



Lubricants

MARATRON LSP 10W-40 CK-4

HEAVY DUTY PREMIUM SYNTHETIC BLEND DIESEL ENGINE OIL

DESCRIPTION

Veedol Maratron LSP 10W-40 CK-4 is advanced technology heavy duty premium synthetic blend diesel engine oil. This oil is specially developed for modern generation high-output, low-emission diesel engines meeting BS-VI/Euro-VI and CPCB-IV emission norms.

Veedol Maratron LSP 10W-40 CK-4 is formulated with base oils with high purity and new generation additives to deliver best performance for modern diesel engines meeting stringent emission norms as well as maintain engine durability.

Veedol Maratron LSP 10W-40 CK-4 is diesel engine oil suitable to perform in engines having exhaust gas recirculation (EGR) and after treatment systems with diesel particulate filters (DPFs) and diesel oxidation catalysts (DOCs).

Veedol Maratron LSP 10W-40 CK-4 is recommended for use in a wide range of heavy-duty applications delivering longer oil life, enabling longer service intervals even under severe operating conditions.

Veedol Maratron LSP 10W-40 CK-4 is fully backward compatible and delivers exceptional performance in both newer and older (Euro-V/BS-IV/CPCB-II and earlier) heavy duty engine designs.

Veedol Maratron LSP 10W-40 CK-4 oil is designed to provide enhanced protection against oil oxidation, viscosity loss due to shear, and oil aeration as well as protection against catalyst poisoning, particulate filter blocking, engine wear, piston deposits, degradation of low and high-temperature properties and soot-related viscosity increase.

PERFORMANCE SPECIFICATIONS

Meets & Exceeds performance requirements of

- API CK-4/SN • ACEA E7, E9 2016 • Mack EOS-4.5, EO-O Premium Plus, EO-N
- Volvo VDS 4.5, VDS 4, VDS 3 • Caterpillar ECF-3, ECF-2 • CES 20086, 20081
- Detroit DFS 93K222, 93K218 • MB 228.31 • Ford WSS M2C171-F1 • Deutz DQC-III-18LA
- MAN 3775 • MTU 2.1 • Renault RLD-4, RLD-3

APPLICATIONS

Recommended for use in heavy duty diesel engines including Euro-VI, Bharat Stage-VI and CPCB-IV modern low emissions vehicles fitted with emission control after treatment devices particulate filters and other advanced after treatment systems.

FEATURES/BENEFITS

- Low SAPS (Sulphated Ash, Phosphorus and Sulphur) to have compatibility and inert behavior on various types of catalytic convertors and DPF.
- Low shear VM provides desired film thickness over wider operating temperatures.
- Improved oxidation and wear control provides superior performance in extreme conditions.
- Excellent soot and viscosity control for greater engine efficiency and longer oil life.
- Reduced oil consumption.
- Exceptional cold temperature properties including easy startup.
- Good piston cleanliness, lesser deposits.
- Excellent control over valve-train and bore polishing wear.
- Overall enhanced wear & corrosion protection for reduced maintenance cost and longer engine life.
- Compatible with API CJ-4/CI-4 Plus engine oils and older API engine oil specifications.

CHARACTERISTICS

Test Parameter	Test Method	Typical Value
Kinematic Viscosity @ 100°C, cSt	ASTM D 445	14.8
Viscosity Index	ASTM D 2270	150
Flash Point, (COC) °C	ASTM D 92	236
Pour Point, °C	ASTM D 97	-39
CCS Viscosity @ -20°C, mPa.s	ASTM D 5293	6650