

Delo[®] 400 SLK Syn-Blend SAE 10W-40

Low-SAPS Heavy Duty Diesel Engine Oil



Product description

Delo[®] 400 SLK SAE 10W-40 with ISOSYN[®] Advanced Technology is a premium quality “low-SAPS” heavy-duty diesel engine oil specifically designed to lubricate a wide range of high-speed diesel engines requiring API CK-4, CJ-4, CI-4 PLUS or ACEA E9 performance lubricants operating under severe service conditions.

It is formulated using the latest generation additive technology to provide outstanding protection in on and off-highway applications, including those with the low emission diesel engines fitted with Diesel Particulate Filters (DPF), and those fitted with Selective Catalytic Reduction (SCR) and / or Exhaust Gas Recirculation (EGR) emission control technologies.

Customer benefits and product features

Customer benefits

- **Helps minimize operating costs**

Exceptional soot dispersancy helps keep soot in suspension, helps minimize filter plugging, cylinder head sludge, abrasive polishing wear and oil thickening. Robust wear and corrosion protection of engine components due to effective anti-wear additive system. Helps improve equipment durability and reliability and reduce equipment downtime.

- **Improved efficiency and low temperature protection**

Improved low temperature fluidity helps reduce energy consumption at start-up and protect engine components from wear and tear by reaching critical components faster.

- **Maintain emission control system performance**

Formulated with latest generation “low-SAPS” (sulfated ash, phosphorus and sulfur) technology. Helps maximize the life of sensitive catalyst metals and the cleaning intervals of diesel particulate filters.

- **Reduces inventory costs**

Balanced formulation provides excellent overall performance in mixed fleets of different engine designs, (including modern low emission diesel engines), allowing one oil for many services and helping reduce the chance of product misapplication. Backward compatible with previous API Oil Service Categories and engine models.

Applications

- Commercial road transport, including the latest engines fitted with exhaust cleanup devices.
- Vehicles meeting the most recent exhaust emissions standards, including US EPA 2002, 2007 and 2010, 2017 greenhouse gas (GHG 17) Euro IV, V and VI, and Australian ADR 80/02 and ADR 80/03 (for heavy duty)
- Mixed fleets of both old and new equipment from European, North American and/or Japanese OEMs
- Stop-and-go vehicles in high soot loading service such as buses and waste collection trucks
- Most light duty vehicles with diesel engines
- Off-highway vehicles and plants including agricultural equipment
- Many heavy-duty gas-fuelled vehicles

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Product approvals, performance, and recommendations

Performance standards

- API CK-4, CJ-4, CI-4, CH-4, CI-4 Plus
- Daimler MB-Approval 228.31
- Cummins CES 20086

Meets the following specifications:

- ACEA E9
- MAN M 3775
- Volvo VDS-4.5
- MTU Category 2.1
- DEUTZ DQC III-18 LA
- Ford WSS-M2C171-E
- Renault VI RLD-3
- Mack EOS 4.5

Consult OEM representatives for independent verification, updates and recommendations.

Service considerations

“Low SAPS” engine oils tend to have lower Base Numbers than “conventional” heavy duty diesel engine oils. Used in conjunction with today’s low, very low or ultra-low sulfur content fuels this is of no consequence. However, in situations where very high sulfur (>0.5%) fuels are in use this may to some extent limit achievable drain intervals. Fuel sulfur levels have declined significantly over the past decade but are still relatively high in some countries.

For applications where fuel Sulphur is higher, other products from the Caltex Range like Delo[®] 400 MGX SAE 15W-40 are recommended.

While the level of phosphorus is low by heavy duty diesel engine oil standards, it is somewhat higher than permitted by certain recent standards for passenger car motor oils, e.g. ILSAC GF-5, and the ACEA “C” standards. Optimum life of catalytic emission control systems will be achieved by using oils of the performance standard recommended by the vehicle manufacturer.

When using with bio-diesel blended fuel meeting ASTM D7467 (B6 – B20) or equivalent, it is critical to monitor the engine oil level and performance.

Always follow OEM recommendation for appropriate fuel and engine oil selection.

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DELO [®] 400 SLK SYN-BLEND	TEST METHOD	RESULT
SAE Grade		10W-40
Product Code		500881
Base No., mg KOH/g	ASTM D2896	8
Base No., mg KOH/g	ASTM D4739	7
Sulphur, m %		0.3
Sulfated Ash, m %	ASTM D874	0.9
Viscosity,		
mm ² /s @ 40°C	ASTM D445	99
mm ² /s @ 100°C	ASTM D445	14.8
Viscosity Index	ASTM D2270	155

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: Asia Pacific.

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 the [Product Information Center](#).

This Product Data Sheet (PDS) was produced for the Asia Pacific region based on the best available information at the time of issue. The specific information included may not directly reflect the market or conditions, and may vary. For the most up-to-date, country-specific information, please contact your local customer service center.

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