



# Delo® XLD Multigrade

## High Performance Multigrade Diesel Engine Lubricant

Product Data Sheet

### Customer benefits

#### Reduced maintenance costs

Highly effective detergent additive system minimizes piston crown land deposits which can lead to damaging bore polishing. High base number minimizes corrosive wear in those areas where medium to high sulphur fuel is still encountered.

#### Maximizes engine life

Proven metallo-organic anti-wear additive system reduces wear in severe service by forming a protective layer on all metal contact surfaces. Wide-range SAE 10W-40 multigrade viscosity ensures reduced friction at start-up and maximum lubricity at high operating temperatures.

#### Long oil drain intervals

Exceptional high temperature stability minimizes degradation that leads to sludge formation and oil thickening, and provides extended oil drain capability.

#### Low oil consumption

Highly shear-stable viscosity index improvers prevent oil flow through the piston rings by maintaining oil viscosity in the high temperature ring belt area, while special low volatility base fluids minimize evaporative oil loss.

### Applications

- Naturally aspirated and turbocharged high speed, four-stroke diesel engines
- Diesel engines meeting Euro V or earlier emission requirements not fitted with Diesel Particulate Filters (DPF)
- Commercial road transport in light, medium and heavy-duty service
- Off-highway vehicles

### Product features:

- **Delo® XLD Multigrade** is a synthetic-blend, high performance diesel engine oil designed to meet current ACEA requirements and more challenging OEM specifications for Euro IV and V engines.
- **Delo® XLD Multigrade** is formulated with ISOSYN Technology, an optimized synthetic and mineral base oil blend plus specialized additives to provide reliable long oil drain performance and protection.



## Typical key properties

DELO®XLD MULTIGRADE	
SAE Grade	10W-40
Product Code	500597
Base No.,	
D2896, mg KOH/g	12.5
D4739, mg KOH/g	11.5
Sulfated Ash, m %	1.6
Phosphorus, m %	0.14
Viscosity,	
mm <sup>2</sup> /s @ 40°C	98.0
mm <sup>2</sup> /s @ 100°C	14.2
Viscosity Index	148
Zinc, mass %	0.15

1411

## Performance standards

- ACEA E4, E7
- API CI-4
- Daimler MB-Approval 228.5
- Deutz DQC-III-10
- Mack EO-N Premium Plus
- MAN M 3277
- MTU Category 3
- Renault RLD-2 / RXD
- Scania LDF-2
- Volvo VDS-3

## 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](http://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.

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– Asia Pacific



## SERVICE CONSIDERATIONS

Many European diesel engine manufacturers recommend oil drain intervals of up to 100,000 – 150,000km where oils meeting ACEA E4 or appropriate OEM specifications are used. However, such extended oil drain intervals should only be applied where service conditions match ideal European duty cycles and fuel sulfur levels. In most areas in which Caltex brand products are sold this is unlikely.

The higher fuel consumption, higher fuel sulfur levels and more severe operating conditions (such as dustiness, higher loads, and rougher surfaces) generally encountered in these areas mandate, for all diesel engine oils, reduced service intervals versus those used in more ideal environments. If operators adjust drain intervals to compensate for these service factors, Delo XLD Multigrade can deliver proportionate benefits in terms of lower maintenance and lower engine life cycle costs.

For vehicles fitted with exhaust clean up devices of the diesel particulate trap type, lubricants conforming to low-SAPS (sulfated ash, phosphorus and sulfur) requirements should be employed.

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