# NATERIA MJ 40



Stationary gas engine



#### Medium ash (0.8 %), Advanced mineral gas engine oil for severe gases

# APPLICATIONS

Four-stroke engines fueled by renewable gases such as biogas and landfill gas

### **ADVANTAGES**

Extended drain intervals

Increased engine protection

- Engines where a medium ash oil is needed to neutralize high levels of hydrogen sulphur (H2S) and impurities such as halogens and siloxanes within the gaseous fuel
- Engines running specially on untreated biogas, sewage and landfill gases
  Engines where higher ash levels are preferred for optimised piston head life and valve recession control
- NATERIA MJ 40 contains hydrocracked base oils selected for their high thermal stability,
- nitration and oxidation resistance.
   NATERIA MJ 40's specific additive system demonstrated excellent TBN retention and antiwear performance in the field.
- NATERIA MJ 40's elevated TBN is ideal in neutralizing acids coming from the gas combustion or impurites to give longer drain intervals and keep engine parts cleaner.

## **SPECIFICATIONS**

Engine manufacturers

**NATERIA MJ 40** performances are recognised by all major manufacturers who tested it successfully in real conditions. The following homologations have been granted :

- CATERPILLAR ENERGY SOLUTIONS sulphated ash content between 0,5 and 1,0 %wt – CG132/170/260 engines
- INNIO JENBACHER gas type B and C Type 2 and 3 engines
- MAN M3271-4 Special Gas All engines
- MTU 400BR series Biogas All engines
- MTU 4000 series Biogas L62FB engines
- MWM sulphated ash content between 0,5 and 1,0 %wt TCG 2016/20/32 engines
- **TEDOM** Biogas Cento engines

TYPICAL CHARACTERISTICS	METHODS	UNITS	NATERIA MJ 40
SAE Grade	-	-	40
Density at 15°C	ISO 3675	kg/m <sup>3</sup>	891
Kinematic viscosity at 40 °C	ISO 3104	mm²/s	138.6
Kinematic viscosity at 100 °C	ISO 3104	mm²/s	15.1
Viscosity index	ISO 2909	-	111
Flash point OC	ISO 2592	°C	280
Pour point	ISO 3016	°C	- 36
Sulfated ash	ISO 3987	%	0.82
TBN	ASTM D 2896	mgKOH/g	8.8

Above characteristics are mean values given as an information.

#### TOTAL LUBRIFIANTS

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This lubricant used as recommended and for the application for which it has been designed does not present any particular risk. A material safety data sheet conforming to the regulations in use in the E.C. can be obtained from your local commercial adviser or down loaded from www.quick-fds.com