



SHP™ Diesel Engine Oil

Kendall SHP™ Diesel Engine Oil is a world-class synthetic blend engine oil designed to provide outstanding engine protection under extreme operating conditions and in the longest available service intervals. It is formulated with proprietary additive chemistry and high-quality synthetic and mineral base stocks to provide outstanding wear protection, soot control, and bearing corrosion protection in both conventional and EGR-equipped diesel engines. Excellent soot dispersancy protects against abrasive wear and soot-induced oil thickening, and ensures good low-temperature pumpability even with soot-laden oil. High dispersancy-detergency and a high alkaline reserve provide extra protection in extended drain or severe service intervals, and in EGR-equipped engines. The well-balanced synthetic blend formulation provides better oxidation resistance, lower evaporative losses at high temperatures and improved cold-flow properties compared to conventional all-mineral engine oils.

SHP™ Diesel Engine Oil is an API CI-4 PLUS quality engine oil that meets or exceeds the performance requirements of a wide range of U.S., European and Japanese diesel engine manufacturers. It exceeds the performance requirements of leading OEM specifications and worldwide standards including ACEA E7-04, Global DHD-1, JASO DH-1, Cummins CES 20078, DDC Powerguard 93K214, Mack EO-N Premium Plus 03, Mercedes-Benz Sheet 228.3 and Volvo VDS-3.

**Premium Synthetic
Blend Diesel
Engine Oil**

**Customer Service
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**Technical
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Applications

- Trucks, buses and heavy equipment operating in extreme conditions
- On-highway diesel trucks with low emission, EGR-equipped engines
- Truck fleets interested in extended oil drains
- Truck fleets operating foreign-made equipment
- Off-highway construction, earth moving and mining equipment

SHP Diesel Engine Oil meets or exceeds the requirements of:

- API CI-4 PLUS
- API Service CI-4, CH-4, CG-4, CF-4, CF
- ACEA E7-04, E3
- Cummins CES 20078, CES 20077, CES 20076
- Detroit Diesel PowerGuard 93K214, 7SE270 (4-stroke cycle engines)
- Global DHD-1
- JASO DH-1
- Mack EO-N Premium Plus 03, EO-M Plus
- MAN 271, 3275
- Mercedes-Benz Sheet 228.3
- MTU MTL 5044 Type 2
- Volvo VDS-3
- Diesel engines manufactured by OEMs not listed above, including Caterpillar, International (Navistar), John Deere, Hino, Komatsu, Kubota and others

Outstanding Features

- Exceptional soot control for protection against abrasive wear and soot-induced oil thickening
- Outstanding resistance to viscosity and thermal breakdown at high temperatures
- Exceptional wear protection
- High alkaline reserve (TBN) for extra protection in extended drain or severe service intervals
- Protects against engine sludge and varnish deposits
- Outstanding low-temperature pumpability, even with soot-laden oil
- Excellent rust and bearing corrosion protection
- Excellent shear stability
- Good resistance to foaming and aeration

Due to continual product research and development, the information contained herein is subject to change without notification.

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SHPTM Diesel Engine Oil

Typical Properties

SAE GRADE	15W-40
API Service	CI-4, CH-4, CG-4, CF-4, CF
API CI-4 PLUS	Yes
Density, g/cm ³ @ 15.6°C (60°F)	0.877
Pounds per U.S. Gallon @ 15.6°C (60°F)	7.32
Color, ASTM D1500	4.0
Flash Point (COC), °C (°F)	228 (442)
Pour Point, °C (°F)	-36 (-33)
Viscosity,	
cSt @ 40°C	113
cSt @ 100°C	15.5
SUS @ 100°F	581
SUS @ 210°F	81.6
Viscosity Index	143
Cold Cranking Viscosity, cP @ (°C)	6,000 (-20)
High-Temp/High-Shear Viscosity, cP @ 150°C	4.4
Sulfated Ash, ASTM D874, wt %	1.62
Total Base Number (TBN), ASTM D2896	13.7
Zinc, wt %	0.147

Health and Safety Information

For recommendations on safe handling and use of this product, please refer to the Material Safety Data Sheet via <http://w3.conocophillips.com/NetMSDS>.

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