

**YOU GET OUT
WHAT YOU
PUT IN.**



2014 PACCCAR MX-13

Super-D® FE Engine Teardown Results



These parts were pulled from a 2014 PACCAR MX-13 pulling a refrigerated trailer in coast-to-coast service from its base in the southeastern US. Oil drains were at 45,000 mile intervals using Kendall® Super-D® FE 10W-30 (FA-4). Tear down was performed in 2017 after quickly accumulating 500,000 miles.



Piston 1 - Thrust



Piston 1 - Anti Thrust

500,000 MILES

PISTONS

500,000 miles is when many fleets begin considering whether to sell a truck or end a lease. The pistons show very little carbon deposits in the ring grooves and no piston skirt scuffing. Super-D FE 10W-30 provides assurance that your equipment is protected for the long haul.



Piston 1 - Crown



Piston 1 - Undercrown



Valve Train Component



Oil Pan

VALVE TRAIN COMPONENTS.

Minimal wear scars on critical valve train components indicate excellent anti-wear protection from Kendall® Super-D® FE 10W-30 (FA-4).

OIL PAN.

The oil pan is where sludge is often found in engine teardowns. Close inspection of the photo here tells a different story.



Valve Train Component



Main Bearing Upper



Rod Bearing Upper

MAIN BEARINGS.

Bearings are where a poor performing product would quickly be exposed. The excellent High Temperature/High Shear (HTHS) properties of our FA-4 oil provide protection equivalent to our premium CK-4 15W-40.

ROD BEARINGS.

Rod bearings show little to no wear. Kendall® Super-D® FE 10W-30 provides maximum durability.



Main Bearing Lower



Rod Bearing Lower

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