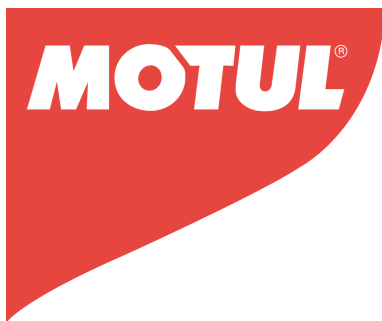




TEKMA FUTURA+ 10W-30

Lubricant for Turbo Diesel engines with DPF

Technosynthese® - Low SAPS

TYPE OF USE

Lubricant specially designed for the last generation of trucks, buses, construction machinery, farm machinery, stationary engines, and boat engines running with low sulfur fuel (≤ 50 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 ($\leq 0.4\%$).

PERFORMANCE

STANDARDS	ACEA E9 / E7 (E7 replace E5 and E3) API CK-4
APPROVALS	MACK EOS 4.5 RENAULT VI RLD-3 VOLVO VDS-4.5
PERFORMANCES	CATERPILLAR ECF-3 CUMMINS CES 20086 DAF Standard Drain DETROIT DIESEL 93K222 DEUTZ DQC III-10 LA FORD WSS-M2C171-F1 MAN 3775 MB 228.31 MTU Type 2.1

Low SAPS synthetic Technosynthese® lubricant featuring API CK-4 standard.

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 when engine start up and save fuel compare to a standard viscosity 15W-40.

New ACEA E9 is dedicated for lubricants intended for use in truck engines fitted with DPF. Reduced SAPS content enhance DPF lifetime and avoid DPF clogging.

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.

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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RECOMMENDATIONS

Drain interval: refer to manufacturers' recommendations and tune to your own use.
Can be mixed with synthetic or mineral oils.

PROPERTIES

Viscosity grade	SAE J 300	10W-30
Density at 20°C (68°F)	ASTM D1298	0.868
Viscosity at 40°C (104°F)	ASTM D445	83.4 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	12.1 mm ² /s
Viscosity HTHS at 150°C (302°F)	ASTM D4741	3.56 mPa.s
Viscosity Index	ASTM D2270	140
Flash point	ASTM D92	226°C / 438.8°F
Pour point	ASTM D97	-42°C / -43.6°F
Sulfated ash	ASTM D874	1.00 % masse
TBN	ASTM D2896	9.86 mg KOH/g