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# SUPER D+

## 15W40, 10W30 SYNTHETIC BLEND HEAVY DUTY DIESEL ENGINE OIL

Certified to Meet or Exceed

# API CJ-4

API License No. 3240



**Super D Engine Oil is designed to meet or exceed API and OEM service categories:**

Cummins 20081, 20071, 20072\*, 20076\*, 20077\*, 20078

Caterpillar ECF-3/1

Detroit Diesel 93K218/15/14, 7SE270\*

Mack EO-O Premium Plus, 07' EO-N Plus, EO-M

MAN M-3275\*

Mercedes Benz 228.3\*, 228.31\*

Renault RLD-3\*

Volvo VDS-4/3/2

Global DHD-1\*

ACEA E7-08/E9-08

JASO DH-2

MIL-L-2104E/F

Allison C-4/3\*.

\*SAE 15W-40 Viscosity Grade

SAE Viscosity Grade	15W-40	10W-30
API Service	CJ-4, CI-4 Plus, CI-4, CH-4, CG-4, CF-4, CF/SM	CJ-4, CI-4, CH-4, CG-4, CF/SM
API Gravity/Density lbs/gal	30.17.29	31.27.24
Viscosity, cSt @ 40°C	117.0	75.1
Viscosity, cSt @ 100°C	15.4	11.7
Viscosity Index	138	150
Pour Point, °F (°C)	-43 (-42)	-38 (-39)
MRV-TP1, Viscosity, cP@°C	21,000@ -25	22,000@ -30
CCS Viscosity, cP@°C,	6,100 @ -20	6,200 @ -25
Sulfated Ash, % wt.	0.99	0.99
TBN (D 2896)	10	10

\*NOTE: Typical Characteristics are current as of the date of publication of this Technical Bulletin. This typical data cannot be guaranteed to be identical to the products produced at any specific time. The data provided in this publication are presented only as a guide to Como lubricant users.

Super D+ Synthetic Blend Engine Oil contains a new API CJ-4 formulation engineered for 2007 diesel engines with low emission control systems and exhaust after treatments devices, that require use of ultra low or low sulfur diesel fuel. These systems use exhaust gas recirculation, diesel particulate filters and catalyst that are all sensitive to the wrong oil. May also be used in pre-2007 four-stroke naturally aspirated and turbocharged diesel engines specifying older API or OEM oil performance categories.

The high TBN, outstanding TBN retention, and new increased wear protection give Super D+ "Reserve Quality" that provides excellent engine protection in the most severe service conditions for both new and old engines.

Super D+ Engine Oil has been proven to protect diesel particle filter (DPF) emission systems against ash build up. In addition it provides, improved engine protection from soot, deposits, varnish, wear, acid accumulation, TBN retention, viscosity shear loss, and oil consumption.

### Features -

- ◆ A blend of Group II and Group III base oils provide enhanced oxidation control, reduced consumption, lower deposits, and reduced oil into the emission system. This translates to longer oil life at higher operating temperatures.
- ◆ The additive technology was specifically designed to protect catalyst, particulate filters, and other emission components providing less engine down time.
- ◆ A high Total Base Number (TBN) and excellent TBN retention means that more combustion contaminants (deposits, soot, acids) can be held in suspension and neutralized during the course of a drain interval.
- ◆ Super D has demonstrated outstanding soot control that exceeds the requirements of older and most new engines. Controlling soot is critical for reducing engine wear and extending engine life.
- ◆ Engine and field testing confirms the excellent reduction of deposits and oil consumption leading to longer engine life, emission, and (DPF) system life.
- ◆ Super D+ features the added security of "Reserve Protection" with extra reserve built into the oil. This reserve capacity suspends additional soot, neutralizes additional acids and reduces wear for longer engine life.
- ◆ Super D is capable for extended drain service with new and older engines using today's fuels.

