



TARO[®] ULTRA 40, 70, 100, 140

SAE 50

PRODUCT DESCRIPTION

Taro[®] Ultra products are cylinder lubricants designed for lubricating the latest generation two-stroke marine engines running on low sulphur fuels under all loads and operating conditions. It is blended with highly-refined base oils and carefully selected additives to provide excellent ring and liner wear protection and piston cleanliness in slow-speed crosshead diesel engines.

CUSTOMER BENEFITS

Taro Ultra products deliver value through:

- **Engine protection** — Protects against excessive cylinder liner and piston ring wear, thus allowing prolonged service intervals.
- **Engine cleanliness** — Helps prevent ring sticking and minimizes deposit formation on the pistons and throughout the combustion chamber exhaust areas.
- **Storage stability** — Stable at ambient temperatures and during long-term storage.
- **Compatibility** — Miscible and compatible with diesel cylinder lubricants generally known to the international marine trade.

FEATURES

Taro Ultra is specifically designed to cope with the demands and required flexibility for IMO 2020. Taro Ultra has been fully field tested using a wide variety of fuels expected to be available post IMO 2020 implementation and are approved by major OEMs.

APPLICATIONS

Taro Ultra is approved for:

- **MAN Energy Solutions**
- **Winterthur Gas & Diesel**

Product(s) manufactured in the USA and Colombia.

Always confirm that the product selected is consistent with the original equipment manufacturer's recommendation for the equipment operating conditions and customer's maintenance practices.

A **Chevron** company product

20 July 2024
ML-97

© 2021-2024 Chevron U.S.A. Inc. All rights reserved.

Chevron, the Chevron Hallmark and Taro are trademarks owned by Chevron Intellectual Property LLC. All other trademarks are property of their respective owners.

Taro Ultra	SAE	BN	Recommended Application, "Description"
40	50	40	Recommended for lubricating large low-speed marine diesel engines continuously using low sulfur fuel under all loads and operating conditions. Running low sulfur fuels allows the use of lower BN engine oil.
70	50	70	For large, low-speed marine diesel engines running on low sulfur fuels operating under corrosive conditions or for older, mildly corrosive engines equipped with exhaust abatement technologies using heavy fuel oil.
100	50	100	Formulated to protect against cold corrosion in 2-stroke marine engines using exhaust abatement technologies running on heavy fuel oil operating under all loads and conditions.
140	50	140	Ultra-high base number cylinder lubricant formulated for use in latest generation 2-stroke marine engines operating under highly corrosive environments with a tendency to develop cold corrosion inside the cylinder. Able to provide the same level of alkalinity and corrosion protection as Taro Ultra 100 at lower feed rates, helping to reduce operation costs. Provides excellent ring and liner wear protection and piston cleanliness in slow-speed cross-head diesel engines.

APPROVALS AND SPECIFICATIONS

Taro Ultra products should be used in accordance with OEM guidelines and recommendations. They meet or exceed the following OEM specifications and industry standards:

Base Number	40	70	100	140
MAN ES (Gp I)	X	X	X	X
MAN ES (Gp II)	X	X	X	X
WinGD (Gp I)	X	X	X	X
WinGD (Gp II)	X	X	X	
J-Eng (Gp I)	X	X	X	
J-Eng (Gp II)	X	X	X	

Always confirm that the product selected is consistent with the original equipment manufacturer's recommendation for the equipment operating conditions and customer's maintenance practices.

TYPICAL TEST DATA

Base Number	40	70	100	140
<i>Product Number</i>	233911	233908	219036	219037
<i>SDS/MSDS Number</i>	51164	49537	49535	51161
SAE Viscosity Grade	50	50	50	50
Density at 15°C, kg/L	0.92	0.93	0.95	0.98
Viscosity, Kinematic mm ² /s at 100°C	19	19	19	19
Viscosity Index	95	95	95	95
Flash Point, °C(°F)	220°C min	220°C min	220°C min	220°C min
Pour Point, °C(°F)	-15°C	-15°C	-15°C	-15°C
Base Number, mg KOH/g (ASTM D2896)	40	70	100	140

Minor variations in product typical test data are to be expected in normal manufacturing.

Always confirm that the product selected is consistent with the original equipment manufacturer's recommendation for the equipment operating conditions and customer's maintenance practices.