



Delo®XLE Multigrade

High Performance Synthetic-Blend Diesel Engine Oil

Product Data Sheet

Customer benefits

Reduced 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 extends the cleaning intervals of diesel particulate filters.

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 oil service intervals up to the maximum levels recommended for ACEA E6 oils in Euro IV, V and VI compliant engines.

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 synthetic low volatility base fluids minimize evaporative oil loss.

Maximum power output

Advanced low-ash detergent / dispersant additive system maintains power output by providing outstanding deposit control under the high temperature conditions encountered in modern high output/low emission engines.

Applications

- Naturally aspirated and turbocharged high speed, four-stroke diesel engines burning low-sulphur diesel fuel.
- Diesel engines meeting Euro IV, V and VI emission requirements fitted with Diesel Particulate Filters (DPF), Selective Catalytic Reduction (SCR) and / or Exhaust Gas Recirculation (EGR) emission control technologies.
- Earlier European heavy duty diesel engines meeting Euro I, II or III emission requirements burning low-sulphur diesel fuel.

Product features:

- **Delo®XLE Multigrade** is a High performance synthetic-blend “low-SAPS” diesel engine oil designed to meet current ACEA requirements and more challenging OEM specifications for Euro V and VI engines, especially where Diesel Particulate Filters (DPF) are fitted.
- **Delo® XLE Multigrade** is designed for use in connection with low-sulfur diesel fuel (50 ppm max).
- **Delo®XLE Multigrade** is formulated with ISOSYN Technology, an optimized synthetic and premium mineral base oil blend plus the latest low-ash additive technology to provide the maximum oil drain intervals recommended for European DPF-equipped Euro IV, V and Euro VI compliant engines.



Typical key properties

DELO®XLE MULTIGRADE	
SAE Grade	10W-40
Product Code	500545
Base No.,	
D2896, mg KOH/g	10
D4739, mg KOH/g	9.0
Sulfated Ash, m %	1.0
Viscosity,	
mm ² /s @ 40°C	98
mm ² /s @ 100°C	14.5
Viscosity Index	154
Zinc, mass %	0.08

1411

Performance standards

- ACEA E6, E7
- API CI-4
- Daimler MB Approval 228.51
- Daimler MB Approval 226.9
- Deutz DQC III-10 LA
- Mack EO-N Premium Plus
- MAN M3477
- MAN M3271-1
- MTU Category 3.1
- Renault RLD-2, RXD, RGD
- Volvo VDS-3

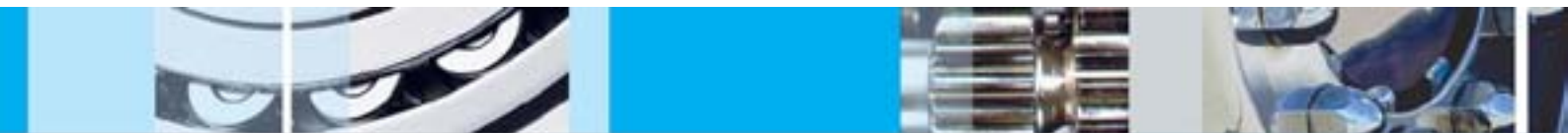
ENVIRONMENT, HEALTH and SAFETY

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.

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

Drain intervals recommended for European on-highway conditions may not be applicable to the conditions typically experienced in the Asia Pacific region.

In particular “Low SAPS” engine oils tend to have lower Base Numbers than “conventional” heavy duty diesel engine oils. Used in conjunction with today’s low or ultra low sulfur content fuels this is of no consequence. However in situations where high to very high sulfur (>0.3%) fuels are in use this may limit achievable drain intervals. Such fuels are now rare in the Asia Pacific Region.

Consult local OEM representatives for appropriate drain interval recommendations under local conditions.

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