°C / 444.2°F
Pour point	ASTM D97	-42°C / -43.6°F
TBN	ASTM D2896	9.86 mg KOH/g

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