

On Highway

DELO[®] 600 ADF 10W-30 & 15W-40

Product Information Sheet



Delo[®] 600 ADF with *OMNIMAX*[™], a Chevron Patented Technology, is a premium, high-performance, ultra-low ash, long drain and mixed-fleet engine oil that delivers maximum system protection to both the engine and the emissions system. This all-encompassing protection helps drastically reduce the rate of DPF clogging to deliver extended DPF service life and industry redefining fuel economy retention.

Applications

EPA 2010, or newer, low emission diesel engines with exhaust gas recirculation, (EGR), Diesel Particulate Filters (DPF), and Selective Catalytic Reduction (SCR) systems. It is fully compatible with previous engine models and API Oil Service Categories.

Delo 600 ADF is approved for

- Use in Cummins mobile compressed natural gas (CNG) engines
- Use in mixed diesel and CNG engine fleets

Delo 600 ADF is also approved for

API Category	CK-4, CJ-4, CI-4 PLUS, CI-4, CH-4
Cummins	CES 20086, CES 20092
Daimler MB-Approval	228.31
Detroit Fluids Specification (DFS)	93K222
Deutz	DQC-IV-18 LA
Mack	EOS 4.5
MAN	M3775
Renault	RLD-3
Volvo	VDS-4.5
ZF TE-ML	04C (15W-40)

Delo 600 ADF is recommended for

ACEA	E6, E9
Caterpillar	ECF-3



- Up to 3%* improved fuel economy retention over equipment life
- 10W-30 provides an instantaneous fuel economy benefit vs. 15W-40 of up to 1.2%*
- Extended drain interval*
- Up to 2.5* x extended DPF service life

*based on Chevron proprietary field trials and engine tests



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Tightening Emissions Regulations

Emissions regulations have been getting increasingly tighter over the past 30 years. A key milestone was the combined use of Exhaust Gas Recirculation, Diesel Particulate Filter, and Selective Catalytic Reduction in 2010 for on-highway.

Current Issues DPF Clogging

The DPF collects particulate matter emissions in the form of ash & soot. A regeneration cycle combusts most of the soot in the DPF. The ash is incombustible material derived from metallic lubricant additives, meaning over the service life of the DPF, incombustible ash contributes proportionately more to DPF blockage than soot and regeneration cycles are less effective. DPF clogging increases engine back-pressure, and increases regeneration cycles, resulting in a higher fuel consumption. In addition, Fleet Owners are forced to take

units out of service to restore the DPF function, incurring maintenance costs, and lost productivity. If too much soot & ash builds up, the large amount of heat produced upon regeneration can result in DPF damage, with replacements in the thousands of dollars.

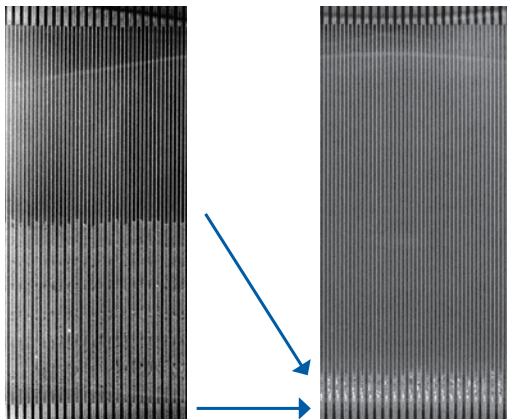
An Industry Redefining Engine Oil

Current heavy-duty engine oils are formulated up to the API CK-4 limit of 1% sulfated ash. Chevron's Delo 600 ADF is formulated to 0.4% sulfated ash to minimize DPF clogging, extend service intervals and improve fuel economy, all of which contribute to reducing customer operating costs. Delo 600 ADF meets or exceeds API CK-4 & OEM specifications, and has demonstrated excellent oxidation stability in industry, OEM and field tests, providing the opportunity to extend engine oil drain intervals.

Delo 600 ADF reduces fuel consumption by up to 3%* over the life of the system.

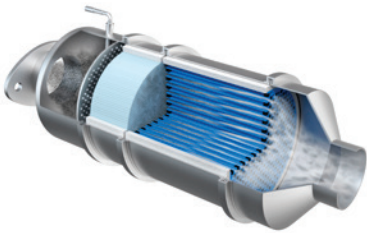
Conventional Engine Oil

Delo 600 ADF



Less ash accumulation* (clogging) in DPF

Lower backpressure
(engine doesn't have to work as hard to push exhaust passed clogged DPF)



Less frequent active or forced regeneration

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Improved fuel economy
(The engine doesn't burn more fuel to 1) push exhaust gas, 2) raise temperature for regeneration.)

*compared to API CK-4 1% ash oil

Always follow OEM recommendations.

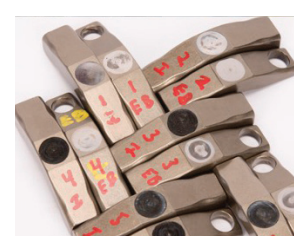
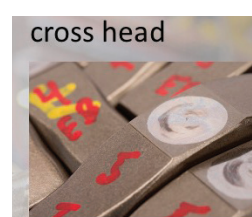
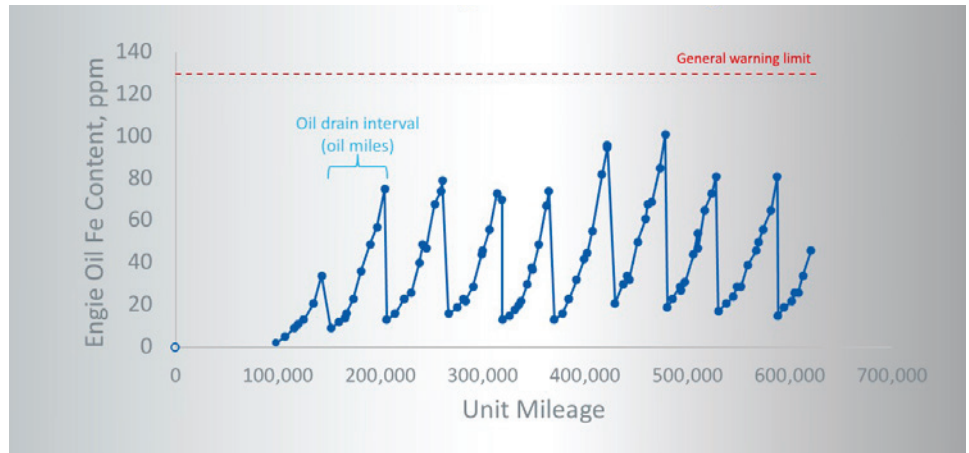
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DELO® 600 ADF SAE 15W-40 DELIVERS PROVEN RESULTS

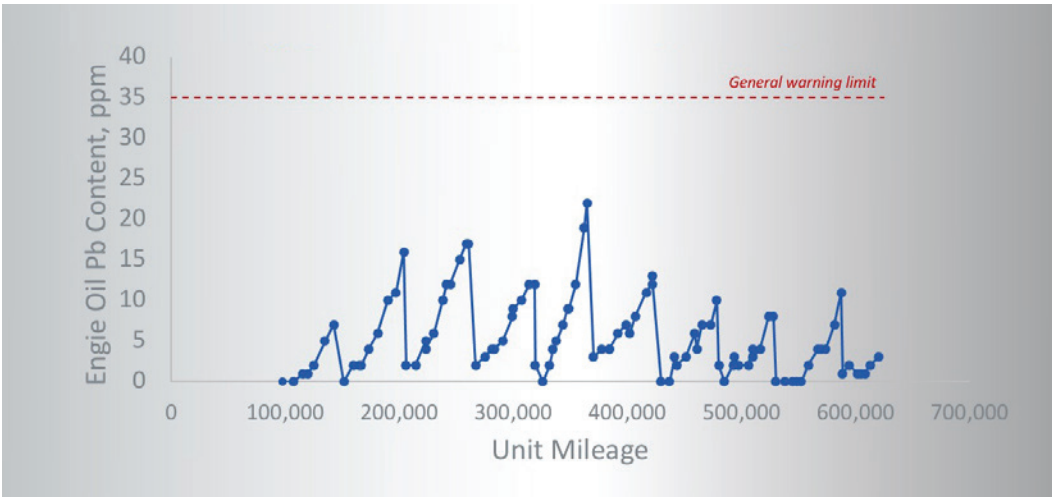
Proof of Performance

Delo 600 ADF SAE 15W-40 is fully field tested and exhibited low and well controlled iron generation through each oil drain. A teardown on a Cummins ISX engine showed excellent wear protection after 500,000+ miles.

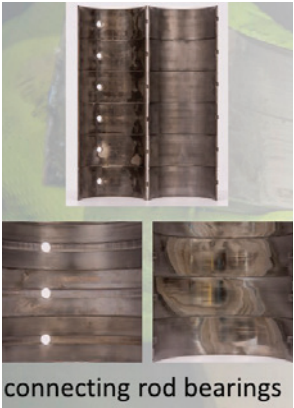
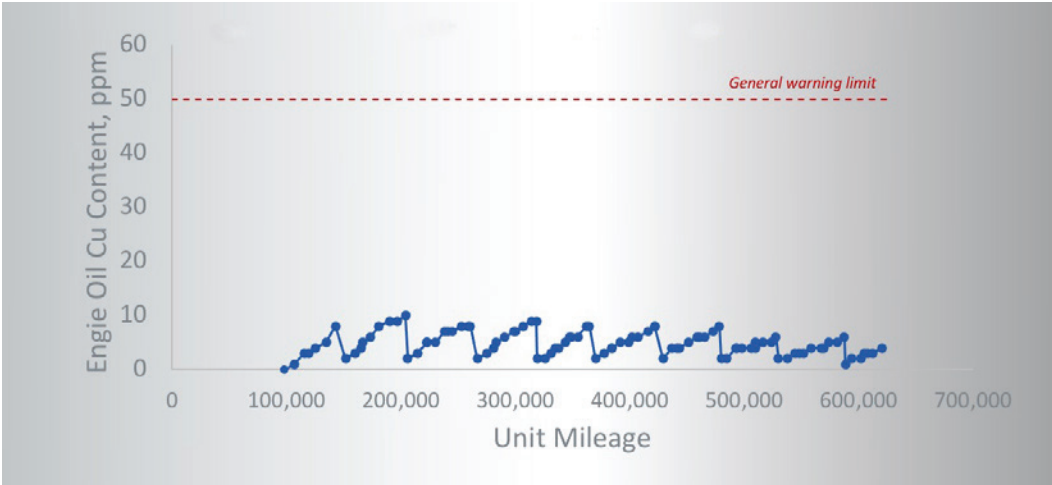
Delo 600 ADF SAE 15W-40 provides low and well controlled lead and copper generation through each oil drain, indicating good bearing durability through 600,000 miles.



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Delo 600 ADF SAE 15W-40 reflected low lead, copper and aluminum in oil analysis. Rod bushings and cam bearings were in great condition. Only mild wear is shown on the most laded areas of connecting rod and main bearings.



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