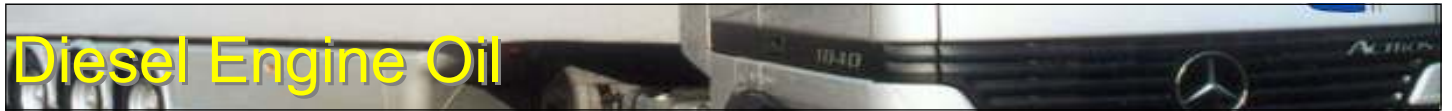




Heavy Commercial Vehicle Lubricants



Diesel Engine Oil

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, CI-4 Plus

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

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 Plus 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

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. Anglomail Roadmaster 600 is a certified CJ-4 oil and provides in addition, SM petrol engine performance. Both specifications require a very low sulphur level and accordingly, Roadmaster 600 is formulated with highly refined Grp 11 base oils

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 MBA approval 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.



Lubricants for Automotive, Industry, Food, Farm Machinery, Marine, Earthmovers, Road Transport
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Email: info@anglomail.com Web: www.anglomail.com



Heavy Commercial Vehicle Lubricants



Gear and Agricultural Lubricants

**ROADRANGER
APPROVED**

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-weather, 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 & MeritorAutomotive, Mack Truck TO-A-PLUS, Meritor (Rockwell International) O-81 (synthetic).**

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 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 90: SAE 90: API GL 1, API CF, CFII A 'straight' mineral gear oil containing anti-oxidation and anti-wear additives for high temperature operation. Does not contain extreme pressure additives. Use in Fuller Roadranger gearboxes, Eaton, Spicer, Fiat, Rockwell and Volvo, or wherever a non E.P. gear oil of SAE 50 or SAE 90 viscosity is specified .

Transaxle 80W90: has been specifically designed to meet the new commercial vehicle axle performance requirements of Daimler . MB 235.20 and can be used where MB-Approval 235.0 and MB-Approval 235.6 are recommended and also meets the performance levels API GL-5, API MT-1, Arvin meritor Axles, MAN 342 Type M-2, Scania STO 1:0, ZFTE-ML 05A-07A-12E-16B-16C-16D-17B-19B. Anglomoil Transaxle 80w90 surpasses MAN 342 S-1 performance levels in dynamic seal and pitting requirements.

Auto Transmission Fluid DX III: General Motors Dexron III, 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 Dexron fluids are specified.

Automatic Type HV

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

A premium semi-synthetic multi Purpose automatic transmission fluid designed to meet a large number of manufacturers requirements including: Allison TES-295, JWS 3309,MAN 339F, Mercedes Benz 236.x, Voith 55.6335.32 (G607) & H55.6336.

Agricultural Lubricants

MultiTrac SAE 10W30 Universal Transmission Lubricant for use in Hydraulics, Differentials, Transmissions and Wet Brakes. MultiTrac meets all the major specifications of all the major tractor manufacturers including John Deere, Ford New Holland, Massey Ferguson and many more.

MultiTrac Super SAE 15w40API CE,CF API GL4

Anglomoil MultiTrac Super is a multi-functional lubricant suitable for a wide range of agricultural machines from compressors to combine harvesters. MultiTrac Super is specially formulated for use in four stroke diesel engines (naturally aspirated and turbo charged), gearboxes, Transmissions, Hydraulic Systems, Final Drives, Wet Brakes and Independent power take-offs.



Hydraulic Oils

AW (Anti Wear) HYDRAULIC OILS. Premium series high viscosity index hydraulic oils, containing additive treatments to combat rust, foaming and wear. Good demulsibility and high temperature stability are outstanding features of these oils.

HVI HYDRAULIC OILS. Premium grade hydraulic oils containing a highly shear stable viscosity index improver which imparts multigrade properties to the oils. Retains viscosity even at high temperature. Use in equipment subjected to wide variations in temperature or where precision equipment cannot tolerate changes in viscosity.



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