

# 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

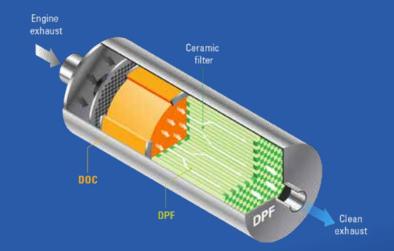
# So what's the solution?

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.

