

On Highway

DELO® 600 ADF 10W-30 & 15W-40

Product Information Sheet



Delo® 600 ADF with *OMNIMAX™*, a Chevron Patented Technology, 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 recommended for

	SAE 10W-30	SAE 15W-40
API Category	CK-4	CK-4
ACEA Category	E6, E9	E6, E9
Deutz	DQC-IV-18 LA	DQC-III-18 LA
Volvo	VDS-4.5	VDS-4.5
MTU	Category 3.1	Category 3.1
Cummins	CES 20086	CES 20086
Caterpillar	ECF-3	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

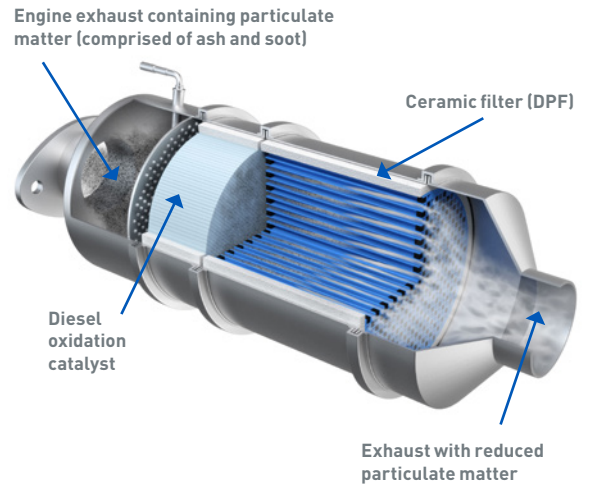
Delo®
Let's go further.®

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.

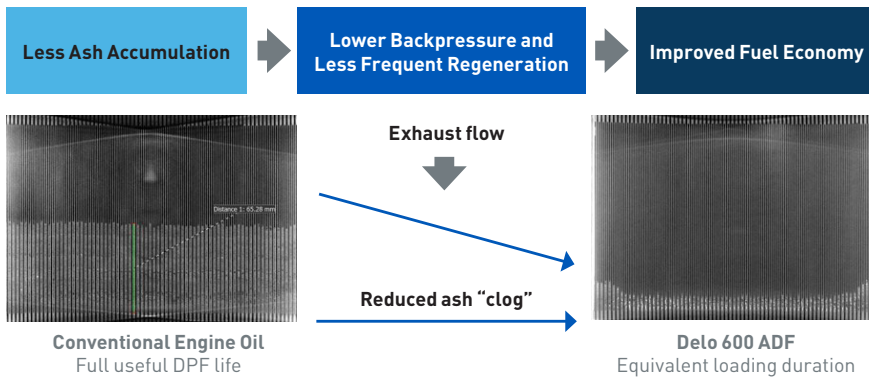
CURRENT ISSUES DPF CLOGGING

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.

Always follow OEM recommendations.

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