



PRODUCT DATA SHEET



EKO FORZA PLATINUM UNIVERSAL ERSP 10W-40

Lubricant for commercial vehicle engines

DESCRIPTION

EKO FORZA PLATINUM UNIVERSAL ERSP 10W-40 is a full synthetic low SAPS technology lubricant, specifically designed for EURO 5 and EURO 6 diesel engines fitted with modern emission reduction systems, including diesel particulate filters (DPF).

SPECIFICATIONS

ACEA E9, E7, E6, E4, API CJ-4, MB 228.51, 228.31, MAN M3575, MTU Type 3.1, CUMMINS CES 20081, CATERPILLAR ECF-3, SCANIA LOW ASH, DETROIT DIESEL 93K218, DEUTZ DQC IV-10LA, JASO DH-2-15/DH-2-17. Meets requirements of MAN M3477, MAN M3271-1.

APPROVALS

VOLVO VDS-4, RENAULT VI RLD-3, MACK EO-O Premium Plus.

Suitable for use: VOLVO CNG

APPLICATIONS

- EKO FORZA PLATINUM UNIVERSAL ERSP 10W-40 is suitable for virtually all heavy-duty diesel engines, operating on highways or in off-road applications.
- Specifically designed for modern low-emissions diesel engines, equipped with all kinds of exhaust emission reduction systems.
- Meets the performance requirements for EURO 6 diesel engines of many manufacturers such as VOLVO, RENAULT, DAF, MERCEDES BENZ, SCANIA and IVECO.
- It meets both low SAPS και full SAPS lubricants specifications, thus ensuring compatibility with older technology diesel engines and is an ideal solution for the lubrication of all vehicles in mixed fleets of different manufacturers, technologies and ages.
- It is suitable for gas engines.

SPECIAL INSTRUCTIONS The lubricant recommendation for EURO 6 engines varies depending on the manufacturer; please consult the vehicle manual.

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ADVANTAGES

- Provides up to 50% better protection against wear of the external surface of the camshaft in the OM646LA test, compared to the requirements of the ACEA E6 and ACEA E4 specifications and the MERCEDES BENZ 228.51 specification, therefore increased engine reliability through the wear control of metal parts exposed to high loads.
- Exceeds the limits of the API CJ-4 specification for the weight loss due to wear on the upper piston ring in the CUMMINS ISM test (up to 40% better).
- Provides an improvement of up to 50% of the sludge deposition on the engine pistons in SCANIA tests for the SCANIA Low Ash specification. The reduction of deposits contributes to the protection of the liners from polishing (bore polishing) and to the protection from the increase of lubricant consumption and from the escape of lubricant in the combustion chamber.
- Exceeds the limits of the specifications MERCEDES BENZ 228.51 and API CJ-4 respectively, for engine sludge in OM501LA test (4% better) and CUMMINS ISM test (4% better).
- Exceeds the industrial limits of the piston cleanliness in OM501LA test (46% better), OM646LA test (43% better) and VOLVO D12D test (20% better).
- Exceeds the limits of soot dispersion in Mack T-11 test at 15.0 cSt increase (35% better).
- The stability of the TBN value is greater than that measured in full SAPS lubricants, in Mack T-12 and CUMMINS ISM-500 ppm sulphur test.
- Exhibits a very good performance in MRV test, cP at -30 °C, even for used lubricant, therefore excellent fluidity at extremely low temperatures (lower than -30 °C), for easy engine starts.

TYPICAL CHARACTERISTICS

Properties	Methods	Units	EKO FORZA PLATINUM UNIVERSAL ERSP 10W-40
SAE Viscosity Grade	-	-	10W-40
Density, 15°C	ASTM D4052	g/ml	0.8604
Kinematic Viscosity, 100°C	ASTM D445	cSt	13.86
Kinematic Viscosity, 40°C	ASTM D445	cSt	92.67
Viscosity Index (VI)	ASTM D2270	-	153
CCS Viscosity, -25°C	ASTM D5293	cP	6103
Base Number, TBN	ASTM D2896	mg KOH/g	12.8
Sulfated Ash	ASTM D874	% w/w	0.98
Pour Point	ASTM D5950	°C	-39
Flash Point, COC	ASTM D92	°C	230

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HEALTH AND SAFETY

Protect the environment while disposing of used product. Used lubricants should be collected at specific points to ensure they do not pollute the environment. Do not mix with solvents, brake fluids, antifreeze fluids and water, to allow for proper handling.

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