

# Roadmaster Roadmaster



## Automotive Products

### Gasoline Engine Oils (GEO)

#### **Anglomol Roadmaster GEO 550, Synthetic 5W-40**

API: SM SL CF ACEA A3/B3-04 (2007) -08 (2008) A3/B4-04(2007) -08 (2008) MB – 229.1 229.3 229.5, VW 502 (2005) 505 (1997), OPEL GM-LL-A-025, GM-LL-B-025, PORCHE, RENAULT RN0700/0710.

**Roadmaster GEO 550**, (Gasoline Engine Oil 550) is a Ultra High performance synthetic passenger car engine oil blended to today's most advanced light diesel and petrol engine lubricant specifications. It is available in a SAE 5W/40 viscosity grade providing excellent fuel efficiency, easier starting due to its low viscosity and improved frictional characteristics.

#### **Anglomol Roadmaster GEO 550F, Synthetic 5W-30**

ACEA A5/B5, Ford WSS-M2C913-C, Ford WSS-M2C913-B & Iveco 18-1811

is a Ultra High performance synthetic mid-SAPS engine oil, which was especially developed for the requirements of the Ford specification WSS-M2C-913-C. It is characterized by highly improved lubricating properties and provides greater Fuel Economy.

#### **Roadmaster 500 Synthetic SAE 5W-30 & 10W-40**

API: SN/SM and CF diesel ACEA C3-08/10(5W30 = C2 08/10, A5/B5-04), A3 / B4-04 Passenger car diesel Mercedes Benz 229.51, BMW Long Life-04, VW 50200, 50500. 50501, Porsche, PSA Peugeot Citroen B712290 & GM Dexos 2.

**Roadmaster 500** is A Ultra High Performance synthetic passenger car engine oil blended to today's most advanced light diesel and petrol engine specifications. Roadmaster 500 is catalyst Compatible and can be used in today's modern vehicles fitted with **Catalytic Converters, Diesel Particulate Filters (DPF) and Three Way Catalyst (TWC)**

**Roadmaster 500** provides improved soot dispersancy and soot related wear protection, improved oxidative stability and deposit performance as well as excellent piston deposit control.

#### **Roadmaster VW Synthetic SAE 5W-30 (LL III)**

ACEA A3/B4-04 (2004) Volkswagen VW 50400 & 50700 Mercedes Benz MB Approval 229.51

Anglomol Roadmaster VW is a high performance full synthetic oil for petrol and diesel engines with particulate filters. It is formulated on unique synthetic base oils and latest additive technology Providing the required protection for today's sophisticated FSI, TDI and turbocharged engines. Meets the performance requirements of C3-2008 & DL-1



#### **Roadmaster Gold Semi-Synthetic SAE 15W-50, SAE 10W-30**

API: SM SL SJ SH and CF diesel ACEA A3-04 petrol, B3-04 passenger car diesel Mercedes Benz 229.1 VW 501 505.

**High Performance Petrol & Rotary. Multi-valve, Turbo & Supercharged. Passenger Car Diesel. LPG. Light Commercial, Wet clutch 4-stroke Motor Cycles.** A premium quality motor oil, meeting the latest specifications for petrol engines. Exhibits excellent high temperature stability and greatly reduced cam shaft wear. Detergent / dispersant properties protect against engine sludge, rust and wear. Excellent cold start fluidity for rapid oil circulation to vital engine parts. Use SAE 10W 30 for certain Ford, Holden, Honda, Mazda, Nissan and Hyundai models.

#### **Roadmaster 200 SAE 15W-40, 10W30, 20W50 SAE-30 & 50**

API: SM SJ SH petrol and CF diesel, ACEA A2 / B2. **Modern 4-stroke petrol & rotary. LPG. Light commercial diesel.**

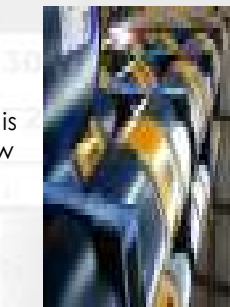
A high quality but economical motor oil with excellent high temperature and anti-wear performance. Use SAE 30 for Briggs and Stratton engines and SAE 50 for engines with wear problems. (20W50 & 10W30 only available in 200L)

**Super60** API SJ SH SL petrol CF diesel.

**High Performance engines operating at high speed, high temperature, heavy loads.**

A multigrade high viscosity engine oil with high detergency and load carrying capacity which will maintain engine cleanliness and reduce wear. The very high viscosity exceeds the upper limits of SAE 60 and maintains a thick film of protective oil in the load bearing components of the engine at high temperatures.

ACEA E6-04 E7-04 E4-99 JASO DH-1 & DH-2



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# Diesel Engine Oil (DEO)

## Roadmaster 100 SAE 15W-40

**Anglomoil Roadmaster 100** 15W-40 is an excellent multipurpose petrol and diesel engine oil meeting the SJ, CF-4 & MA performance specifications.

Suitable for high speed, four-stroke cycle diesel engines. Roadmaster 100 provides excellent control of oil consumption and piston deposits. It is suitable for early model on-highway heavy duty trucks as well as gasoline and diesel powered light duty trucks and passenger cars when recommended by the manufacturer in the vehicles hand book.

## Roadmaster 400 SAE 20W-40, SAE 30

ACEA E7-04 and A3, API CI-4 CH-4 / CE / CF, Scania long range, JAMA DX-1, Military MIL-L-2104E, Mercedes Benz 228.3, Volvo VDS-2 LongDrain, MAN 3275

A high performance, high detergent oil for turbo-charged diesel engines. Designed specifically to meet the requirements of modern European and Japanese engines, maximising engine cleanliness and minimising bore polishing and engine wear. **SAE 20W-40:** heavy duty trucking, especially for European or Japanese vehicles. Good petrol engine performance.

**SAE 30:** Earthmoving machinery, eg. Komatsu and Hitachi, use SAE 30 oil.

## Roadmaster 300 SAE 15W-40,

International Standard DHD-1 API CI-4 Plus and SM, ACEA A3 B3, (API CH-4, ACEA E7-08 and Japanese DX-1), US Military MIL-L-2104E, Mack EO-M Plus, Cummins CES 20077 20076, Mercedes 228.3, Volvo VDS-3.

Combines the requirements of the current American low emission diesel engines with the Euro/Japanese preference for higher detergency and valve train protection. Meets American API CI-4 specification as well as the more general CH-4 specification for 4 stroke turbo-charged engines manufactured by Caterpillar, Cummins, Mack and Detroit Diesel. At the same time it meets the toughest European "long drain" specifications set by Mercedes, Volvo, Scania and MAN.

Recommended for high speed turbo-charged 4 stroke diesel engines, especially US manufactured. Use for long distance trucking operations, earthmoving machinery, passenger car diesels. Suitable for European and Japanese high performance diesel engines. Excellent performance in latest petrol engines.

## Roadmaster 300 SAE 10W, 30, 40, 50

API: CD, CF, CF-2, SF, ACEA E-1-96, Mercedes Benz 227.0

Monograde diesel engine oils which provide good wear resistance, engine cleanliness and high temperature oxidation stability. These oils possess high detergency with a Total Base Number of 6.9 and an ash level of 0.92 For fleets of older vehicles and earthmoving equipment, turbo charged and naturally aspirated diesel engines and also suitable for petrol engines. **SAE 10W:** Suitable for hydraulics. **SAE 40** used for Detroit Diesel 2 stroke engines.

## Roadmaster 600 15W-40

API CJ4, SM ACEA E7/E9 -08

**Roadmaster 600** Meets the new emission standards for heavy-duty engines that will be phased in between 2007 and 2010. Engines meeting these new standards will be equipped with advanced emission control technologies, including diesel particulate filters (DPF) as well as exhaust gas recirculation (EGR) systems. The new

**Roadmaster 600** API CJ-4 had been developed to meet the needs of these new engines and also protect older engines while extending the effectiveness and life of the emission control system. It also does offer extra performance advantages over CI-4 and CI-4 Plus, such as: lower oil consumption, improved bearing protection, better soot control and reduced piston deposits. Anglomoil

**Roadmaster 600** is a certified CJ-4 oil and provides in addition, SM petrol engine performance.

## Roadmaster 600 Euro Synthetic 10w-40

ACEA E9-08 E6-08 E7-08 E4-99 JASO DH-2 DH-1 API CI-4

**Roadmaster 600 EURO** is a Low SAPS (formulated with lower levels of Sulphated Ash, Phosphorous and Sulphur to meet the emission requirements of modern high performance diesel engines and filtration) Ultra High Performance Diesel (UHPD) lubricant meeting the requirements of ACEA E6 /E9 and MBApproval 228.51. It is suitable for use with NOx reduction systems and particulate filters and designed for use in combination with low sulfur diesel fuel (maximum 50 ppm). designed to allow fleet operators to run their new vehicles to maximum oil drain intervals. Its primary application is for the latest low emission Euro V and Euro IV European trucks and buses, especially for those requiring a Low SAPS lubricant\*. It can also be used for older trucks and buses, and in off road vehicles and equipment that require this performance level. designed to allow fleet operators to run their new vehicles to maximum oil drain intervals.

**Roadmaster 600 EURO** is recommended for DAF, Deutz, Iveco, MAN, Mercedes-Benz, Renault, Scania and Volvo Euro IV and Euro V engines.



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# Manual Transmission Oils

**Transmission EP:SAE 80W90 and SAE 85W140:** API GL5,Mack GO-J,US MIL-PRF-2105E, SAE J2360, Scania STO 1:0, MAN 324 M-2, API MT-1, ZF TE-ML 05A, 07A, 16B/C/D 17B, 19B, CARRARO Approved.

Multi-purpose extreme pressure gear oils formulated with sulphur - phosphorus load carrying additives. Offers high thermal stability and meets the highest API performance standard. Use in manual transmissions, differentials, steering boxes of cars, trucks, earthmoving equipment where a GL5 oil is specified. The SAE 80W90 grade is most commonly used, but SAE 85W140 is generally recommended for particularly heavy duty eg trucks, earthmoving.

**Transmission EP:75W90 :** API GL5 US Military MIL-PRF-2105E

Transmission EP75W90 is a highly shear stable semi-synthetic multigrade gear oil with modified load carrying additives to allow synchromesh cones to function effectively, resulting in smoother gear changes, and eliminating 'baulking'. Use in manual gearboxes and differentials where a GL5 oil of SAE75W, 80W or 90 viscosity is specified. Especially beneficial for gear changing quality in 4 wheel drive vehicles and trucks

**Transmission SYN EP:75W90:** API GL-4&5, MIL-PRF-2105E, Scania STO 1:0, MB-235.8, Mack GO-J, MAN M3343 Type S

Transmission Synthetic EP 75W90 has been developed to perform under the most extreme conditions . Blended using POA synthetic base stock it complies with an extensive list of OEM approvals.

**Transmission LS:SAE 90 and SAE 140:** API GL5

A high performance extreme pressure gear oil containing friction modifiers. Designed for use in limited slip differentials to provide effective lubrication and eliminate chatter and 'squawk' from the friction clutches. Suitable for most truck and car limited slip differentials.

**Transaxle 80W90 GL-5 MT-1**

Standards Exceeds API GL-5 performance level, SAE J2360 and high temperature standard MT-1. Meets Daimler Benz MB 235.20 MAN 342 Type M-2, Scania STO 1:0 and the following ZF specifications: TE-ML 05A, TE-ML 7A, TE-ML 08, TE-ML 12E, TE-ML 16B, TE-ML 16C, TE-ML 16D, TE-ML 17B, TE-ML 19B, TE-ML 21A

Anglomoil Transaxle Oil 80W-90 may be used for differentials where MB 235.0 and MB 235.6 are recommended.

Use when Daimler MB 235.20 is called for, and for any of the above specifications. Recommended for use in all commercial differential units using a GL-5 SAE 90 gear oil especially when operating conditions are severe and/or when longer oil life and superior gear performance are desired.

**Euro-Trans 75W80**

API GL-4 MAN 341 E-3 Volvo 97305—80 DAF MAN 341 Z-3 ZF TE-ML 02D IVECO Renault ZF TE-ML 08 Eaton Extended Drain (300,000 km) RENAULT (in accordance with RENAULT Note Technique B0032/2 Annex 3) Anglomoil EuroTrans 75W/80 is a premium full synthetic manual transmission oil for synchromesh manual gearboxes.

EuroTrans was developed to provide a higher level of driver comfort, easier gear shifting, and with improved oxidative and thermal stability giving extended oil drain intervals.

**SYN LS 80W/140**

API: GL-5, GL-6 SAE J2360, MIL-L2105D, MIL-PRF-2105E, SPICER 5M-48, HOLDEN HN-2040/1561, FORD M2C-119A/M2C-104

Anglomoil SYN LS 80W/140 is a full synthetic, SAE 80W/140 API GL-5 limited slip differential oil. It is especially formulated with Sturaco 7098 to meet the requirements of Ford and Holden limited slip differentials at the maximum treat rate.

**Gear 50-S, SAE 50**

synthetic gear oil is a specially formulated lubricant designed for extended drain and severe service in heavy duty manual transmissions which require non-EP gear or transmission fluid. Formulated from a synthetic basestock with a high viscosity index and low pour point. Gear50-S provides superior all-climate, year-round . It also contains an anti-wear additive as well as rust, oxidation and corrosion inhibitors that protect bearings and synchronizers, reduce component wear and promote longer transmission and lubricant life. High viscosity index, low pour point and sub-zero fluid flow provide for easier cold weather shifting, less drag and less gear wear because vital transmission parts are lubricated quickly.

Approved for:

**Eaton Transmission Division PS-081&PS-164, Extended warranty coverage at Eaton and MeritorAutomotive, Mack Truck TO-A-PLUS, Meritor (Rockwell International) O-81 (synthetic).**



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APPROVED**



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# Automatic Transmission Oils

## Auto Transmission Fluid DX III H

General Motors Dexron III H /Ford Mercon /Mazda M-111 Fluid / Toyota T Fluid/ Nissanmatic C / Allison C4 Meets the latest DEXRON III specification for GM automatic transmissions. For all GM automatic transmissions dating back to 1948, passenger, commercial and off highway equipment where DX fluids are specified.

## Automatic Type 95:

BTR 5M - 52 Automatic fluid made to the requirements of the BTR M85LE and M95LE 4 speed transmissions fitted to Ford Falcons.

## Automatic Type MV

Ford MERCON-VFord MERCON GM DEXTRON-IIIH Allison C-4 Volvo 97340 ZF TE-ML 14B /16L &17C

A premium synthetic multi Purpose automatic transmission fluid designed to meet a large number of manufacturers requirements including: Allison TES-295, Audi G-052-025-A2, Chrysler ATF+/ATF+2/ATF+2 Type 7176/ATF+3&4, BMW LA2634 & LT 71141, Honda ATF-Z1 (except CVT s), Hyundai Mitsubishi Diamond & Kia SP-II & SP-III, JWS 3309,MAN 339F, Mercedes Benz 236.x, Nissan Matic-D/J & K, Toyota Type T/T-III/T-IV, Voith 55.6335.32 (G607) & H55.6336.33 (G1363), VW TL52162. For full listing of manufacturers specifications please refer to the datasheet available on our website.

# Grease

**CALCIUM SULPHONATES** have long been used effectively in automotive and marine engine oils to neutralise strong acids, disperse harmful deposits and to provide detergency and rust protection. Its use in greases is a comparatively recent and rapidly expanding development. In most greases, the thickener is responsible for carrying the oil to the point of lubrication. The oil is then squeezed out under the pressure of the contact and provides the necessary lubrication. Calcium Sulphonate greases behave differently. Calcium Sulphonate is broken down and provides an increase in the lubricating film thickness, greater than that of the oil base alone. Calcium Sulphonate platelets can bond horizontally to metal surfaces, forming a fish scale like coating. This provides ample shear planes which provide load carrying protection. No additives are required. Calcium Sulphonate greases don't require heavy metals, chlorine or other EP additives. Those properties are inherent in the Calcium Sulphonate structure.

**IMPACTOR GREASE.** A No. 1.5 NLGI grease with calcium sulphonate base and part synthetic base oils. Contains molybdenum disulphide and graphite to enhance the load carrying properties of the calcium sulphonate soap, especially at high temperature.

Calcium sulphonate greases are noted for very high drop point—300°C for Impactor, and for extreme resistance to water penetration and corrosion. Use in rock hammer joints, bushes, spring shackles, universal and CV joints, sliding links and pivots, etc., especially when wet conditions present special problems. Suitable for wheel bearings of off-highway equipment.

**UNIPLEX GREASE.** A No.1 & 2 NLGI grease with calcium sulphonate complex soap base. High load carrying capacity, excellent resistance to water and corrosion. Drop point of 300°C and a maximum working temperature up to 150°C. Use in automotive, mining and industrial applications where loads, temperature and water contamination are severe. Most suitable for wheel bearings, rolling contact bearings, ball joints, splines. (Also Available in NLGI 1)

## G-2163 GREASE.

A No.2 NLGI marine service and industrial grease built upon calcium sulphonate complex base and high viscosity base oil. G-2163 is the ideal lubricant for severe industrial applications, eg pulp mills, steel mills and as a marine deck grease. Working temperature up to 150°C and a high load capacity. Use in mining, marine and severe industrial applications for extreme conditions of load, corrosion, heat and water contamination.



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# Workshop & Car Care

## Engine Coolant.

Anti-freeze, anti-boil, anti-corrosion coolant for use in engine cooling systems. Meets Australian/New Zealand Standard 2108, GM 1825M and 1899M, Ford ESE-M97844-A, JIS 2234, Cummins 92T8-9.

## Red Engine Coolant.

Anglomoil Red Coolant is long life concentrated Anti-freeze, anti-boil corrosion inhibitor using Organic Acid Technology (oat). It is silicate free and contains no nitrate, phosphate or amine

## HDD Coolant 50

has been specifically designed as a general purpose heavy duty cycle engine coolant suitable for diesel trucks, buses, marine, locomotive and static engines as well as mining equipment with both ferrous and aluminium construction. It is a low silicate and amine free formulation, which contains a pre-charge of supplemental coolant additive (SCA) for added protection against wet cylinder liner pitting. It can be used alone, or with an SCA for extended service applications.

## Radguard.

An anti-corrosion additive for engine cooling systems. Meets A/NZ Standard 2108 anti-corrosion specs.

## Auto Power (Power Steering Fluid)

A superior anti foam power steering fluid formulated to be for use in the following applications. GM 9985010, Chrysler MS-18272/5931, Ford M2C195-A, Honda PN 08206-9002 PE, Audi PN G002000, MB PN 00 989 8803, Saab PN 30 09 800, Subaru ON K0Z09A0080.

## Dot 4 Brake Fluid.

A high boiling point brake fluid meeting the American Federal Motor Vehicle Safety Standard DOT 4 with a boiling point of 260°C. Use in braking systems of cars and trucks.

## Super Injector Cleaner.

A multi-functional petrol additive which reduces and cleans up injector deposits, intake valve and port deposits, carburettor deposits.

## E.P Professional Spray Lubricant.

EP Professional Spray Lubricant has been formulated with the latest "Enhanced Polymer Technology" premium anti-wear, anti-corrosion and moisture displacing additives, able to out perform rival products with ease. The rapid penetrating action of EP Professional Spray means quick and easy removal of tight and rusted nuts, threads and easy disassembly of weathered components, while leaving a long lasting residual film.

**Diesel Fuel Performance Additive.** Multi-functional diesel fuel additive. Improves fuel system, cleanliness and fuel lubricity, provides corrosion protection for fuel system components.

## Aqua Clean. Water Based Degreaser/Cleaner.

It is a concentrated bio-degradable, water based, alkaline detergent. Non-toxic, non-flammable and safe for use in trade waste trap applications. Perfectly suited for bus, truck and car engine and chassis degreasing, workshop floor cleaner and even upholstery and window cleaner.

## Degreaser.

A degreasing agent based on aromatic petroleum solvents coupled with a vegetable based emulsifying agent. Excellent penetration and solubility of oil and grease deposits.

## Engine Flush.

Formulated to dissolve and dislodge sludge, dirt, varnish and other contaminants that accumulate in an engine's lubrication system.

## Screen Clean.

A very effective glass cleaner, containing grease cutting agents, ammonia and alcohol.

## Mop Up.

Organic floor Sweep, An eco-friendly, fast acting, high absorbency coir formula for safe and efficient cleanup of oil & fuel spills.

## Hand Cleaner .

An effective and pleasant smelling cleaning cream containing citrus oils and lanolin derivative.

**Truck Wash** Heavy duty detergent cleanser specially formulated for cleaning trucks, buses, earthmoving and off-road equipment. Contains a corrosion inhibitor. Leaves no streaks or residue.



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# Application

Roadmaster	600	600	VW	500	Gold	400	400	300	300	Super60	200	100
	15W-40	10W-40		10W-40	10W-30 15W-50	20W-40	30	15W-40	40	> SAE60	15W-40 30,40	15W-40
High Performance Light Diesel TDI, DPF/Petrol Engine's FSI (Low Saps)			○	○								
European and Japanese heavy duty diesel EGR ,DPF (Low Saps)		○										
High performance petrol engines	○			○	○							
Multi-valve, turbo & s supercharged	○			○	○							
Passenger Car Diesels				○	○			○				○
Gas Powered Engines					○						○	○
Light Commercial Diesel Vehicles					○			○			○	○
Wet Clutch Motorcycles				○	○					○	○	○
Heavy duty load and temperature										○		
Older engines, pre '88										○	○	○
Turbo heavy duty trucking	○					○		○				
Earthmovers, eg Komatsu, Hitachi	○					○	○	○				
Detroit Diesel 2 Stroke									○			

## Automotive and Heavy Commercial Lubricant Standards

	Petrol Engine Standards								Diesel Engine Standards						
	U.S. & Japan					Europe			U.S. & Japan				Europe		
	SM	SL	SJ	SH	SG	A3	B3	A5/B5	CJ 4	CI 4	CH 4	CF	B3/B4	E7	E6
Roadmaster VW 5W-30						○							○		
Roadmaster 600 10W-40														○	○
Roadmaster 600 15W-40	○					○	○		○	○	○	○	○	○	
Roadmaster 500 10W-40	○	○	○	○	○	○	○	○				○	○		
Roadmaster Gold 10W-30 & 15W-50	○	○	○	○	○	○	○					○			
Roadmaster 400 20W-40 & SAE30		○								○	○	○		○	
Roadmaster 300 15W-40		○								○	○	○	○	○	
Roadmaster 300 SAE10W, 30, 40												○			
Roadmaster Super60		○										○			
Roadmaster 200 15W-40		○				○	○					○			
Roadmaster 200 SAE 30& 50		○										○			
Roadmaster 100 15W-40			○									○			

For further information on any products, you can find all Individual technical data sheets and MSDS, s available in the products section of our website or by calling the office.



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