

RM 400 Diesel

SAE 20W40

Description

RoadMaster 400 SAE 20W40 is a mineral oil that has been completely reformulated to take advantage of the latest advances in additive chemistry. The new formulation is boosted to provide a higher TBN and more stable viscosity over extended oil drain periods. RoadMaster 400 is a genuine “heavy duty” modern oil meeting current global standards.

Features & Benefits

RoadMaster 400 is specifically formulated to protect EPA 2002 compliant Heavy Duty Diesel Engines utilizing exhaust gas recirculation. It provides excellent dispersancy and wear protection as well as superior control against corrosive wear in highly acidic crankcase environments.

Specifications

Properties	Method	Result
Specific Gravity @ 20°C	ASTM D1298	0.878
Kinematic Viscosity @ 40°C	ASTM D445	108.7
Kinematic Viscosity @ 100°C	ASTM D445	13.6
Viscosity Index	ASTM D2270	123.5
Sulphated Ash %Wt	ASTM 874	1.61%
Base No. mg KOH/gm	ASTM D2896-11	12.4

Performance Levels

SAE 20W/40 & SAE 30	JASO DH-1	US Military MIL-L-2104E
API CI-4, CH-4 – (SAE)	Daimler Benz 228.3 229.1	Scania Long Drain
API CE, CF – (SAE 30)	MAN 3275	Volvo VDS-3 Long Drain
ACEA 07 E7 / B4 / A3		

Additional Information

RoadMaster 400 was developed originally to meet the Super High Performance Diesel (SHPD) category demanded by European engine manufacturers for long distance drain service. In this category, high ash oils possessing high detergency, high alkalinity (high TBN) and long term stability are essential. These same characteristics are also highly beneficial to Japanese diesel engines, and so, RoadMaster 400 for many years provided the ideal lubricant for European and Japanese high performance diesels.

In recent years, European, Japanese and American lubricant standards have set similar goals, and as a result, drawing closer together. In a landmark decision in 2001, the highest performance standards of all three manufacturing groups were combined into one international standard, DHD-1. RoadMaster 400 was amongst the first in the Australasian market to provide DHD-1 and offer a simplified solution for operators of mixed fleets.



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Engine Requirements. Steady developments in engine technology plus stringent anti-pollution measures place an increasing load on the engine oil. Carbon formation, especially on the top piston, causes bore polishing and ring sticking, leading to high oil consumption and engine failure.

At the same time, the anti-pollution controls which are now in force in most developed countries, have accelerated the development of advanced chemistry resulting in new additive technology. The new materials now available produce lubricants which are highly detergent and also highly dispersant. High dispersancy is necessary to control the large quantities of carbon which are dumped into the oils as a result of the engine modifications required to meet exhaust emission limits.

RESEARCH HAS SHOWN THAT HIGH TBN, HIGH DETERGENT OILS PROVIDE REDUCED WEAR AND CLEANER ENGINES.

Base Oils. RoadMaster 400, like all oils manufactured under the brand, contains only high quality base oils. These oils are highly refined paraffinic stocks, vacuum distilled and hydro-treated refining processes recognised world wide for the quality of the lubricants which they produce.



Master Item# 1013

Pack Size Availability: 20L & 200L

Last Updated: 29th November 2023

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