



Technilube II Synthetic Engine Lubricant

SAE 5W-40 ALL SEASON API CK-4

Technilube II Synthetic Engine Lubricant is designed as a fuel saving, energy conserving ALL FLEET crankcase lubricant and an all season transmission fluid. It meets Allison C-3, Caterpillar TO-2 and Ford M2C 147A specifications for power shift and manual transmissions. It is a 100% synthetic lubricant formulation.

FORMULATED FOR PERFORMANCE:

Technilube II meets or exceeds the requirements of the following A.P.I. service categories, military or equipment manufacturers and transmission specifications. Most diesel engines today require the CK-4 specifications and all automotive gasoline engines since 2020 require the SN specification.

Engine Specification

API CK-4, CJ-4, CI-4, CI-4 Plus (Diesel)
Cummins CES 20081, CES 20086
Detroit Diesel DDC93K18, DDC93K222
Ford WSS-M2C171-F1, M2C 153B
Volvo VDS-4, VDS 4.5
Renault VI RLD-4

Transmission Specification

Allison C-3
Caterpillar TO-2
Ford M2C-147A

Hydraulic Specification

Harnischfeger (P&H)
Hydraulic Spec. 473
Wabco Hydraulic Suspension
Spec. LW-510-27

This synthetic oil has the high temperature viscosity characteristics of a SAE 40, and the low temperature characteristics of a SAE 5W without the disadvantage of high oil consumption, typically exhibited by SAE 5W - 40 oils containing light mineral oil base stocks. The lower oil consumption benefits of Technilube II result from the higher boiling points, and consequent lower volatilities of its synthetic molecules. Technilube II does not evaporate or boil off as readily in the high temperature piston ring area of turbo-charged diesel engines at elevated operating temperatures as do comparable viscosity mineral oils.

ADVANTAGES:

Low Temperature Performance – A -40°F pour point and Viscosity Index of 145 insures superior cold weather startability and operating characteristics. Vital engine parts are lubricated quickly which reduces wear.

Fuel Savings – Improved fuel economy due to reduces friction and less drag resistance on engine parts due to fluidity at low temperatures.

Extended Oil drain Intervals – Technilube II has excellent extended drain capabilities because of its resistance to oil thickening and sludge formation. It has excellent ability to suspend combustion by-products and thus extend filter life. In gasoline engines, we recommend a maximum drain period of 25, 000 miles or 1 year. The maximum may be obtained based on oil samplings for fuel, dirt and anti-freeze contamination. In diesel engines used in long haul highway conditions, change lubricant every 25, 000 miles. The drain interval for construction equipment and engines operating in dusty conditions should be established on oil samplings to determine the level of dirt contamination under operating conditions.

ADVANTAGES:

Minimized Seal Leakage Problems – Technilube II has excellent compatibility with nitrile, Buna N, silicone and polyacrylate elastomers which are the materials used in most seals.

Versatile Performance – One lubricant for both gasoline and diesel engines for all season use. It satisfies most equipment manufacturer requirements and military specifications as well as Allison C-3, Caterpillar TO-2 and Ford M2C 147A transmission specifications. Technilube II provides less friction and drag so that engine performance is improved in terms of more horsepower, less engine wear and less heat build-up. It has excellent operating performance in Caterpillar, Cummins and Mack equipment.

Superior Engine Cleanliness – The outstanding detergent and dispersant properties of Technilube II help prevent sludge, varnish and carbon deposits in the valve and oil pan areas and the all-important ring belt areas of the engine.

Reduced Corrosive Wear – Technilube II maintains a high level of alkalinity to neutralize acids from combustion by-products.

Technilube II is completely compatible with petroleum lubricants, so there is no danger to vehicles if accidental mixing occurs or if an emergency requires the addition of petroleum oil. Mixing is not recommended, however, since it will dilute the superior performance properties of Technilube II. In the event that petroleum oil is added, the oil should be changed according to engine manufacturer's recommendations.

Oil sampling is provided at a nominal charge by Baum's Castorine Co., Inc. for convenience to customers.

TYPICAL PROPERTIES

CHARACTERISTIC	RESULT	SAE 5W-30 REQUIREMENT
Viscosity Index ASTM D-2270	145	
Viscosity @ 40°C, cST	102.5	
Viscosity @ 100°C, cST	14.2	9.3 – 12.5
Viscosity @ 100°F, SUS	283.4	
Viscosity @ 210°F, SUS	60.7	
Borderline Pumping Temp., °C	< -30	-30 maximum
Pour Point, °C (°F)	-56 (-40)	
Flash Point, °C (°F)	238. (460)	
Specific Gravity @ 60°F	0.859	
API Gravity @ 60°F	35.0	
Density, lbs. /gal.	7.1	
TBN (D2896)	11.1	
TBN (D 664)	11.1	
Sulphated Ash, % weight	0.91	
Zinc, % weight	0.12	
Magnesium, % weight	0.16	
Phosphorus, % weight	0.11	