

20W-50 CJ-4

FOR 2007 COMPLIANT ENGINES USING ULSD FUEL AND AFTER-TREATMENT DEVICES

A PRODUCT OF ROADVIEW® ENERGY

Product Description

20W-50 CJ-4 is designed to meet the warranty requirements of most manufacturers of diesel engines equipped with EGR and was specifically developed for diesel engines operating on high sulfur fuels. The high alkaline reserve (TBN) effectively protects bearings and other engine surfaces from the corrosive effect of acids formed by the combustion of high sulfur fuels. Recommended for extended drain service when suggested by original equipment manufacturer.

This motor oil is a blend of highly refined base oils and specially selected additives designed to provide excellent performance in all recommended applications. Contains effective detergent-dispersant to keep sludge and varnish deposits to a minimum. Additionally fortified with oxidation-corrosion inhibitors, high temperature anti-wear additives and foam inhibitors, to protect vital engine parts from scuffing and protect bearings from corrosion.

Advantages

- 20W-50 CJ-4 exceeds the Service Classifications CJ-4.
- Also recommended for use as "long drain" motor oil. Especially cost effective when used in conjunction with an effective used oil analysis program.
- Meets all the European OEM requirements of ACEA E9-08, E7-08, MB 228.31, MAN M3575, MTU Type 2.1, Renault Truck RLD-3 & Deutz DQC III-05.
- Meets Mack EO-O Premium Plus requirements.
- Meets and exceeds service requirements for Cummins CES 20081
- Recommended for all turbo-charged & EGR engines where manufacturer specified a CI-4 Plus, CI-4, & CH-4.
- Meets Volvo VDS – 4 & VDS- 3 requirements (Backward Compatible to VDS, VDS-2)
- SAE Grade 15W-40 meets Detroit Diesel 93K218, Caterpillar ECF-3, ECF-1-a & ECF-2 requirements.

Features

- High TBN / Alkaline Reserve - Effectively neutralizes corrosive acids to protect bearings and other vital engine surfaces.
- Minimizes ash deposits in combustion chamber and valve surfaces.
- Highly oxidation stable - Protects engine against sludge and varnish deposits.
- High alkaline reserve permits extending drain interval to maximum allowed by engine manufacturer.
- Effective anti-scuff additive protects cam lobes and other highly loaded parts from wear.
- Designed to meet 2002 and 2006 emission standards.

Typical Test Data

TEST, GRADE	ASTM	20W-50
Gravity, °API	D-287	31.2
Flash Point, °C	D-92	228
Pour Point, °C	D-97	-30
Viscosity:		
cSt @ 100 °C	D-445	18.8
CCS @ -15 °C, cP	D-5293	5,200
Viscosity Index	D-2270	148
Color	D-1500	3.5
Sulfated Ash. WT. %		0.96
Calcium. WT. %	D-4927	0.24
Zinc. WT. %	D-4927	0.12
Phos. WT. %	D-892	0.106
TBN	D-2896	9.4

* Minor variations in product typical test data are to be expected in normal manufacturing.

TECHNICAL PRODUCT INFORMATION