

# Omega 757

## LONG-DRAIN ALL-FLEET ENGINE OIL

### DESCRIPTION:

Omega 757 Long-Drain All-Fleet Engine Oil is a superior product designed **for all types of vehicles under all climactic conditions**. Omega 757 has the following extraordinary features:

**A. Truly Multi-Purpose:** The widest variety of uses ever built into one engine oil. Omega 757 is recommended for turbo-charged engines, normally-aspirated diesel engines and four-stroke gasoline engines -- under even the most severe operating conditions.

Omega 757 is the perfect solution for mixed fleets. It satisfies the most demanding requirements. It meets and exceeds every requirement for both gasoline (spark) and light diesel (compression) engines and turbocharged engines. It can be used in all seasons -- winter through summer.

Omega 757 minimizes inventory and prevents mis-application because one oil does it all! Just one engine oil is required where before it required up to five in a mixed fleet.

**B. Highest Known Quality:** Omega 757 is manufactured with ultra-low ash Megalite additives.

It contains unique oxidation-resistant viscosity improvers. These viscosity improvers are exceptionally shear stable. The base oils employed in Omega 757 are also of exceptionally select quality. The development of Omega 757 makes it possible to have Ultra Long Life Detergency which was impossible in the past. This minimizes the possibility of engine deposits and combustion chamber deposits.

**C. Exceptional Anti-Wear Quality:** Omega 757 has ultra high zinc and anti-wear qualities. It has approximately 4 times as much zinc anti-wear additives as required to meet the rigid GM Detroit Allison Specifications which few oils in the world can meet. The anti-wear properties of Omega 757, combined with

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its corrosion inhibitors, protect the valve train and all working parts from both corrosion and wear.

- D. All-Season Oil:** Omega 757 can be used all the year round. It has been designed to provide extraordinary performance in extremely cold or extremely hot climates. It provides exceptionally easy starting during low temperatures since lower temperature starting speeds are provided for.

The special low ash additives used in Omega 757 eliminate completely all danger of ring sticking, valve or piston deposits and eliminate the danger of sludge formation, even in the most severe conditions of both low and high loads and at both low and high temperatures.

- E. Drastically Reduces Oil Consumption:** Omega 757 reduces oil consumption by as much as 25% compared to ordinary engine oils.

- F. Extended Drain Performance:** Omega 757 controls internal corrosion, plugging of oil filters, prevents varnish formation and oxidation and provides extended drain intervals.

Ordinary engine oils deteriorate almost from the instant it is added to engine sumps. Their limited protection of internal engine parts leads to oil breakdown and restricted operating life.

The additive package used in Omega 757 has been extensively tested and proven to provide extended engine lubrication qualities under difficult operating conditions.

Such a variance of conditions of service exists that it is impossible to give an exact drain performance figure. Nevertheless under ideal conditions, Omega 757 will provide proper engine lubrication up to 50,000 miles (81,000 kms) under certain operating conditions\*.

(\*) Omega 757 meets the new Mack EO-O Premium plus standard, which means that it can provide up to 50,000 miles or 800 hours of operation for heavy-duty truck under certain criteria.

- **CONDITION OF ENGINE** - Internal mechanisms properly adjusted; parts in proper alignment; no previous abuse that weakens structural

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integrity; sound gaskets and seals; proper periodic maintenance and adjustment, etc.

- **PROPER MAINTENANCE** - Following manufacturer's recommendations regarding service intervals; proper adjustment of timing, carburetors, valves, etc.; clean filters and sound exhaust system; using proper oil grade for temperature conditions; periodic top-up and inspection of oil condition; ensuring proper cooling; properly adjusted spark plugs or glow plugs; clean fuel delivery system, etc.
- **FUEL SUPPLIES** - Preventing water ingestion; changing fuel filters periodically; ensuring fuel tank and lines are clean and free of sedimentation; having access to good quality fuels.

**G. Reduction in Fuel Usage:** Omega 757 so greatly reduces friction that an increase in fuel economy has occurred in all tests made with this great lubricant. Omega 757 especially improves the fuel economy in start/stop driving in both gasoline engines and diesel engines.

**H. Meets or Exceeds the Most Rigid Performance Requirements,** including;

US Military MIL-L-46152E	Scania LD
US Military MIL-L-2104E	Volvo VDS-4 & VDS-3
US Military MIL-PRF-2104G	M.A.N. 3275
Mack EO-O Premium Plus	Cummins CES 20081
MTU Type 2.1	Caterpillar ECF-2 & ECF-3
MB 228.31 / 228.3	Allison C4
Volkswagen 502.00 / 505.00	Renault Truck RLD-3
Detroit Diesel DDC 93K218	Deutz DQC III-05

**I. Omega 757 is so extraordinary that it Meets Or Exceeds The Requirements Of Every Manufacturer of Vehicles,** including:-

Daimler Benz	International	Chrysler	
Leyland	General Motors	Volvo	
Ford	Nissan	UD	
Mercedes Benz	Fiat	Scan-Saab	
American Motors	Leyland	Ford	
Mack	Cummins	Toyota	Mazda

#### J. Classifications which Omega 757 Meets and Exceeds:-

API: CJ-4, CI-4 Plus, CI-4, CH-4, CF-2, CF for Diesel Engines

API: SM, SL for Gasoline Engines

ACEA: E7-04 / E9-08

#### TYPICAL DATA:

TEST	ASTM TEST METHOD	SAE 15W40	SAE 20W50
Appearance	Visual	Amber	Red
Density, Kg/L @ 15°C	D-1298	0.888	0.889
Viscosity, cSt @ 40°C	D-445	113	160
@ 100°C	D-445	14.9	18.7
Viscosity Index	D-2270	137	133
Flash Point, COC, °C	D-92	226	215
Pour Point, °C	D-97	-30	-28
Foaming Characteristics-			
All Sequences, After Settling	D-892	Nil	Nil
Total Base Number, mg KOH/g	D-2896	7.6	7.6
Ash, Sulphated, % Mass	D-874	0.88	0.88
Phosphorus, % Mass	ICP	0.117	0.117

#### K. Special 20W50 Formulation for Turbocharged Gasoline Engines.

In addition to the regular 15W40 grade, an advanced Turbo-ready 20W50 grade has been introduced.

In all respects the 20W50 is similar to Omega 757 15W40 and Omega Manufacturing Division recommends the use of the 15W40 grade for all normally-aspirated gasoline engines and all normally-aspirated diesel engines. However, for turbocharged gasoline and diesel engines, the special turbo-ready 20W50 grade is recommended.

The main difference in Omega 757 20W50 Turbo Engine Oil is the addition of a Computer Aided Design (CAD) additives blend that protects critical turbo-charger bearings and parts. This exclusive Omega blend of advanced additives is designed to provide lubrication even in excess of 600°F (315°C) - which is the actual temperature being measured in and around turbocharging ancillaries on shut-down.

Ordinary oils oxidize and "burn out" at such elevated temperature, causing lubrication breakdown and the formation of abrasive carbon. These in turn damage the turbocharger's mechanism and lead to premature breakdown and costly replacement.

**NOTE:**

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When used on turbocharger engines (either gasoline or diesel), the maximum permissible drain interval should not exceed 12,800km (8000 miles).

**IMPORTANT NOTE:**

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Omega 757 can provide up to 50,000 mile (80,000km) drain service intervals **under ideal operating conditions** for on-highway, steady speed applications in large diesel engines. Small engines, such as gasoline and light, high-speed diesels used in passenger cars and diesel light trucks/vans are designed around very small capacity oil tanks which require frequent inspection and oil change - even when using high performance engine oils like Omega 757 due to the rapid contamination and build-up of combustion cycle by-products.

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