



MOBIL DELVAC MODERN™ 10W-40 FULL PROTECTION V4

Mobil Commercial Vehicle Lube , Turkey

Mobil commercial-vehicle-lube

Product Description

Mobil Delvac Modern 10W-40 Full Protection V4 is high performance diesel engine oil with advanced synthetic technology that provides excellent lubrication to modern, high performance, low emissions engines used in severe applications. This engine oil is designed using high performance base oils which provide excellent low temperature fluidity, high temperature viscosity retention and volatility control. The proven advanced additive system has been expertly engineered to help towards long engine life and maintain the efficiency of emission reduction systems including the Diesel Particulate Filter (DPF).

Features and Benefits

High output, low emission engines significantly increase demands on engine lubricants. Tighter engine design, use of inter-coolers, and turbochargers increase thermal stresses on the lubricant. Low emission engine technologies such as higher fuel injection pressure, retarded timing and aftertreatment devices all require improved oil performance in areas such as oxidation stability, soot dispersancy, volatility and compatibility with aftertreatment devices. The advanced technology in Mobil Delvac Modern 10W-40 Full Protection V4 delivers high performance, long drain interval capability and protection of exhaust systems including those fitted with Diesel Particulate Filters (DPF). The key benefits include:

Features	Advantages and Potential Benefits
Protection against oil thickening, high temperature deposits, sludge build-up and, oil degradation	Provides capability for long drain intervals. Helps to protect against ring sticking.
Excellent anti-wear, anti-scuff properties and bore polishing and corrosion protection	Helps towards long engine life
Stay-in-grade shear stability. Very low volatility	Helps to reduce viscosity breakdown and oil consumption under heavy duty, high temperature operating conditions
Low ash, sulfur and phosphorous levels	Helps to protect exhaust systems devices like those fitted with DPF
Good low temperature properties	Helps to improve pumpability and oil circulation

Applications

- Heavy Duty Diesel Engines including Euro V/VI Modern Low Emissions Vehicles, Utilizing Technologies such as Diesel Particulate Filter (DPF), Selective Catalytic Reduction (SCR), Continuously Regenerating Traps (CRT), Diesel Oxidation Catalysts (DOC) and Exhaust Gas Recirculation (EGR).
- Heavy Duty Diesel Engines using low sulfur diesel fuels and many biodiesel fuel formulations.
- Naturally Aspirated and Turbo-Charged Diesel Powered Equipment.
- On-Highway Short-Haul and Long-Haul Trucks and Buses

Please refer to the owners handbook for OEM application requirements and oil drain intervals for your vehicle or equipment.

Specifications and Approvals

This product has the following approvals:
MTU Oil Category 3.1

This product has the following approvals:

DTFR 15C110

This product is recommended for use in applications requiring:

MAN M 3477

This product meets or exceeds the requirements of:

DAF Extended Drain

ACEA E6

ACEA E8

Properties and Specifications

Property	
Grade	SAE 10W-40
Kinematic Viscosity @ 100 C, mm ² /s, ASTM D445	13.7
Density @ 15.6 C, g/ml, ASTM D4052	0.861
Kinematic Viscosity @ 40 C, mm ² /s, ASTM D445	91
Viscosity Index, ASTM D2270	153
Pour Point, °C, ASTM D97	-42
Total Base Number, mgKOH/g, ASTM D2896	11.3
Ash, Sulfated, mass%, ASTM D874	0.96
Flash Point, Cleveland Open Cup, °C, ASTM D92	227

Health and safety

Health and Safety recommendations for this product can be found on the Material Safety Data Sheet (MSDS) @ <http://www.msds.exxonmobil.com/psims/psims.aspx>

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06-2024

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You can always contact our Technical Help Desk engineers on Mobil lubricants and services related questions: <https://www.mobiloil.com.tr/tr-tr/contact-us>

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Typical Properties are typical of those obtained with normal production tolerance and do not constitute a specification. Variations that do not affect product performance are to be expected during normal manufacture and at different blending locations. The information contained herein is subject to

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