High Velocity Dual-Flow®

1. **Steel Coil Spring**
keeps its shape, maintaining a positive load pressure on the elements.

2. **100% Synthetic Microglass™ Media**
specifically developed to increase structural strength, efficiency and contaminant capacity.

3. **Patent Pending Design**
provides maximum contaminant holding capacity and contaminant removal efficiency, while minimizing flow restriction during operation and cold start-ups.

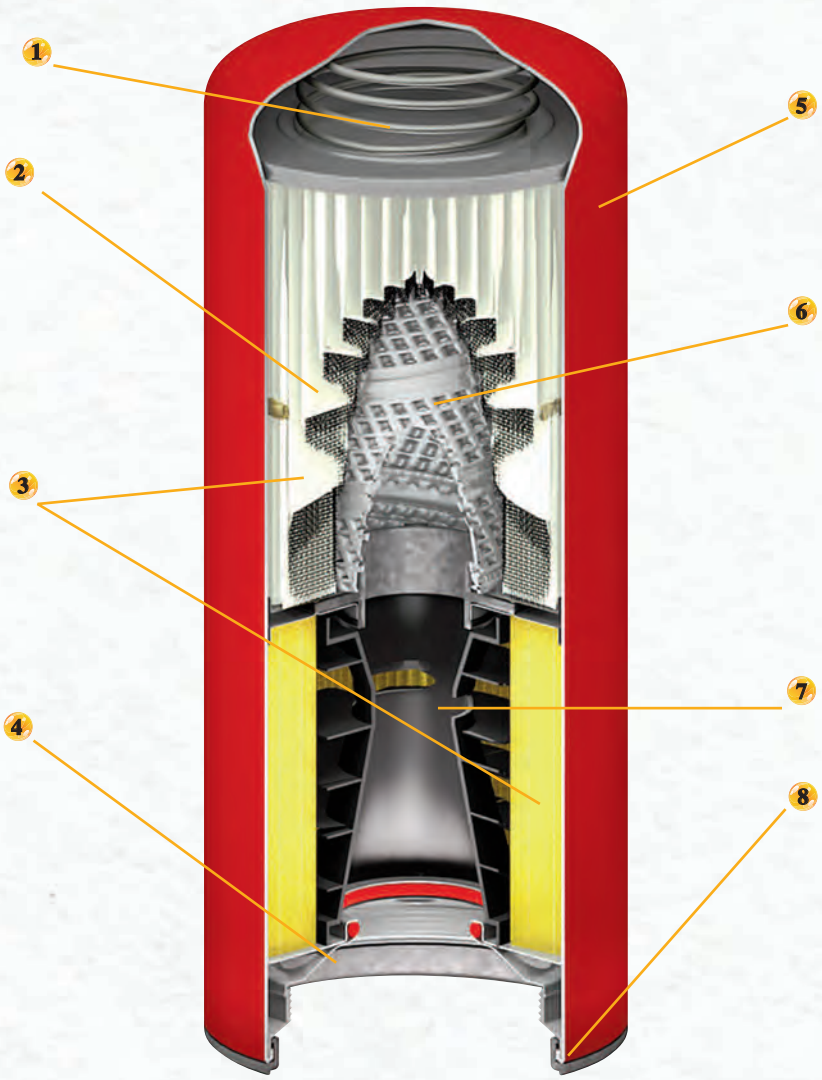
4. **Heavy-Duty Steel Retainer and End Cap**
are welded together to prevent the post seal from dislodging.

5. **Heavy-Duty, All-Metal Housing**
provides unequaled burst- and pulse-withstanding strength.

6. **Spiral Wound Louvered Centertube**
with fluted ribs allows for maximum flow and adds strength to resist pressure surges.

7. **High Velocity Dual-Flow Nozzle**
uses a venturi-type cone to balance the flow between the elements, taking advantage of the positive filtering properties of each.

8. **Heavy-Duty Steel Baseplate**
is joined to the can with a J-lock seam, reducing the possibility of leakage due to high pressure.



Baldwin Filters' High Velocity Dual-Flow lube filters provide improved engine protection during extended oil drain intervals, high idle time and harsh operating conditions. ISO 4548-12 laboratory tests, performed per Cummins Engineering Standard 10765, prove Baldwin Filters' High Velocity Dual-Flow design surpasses the OE in contaminant removal efficiency and contaminant holding capacity. The patent pending design of the High Velocity Dual-Flow filters provides maximum filtration, while the heavy-duty construction insures dependable operation. For performance, strength and value, Baldwin is your best choice in aftermarket filtration.

BALDWIN FILTERS®

Baldwin High Velocity Dual-Flow® Filters For Cummins Engines

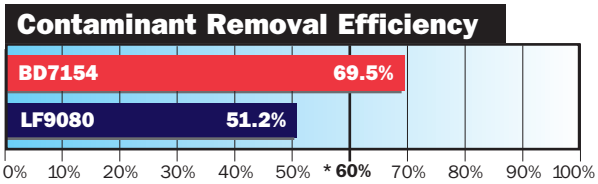
Baldwin Filters' High Velocity Dual-Flow line includes several patent pending dual-flow lube filters to be used on Cummins ISM, ISX and Series 600 engines as replacements for the Fleetguard Venturi™ filter line.

There are differences between standard dual-flow lube spin-on filters and the High Velocity Dual-Flow designs.

High Velocity Dual-Flow spin-ons have one inlet and one outlet. Oil flowing through the filter is sent directly to the engine to protect vital engine components, rather than a portion being returned to the sump as with conventional dual-flow filters.

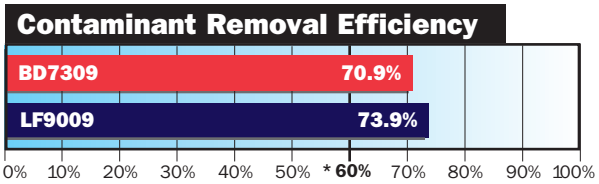
The High Velocity Dual-Flow spin-on design is also superior to standard full-flow/by-pass designs in that a larger portion of the flow travels through the high efficiency element, removing more small contaminants. In traditional full-flow/by-pass designs, only a small percentage of flow, 10% or less, travels through the high efficiency element.

Baldwin vs. Leading Competitor



ISO 4548-12 Test: Flow Rate 28 gpm, 100°F, Termination at 10 psid
Efficiency time weighted average at 10 microns.

*** Cummins Engine Standard 10765 minimum efficiency = 60.0%**



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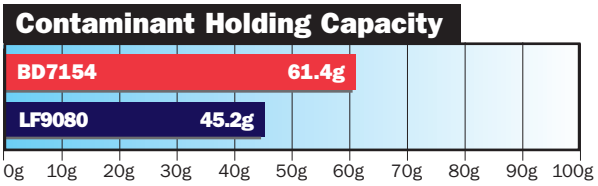
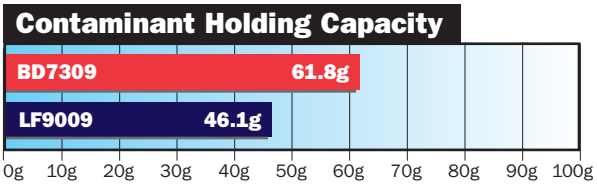


ISO 4548-12 Test



ISO 4548-12 Test