

DESCRIPTION:

Engine Lubricant-Mono Grade Heavy Duty. European high performance high ash specification for diesel and petrol engines. Meets and exceeds international specs for turbocharged, supercharged and naturally aspirated diesel engines. Extends engine life and increases engine performance. Available in SAE 30 and SAE 40. Meets and exceeds API Service Classification for ; Gasoline Engines SL SJ SH SG SF SE SD SC Diesel Engines, CF CE(Sae 30) ACEA, B3/E3. Power shift transmissions specs for Caterpillar TO-2, Allison C3, C4. Conforms to the following original engine manufacturers (OEM) recommendations for Caterpillar TO-2 & Allison C4, Daimler Benz 228.2 & 228.0 M.A.N. 270, MTU Type 2. Drain Interval : Under ideal conditions Mainlube 185 has been tested to provide a ; 40,000 km / 400 hour / 12 month oil change.

CHARACTERISTICS:

Mainlube 185 is a Super High Performance Diesel engine oil (SHPD). 185 Mono grade engine oil is available in SAE 30 and 40. 185 Meets and exceeds every international specification for top performance and long service life in all four stroke turbocharged, supercharged and naturally aspirated diesel engines.

Mainlube 185 mono grade engine oil is designed to promote the highest standards of engine cleanness in modern high powered turbocharged engines. 185 very effectively stops bore polishing, high oil consumption and premature wear from the formation of engine damaging deposits in the ring grooves, land areas and particularly in top ring belt areas of " tight piston " engines.

These deposits are very abrasive and if left uncontrolled will bore polish expensive diesel engines, this causes excessive oil consumption. The low ash detergents and dispersants in 185 keep engines clean by inhibiting piston and valve deposits, ring sticking and sludge formation under high load and low load conditions.

Wear Prevention

185 provides long engine service life by minimising wear to valve train, rings, cylinder and all other moving parts requiring lubrication.

Gel Formation Minimised

Modern turbo and supercharged diesel engines when operating at sustained high or low load conditions, tend to scavenge some fuel soot laden combustion deposits past the rings into the engine oil. If unattended these combustion by-products will firstly thicken and eventually gel normal engine oil starving vital engines parts of lubrication. Under these conditions balanced ashless detergents and dispersants in 185 will minimise engine oil thickening and gel formation avoiding costly engine failures.

Oil Drain Extended

185's overbased alkaline reserve additives (TBN) effectively neutralise acidic by-products of combustion scavenged past the rings which if left will cause corrosion damage to vital engine parts. Most European OEM'S now only specify SHPD engine oils so that their recommended long drain periods can be attained.

Rust and Corrosion

High levels of alkaline reserve additives neutralise acid corrosive combustion by-products and rust inhibitors prevent corrosion from condensation formed during the cooling period following engine shutdown.

Oil Pressure Maintained

Because thermal degradation with the accompanying viscosity decrease does not occur in 185 it maintains its viscosity ensuring complete protection to all vital engine parts.

New Car Performance

185 Maintains lubrication in modern close tolerance high compression engines, even after the completion of long periods of service engines still display low oil consumption, good fuel economy and tight engines. These all assist in maintaining as new performance through out the machine life.

Catalytic Converter Life Extended

The careful balance of anti-wear additives in relation to phosphorous levels minimises catalyst poisoning. The conversion efficiency of the exhaust gases to harmless ADR 37 emission limits is not impeded by high levels of catalyst glazing as may occur with older type engine oils.

SG, SH, CF Performance

These and other high severity engine tests specified by engine builders are met and exceeded by Mainlube 185 so that long engine life is assured.

Mainlube 185 meets and exceeds all engine manufacturer specifications, eg.

General Motors GM 6048m, HN1455, Ford M2C153C, M2C101C, European CCMC Types G4, D4, D5, and PD2 and Japanese special engine test procedures.

API Service Classification: Gasoline Engines SL SJ SH SG SF SE SD SC

Diesel Engines CF CE CD CC

Conforms to the following original engine manufacturers' (OEM)

Recommendations:

Caterpillar	TO-2
Daimler Benz	228.2, 228.0
M.A.N.	270
MTU	Type 2.
Allison	C4

And power shift transmissions

Caterpillar
Allison

TO-2, (TO-4 now requires a special fluid.)
C3, C4

Petrol Engines

Ford M2C 144A, (M2C 101C)
M2C 153 ABB
GM 6136M
Fiat
Chrysler Ms 6395, Ms 4071j
International Harvest
Ford

Diesel Engines

Allison C3
Cummins
Leyland
Caterpillar (Formerly Series 3)
(TO-2, TO-3)
Fiat

Conforms To The Following Engine Manufacturer's Recommendations:

Petrol Engines

Mercedes Benz
Volvo
Toyota
Mazda
Datsun
Nissan
VW 505.00

Diesel Engines

GM-Detroit 4-Stroke Diesel
International Harvester
Daimler Benz 228
Volvo-Scania (Extended Drain)
UD
M.A.N. 338

Drain Interval

Mainlube 185 has been tested to provide a 40,000 km.
(400 hour or 12 month) oil change

Available in SAE 30 AND SAE 40



185

SPECIFICATIONS:

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