



Delo® Gold Ultra T SAE 10W-40

High performance synthetic blend heavy-duty 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. Provides efficient dispersion of soot particles offering filter plugging protection.

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) or continuously regenerating traps (CRT)
- Commercial road transport in light, medium and heavy-duty service operating internationally on higher sulphur fuels
- Off-highway vehicles
- Agricultural tractors and farm machinery
- High speed diesel engines in marine service (e.g., fishing boat, river transport)
- Generator sets
- Mobile hydraulic systems (where oil type and viscosity are appropriate)
- Diesel engines utilizing diesel fuels with up to 20% biodiesel (B20)*

*Note: * When using Biodiesel blended fuel meeting ASTM D7467 (B6 - B20) or equivalent. When using >B6 biodiesel it is critical to monitor the engine oil level and performance.*

Product features:

- Synthetic blend, high performance diesel engine oil designed to meet current ACEA and API requirements and more challenging OEM specifications for Euro IV and V engines. Formulated with ISOSYN Technology, an optimized synthetic and mineral base oil blend plus specialized additives to provide reliable long oil drain performance and protection.



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Performance standards

- API CI-4
- Cummins CES 20078
- Volvo VDS-3
- Mack EO-N
- MAN M 3277
- MTU Category 3
- Renault RLD-2
- Daimler MB-Approval 228.5
- Deutz DQC-III-18

Meets the Requirements of

- ACEA E4, E7
- Cummins CES 20077,
- DAF Extended Drain (Euro III and IV engines)
- Scania LDF-2



continued

Typical test data

DELO® GOLD ULTRA T	TEST METHOD	RESULTS
Typical Shelf Life: 48 months from date of filling indicated on the product label*		
SAE Grade	ASTM	10W-40
Product Code		500399
Base No., mg KOH/g	D2896	12.5
Base No., mg KOH/g	D4739	11.2
Sulphated Ash, m %	D874	1.6
Kinematic Viscosity		
mm ² /s @ 40°C	D445	100
mm ² /s @ 100°C	D445	15.0
Viscosity Index	D2270	153
Density, 15°C, kg/l	D4052	0.870

* Typical Shelf Life: (a) if stored under normal conditions and (b) can be extended after re-testing.

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 Global Lubricants: Africa, Middle East and Pakistan



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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 Gold Ultra T SAE 10W-40 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 like Delo 400 MGX SAE 15W-40 or Delo 400 SLK SAE 15W-40.

When using with biodiesel blends containing >6% B100, monitoring oil condition is critical. Fuels with higher biodiesel content increase the risk of fuel dilution in the engine oil. This reduces the oxidation stability of the engine oil as biodiesel tends to oxidise more rapidly thus directly impacting the oil drain intervals. Biodiesel contents greater than B5 have a lower energy content than diesel fuel, which may result in slight horsepower loss and slightly increased fuel consumption.

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.caltexoils.com.

For more information, go to www.chevronlubricants.com

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