

American Petroleum Institute (API) CI4/SL. MULTIGRADE VISCOSITY

DEOFINE XHD is a synthetic-bland engine oil. It is formulated to be a Extra High Performance Diesel (XHPD) multigrade crankcase lubricant.

A shear-stable VI-improver is incorporated which gives **DEOFINE XHD** `stay-in-grade'

multi-viscosity characteristics.

A high treatment level of additives (detergent, dispersant, anti-wear, anti-corrosion, anti-oxidation and anti-foam) ensures that high levels of engine cleanliness and wear-protection are maintained even under the most demanding conditions that result from the extended drain intervals increasingly employed by major equipment manufacturers.

It is also specially developed to prevent the occurrence of bore-polishing problems.

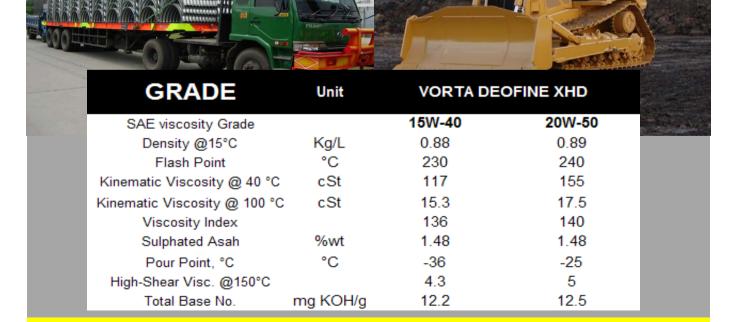
The viscosity grade is SAE 15W-40 & 20W-50.

Outstanding performance in terms of engine cleanliness and wear protection Maximum protection against bore-polishing. Meets the requirements of Volvo, Scania and Daimler Benz (Sheet 228.3) for use Over extended drain intervals (CAN BE USED MORE THAN 30.000 KM)

The manufacturers who approve, or whose standards/requirements are met or exceeded by

- ∞ Caterpillar ECF-2, ECF-1A
- ∞ Ford: ESN-M2C-121B Tornado
- ∞ Cummins CES 20078, 20077
- ∞ Mack EO-K .EO-N, EO-M (Mack T6/T7)
- ∞ DAF
- ∞ Perkins
- ∞ Rolls Royce
- ∞ Scania: 20 000 km drain
- ∞ Daimler Benz: Sheet 228.3
- ∞ Volvo: VDS-2 & VDS-3
- ∞ Allison C4 for transmission
- ∞ MTU MTL 5044
- ∞ MAN 271, 3275
- ∞ US Army Ordnance MIL-L-2104D
- ∞ Diesel engines : John Deere, Hino, Komatsu, Kubota, etc
- ∞ American Petroleum Institute (API) CI-4+-SL

and All major engine manufacturers specifications included Japan manufacturers





The above figures are typical of those obtained with normal production tolerances and do not constitute a specification.