DELO® SYN ATF HD

PRODUCT DESCRIPTON

"Delo. Let's go further.®"

Delo® Syn ATF HD is specially engineered for heavy duty automatic truck and bus transmissions operating in extended service. It is officially approved by Voith and ZF for extended drain intervals.

CUSTOMER BENEFITS

Delo Syn ATF HD delivers value through:

- **Extended drains** of up to six times that of a conventional automatic transmission fluid.
- **Protection** against the formation of lacquers, sludge, or other harmful deposits.
- **Exceptional stability** provided by excellent base oil and extra oxidation inhibitors.
- **Fast circulation during cold weather** and excellent lubricating qualities when hot.
- **Optimized friction characteristics** for smooth shifting and efficient power transfer.

FEATURES

Delo Syn ATF HD is designed for severe duty and extended drain intervals. It has been field tested in several urban transit fleets with excellent results for drain intervals ranging from 50,000 to 100,000 miles.

It is manufactured from synthetic base oils and additives that help provide oxidation and thermal stability, friction control, load-carrying ability, corrosion and wear protection. It helps prevent the accumulation of deposits and the formation of sludge, varnish, and foam.

Delo Syn ATF HD has excellent low temperature flow properties and enhanced protection against viscosity breakdown.

Under the most severe operating conditions, this fluid:

- maintains friction control for smooth shift action.
- retains low temperature fluidity and high temperature stability for long operating periods.
- provides excellent antiwear protection.
- greatly extends the time to transmission overhauls due to sludge, corrosion, wear of clutches and bands, gears and bearings, leakage past seals, and loss of frictional properties compared to a conventional automatic transmission fluid.

APPLICATIONS

Delo® Syn ATF HD is specially engineered for heavy duty automatic truck and bus transmissions operating in extended service. It is officially approved by Voith and ZF for extended drain intervals. It is also approved for Volvo 97341 applications.

It is also an excellent choice for passenger cars and light trucks requiring General Motors DEXRON®-III,[1] as well as Ford MERCON® and MERCON® V,[2] especially for those vehicles in moderate to severe service. Examples of severe service applications include police cars, taxicabs, pickup & delivery trucks, recreational vehicles, and tow trucks.

1 DEXRON is a registered trademark of General Motors LLC.

2 MERCON is a registered trademark of Ford Motor Company. Although Delo Syn ATF HD is suitable for use in transmissions that require MERCON and MERCON V fluids, this product is not officially licensed or approved by Ford for such applications and its use may void Ford's warranty. For applications that require a MERCON V licensed product, please use Chevron ATF MERCON V.

Product(s) manufactured in the USA.
Always confirm that the product selected is consistent with the original equipment manufacturer's recommendation for the equipment operating conditions and customer's maintenance practices.

A **Chevron** company product

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Delo Syn ATF HD has the following qualifications:

- **DTFR** 13C170 (previously known as MB 236.9)
- **MAN** 339 V-2, 339 Z-2
- **Voith** H55.6336.XX
- **Volvo Transmission Oil** 97341:053 (AT101), 97342 (AT102)
- **ZF** TE-ML 03D, TE-ML 04D, TE-ML 14B, TE-ML 17C, TE-ML 20B, TE-ML 25B

Do not use in high pressure systems in the vicinity of flames, sparks and hot surfaces. Use only in well ventilated areas. Keep container closed.

Do not use in breathing air apparatus or medical equipment.

TYPICAL TEST DATA

Product Number	*223040*
SDS Number	*35581*
API Gravity	35.2
Viscosity, Kinematic mm²/s at 40°C mm²/s at 100°C	 35.3 7.4
Viscosity, Saybolt SUS at 100°F SUS at 210°F	 179 51
Viscosity, Brookfield mPa.s at -40°C	 11,400
Viscosity Index	183
Flash Point, °C(°F)	216(421)
Pour Point, °C(°F)	-49(-56)
Color	Red
FZG Gear Wear Test, Failure Load Stage	 12

Minor variations in product typical test data are to be expected in normal manufacturing.

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