

PURUS[®]

PURUS[®] SYNTHETIC 5W-40 CJ-4 ENGINE OIL

Manufactured with highly refined virgin base oils and licensed additive systems

DESCRIPTION: PURUS[®] Synthetic 5W-40 CJ-4 Engine Oil is fully formulated with synthetic base stocks, including PolyAlphaOlefin (PAO). It provides improved fuel economy, compared to conventional SAE 15W-40 oils. CJ-4 represents the highest level of engine protection and performance ever built into a new lubricant specification. It was designed for all diesel engine applications, including today's emission controlled engines with EGR and diesel particulate filters using Ultra-Low Sulfur Diesel fuel (<15 PPM Sulfur) (ULSD) and Low Sulfur Diesel (LSD). It is formulated to provide improved wear protection, deposit and oil consumption control, soot-related viscosity control, prevention of viscosity loss from shearing, used oil low-temperature pumpability and protection from thermal and oxidative breakdown. It also contains a sophisticated additive system that is specifically designed to improve the protection of advanced emission control systems such as diesel particulate filters. It is suitable for use in almost all foreign and domestic diesel engines for both the latest 2007 emission compliant and older engines. Always consult your owner's manual for proper application.

APPLICATION: PURUS[®] Synthetic 5W-40 CJ-4 Engine Oil meets API Service Classification CJ-4, CI-4 PLUS, CI-4, CH-4, CG-4, CF-4, CF/SM, SL, SJ, SH. It has received OEM Approvals for Mack EO-O Premium Plus, Volvo VDS-4, DDC Power Guard Oil Specification 93K218, Cummins CES 20081, 20077, 20076, Renault RLD-3, ACEA E7. It is recommended for Caterpillar ECF-1a, ECF-2, ECF-3, Mack EO-N Premium Plus 03, Mack EO-N Premium Plus, EO-M Plus, EO-M, Mercedes Benz 228.31, MAN 3275, DDC/MTU Series 2000/4000 category 1 and 2 engine performance, Volvo VDS-3, DHD-1, ACEA E5 and 3, JASO DH-2.

**PERFORMANCE
BENEFITS:**

- Excellent soot busting viscosity control
- Improved fuel economy, compared to conventional SAE 15W-40 oils
- Exceptional wear protection for longer engine life
- Superior low temperature properties helps speed cold starts
- Year round formula for extremes of heat and cold



Updated: 01/12
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TYPICAL PROPERTIES:

API CJ-4, CI-4 PLUS, CH-4, CG-4, CF-4, CF/SM, SL, SJ, SH	X
Caterpillar ECF-1a, ECF-2, ECF-3	X
Cummins CES 20081, 20077, 20076	X
Mack EO-O Premium Plus, Mack EO-N Premium Plus 03, EO-N Premium Plus, EO-M Plus, EO-M	X
Mercedes Benz 228.31	X
MAN 3275	X
DHD-1, ACEA E7 and E5	X
Volvo VDS-4, VDS-3	X
DDC Power Guard 93 K218	X
DDC/MTU Series 2000/4000 1 and 2 engine performance	X
Allison C-4	X
Global DHD-1	X
JASO DH-2	X
Renault RLD-3	X

Product Data	Test Method	Typical
@ 40° C, cST	D445	98.65
@ 100°C, cST	D445	15.6
Viscosity Index	D2270	168
Pour Point °C (°F)	D97	-42 (-43)
Flash Point °C (°F)	D92	238 (460)
Neutralization No., TBN-E	D2896	10
Sulfated Ash, wt. %	D874	1
Cold Crank Simulator, cP	D5293	6240/-30°C
Mini-Rotary Viscometer TP1, cP	D4684	44500/-35°C



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