



Ursa[®] Ultra LE SAE 15W-40

Premium performance low SAPS ISOSYN[®] group II technology heavy duty diesel engine lubricant

Product description

Ursa Ultra LE SAE 15W-40 is a premium performance low SAPS ISOSYN[®] group II technology heavy duty diesel engine lubricant designed for use in most Euro VI engines and mixed fleet and marine applications. This lubricant meets the performance requirements of a wide range of naturally aspirated and turbocharged four-stroke diesel and gasoline engines, along with a range of legacy diesel engines.

Ursa Ultra LE SAE 15W-40 is formulated with advanced technology low SAPS additives designed to deliver ultra high performance engine protection in diesel engines meeting Euro IV, V and most Euro VI emission requirements and meet 2007 and 2010 EPA exhaust particulate emissions standards for on-highway diesel trucks, using Ultra Low Sulphur Diesel (ULSD).

Ursa Ultra LE SAE 15W-40 is based on ISOSYN[®] technology, with a non-conventional high viscosity index base oil design in combination with advanced additive technology formulated to offer high-level dispersancy and detergency performance, oxidation inhibition, wear and corrosion protection, effective de-foaming characteristics, with a powerful viscosity index improver, delivering a product that rivals synthetic lubricants in critical engine tests.

Customer benefits

- **Ultra high performance ISOSYN[®] technology** — designed to deliver optimum engine power, performance and protection
- **Wide range of applications** — suitable for a range of diesel and gasoline, marine, low emission diesel engines, reducing inventories

Product highlights

- **ISOSYN[®] technology**
- **Wide range of applications**
- **Low SAPS Euro VI formulation**
- **Extended filter life**
- **Reduced operating costs**
- **Maximum uptime**

Selected specification standards include:

ACEA	API
Caterpillar	Cummins
DAF	Detroit Diesel
DEUTZ	Ford
JASO	John Deere
Mack	MAN
Mercedes Benz	MTU
Renault	Volvo
ZF	

- **Backwards compatible** — offering reduced inventory complexities and costs while helping to reduce misapplications
- **Extended filter life** — soot control helps extend filter life and reduce valve train wear in electronically controlled and older engines
- **Reduced operating costs** — soot dispersancy and wear control offer optimum engine service life and minimal maintenance
- **Maximum uptime** — through reduced emission control system cleaning and extended diesel particulate filter (DPF) service life

Applications

- Ursa Ultra LE SAE 15W-40 is a mixed fleet engine lubricant recommended for four-stroke naturally aspirated and turbocharged diesel engines but may also be used in four-stroke gasoline engines
- Ursa Ultra LE SAE 15W-40 is recommended for diesel engines meeting Euro I, Euro II, Euro III, Euro IV, Euro V and most Euro VI emissions requirements and for use in new advanced engines equipped with features such as four-valve heads, supercharging, turbocharging, direct injection, shorter piston crowns, higher power density, intercooling, full electronic fuel and emission system management, exhaust gas recirculation (EGR), diesel particulate filters (DPFs) and for many engines fitted with selective catalyst reduction (SCR) NOx reduction systems
- Ursa Ultra LE SAE 15W-40 is recommended for use in older engines as well as today's most modern low emission designs. It is formulated to offer high performance with ultra low sulphur diesel (ULSD) as well as normal and low sulphur diesel fuel
- Ursa Ultra LE SAE 15W-40 is recommended for use in marine applications and Caterpillar engines in off-highway or construction applications, which require API CJ-4. It is suitable for mixed commercial fleets, farm machinery, construction equipment, marine and other off-highway applications

Approvals, performance and recommendations

Approvals

- | | |
|-----------------|--------------------|
| • Cummins | CES 20081 |
| • Mercedes Benz | MB-approval 228.31 |
| • MAN | M3575 |
| • DEUTZ | DQC III-10 LA |
| • MTU | Oil category 2.1 |
| • Mack | EO-O Premium Plus |
| • Renault | RLD-3 |
| • Volvo | VDS-4 |
| • ZF | TE-ML 04C |

Performance

- | | |
|------------------|------------------------------------|
| • ACEA | E9, E7 |
| • API | CJ-4, CI-4 Plus, CI-4, CH-4, CF SM |
| • JASO | DH-2 |
| • Caterpillar | ECF-3, ECF-2 |
| • Cummins | CES 20071, 20072, 20077 |
| • Detroit Diesel | DDC93K218 |
| • John Deere | JDQ-78X |
| • Mack | EO-N |
| • Volvo | VDS-3 |
| • Renault | VI RLD-2 |

Recommendations

- Suitable for use in applications requiring:
 - DAF Standard Drain (Euro VI engines)
 - Renault RD, RD-2, RLD
 - Volvo VDS-2
 - Ford WSS-M2C171-E
 - Caterpillar 3600 series engines

Typical test data		
Test	Test Methods	Results
Viscosity Grade		SAE 15W-40
Density at 15 °C, kg/l	ASTM D4052	0.878
Viscosity, Kinematic at 40 °C, mm ² /s	ASTM D445	129.9
Viscosity, Kinematic at 100 °C, mm ² /s	ASTM D445	15.3
Viscosity Index	ASTM D2270	122
Pour Point, °C	ASTM D5950	-45 typical
Flash Point COC, °C	ASTM D92	230
Total Base Number, mg KOH/g	ASTM D2896	9.3
Sulphated Ash, %wt	ASTM D874	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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