



Delo® 400 XLE Synblend

Premium Synthetic Blend Heavy Duty Diesel Engine Oil

Product Data Sheet

Customer benefits

Improves fuel economy

Up to 3.6% improvements vs. SAE 15W-40 oils in on road testing in class 6 vehicles and up to 1% improvement vs. SAE 15W-40 oils in on-road testing in class 8 vehicles.

Minimizes fleet maintenance costs

Specially selected additives and premium base stocks provide exceptional soot dispersancy, wear and deposit control. Cylinders, pistons, rings, and valve train components are well protected against wear and corrosion, providing optimum service life and minimal maintenance. Contributes to maximum vehicle utilization and minimal downtime.

Reduces emissions

Formulated with latest generation “low-SAPS” (sulfated ash, phosphorus and sulfur) technology containing reduced levels of metals, phosphorus and sulfur, it maximizes the life of sensitive catalyst metals and the cleaning intervals of diesel particulate filters.

Reduces inventory costs

Extensive industrial and OEM approvals. Provide excellent overall performance in mixed fleets of different engine designs (including modern low emission diesel engines) allowing one oil for many services and reducing the chance of product misapplication

Applications

The following applications whenever the manufacturer recommends SAE 10W-30 grade:

- Mixed fleets of four-stroke diesel engines (naturally aspirated and turbocharged)
- Commercial road transport, including the latest engines fitted with exhaust cleanup devices of all types
- Vehicles meeting the most recent exhaust emissions standards, including US EPA 2002 and 2007, Euro V and VI, and Australian ADR 80/02 and ADR 80/03
- Mixed fleets of both diesel and gasoline engines, and both old and new equipment
- Off-highway vehicles and plant
- Mobile hydraulic systems (where oil type and viscosity are appropriate)

Product features:

• **Delo® 400 XLE Synblend SAE 10W-30** is a premium performance synthetic blend fuel economy and mixed fleet motor oil recommended for naturally aspirated and turbocharged four-stroke diesel engines and four-stroke gasoline engines in which the API CJ-4 or SM service category and SAE 10W-30 viscosity grade are recommended.

• **Delo® 400 XLE Synblend SAE 10W-30** is a “Low-SAPS” heavy-duty diesel engine oil specifically designed for the latest low emission diesel engines fitted with diesel particulate filters, but also those fitted with EGR and/or SCR systems.

• **Delo® 400 XLE Synblend** is formulated with ISOSYN® Technology to provide exceptional soot dispersancy, deposit control and wear protection.



Typical key properties

DELO® 400 XLE Synblend	
SAE Grade	10W-30
Product Code	500289
Base No.,	
ASTM D2896, mg KOH/g	9.7
Sulfated Ash, m %	1.0
Phosphorus, m %	0.11
Viscosity,	
mm ² /s @ 40°C	76
mm ² /s @ 100°C	11.6
Viscosity Index	146
Zinc, mass %	0.13

1504

Performance standards

- API CJ-4 / SM
- ACEA E9
- Caterpillar ECF-3
- Daimler MB Approval 228.31 (pending)
- Cummins CES 20081
- Detroit Diesel 93K218
- JASO DH-2
- Mack EO-O Premium Plus 07
- Renault RLD-3
- Volvo VDS-4

ENVIRONMENT, HEALTH and SAFETY

Information is available on this product in the Material Safety Data Sheet (MSDS) and Customer Safety Guide. Customers are encouraged to review this information, follow precautions and comply with laws and regulations concerning product use and disposal.

To obtain a MSDS for this product, visit:
www.CaltexDelo.com.

This bulletin was prepared in good faith from the best information available at the time of issue. While the values and characteristics are considered representative, some variation, not affecting performance, can be expected. It is the responsibility of the user to ensure that the products are used in the applications for which they are intended.

Produced by:
Chevron Lubricants
– Asia Pacific



SERVICE CONSIDERATIONS

- “Low SAPS” engine oils tend to have lower Base Numbers than “conventional” heavy duty diesel engine oils. Used in conjunction with today’s low, very low or ultra low sulfur content fuels this is of no consequence. However, in situations where very high sulfur (>0.5%) fuels are in use this may to some extent limit achievable drain intervals of the former in relation to the latter. Fuel sulfur levels have declined significantly over the past decade but are still relatively high in some countries.
- While the level of phosphorus is low by heavy duty diesel engine oil standards, it is somewhat higher than permitted by certain recent standards for passenger car motor oils, e.g. ILSAC GF-5, and the ACEA “C” standards. Optimum life of catalytic emission control systems will be achieved by using oils of the performance standard recommended by the vehicle manufacturer.

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