



TOP 5 WAYS YOUR DPF IS CURRENTLY COSTING YOU

Over the past few decades, as diesel emissions regulations have become more stringent for on-highway heavy-duty vehicles, aftertreatment systems have advanced. But lubrication technology hasn't advanced far enough to optimize and protect this 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 fuel efficiency and puts a costly strain on business.

1. Reduced fuel efficiency

The increase in DPF ash buildup means more regeneration cycles and more backpressure, which requires more fuel. With estimated costs:

\$32M

fuel costs per year at \$2.41/gallon¹

5% increase

in total fuel consumption

\$1.6M

across a 200-truck fleet

2. More frequent DPF cleaning

As incombustible ash builds up, DPFs require more cleaning, which on its own can add a significant cost across the fleet. For example:

1 cleaning

per truck every 400,000 miles

\$500

typical DPF cleaning

\$25k

per year across a 200-truck fleet averaging 100k miles per vehicle

3. DPF damage and replacement

As DPF service life is put under increasing strain, cracking and permanent damage become harder to avoid. Consider estimates of:

\$1.5k

average remanufactured DPF

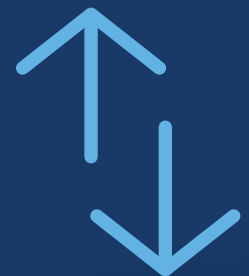
\$3k-7k

brand new DPF range

90%

OF INCOMBUSTIBLES IN THE DPF DERIVE FROM LUBRICANT ADDITIVES

MORE INCOMBUSTIBLE ASH



LESS FUEL EFFICIENCY



4. More frequent maintenance

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

\$500 per cleaning
for 1 truck

\$500 in labor
for 1 cleaning

\$200k
across a 200-truck 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 trucks are not in service, neither is your business

Current clients

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

Future clients

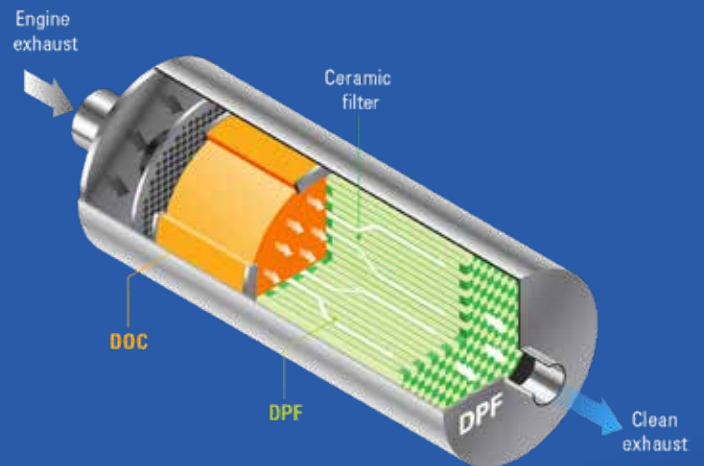
Negative word-of-mouth can affect the procurement of new clients and contracts

So what's the solution?

The combination of new 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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