

THE MOVE TO LOW SAPS OIL

EUROPEANS ARE LEADING THE WAY, AND AUSTRALIA IS FOLLOWING

Australia is experiencing a surge of European produced, diesel powered motor vehicles requiring a low SAPS (Sulphated Ash, Phosphorus, Sulphur), synthetic blend or full synthetic motor oil. European OEMs have been driving European Union legislation (Euro IV) to reduce harmful emissions from diesel powered vehicles. In turn vehicle manufacturers with new fuel efficient engines and treatment systems required new engine lubricants.

It is a fact that almost one-third of new cars sales around the world occur within the European Union (18 million vehicles sold in 2006*) – making it one of the largest car markets in the world. Although this figure may seem irrelevant to Australians alike, the European Union produces almost 70 million new motor vehicles each year with many being exported around the world, including to Australia.

Known by the acronym, ACEA, the European Automobile Manufacturers Association alongside with the European Commission have set targets to reduce CO² (carbon dioxide), NO (nitrogen oxide) and particulate levels which are emitted into the atmosphere by all types of vehicles powered by fossil fuels.

“The introduction of Euro IV regulations in 2005 has seen many OEMs modify and develop new engine designs and emissions systems to meet these regulations”,

says Valvoline’s Regional Technical Manager, Ed Kopinski.

OEMs have reduced harmful emissions from diesel powered vehicles through the installation of after treatment devices such as diesel particulate filters (DPFs).

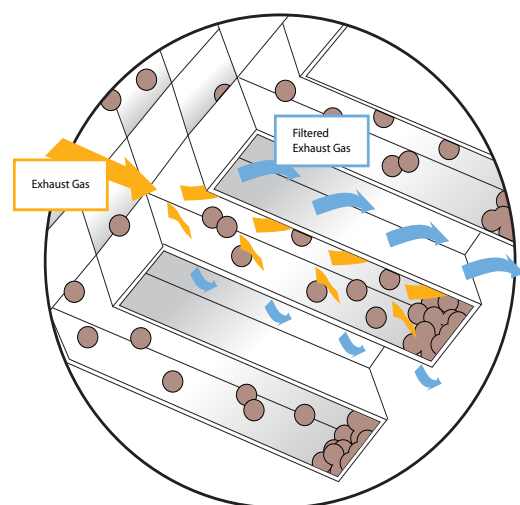
“To maintain the efficiency and performance of these anti-pollutant devices, new technology, low SAPS motor oils needed to be developed. Low SAPS means that the motor oil is to contain lower concentrations of Sulphated-Ash, Phosphorus and Sulphur when compared to traditional lubricant technologies – all of which can be detrimental to the after treatment devices which are installed to protect both the environment and our health from harmful emissions”, says Kopinski.

Represented by a large group of European engine manufacturers, ACEA have developed an additional category just to represent vehicles requiring a low or controlled mid SAPS motor oil. Suitable for diesel powered vehicles fitted with DPFs, a ‘C’ category was developed with C1, C2 and C3 classifications.

Valvoline’s SynPower MST SAE 5W-30 is a full synthetic motor oil designed for use in vehicles fitted with catalytic converters or DPFs. It is a mid SAPS formulation meeting both the ACEA C3 and API SL/CF specifications. The lubricant is also suitable for exhaust gas recirculation (EGR) systems and can be used in applications that offer long drain intervals of up to 30,000km. The low viscosity formulation also means that Valvoline SynPower MST SAE 5W-30 offers enhanced fuel efficiency and, with a low pour point, it results in an easy cold start.

European motor vehicles fitted with anti-pollutant devices are expected to continue to increase in Australia and the demand for low or controlled mid-SAPS motor oil will follow.

For technical information please contact the Valvoline® Technical Hotline on 1800 804 658. Monday to Friday 8:30am to 4:30 pm EST.



The cross section image shows a diesel particulate filter (DPF) with sulphated ash deposits. Motor oil containing high levels of SAPS can clog the DPF which can contribute to poor performance and increased fuel consumption.

*SOURCE: ACEA, VDA, AAA, GLOBAL INSIGHT, EUROSTAT (2006), <http://www.acea.be>