Multigear® S SAE 75W-140

Premium performance synthetic automotive gear lubricant

Product description
Multigear S SAE 75W-140 is a premium performance synthetic automotive gear lubricant formulated for use in heavy-duty driven axles and differentials in passenger cars and commercial vehicles.

This fully synthetic gear lubricant is formulated with advanced EP additives to promote high performance protection.

Customer benefits
- Designed to offer long drain capabilities, reducing service maintenance and downtime
- Helps provide improved fuel economy particularly when used in Scania axle gears
- High performance EP additives promote protection against scuffing and wear, under low speed/high torque and shock conditions
- Reliable low temperature fluidity assists rapid lubricant circulation and system protection during cold-starts
- High VI formulation aids effective high temperature viscosity retention, lubrication performance and system protection
- Robust oxidation stability assists in-service oil thickening resistance, keeping components clean and free from harmful deposit

Product highlights
- Designed to offer long drain capabilities
- Improved fuel economy
- Promotes protection against scuffing and wear
- Offers rapid system protection during cold-starts
- High VI formulation
- Helps keep components clean and deposit free

Selected specification standards include:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Manufacturer</th>
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<tbody>
<tr>
<td>API</td>
<td>Ford</td>
</tr>
<tr>
<td>Mack</td>
<td>Meritor</td>
</tr>
<tr>
<td>SAE</td>
<td>Scania</td>
</tr>
<tr>
<td>US Military</td>
<td>ZF</td>
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</tbody>
</table>
Applications

• Multigear S SAE 75W-140 is suitable for use in API GL-5 applications that require a high-viscosity product. It is approved against Scania STO 2:0 A, which is a Scania axle oil requirement that gives high fuel efficiency and extended drain interval. It may also be used in Scania transmissions when the ambient temperature is between -25°C and +30°C. Multigear S SAE 75W-140 is also recommended for use in applications that require a lubricant conforming to Ford specification WSL-M2C192-A, such as the differentials of Jaguar cars and Ford Transit vans.

• The friction characteristics of Multigear S SAE 75W-140 make it generally unsuitable for use in synchronized manual transmissions and transaxles, and it should not be used in these applications unless a GL-5 fluid is specifically recommended.

Approvals, performance and recommendations

Approvals

- Scania STO 1:0
- Scania STO 2:0A
- ZF TE-ML 05A [1]
- ZF TE-ML 12N [1]
- ZF TE-ML 16F [1]
- ZF TE-ML 19C [1]

Performance

- API GL-5
- API MT-1
- Ford WSL-M2C192A
- Mack GO-J
- Meritor O76-M
- SAE J2360
- US Military MIL-PRF-2105E

Recommendations

- ZF TE-ML 05B [4]
- ZF TE-ML 12B [3]

[2] Products meeting the necessary performance requirements for these standards are approved for use by ZF, but there is no product listing.
[3] ZF has transferred this approval to the new class TE-ML 12N, which is a higher performance level.
[4] In April 2017, ZF combined class TE-ML 05B with class TE-ML 05A, and class TE-ML 21B with class TE-ML 21A.
### Typical test data

<table>
<thead>
<tr>
<th>Test</th>
<th>Test methods</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shelf Life:</strong> 60 months from date of filling indicated on the product label.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density, 15°C, kg/l</td>
<td>ASTM D4053</td>
<td>0.867</td>
</tr>
<tr>
<td>Flash Point COC, °C</td>
<td>ASTM D92</td>
<td>185</td>
</tr>
<tr>
<td>Pour Point, °C</td>
<td>ASTM D5950</td>
<td>-46</td>
</tr>
<tr>
<td>Viscosity, Kinematic, 100°C, mm²/s</td>
<td>ASTM D445</td>
<td>26</td>
</tr>
<tr>
<td>Viscosity, Kinematic, 40°C, mm²/s</td>
<td>ASTM D445</td>
<td>185</td>
</tr>
<tr>
<td>Viscosity Index</td>
<td>ASTM D2270</td>
<td>169</td>
</tr>
<tr>
<td>FZG Gear Wear Test A/8.3/90, Failure load stage</td>
<td>CEC L7A95</td>
<td>&gt;12</td>
</tr>
<tr>
<td>FZG Shock Test S A10/16.6R/90, Failure load stage</td>
<td>FVA 243</td>
<td>&gt;12</td>
</tr>
</tbody>
</table>

The information given in the typical data does not constitute a specification but is an indication based on current production and can be affected by allowable production tolerances. The right to make modifications is reserved. This supersedes all previous editions and information contained in them.