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An impeccably proven track record



**With
Special
Dispersant
Technology**



Power Supreme[®]
SAE 15W40 API CF-4/SH



ENGINE EVOLUTION

A. Turbo-charging/Inter-cooling and Increased Fuel Injection Pressures

BMEP (Brake Mean Effective Pressure) has increased from 140 psi in 1980s to approximately 250 psi now.

Specific power went up from typically 18 kw/litre during 1980s to around 25 kw/litre now.

Effectively, we are drawing at least 50% more horsepower per cylinder from these new diesel engines than what we did 15-20 years ago.

It means, engine is much HOTTER (notwithstanding superior cooling systems) and majority of this brunt has to be borne by (what else!) the ENGINE OIL.

B. Reduced Crevice Volume and Piston/Liner Clearances

This new design greatly helps the engine in meeting emission norms. But these changes in the combustion chamber increase the thermo-oxidative stress on the lubricant. Also, the engine oil is more likely to get contaminated with high levels of soot.

C. Retarded Fuel Injection Timing

It is a very effective method of reducing NOX emissions. At the same time, an effective method of increasing the soot levels too!!

D. Better Control of Oil Consumption

It directly leads to reduction of particulate emissions. Reduction in oil consumption increases the stress on the engine oil because no or lesser quantity of fresh oil is required for top-up. Result? No additive sweetening.

E. Severe Duty Cycle

Additionally, most of these large sized CUMMINS engines (typically 300 bhp +) have to operate in severe off-highway duty cycle (large DG Sets, Excavators, Dozers, Dumpers etc.) characterized by:

- Very high load factor (70-80%)
- Continuous running
- Hostile environmental conditions (i.e. dusty atmosphere, inadequate ventilation etc.)

Lubricant Experts
Valvoline, "World's
First, World's Finest[®]"
and Engine Experts
Cummins, the
Largest Diesel
Engines
Manufacturer
formulate the most
suitable specification.

Highlighted alongside
are some of the
special features of
**VALVOLINE
CUMMINS
POWER SUPREME[™]**
in response to
radical design
changes in diesel
engine hardware.



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