

On 2 December 2016, ACEA presented its revised engine oil sequences. The following will provide you with an overview of the most important changes.

With effect from 1 December 2016, all presentations to ACEA may be made according to the new ACEA 2016 sequences. Sequences in accordance with the previous versions may still be marketed until 1. December 2018.

CHANGES TO THE ACEA 2012 SEQUENCES COMPARED WITH ACEA 2016

The main feature of the new ACEA 2016 engine oil sequences is the optimised performance capabilities in relation to the latest engine technologies, compatibility with new elastomer materials (seals, hoses etc.), improved compatibility with biofuels and increased potential to reduce fuel consumption. Some additional tests were introduced for the individual categories.

BELOW ARE THE INDIVIDUAL CHANGES:

- Category A1/B1 has been removed and not replaced
- Category C5 has been introduced in addition and takes account of the reduction in fuel consumption and CO2 reduction:
 - HTHS from ≥ 2.6 to < 2.9 mPa*s
 - Fuel consumption test with savings objectives of $\geq 3\%$ (CEC L-054-96/ M111Test)
- Introduction of various new engine tests:
 - CEC L-107: has not yet been finally introduced, in the meantime Daimler's sludge test is being used
 - CEC L-111: Petrol direct injection test for engine cleanliness (piston cleanliness and deposits in the turbocharger)
 - CEC L-104: Engine oil performance test to measure the effects of biodiesel using the DC OM646 DE22 LA engine for piston cleanliness and sludge
 - CEC L-109: Oxidation test for engine oils combined with biodiesel
 - CEC L-106: Oil dispersion test at moderate temperatures for diesel direct fuel injection engines
 - CEC L-112: Test to check oil – elastomer compatibility

The precise wording of the latest ACEA 2016 mineral oil sequences can be found under <http://www.acea.be/news/article/acea-oil-sequences-2016>

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GENERAL INFORMATION CONCERNING ACEA:

ACEA (Association des Constructeurs Européens d'Automobiles) is the association for the European automotive industry and is headquartered in Brussels. It represents the 15 large European vehicle manufacturers, such as BMW, Daimler, Fiat, Ford (Europe), Opel, PSA and VW.

ACEA SPECIFICATIONS - GUIDELINES FOR EUROPEAN VEHICLES

Three main factors in particular influence the European market:

- 1. Extended oil change intervals**
- 2. Fuel consumption savings**
- 3. Exhaust gas composition**

The different uses of the engine oils are designated using letters in the European ACEA 2016 sequences:

A/B - for passenger car petrol & diesel engines

C - for passenger cars with diesel particulate filters

E - for commercial vehicles with diesel engines