

WHAT'S THIS ALL ABOUT?



Every month we will be sharing insights into our industry and how you can get the most out of the products you use. Our Technical Experts will lift the lid on common issues and the remedies you can use to keep your workshop and machinery running in perfect condition.

WHAT'S IN IT FOR ME?



Sharing our expert knowledge will help you to get the most out of the products you use and more importantly, **keep your customers happy**. We live and breathe oil and we're sure you'll find at least one thing you didn't know by reading these bulletins.

This month our Workshop Expert, Tony Clark will demystify ACEA specifications and recommend the types of products you can use to cover all bases.

ARE YOU DOING THIS TO YOUR CUSTOMERS?



Are you using the right oil? With the increasing number of new vehicles coming into Australia, particularly from Europe, it's important to understand what the ACEA specifications mean and how they can be applied. The purpose of this article is to explain the specs in simple terms and what Onshore Oils recommends in these applications.

ACEA Specifications are developed in Europe and are considered more severe than API specifications. In the below specs we will deal with passenger vehicles, 4 wheel drives and light commercial vehicles.

Here is the technical bit....

ACEA : Engine Code Key	
The letter refers to the type of service and the number to the performance level	
Example – Engine Type	Technical Performance
A = Petrol Engine	1, 2, 3, 4, 5
B= Diesel Engine	1, 2, 3, 4, 5
C = Low Saps	1, 2, 3, 4
ACEA Light Duty Specifications A & B	
A1/B1:	For use in petrol and light duty diesel engines, low viscosity, low friction, low HTHS.
A3/B3:	For use in high performance petrol and diesel engines, Stable in grade oil with long drain
A3/B4:	For use in direct injection diesel engines and high performance petrol engines covers A3/B3.
A5/B5:	For use in high performance petrol and diesel engines, low viscosity, low friction , low HTHS
ACEA Light Duty Specifications for Diesel Particulate Filters and Three Way Catalysts (TWC)	
C1:	Stable in grade oil with low saps Phosphorus limit of .05% mainly used is some Mazdas
C2:	Stable in grade oil with mid saps Phosphorus of .08% mainly used in Peugeots and Citroens
C3:	Stable in grade oil with mid saps Phosphorus of .08% very common in Australia – read below note.
C4:	Stable in grade oil similar to C1 Low Saps little requirement in Australia.
Note – ACEA C3 lubricants in the past have commonly also claimed ACEA A3/B4 however recent changes to the ACEA sulphated ash requirements for A3/B4 no longer make it possible to have both. The sulphated ash requirement for ACEA A3/B4 is 1 to 1.6% whereas ACEA C3 oils require a lower level of .08%.	

What we reckon!

If you're a Automotive Mechanical Workshop it's important to stock lubricants that cover the popular ACEA Specifications. We recommend stocking Total Quartz 9000 Future NFC 5w30 and either Total Quartz 9000 5w40 or Total Rubia Polytrafic 10w40. These oils will cover all your requirements for both ACEA A & B requirements. Total Rubia Polytrafic 10w40 also has an API Ci4 diesel engine approval so it is very useful in many applications both petrol and diesel.

For ACEA C requirements having a ACEA C3 oil is a must, any of the below oils listed will do. If you are servicing Peugeots and Citroens you will also need Total Quartz Ineo ECS 5w30.

In a nutshell.....

ACEA A & B Specifications		ACEA C Specifications	
ACEA A1/B1	<ul style="list-style-type: none"> Total Quartz Future NFC 5w30 	ACEA C1	No Product
ACEA A3/B3/B4	<ul style="list-style-type: none"> Total Quartz 9000 5w40, Total Polytrafic 10w40. 	ACEA C2	Total Quartz Ineo ECS 5w30
ACEA A5/B5	<ul style="list-style-type: none"> Total Quartz Future NFC 5w30 	ACEA C3	<ul style="list-style-type: none"> Total Quartz Ineo MC3 5w30, Elf Solaris MSX 5w30, Elf Solaris LLX 5w30, Elf Solaris LSX 5w40.
		ACEA C4	No Product