



Ursa[®] Ultra X

SAE 10W-30 and 10W-40

Premium performance ISOSYN[®] synthetic group II blend diesel engine lubricant

Product description

Ursa Ultra X SAE 10W-30 and 10W-40 are premium performance ISOSYN[®] synthetic group II blend diesel engine lubricants designed to conform to latest ACEA and future ACEA 2012 requirements as well as top tier OEM specifications for Euro IV, V and most Euro VI diesel engines.

Ursa Ultra X is formulated with advanced ISOSYN[®] synthetic group II blend base stock technology combined with a low SAPS additive system designed to offer dependable long drain performance, without compromising durability. Ursa Ultra X is designed for modern low emissions diesel and gas engines, and is recommended for engines with diesel particulate filter systems.

Customer benefits

- **Promotes maximum uptime** — offering extended drain through advanced engine performance and emissions system protection
- **Helps minimise exhaust emissions** — through low SAPS technology designed to protect catalysts and diesel particulate filter systems
- **Keep-clean performance** — reliable lubricant stability contributes advanced piston cleanliness, wear protection and soot control
- **Reduced fleet operating costs** — Ursa Ultra X SAE 10W-30 offers low maintenance combined with enhanced fuel economy
- **Suitable for a wide range of vehicles** — backwards compatibility, Euro VI to I and suitable for both diesel and gas engine applications

Product highlights

- **Maximum uptime**
- **Emissions system protection**
- **Keep-clean performance**
- **Reduced fleet operating costs**
- **Suitable for a wide range of vehicles**

Selected specification standards include:

ACEA	API
Cummins	DAF
Deutz	JASO
Mack	MAN
Mercedes Benz	MTU
Renault Trucks	Volvo

Applications

- Formulated for use in severe on-highway naturally aspirated and turbocharged diesel engine operations.
- Offers extended drain intervals in combination with low sulphur fuels*

- Formulated for use in trucks and buses equipped with gas engines

- Designed to provide 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 drivers' manuals and/or dealers should be consulted if in doubt.

Approvals, performance and recommendations

Approvals

Deutz	DQC-III-10 LA
MAN	M3477, M3271-1
Mack	EO-N
Mercedes Benz	MB-approval 228.51 [†]
MTU	Oil Category 3.1
Renault Trucks	RLD-2
Volvo	VDS-3

[†] MB 226.9 is obsolete. Gas engines are now covered by MB-approval 228.51.

Performance

ACEA	E6, E7
API	CI-4
Cummins	CES 20076, 20077
JASO	DH-2

Recommendations

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

Typical test data

Test	Test Methods	Results	
Viscosity Grade		SAE 10W-30	SAE 10W-40
Density, 15 °C, kg/l	ASTM D4052	0.864	0.864
Viscosity, Kinematic at 40 °C, mm ² /s	ASTM D445	82	98
Viscosity, Kinematic at 100 °C, mm ² /s	ASTM D445	12.1	14.5
Viscosity Index	ASTM D2270	144	154
Pour Point, °C	ASTM D5950	-39	-42
Flash Point COC, °C	ASTM D92	238	232
Sulphated Ash, %wt	ASTM D874	1.0	1.0

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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