

TECHNICAL PRODUCT SHEET

# PWR XTB II 15W—40



## DESCRIPTION

PWR XTB II is a specially designed super high-performance diesel engine oil (SHPDEO), intended for use in heavy duty, high-kilometer engines or/and engines operating on very severe conditions on increased sulphur diesel fuel. Formulated with premium GRP II base oil, PWR XTB II is the ultimate choice for vehicle fleets seeking top-tier performance and protection. Engineered for superior detergency, advanced anti-wear defence, and exceptional deposit control, it keeps critical engine components—like pistons and turbocharger bearings—clean and safeguarded against corrosive wear. Thanks to its cutting-edge additive technology, it also enables extended drain intervals, reducing maintenance downtime and maximizing efficiency.

## APPLICATIONS

PWR XTB II utilizes the latest technology to deliver exceptional performance for both on & off-highway heavy duty, American and European engines “burning” high sulfur fuels such as distillates fuels. It is suitable for American, Chinese, and European non-road diesel engines, including Pre-Tier 4 (EPA), China NR4, and EU Stage IIIb / Stage IV applications where API CH-4 or CI-4 Plus oils are specified. It is specially designed for high-speed engines used in land and marine power generator applications, including Perkins, MWM Deutz, Yamar, Caterpillar 3600, Wärtsilä, and Cummins engines. It is also the perfect lubricant for hard-working hydrostatic transmissions requiring a multigrade oil.

## SPECIFICATIONS

ACEA	E5	DTR	15B100 (ex. MB 228.3)
ACEA	E7	CUMMINS	CES 20076
API	CI-4 Plus	CUMMINS	CES 20077
API	CI-4	CUMMINS	CES 20078
API	CH-4	DEUTZ	DQC III-10
API	CG-4	Global	DHD-1
API	CF-4	CATERPILLAR	ECF-1a
API	SL	CATERPILLAR	ECF-2
API	SJ	Renault	RLD-2
JASO	DH-1	VOLVO	VDS 3
DDC	93K215	MACK	EO-M+
MAN	3275-1	MACK	EO-N
ZF TE-ML 04P / 07D	ZF TE-ML 04P / 07D	MTU	Cat. 2

## PROPERTIES

PWR XTB II due to its high viscosity at 100 °C, provides stable viscosity control, preventing metal-to-metal contact and wear, particularly during idling or under high load and pressure conditions. Its superior detergent and dispersant properties provide improved soot-related viscosity control, prevent viscosity loss due to shear, and help reduce oil consumption. The thermally stable base oils enhance protection against thermal and oxidative breakdown, enabling operation at higher sump temperatures while maintaining excellent low temperature pumpability.



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### BENEFITS

PWR XTB II is a diesel engine oil for heavy-duty engines operating under severe conditions and high-sulfur fuels. Its non-conventional base oils and advanced detergent/dispersant system keep pistons and turbochargers clean while supporting extended drain intervals. Strong viscosity retention reduces oil consumption, and excellent fuel-contamination control with a thicker protective film minimizes losses in worn engines. The formulation performs reliably across extreme temperatures, preventing dry starts and ensuring consistent protection.

### PHYSICAL-CHEMICAL CHARACTERISTICS

PWR XTB II	METHOD	SAE 15W-40
Density at 15°C, g/cm <sup>3</sup>	ASTM D4052	0.878
Viscosity, Kinematic (cSt) 40°C	ASTM D445	113.0
Viscosity, Kinematic (cSt) 100°C	ASTM D445	15.3
Viscosity index	ASTM D2270	144
Flash point, COC, °C	ASTM D92	236
Pour point, °C	ASTM D97	-30
TBN, mgKOH/g	ASTM D2896	15.3
Dynamic Viscosity, °C / cP	ASTM D5293	-20°C/6,000
HTHS, cP	CEC-L-36-A-90	3.8

The above mentioned characteristics represent mean values.

### STORAGE

All packages must be stored in covered, well-ventilated areas. If outdoor storage cannot be avoided, barrels must be placed horizontally to prevent water ingress and to protect labels and markings from damage. Products must not be stored at temperatures above 60 °C and must not be exposed to direct sunlight, freezing conditions, or extreme temperature fluctuations.



### HEALTH & SAFETY

This product is not considered to pose significant risks to health or safety when used as intended and in accordance with recommended personal hygiene practices. It must not be applied for purposes other than those for which it has been formulated. For detailed guidance on safe handling and use, refer to the Safety Data Sheet (SDS).



### USED OILS

Used lubricants must be collected at designated collection points to prevent environmental contamination. They must not be mixed with solvents, brake fluids, or antifreeze.

