



Lube

Fleetschool Fact Sheet



Demand Real Results From A Working Environment

There is some talk by rival filter brands that Fleetguard Venturi Combo filters lag behind in the area of capacity, and in some cases this is true, but is the test relevant to the REAL WORLD working environment on the filter. It's not until you get to the bottom of such claims that you discover the tests described are ISO 4548/12 which uses only test dust as the testing contaminate in a laboratory controlled situation.

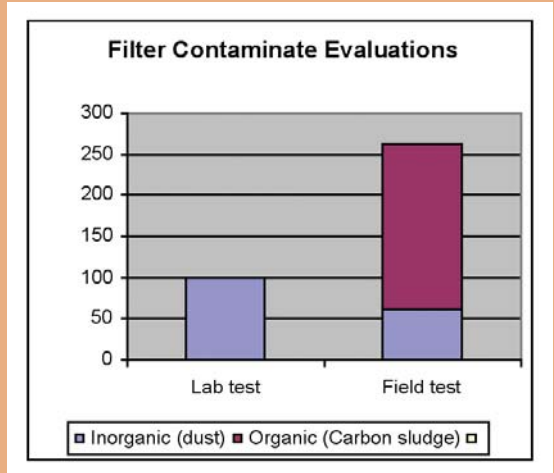
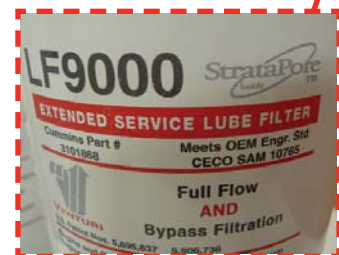
Relevant possibly if you're a hydraulic filter or an air filter but not so if you're an engine lube filter. Lab tests are used to compare filter performance however this exposes the filter to little or no extremes of heat or cold and no combustion gases or oil degradation as encountered in a working engine. It's returned used filters that tell the true story.

This graph compares contaminate captured by a filter tested in the lab and the same filter operated in the field until plugged. Notice the magnitude of difference between captured contaminate which supports the fact that approximately eighty percent of contaminate captured by the filter is not dust but organic abrasive carbon sludge material. It is this combustion produced material or sludge that plugs filters causing unfiltered oil to escape to the engine via the bypass valve. Abrasive sludge forming material is accountable particularly for top end wear such as cam lobes and followers and valve guides.

Fleetguard manufactured Venturi™ filters are tested to, and meet the requirements of the Cummins M11 High Soot Test, also recognized as a credible test by API, (American Petroleum Institute). It is one of the most important parts of Cummins CES10765 Specification and Venturi™ are the only filters that fully comply with the specifications.

Q. What do these filters show that others don't?

A. They each state they meet OEM STANDARD





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ALL DETAILS MUST BE CLEARLY ENTERED

Name: _____

Position: _____

Business Name: _____

Postal Address: _____

Phone Number: _____

Fax Number: _____

E-mail Address: _____

QUESTIONS

- Dust or dirt holding capacity of a filter is most important in what type of filter:
 A Lube B Air C Hydraulic D B and C
- What reveals the REAL story:
 A Lab test ISO 4548/12
 B Returned used filters
 C Return used filters and M11 high soot test pass
 D M11 high soot test pass
- What particular area does sludge cause wear to the engine:
 A Piston and rings
 B Top end
 C Bottom end
 D A, B and C
- Organic sludge accounts for how much of the total contaminate captured by a filter:
 A 40% B 50% C 70% D 80%

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Previous Test Answers

When to change air filter elements

1. E 2. A 3. D

Lucky Draw Winners

Chris May, Dunedin NZ

Peter Faulkner, Donald VIC

Andrew Smith, Newcastle NSW

Ian Walsh, Rockhampton QLD



How to Enter:

- Mark your answers in the space provided under each question either A, B or C.
- Only one choice is accepted for each question.
- Include your name and business details below each time.
- Fax your answers back to Cummins Filtration.

Conditions and Rewards:

- Participation is open to all.
- Only one entry per person is permitted.
- Answers must be sent by the due date to Cummins Filtration on the Q & A sheet only with all relevant details completed.
- Entries received with all questions marked correctly go into a draw, prizes will be awarded.
- Correct answers and lucky draw prize winners will be published in the next edition of Fleetschool Fact Sheet.
- Prizes will be mailed to the winners FIS only to the address entered on the return form.
- Cummins Filtration reserves the right to disallow businesses from applying for or continuing participation in the FleetMail and the accompanying Fleetschool at anytime without prior warning or explanation.

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