

WHAT IS ACEA?

EXPLANATION

- ACEA defines specifications for engine oils (similar to the purpose of API) and were initiated in 1996 by the European Automobile Manufacturers Association
- Unlike API, ACEA does not approve the engine oil formulas; they only set the standards
- Oil manufacturers make performance claims if their formula satisfies relevant ACEA requirements
- ACEA updates sequences to include the latest developments from engine & lubricant technology

SUMMARY OF CURRENT ACEA SEQUENCES

- ***A/B designate stay-in-grade oil for passenger cars & light duty vans with gasoline or diesel engines***
- A5/B5 is a stable oil with lower viscosities for extended drain intervals & better fuel economy but may not provide adequate protection in engines that are not designed for these oils
- A3/B3 and A3/B4 is a stable oil with higher viscosities that provide better protection in certain engines but does not provide as good fuel economy
- ***C designates a stay-in-grade catalyst compatible motor oil for use in modern after-treatment systems and high performance passenger car & light duty van gasoline & DI diesel engines***
- C1 is Lowest SAPS-Level, designed for extended drain intervals in engines using low viscosity oils
- C2 is Mid SAPS-Level, designed for extended drain intervals in engines using low viscosity oils
- C3 is a stable oil with Mid SAPS-Level and designed for extended drain intervals
- C4 is a stable oil with Low SAPS-Level and designed for extended drain intervals
- C5 is a stable oil with Low SAPS-Level and designed for extended drain intervals in engines designed to be capable and OEM-approved for use of low viscosity oils (new as of 2016)
- ***E designates a stable, stay-in-grade oil for heavy duty diesel engines & extended drain intervals***
- E4 meets Euro 1 through V emission requirements and is suitable for engines without particulate filters; for some EGR engines; and some engines fitted with SCR NOx reduction systems
- E6 meets Euro 1 through VI emission requirements and is strongly recommended for EGR engines with particulate filters and using low sulfur diesel fuel
- E7 meets Euro 1 through V emission requirements and is suitable for engines without particulate filters; and for most EGR engines; and for most engines fitted with SCR NOx reduction systems
- E9 is for engines meeting Euro 1 through VI emission requirements and is suitable for engines with or without particulate filters; for most EGR engines; for most engines fitted with SCR NOx reduction systems; also strongly recommended for engines fitted with particulate filters; and is designed for use in engines running on low sulfur diesel fuel

