New Diesel Engine Oil Specification Coming In 2016

by Dan Arcy
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Manufacturing products also means transporting them, typically via truck. With new fuel economy standards coming and changes to diesel engine technology, a new engine oil specification is needed. In 2011, work began on a new diesel engine oil category for on-highway diesel engines called PC-11.

The new category is driven by changes in engine technology to meet emissions, renewable fuel and fuel economy standards for CO2 and other greenhouse gases. In addition, there have been changes in engine hardware that better represent new technology entering the marketplace since the last category was approved in 2006, and older hardware used in current engine testing is expected to become unavailable.

The new lubricant specification will have to meet the need of lower CO2 engines, while

providing fuel economy benefits and no compromise in engine life or durability. PC-11 should provide improvements in oxidation stability, aeration benefits, shear stability, compatibility with biodiesel blends and protection from scuffing/adhesive wear.

The Engine Manufacturers Association recommends that the PC-11 category be split into two separate and distinct subcategories associated with fuel efficiency with corresponding performance levels:

- One that preserves historical heavy-duty oil criteria. This oil will be backward compatible with previous categories for on- and off-highway use.
- One that provides fuel-efficiency benefits while maintaining durability. The oil will have limited backward compatibility (OEM, engine, application dependent) and will have better fuel economy compared to current 15W-40 oils.

Stay tuned: Communication on the new category and proper application of the different products will be forthcoming. Shell is working with others in the industry to help define and develop the new engine oil category. **MT**

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