

# NEW EMISSIONS REGULATIONS

*... cause faster oil breakdown*

Since January, 1994 all new engines are designed to provide low emissions. These design changes resulted in an increase in the soot particles going into the engine oil instead of out the stack. With the introduction of Exhaust Gas Recirculation (EGR) engines in 2004, even more soot reaches the engine oil. This results in higher soot related wear and increases in the engine oil's viscosity due to soot thickening. These low emission engines run hotter, too. All of this results in more stress on the engine oil. The synthetic portion and proprietary detergent and dispersant chemistry provide a **Margin of Safety** that significantly improves **Supreme 7000's** ability to disperse soot. It gives greater protection against abrasive soot wear, viscosity thickening and deposits. This oil also handles temperatures over 450°F without breaking down.

The result: **SUPREME 7000** has the extra muscle to deal with "oil abuse."



**Commercial grade oil after 21,000 miles in severe police car service.**

**21,000 Miles VS. 42,000 Miles**

Schaeffer Oil after 42,000 miles in the same police car fleet.



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## THE FACTS

- Q.** *What is synthetic blend oil?*
- A.** A blend of 100% pure paraffin base oils **PLUS** the finest synthetic base stocks. This combines the best petroleum base stocks with the best synthetic base stocks.
- Q.** *What advantage does it have over commercial grade oils?*
- A.** Most commercial grade oils begin breaking down at 170°F. Today's engine thermostats are set at 200°F+. This can cause oil consumption and thermal breakdown. **SUPREME 7000** stands a higher heat range than commercial grade oils (up to 250°F more.) The result is less oil consumption and longer oil life.
- Q.** *What about warranty?*
- A.** **SUPREME 7000** exceeds the warranty requirements of all engine manufacturers including Cummins, Cat, Detroit Diesel, PowerGuard 93K214 and Mack EO-N-03 Premium Plus specs as well as all car makers' specs.

