

SERVICE PRO® PREMIUM SYNTHETIC BLEND 15W40 CJ-4 ENGINE OIL

Manufactured with virgin base oils and licensed additive systems

DESCRIPTION: SERVICE PRO® Premium 15W40 CJ-4 Synthetic Blend Engine Oil – CJ-4 represents the highest level of engine protection and performance ever built into a new lubricant specification. It was designed for all diesel engine applications, including today's emission controlled engines with EGR and diesel particulate filters using Ultra-Low Sulfur Diesel fuel (<15 PPM Sulfur) (ULSD) and Low Sulfur Diesel (LSD). It is formulated with a blend of synthetic and conventional base oils to provide improved wear protection, deposit and oil consumption control, soot-related viscosity control, prevention of viscosity loss from shearing, used oil low-temperature pumpability and protection from thermal and oxidative breakdown. It also contains a sophisticated additive system that is specifically designed to improve the protection of advanced emission control systems such as diesel particulate filters. It is suitable for use in almost all foreign and domestic diesel engines for both the latest 2007 emission compliant and older engines. Always consult your owner's manual for proper application.

APPLICATIONS: SERVICE PRO® Premium 15W-40 CJ-4 Synthetic Blend Engine Oil meets API Service Classification CJ-4, CI-4 PLUS, CI-4, CH-4, CG-4, CF-4, CF/SM, SL, SJ, SH. It is suitable for use in applications calling for Mack EO-O Premium Plus, Volvo VDS-4, Detroit Diesel 93K218, Cummins CES 20081, 20077, 20076 and Renault RLD-3. It is recommended for Caterpillar ECF-1a, ECF-2, ECF-3, , Mack EO-N Premium Plus 03, Mack EO-N Premium Plus, EO-M Plus, EO-M, Mercedes Benz 228.31, MAN 3275, DDC/MTU Series 2000/4000 category 1 and 2 engine performance, Volvo VDS-3, DHD-1, ACEA E7-04, E5 and E3, JASO DH-2. It can also be used in applications recommending Allison C-4 and Caterpillar TO-2 specifications.

PERFORMANCE BENEFITS:

- Excellent soot-viscosity control
- Outstanding oxidation stability
- Synthetic Blend Formulation
- Universal product for mixed fleet operations
- Minimizes valve train wear
- Excellent low temperature properties helps speed cold starts

SAE Grade 15W-40

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|--|---|
| API CJ-4, CI-4 PLUS, CH-4, CG-4, CF-4, CF/SM, SL, SJ, SH | X |
| Caterpillar ECF-1, ECF-2, ECF-3 | X |
| Cummins CES 20081, 20077, 20076 | X |
| Mack EO-O Premium Plus 07, Mack EO-N Premium Plus 03, EO-N Premium Plus, EO-M Plus, EO-M | X |
| Mercedes Benz 228.31 | X |
| MAN 3275 | X |
| DHD-1, ACEA E7 and E5 | X |
| Detroit Diesel 93K218 | X |
| DDC/MTU Series 2000/4000 1 and 2 engine performance | X |

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|---------------|---|
| Allison C-4 | X |
| Global DHD-1 | X |
| JASO DH-2 | X |
| Renault RLD-3 | X |

| Product Data | Test Method | Typical |
|--------------------------------|-------------|-------------|
| @ 40° C, cST | D445 | 115 |
| @ 100°C, cST | D445 | 15.5 |
| Viscosity Index | D2270 | 142 |
| Pour Point °C (°F) | D97 | -34 (-30) |
| Flash Point °C (°F) | D92 | 238 (460) |
| Neutralization No., TBN-E | D2896 | 10 |
| Sulfated Ash, wt.% | D874 | 1.0 |
| Cold Crank Simulator, cP | D5293 | 6210/-20°C |
| Mini-Rotary Viscometer TP1, cP | D4684 | 19700/-25°C |



Updated: 09/15
SPWN1540CJ