



# Delo<sup>®</sup> 400 RDE SAE 10W-30

High performance semi-synthetic heavy-duty engine oil (Supersedes Ursa Ultra X SAE 10W-30)

## Product description

Delo 400 RDE SAE 10W-30 is a high performance semi-synthetic heavy-duty engine oil, designed to conform to latest ACEA requirements as well as top tier OEM specifications for Euro IV, V and some Euro VI diesel engines.

Delo 400 RDE SAE 10W-30 is formulated with advanced ISOSYN<sup>®</sup> technology combined with a low SAPS additive system designed to offer dependable long drain performance, without compromising durability. Delo 400 RDE SAE 10W-30 is designed for modern low emissions diesel and gas engines, and is recommended for engines with diesel particulate filter systems.

## Customer benefits

- **Promotes maximum uptime** — offering extended drain through engine performance and emissions system protection
- **Helps minimise exhaust emissions** — through low SAPS technology designed to protect catalysts and diesel particulate filter systems
- **Keep-clean performance** — reliable lubricant stability contributes advanced piston cleanliness, wear protection and soot control
- **Reduced fleet operating costs** — Delo 400 RDE SAE 10W-30 offers low maintenance combined with enhanced fuel economy
- **Suitable for a wide range of vehicles** — backwards compatibility, Euro VI to I and suitable for both diesel and gas engine applications



## Product highlights

- **Maximum uptime**
- **Emissions system protection**
- **Keep-clean performance**
- **Reduced fleet operating costs**
- **Suitable for a wide range of vehicles**

### Selected specification standards include:

ACEA	API
Cummins	DAF
Deutz	JASO
Mack	MAN
Mercedes Benz	MTU
Renault Trucks	Volvo

## Applications

- Formulated for use in severe on-highway naturally aspirated and turbocharged diesel engine operations.  
Offers extended drain intervals in combination with low sulphur fuels\*
- Formulated for use in trucks and buses equipped with gas engines
- Designed to provide good performance in diesel particulate filter (DPF), exhaust gas recirculation (EGR) and selective catalytic reduction (SCR) after treatment systems

\* Recommendations may differ between engine manufacturers so drivers' manuals and/or dealers should be consulted if in doubt.

## Approvals, performance and recommendations

### Approvals

- Cummins CES 20076
- Deutz DQC-IV-10 LA
- Mack EO-N
- MAN M3477, M3271-1
- Mercedes Benz MB-Approval 228.51†
- MTU Oil Category 3.1

- Renault Trucks RLD-2
- Volvo VDS-3

### Performance

- ACEA E6, E7, E9
- API CI-4
- Cummins CES 20077
- JASO DH-2

### Recommendations

Suitable for use in applications requiring:

- DAF Extended Drain (Euro III, IV, V and VI engines)
- Renault Trucks RXD, RGD
- Renault Trucks RD, RD-2, RLD
- Volvo VDS-2

† MB 226.9 is obsolete. Gas engines are now covered by MB-Approval 228.51.

Typical test data		
Test	Test Methods	Results
Viscosity Grade		SAE 10W-30
<b>Shelf Life: 60 months from date of filling indicated on the product label.</b>		
Density, 15 °C, kg/l	ASTM D4052	0.864
Viscosity, Kinematic at 40 °C, mm <sup>2</sup> /s	ASTM D445	80.2
Viscosity, Kinematic at 100 °C, mm <sup>2</sup> /s	ASTM D445	12.1
Viscosity Index	ASTM D2270	146
Pour Point, °C	ASTM D97	-45
Flash Point COC, °C	ASTM D92	238
Total Base Number, mg KOH/g	ASTM D2896	10
Sulphated Ash, %wt	ASTM D874	1.0

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.

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