



TOP 5 WAYS YOUR DPF IS CURRENTLY COSTING YOU

Over the past few decades, as diesel emissions regulations have become more stringent for off-highway heavy-duty vehicles, aftertreatment systems have advanced. But lubrication technology hasn't advanced far enough to optimize and protect Tier 4 Final equipment, especially when it comes to the diesel particulate filter (DPF). Incombustible ash particles from today's heavy-duty engine oils (HDEOs) are clogging the DPF, which impacts its service life and puts a costly strain on business.

1. More frequent maintenance

An increase in DPF clogging means more maintenance and more labor, which can quickly add up across your fleet. For example:

6hrs

of maintenance for 1 typical excavator

\$960

\$160/hr labor

\$48k

per year at 25% of an average 200-vehicle fleet

2. DPF damage and replacement

As incombustible ash build-up puts more strain on DPFs, cracking and permanent damage become harder to avoid. With estimated costs:

\$700

typical DPF cleaning

\$1.5k

average remanufactured DPF

\$3k-\$7k

price range for a brand new DPF

3. Reduced fuel efficiency

The increase in DPF ash build-up means more regeneration cycles and more backpressure, which requires more fuel. With estimates up to:

3%

increase in fuel consumption over the lifetime of Tier 4 Final equipment

2,500

hours/year equating to an extra 600 gallons/year for each piece of equipment

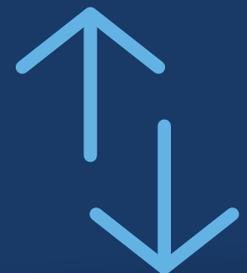
\$72.3k

at \$2.41/gallon¹ across 25% of an average 200-vehicle fleet per year

90%

OF INCOMBUSTIBLES IN THE DPF DERIVE FROM LUBRICANT ADDITIVES

MORE INCOMBUSTIBLE ASH



LESS DPF SERVICE LIFE



4. Equipment downtime

When your equipment is being serviced, it's not working for you and lost production time means lost efficiency and profitability. Consider estimates of:

16hrs

of downtime for 1 typical excavator

\$4.2k

average cost of downtime

\$207,250

lost opportunity per year at 25% of an average 200-vehicle fleet

5. Lost reputation

As a company that relies on contracts and fostering strong relationships with your clients, your reputation is everything.

Business downtime

When your equipment is not in service, neither is your business

Current clients

Missed deadlines can damage existing client relationships and put future contracts at risk

Future clients

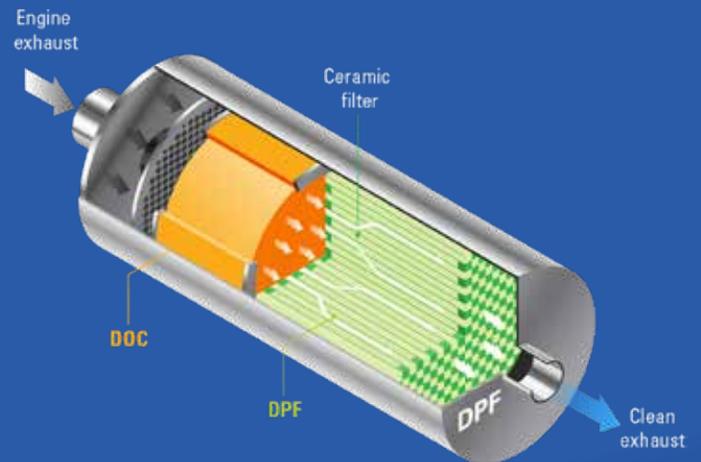
Negative word-of-mouth can affect the procurement of new clients and contracts

So what's the solution?

The combination of Tier 4 aftertreatment systems and today's engine oils can be costly. Unfortunately, there has not been an engine oil technology capable of keeping up enough with this important emissions-reducing technology. Until now.

Introducing Delo 600 ADF, designed to protect your engine and your aftertreatment system.

Discover more about Delo 600 ADF at deloemissionscontrolcenter.com



Actual productivity and fuel efficiency will vary depending on equipment type, load and operating conditions. Estimated costs based on a typical 1-year period.

1. Source: AAA.com average as of 5/19/2020

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