



## Hengst outfits Daimler trucks with new oil coolant module.

Fuel savings and extended service intervals for new heavy duty diesel engine DD15 Gen5.

Apart from being designed to cover extremely long distances, trucks are also exposed to extreme temperatures. Particularly taxing on the engines in this regard are exceedingly cold temperatures. The latest generation of Daimler's heavy duty DD15Gen5 engines lives up to these demands by delivering a boost in performance and less downtime. The oil coolant module from Hengst does its share by providing enhanced filtration properties that result in extended service intervals of up to 150,000 km. What is more, the module also offers an extremely high functional density and brings about significant savings in fuel.

Equipped with an optimized stack filter, the new oil coolant module engineered by Hengst is used in a great number of engines. The high functional density of the module comprises oil filtration, oil water heat management, water pump and, unlike the previous model generation, an oil pressure regulating valve.

### Fewer parts, lighter and more robust

By applying smart interface integration, Hengst was able to reduce the number of parts to a minimum. Even the oil thermostat has been incorporated directly into the housing. Overall, the reduction in parts has made the module 10% lighter than the predecessor model. Better yet, the topology optimized design provides for greater sturdiness against pressure and pulsation and improves Delta P performance by 30%.

The extremely low temperatures that dominate the winter months cause the consistency of the engine oil to turn exceedingly thick and viscous. When it impacts the filter, this highly viscous oil generates an enormous differential pressure (Delta P). The latest generation of the Hengst stack filter has made it possible to achieve a significant increase in oil differential pressure. This causes the filter bypass valve to open later, resulting in a considerable boost in filtration performance.

### Improved differential pressure = less fuel and extended service intervals

Hengst has found the solution by developing the stack filter with its partially synthetic medium. Special intermediate plates embedded in the filter insert shorten the pleats, giving a significant boost to stability. At the same time, these plates keep the pleats open, thus keeping differential pressure and filtration performance at optimum levels. This most recent module generation combines a reduction in fuel consumption with significantly extended service intervals.



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