

Off Highway

DELO[®] 600 ADF 15W-40 & 10W-30

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 Tier 4 Final 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 pre API CK-4 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 2.5* x extended DPF service life
- Up to 3%* improved fuel economy retention over equipment life
- Extended drain interval*

*based on Chevron proprietary field trials and engine tests



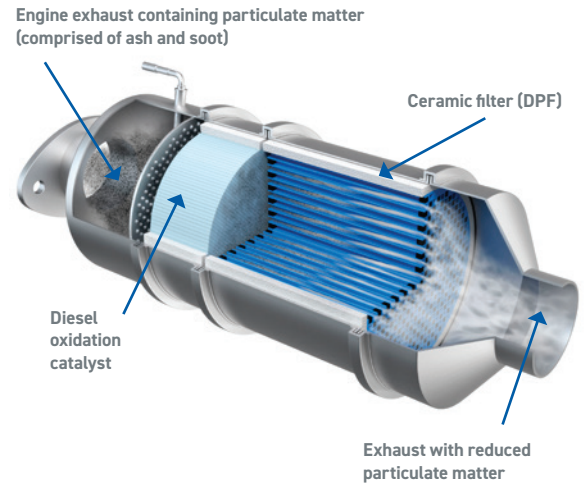
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TIGHTENING EMISSIONS REGULATIONS

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 2014 for off-highway.

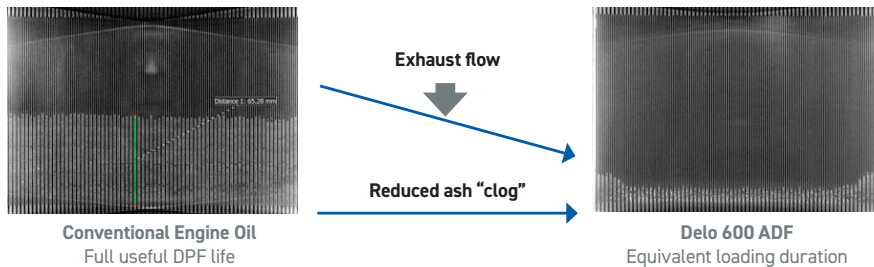
CURRENT ISSUES DPF CLOGGING

The DPF collects particulate matter emissions in the form of ash and 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. Equipment owners are forced to take units out of service to restore the DPF function, which incurs maintenance costs and lost productivity. If too much soot and ash builds up, the large amount of heat produced upon regeneration can result in DPF damage, with replacements in the thousands of dollars. In addition, DPF clogging increases engine back-pressure, and increases regeneration cycles, resulting in a higher fuel consumption.



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 increases DPF maintenance intervals by up to 2.5* times.

*relative to API CK-4 1% ash products

Always follow OEM recommendations.

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