

Delo 400 XSP-SD SAE 5W-30

High performance synthetic heavy-duty diesel engine oil

Product description

Delo® 400 XSP-SD SAE 5W-30 is a high performance synthetic heavy duty engine oil designed for fuel economy and meets the performance requirements of a wide range of naturally aspirated and turbocharged diesel engines in on-highway, off-highway and construction service.

Delo 400 XSP-SD SAE 5W-30 is based on ISOSYN® technology with low SAPS performance and dispersant, detergent, oxidation, anti-wear, corrosion, viscosity improver and de-foaming additives and meets Euro VI emissions requirements, while offering extended drain intervals.

Customer benefits

- Designed for improved fuel economy performance while helping maintain robust component wear protection and engine service life
- Formulated for good performance in a wide range of engines, and helps reduce inventories, costs, and the risk of misapplication
- Low viscosity synthetic base oils offer rapid circulation in cold and sub-zero engine start-ups
- Extended drain formulation combines synthetic base stocks and additives to promote wear, oxidation, sludge and thickening control
- Offers reliable Diesel Particulate Filter (DPF) clogging protection and helps reduce cleaning while improving DPF service life



Product highlights

- **Designed for fuel economy and engine service life**
- **Helps reduce inventories and misapplication**
- **Offers protection in sub-zero engine starts**
- **Extended drain formulation**
- **Promotes DPF protection and service life**

Selected specification standards include:

ACEA	AGCO Power
API	Caterpillar
Cummins	Daimler Trucks
DAF	Deutz
Detroit Diesel	JASO
Ford	Mercedes Benz
Mack	Renault Trucks
MTU	Volvo
Scania	

Applications

- Delo 400 XSP-SD SAE 5W-30 is a high performance engine oil recommended for four-stroke naturally aspirated and turbocharged diesel engines.
- Delo 400 XSP-SD SAE 5W-30 is recommended for diesel engines meeting Euro I - Euro V and the latest Euro VI emissions requirements where allowed by the OEMs and is suitable for use in engines with global after treatment systems.
- Delo 400 XSP-SD SAE 5W-30 is recommended for use in older engines as well as today's most modern low emission designs. It is formulated for high performance with many fuels including low sulphur and ultra-low sulphur diesel fuels, and many biofuel formulations.

Approvals, performance and suitable for use

Approvals

- Cummins CES 20086
- DAF PSQL 2.4 LD*
- Daimler Truck DTFR 15C110 (previously MB 228.51)
DTFR 15C120 (previously MB 228.52)
- Detroit Diesel DFS 93K222
- Deutz DQC IV-18 LA
DQC TTCD^o
- Mack EOS-4.5
- MAN M3677
M3691
- MTU Oil Category 3.1
- Renault Trucks RLD-3
- Scania LDF-4
- Volvo VDS-4.5

^o Product approved for DQC IV-18 LA are also approved for use in Deutz TTCD engines

Performance

- ACEA E6, E7, E8, E9, E11
- API CK-4, CJ-4, CI-4 Plus, CI-4, CH-4 SN, SM, SL, SJ
- JASO DH-2
- AGCO Power LOCC-G2, LOCC-G3
- Caterpillar ECF-3
- DAF Extended drain (Euro IV to VI)**
- Ford WSS-M2C213-A1
- Mack EO-O Premium Plus, EO-N, EO-M Plus, EO-M
- MAN M3477***, M3271-1***
- Mercedes Benz MB 228.31
- Renault Trucks RLD-2, RLD, RXD, RGD
- Volvo VDS-4, VDS-3
- Scania Low Ash

* Defined in DAF MAT 70026

** can be used in Euro IV & Euro V MX engines and in Euro VI MX & PX engines for DAF

*** these product claims are obsolete by MAN and no approvals can be obtained; applications that require these claims can be fulfilled by MAN M3677 approved products

Suitable for use

Delo 400 XSP-SD SAE 5W-30 is suitable for use in applications requiring:

- Iveco 18-1804 TLS E6[^]
- Liebherr LH-00-ENG LA
- Renault Trucks RD-2, RD
- Volvo VDS-2, VDS

Suitable for use in tractors and other agricultural machinery from the following manufacturers, which require an engine oil meeting the specifications listed above:

- Case New-Holland
- CLAAS
- Fendt
- Massey-Ferguson
- Mc Cormick
- SAME
- Valtra

[^] check equipment/vehicle manual to ensure that the drain interval of oil is aligned with S content in the fuel used in the engine

Typical test data		
Test	Test Methods	Results
Viscosity Grade		5W-30
Shelf Life: 60 months from date of filling indicated on the product label		
Density at 15°C, kg/l	ASTM D4052	0.858
Kinematic viscosity at 40°C, mm ² /s	ASTM D445	73
Kinematic viscosity at 100°C, mm ² /s	ASTM D445	12.2
Viscosity Index	ASTM D2270	164
Pour point, °C	ASTM D97	-42
Flash point COC, °C	ASTM D92	231
Total Base Number, mg KOH/g	ASTM D2896	10
Sulphated Ash, %wt	ASTM D874	0.9

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A Chevron company product



Delo 600 ADF SAE 15W-40

Premium performance ultra low ash long-drain engine oil

Product description

Delo® 600 ADF SAE 15W-40 with OMNIMAX™ is a premium performance ultra low ash long-drain engine oil, designed to deliver effective protection to both the engine and emissions system across mixed fleets.

Delo 600 ADF SAE 15W-40 offers extended diesel particulate filter (DPF) service intervals and helps improve fuel economy through reducing DPF regeneration and ash build-up. This product meets latest standards including Euro VI and off-highway EU Stage V.

Customer benefits

- Low ash design reduces DPF clogging, helping reduce DPF maintenance, equipment downtime and maintenance costs.
- Low metallic ash formulation promotes reduced DPF regeneration and back pressure, helping improve fuel economy.
- Premium detergent and dispersant additives contribute to dependable component protection and increased uptime.
- Ashless dispersants help prevent oil filter clogging, sludge, abrasive polishing, valve train wear and oil viscosity increases.
- Designed for long oil drain protection in on and off-highway diesel engines, helping optimise productivity.
- Specifically formulated to offer both good engine wear resistance and effective DPF protection, helping reduce downtime.

Product highlights

- **Designed for reduced DPF clogging and maintenance**
- **Formulated for good engine protection**
- **Promotes improved fuel economy performance**
- **Helps resist oil filter clogging, sludge and wear**
- **Aids long oil drain service**
- **Offers effective engine and DPF protection**

Selected specification standards include:

ACEA	API
Case New-Holland	CLAAS
Cummins	Daimler Trucks
DEUTZ	Detroit Diesel
Fendt	Mack
Massey-Ferguson	McCormick
Renault	SAME
Valtra	Volvo

Applications

- Delo 600 ADF SAE 15W-40 is an API CK-4 and ACEA E6, E9 & E11 heavy-duty engine oil specifically formulated for on-highway applications and low emission diesel engines with selective catalytic reduction (SCR), diesel particulate filters (DPF) and exhaust gas recirculation (EGR) systems calling for a 15W-40 premium heavy-duty motor oil.
- Delo 600 ADF SAE 15W-40 with low ash additive technology is also recommended for off-highway engines where a 15W-40 viscosity grade is required.
- Delo 600 ADF SAE 15W-40 is fully compatible with previous engine models and previous API Oil Service Categories.

Approvals, performance and suitable for use

Approvals

• Cummins	CES 20086, CES 20092
• Daimler Truck	DTFR 15C100 (previously known as MB 228.31)
• Deutz	DQC III-18 LA
• Detroit Diesel	DFS 93K222
• Mack	EOS-4.5
• MAN	M3775
• Renault	RLD-3
• Volvo	VDS-4.5
• ZF	TE-ML 04C

Performance

• ACEA	E6, E9, E11
• API	CK-4, CJ-4, CI-4 Plus, CI-4, CH-4
• Caterpillar	ECF-3
• Mack	EO-O Premium Plus, EO-N, EO-M Plus, EO-M
• MTU	Oil Category 3.1
• Renault	RLD-2, RLD
• Volvo	VDS-4, VDS-3

Suitable for use

Suitable for use in tractors and other agricultural machinery from the following manufacturers, which require an engine oil meeting the specifications listed above:

- Case New-Holland
- CLAAS
- Fendt
- Massey–Ferguson
- McCormick
- SAME
- Valtra

Typical test data		
Test	Test Methods	Results
Viscosity Grade		15W-40
Shelf Life: 60 months from date of filling indicated on the product label		
Density, 15 °C, kg/l	ASTM 4052	0.869
Viscosity, Kinematic at 40 °C, mm ² /s	ASTM D445	111.5
Viscosity, Kinematic at 100 °C, mm ² /s	ASTM D445	14.9
Viscosity Index	ASTM D2270	136
Pour Point, °C	ASTM D97	-30
Flash Point COC, °C	ASTM D92	248
Total Base Number, mg KOH/g	ASTM D2896	6.5
Sulphated Ash, %wt	ASTM D874	0.4

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A Chevron company product

Delo Syn ATF HD

High performance synthetic automatic transmission fluid

Product description

Delo® Syn ATF HD is a high performance synthetic automatic transmission fluid. It is designed to deliver significantly extended drain capabilities in heavy-duty truck and bus automatic transmissions and is also suitable for use in many passenger cars.

Delo Syn ATF HD contains premium quality synthetic base oils and advanced additive technologies and is suitable for use in automatic transmission systems in both heavy duty trucks and buses, as well as passenger cars.

Customer benefits

- Designed to offer at least twice the drain capacity of conventional transmission fluids.
- Specially tuned friction characteristics offer smooth shifts and lock-ups.
- Friction durability helps maintain fluid and transmission performance throughout fluid lifetime.
- Low temperature fluidity promotes optimum wear protection at cold start-up.
- Robust oxidation stability helps prevent harmful varnish, sludge and deposit formation.



Product highlights

- **Double extended drain capacity**
- **High level transmission protection**
- **Wide temperature protection**

Selected specification standards include:

Allison	Bosch
Daimler Truck	Ford
GM	MAN
Voith	Volvo
ZF	

Applications

- Delo Syn ATF HD is designed for extended drain in heavy duty automatic truck and bus transmissions, and has official approvals from Voith (including DIWA NXT transmissions) and ZF. (Delo Syn ATF HD is not approved by Allison, but extensive fleet testing has demonstrated its suitability in applications calling for TES-389 and TES-295 performance levels).
- Delo Syn ATF HD is suitable for off-road equipment fitted with automatic transmissions.
- Delo Syn ATF HD is suitable for use in many passenger car 4- and 5-speed automatic transmissions. Due to some specific frictional and/or viscometric requirements, Delo Syn ATF HD is not recommended for passenger car automatic transmissions with 6 or more speeds, or in applications that require a Ford M2C33-F/G fluid.
- Delo Syn ATF HD is also suitable for use in power steering systems that require an ATF. It should not be used in steering or active suspension systems that call for specific semi-synthetic or synthetic fluids, as the response speed may not be sufficiently fast. Delo Syn ATF HD may also be used as a wide temperature range anti-wear hydraulic fluid for mobile, industrial and marine applications. The viscosity corresponds to ISO VG 32.

Approvals, performance and suitable for use

Approvals

- MAN 339 Type V2³
- MAN 339 Type Z2³
- MAN 339 Type Z11³
- MAN 339 Type L1³
- Daimler Truck DTFR 13C170 (previously MB 236.9)
- Voith H55.6336.xx
DIWA.2 - .6, DIWA NXT⁷
- Volvo 97341¹
- ZF TE-ML 03D²
- ZF TE-ML 04D²
- ZF TE-ML 14B²
- ZF TE-ML 16L²
- ZF TE-ML 16R²
- ZF TE-ML 17C²
- ZF TE-ML 20B²
- ZF TE-ML 25B²

Performance

- ZF TE-ML 21L⁴

Suitable for use

- Allison C-4
- Allison TES-295
- Allison TES-389
- Bosch TE-ML 09⁵
- Ford MERCON V
- GM DEXRON-IIIH
- ZF TE-ML 14C

¹ Volvo approval number: 053

² ZF registration number: ZF001664

³ MAN approval number: TUC 0071/15

⁴ Products meeting the necessary performance requirements are approved for use, but there is no product listing

⁵ List formerly administered by ZF. Products meeting the necessary performance requirements are approved for use, but there is no product listing

[6] Formerly approved by ZF, but these lubricant classes were deleted in 2020.

[7] Including DIWARail. Inline and Angle Drive; Service Fill and First Fill CO2

Typical test data		
Test	Test methods	Results
Shelf Life: 60 months from date of filling indicated on the product label		
Appearance	Visual	Red
Viscosity Kinematic, 40°C, mm ² /s	ASTM D445	35.3
Viscosity Kinematic, 100°C, mm ² /s	ASTM D445	7.4
Viscosity, Brookfield, -20°C, mPa.s	ASTM D2983	1060
Viscosity Brookfield, -40°C, mPa.s	ASTM D2983	11400
Viscosity Index	ASTM D2270	183
Density, 15°C, kg/l	ASTM D1298	0.854
Flash Point COC, °C	ASTM D92	216
Pour Point, °C	ASTM D5950	-49

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A Chevron company product



Multi-Vehicle ATF 3

Proven performance automatic transmission fluid

Product description

Multi-Vehicle ATF 3 is a proven performance automatic transmission fluid suitable for passenger car, light truck and bus transmissions requiring a GM DEXRON®-III fluid.

This transmission fluid is formulated with mineral base oils and a balanced additive package to improve operating performance.

Customer benefits

- Formulated with specially tuned friction characteristics to help provide smoother shifts and lock-ups.
- Durable friction control designed to help provide smooth operation throughout fluid service life.
- High VI helps maintain fluid viscosity and transmission protection at high operating temperatures.
- Low temperature fluidity offers improved wear protection during cold start-up.

Product highlights

- **Suitable for passenger cars, light trucks and buses**
- **Designed to help resist wear, corrosion and oxidation**
- **Helps protect transmission fluid coolers**
- **Formulated for cold-start equipment protection**

Selected specification standards include:

DANA	Ford
GM	Mercedes Benz

Applications

- Multi-Vehicle ATF 3 is designed for use in the automatic transmissions of cars, light trucks and buses that require a GM DEXRON®-III type fluid. Although this specification has been made technically obsolete by GM itself, many equipment manufacturers continue to recommend fluids of this type.
- Multi-Vehicle ATF 3 may be used in Ford passenger car transmissions that require a Ford MERCON®, M2C138-CJ or M2C166-H fluid. The product is not recommended for transmissions that require a Ford MERCON® V fluid (this is a separate specification to MERCON®). Due to fundamental differences in frictional properties, it should not be used in applications that require a Ford M2C33-F/G fluid.
- Multi-Vehicle ATF 3 is also suitable for use in power steering systems that require a mineral-type Power Steering Fluid. It should not be used in steering or active suspension systems that call for specific semi-synthetic or synthetic fluids, as the response speed may not be sufficiently fast.
- Multi-Vehicle ATF 3 may also be used as a wide temperature range anti-wear hydraulic fluid for mobile, industrial and marine applications. The viscosity corresponds to ISO VG 32.

Approvals, performance and suitable for use

Approvals

- DANA DANA-OHTM-ATF 24I-0019

Suitable for use

- Ford M2C138-CJ
- Ford M2C166-H
- Ford Mercon
- General Motors Type A Suffix A
- General Motors Dexron II E
- General Motors Dexron III F, G, H
- Mercedes Benz MB 236.20
- Mercedes Benz MB 236.3

Typical test data		
Test	Test Methods	Results
Typical Shelf Life: 60 months from date of filling indicated on the product label.		
Kinematic viscosity at 100°C, mm ² /s	ASTM D445	7.0
Brookfield Viscosity, -40°C, mPa.s	ASTM D2983	16500
Colour		Red
Density, 15°C, kg/l	ASTM D4053	0.854
Flash Point, COC, °C	ASTM D92	221

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A **Chevron** company product



Delo Gear TDL

Proven performance Total Driveline Lubricant

Product description

Delo® Gear TDL are proven performance Total Driveline Lubricants designed for both API GL-4 and API GL-5 applications, and offer good thermal stability in higher temperature operations.

Delo Gear TDL lubricants are formulated with mineral base oils in combination with a high performance additive package and are available in SAE 80W-90 and SAE 80W-140 viscosity grades.

Customer benefits

- Suitable for use in synchronised manual transmissions and final drives, helping reduce product inventories
- Formulated to offer longer drain intervals than standard mineral gear oils
- High performance additives help provide dependable extreme pressure protection and system wear resistance
- Dependable oxidation stability characteristics designed to prevent oil thickening and harmful varnish and deposit formation

Applications

- Delo Gear TDL is designed for use in automotive manual transmissions and drive axles where a fluid meeting the requirements of API GL-4, API GL-5, API MT-1 or SAE J2360 (former MIL-PRF-2105E) is required.
- The thermal stability makes Delo Gear TDL suitable for use in applications with higher operating temperatures than is possible when using conventional mineral gear oils. It is also capable of longer service intervals, typically 75% longer than conventional mineral gear oils. (The precise service interval varies according to application and service severity – refer to the manufacturers' literature for further details)

Product highlights

- **For use in synchronised manual transmissions and final drives**
- **Formulated to offer longer drain intervals**
- **Helps provide extreme pressure and wear protection**
- **Designed to prevent oil thickening, varnish and deposit formation**

Selected specification standards include:

API	Bosch
DAF	MAN
Mercedes Benz	SAE
ZF	

Delo® Gear TDL — Continued

- Delo Gear TDL is not recommended for use in ZF transmissions fitted with intertarders (this includes some models from constructors such as DAF and MAN). For these exceptions, use an approved fluid such as Delo Syn-MTF XZ 75W-80.

• ZF	TE-ML 16D	—	X
• ZF	TE-ML 17B	X ^[8]	—
• ZF	TE-ML 21A	—	X

Approvals, performance and suitable for use

Approvals

SAE Viscosity Grade		80W-90	80W-140
• MAN	341 Type Z2	X ^[12]	—
• MAN	342 Type M2	X ^[12]	—
• Volvo	97321	X ^[13]	X ^[14]
• ZF	TE-ML 02B	X ^[10]	—
• ZF	TE-ML 05A	X ^[10]	—
• ZF	TE-ML 12L	X ^[10]	—
• ZF	TE-ML 12M	X ^[10]	—
• ZF	TE-ML 16B	X ^[10]	—
• ZF	TE-ML 17H	X ^[10]	—
• ZF	TE-ML 19B	X ^[10]	—
• ZF	TE-ML 21A	X ^[10]	—

Performance

SAE Viscosity Grade		80W-90	80W-140
• API	GL-4	X	X
• API	GL-5	X	X
• API	MT-1	X	X
• Bosch	TE-ML 08	X ^[9]	X ^[9]
• DAF	Gearbox oil for Eaton gearboxes	X	—
• DAF	Gearbox oil for ZF Gearboxes	X ^[1]	—
• DAF	Rear axle without hub reduction	X ^[3]	—
• DAF	Rear axle with hub reduction	X ^[4]	—
• MAN	3343 Type M	X ^[5]	—
• SAE	J2360	X	X
• ZF	TE-ML 05A	—	X
• ZF	TE-ML 07A	X ^[6]	X ^[6]
• ZF	TE-ML 12E	X ^[7]	—

Suitable for use

SAE Viscosity Grade		80W-90	80W-140
• DAF	Driven front axle	—	X
• DAF	Front axle hubs	—	X ^[2]
• DAF	Rear axle without hub reduction	—	X ^[3]
• MAN	341 Type E2	X ^[11]	—
• Mercedes-Benz	MB 235.0	X	—

^[1] ZF gearboxes without intertarder, standard changing interval.

^[2] Oil lubricated front hubs (some types require grease).

^[3] Except for type 1355 low-deck (requires SAE 75W-90 fluid). Standard changing interval.

^[4] Except for type 1356 (requires special product). Standard changing interval.

^[5] Formerly approved. MAN 3343 Type M is now obsolete and was replaced by 341 Type E2 (now obsolete) and 341 Type Z2 (manual transmissions), and 342 M2 (axles and transfer cases).

^[6] Products meeting the necessary performance requirements are approved for use by ZF, but there is no product listing.

^[7] Formerly approved. ZF has moved this product from TE-ML 12E to a new class TE-ML 12M, which permits longer drain intervals.

^[8] Formerly approved. In March 2017, ZF moved products of this type to a new class, TE-ML 17H.

^[9] List formerly administered by ZF. Products meeting the necessary performance requirements are approved for use, but there is no product listing.

^[10] ZF approval number: ZF002273.

^[11] The product meets all of the requirements, but MAN made this specification obsolete at the end of 2016.

^[12] MAN approval number: TUC 3418/97.

^[13] Volvo approval number: 97321-016.

^[14] Volvo approval number: 97321-017.

Typical test data			
Test	Test Methods	Results	
Viscosity Grade		SAE 80W-90	SAE 80W-140
Shelf Life: 60 months from date of filling indicated on the product label°			
Viscosity, Kinematic, 100°C, mm ² /s	ASTM D445	14.0	25.7
Viscosity, Kinematic, 40°C, mm ² /s	ASTM D445	128	234
Viscosity, Brookfield, -26°C, mPa.s	ASTM D2983	60,000	93,000
Viscosity Index	ASTM D2270	108	141
Density, 15°C, kg/l	ASTM D4052	0.886	0.894
Flash Point COC, °C	ASTM D92	220	212
Pour Point, °C	ASTM D5950	-33	-41

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

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