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(54) **LUBRICANTS WITH CALCIUM-CONTAINING DETERGENT AND THEIR USE FOR IMPROVING  
LOW SPEED PRE-IGNITION**

SCHMIERMITTEL MIT CALCIUMHALTIGEM REINIGUNGSMITTEL UND DEREN VERWENDUNG  
ZUR VERBESSERUNG DER VORZÜNDUNG MIT NIEDRIGER GESCHWINDIGKEIT

LUBRIFIANTS À BASE D'UN DÉTERGENT CONTENANT DU CALCIUM ET LEUR UTILISATION  
POUR AMÉLIORER UN PRÉ-ALLUMAGE À BASSE VITESSE

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• **STYER, Jeremy**

**Glen Allen, Virginia 23060 (US)**

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(74) Representative: **BRP Renaud & Partner mbB**

**Rechtsanwälte Patentanwälte**

**Steuerberater**

**Königstraße 28**

**70173 Stuttgart (DE)**

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(73) Proprietor: **Afton Chemical Corporation**

**Richmond, Virginia 23219 (US)**

(72) Inventors:

• **FLETCHER, Kristin**

**Midlothian, Virginia 23112 (US)**

• **LAM, William Y.**

**Glen Allen, Virginia 23058 (US)**

• **YANG, Kongsheng**

**Glen Allen, Virginia 23059 (US)**

• **Kazuo Takeuchi ET AL: "Investigation of Engine  
Oil Effect on Abnormal Combustion in**

**Turbocharged Direct Injection - Spark Ignition**

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Lubricants, vol. 5, no. 3, 30 January 2012**

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**EP 3 322 781 B1**

**Description****TECHNICAL FIELD**

5     **[0001]** The disclosure relates to lubricant compositions containing one or more oil soluble additives and the use of such lubricating oil compositions to improve low speed pre-ignition.

**BACKGROUND**

10    **[0002]** Turbocharged or supercharged engines (i.e. boosted internal combustion engines) may exhibit an abnormal combustion phenomenon known as stochastic pre-ignition or low-speed pre-ignition (or "LSPI"). LSPI is a pre-ignition event that may include very high pressure spikes, early combustion during an inappropriate crank angle, and knock. All of these, individually and in combination, have the potential to cause degradation and/or severe damage to the engine. However, because LSPI events occur only sporadically and in an uncontrolled fashion, it is difficult to identify the causes  
15 for this phenomenon and to develop solutions to suppress it.

**[0003]** Pre-ignition is a form of combustion that results of ignition of the air-fuel mixture in the combustion chamber prior to the desired ignition of the air-fuel mixture by the igniter. Pre-ignition has typically been a problem during high speed engine operation since heat from operation of the engine may heat a part of the combustion chamber to a sufficient temperature to ignite the air-fuel mixture upon contact. This type of pre-ignition is sometimes referred to as hot-spot pre-ignition.  
20

**[0004]** More recently, intermittent abnormal combustion has been observed in boosted internal combustion engines at low speeds and medium-to-high loads. For example, during operation of the engine at 3,000 rpm or less, under load, with a brake mean effective pressure (BMEP) of at least 10 bar, low-speed pre-ignition (LSPI) may occur in a random and stochastic fashion. During low speed engine operation, the compression stroke time is longest.

25    **[0005]** WO 2015/042340 A1 discloses a method for reducing low speed pre-ignition events in a spark-ignited direct injection internal combustion engine by supplying to the sump a lubricant composition which contains an oil of lubricating viscosity and a metal overbased detergent. The metal overbased detergent may be selected from sulfonate detergents, phenate detergents, and salicylate detergents, especially sulfonate detergents with a metal ratio of at least 5.

**[0006]** "Investigation of Engine Oil Effect on Abnormal Combustion in Turbocharged Direct Injection - Spark Ignition Engines," Takeuchi, K. et al., SAE International Journal of Fuels and Lubricants, vol. 5, no. 3, 20 January 2012, pp. 1017-1024 (XP055303823) discloses that low-speed pre-ignition (LSPI) may restrict low speed torque improvements in turbocharged direct injection-spark ignition engines. The study shows that engine oil formulations have significant effects on LSPI. The authors found that the spontaneous ignition temperature of engine oil, determined using high-pressure differential scanning calorimetry, correlates with LSPI frequency in a direct injection-spark ignition engine. The authors  
35 conclude that the oxidation reaction of the oil is an important factor to LSPI. Both preventative and contributory effects of base oil and metal-based engine oil additives are shown in the test data.

**[0007]** Several published studies have demonstrated that turbocharger use, engine design, engine coatings, piston shape, fuel choice, and/or engine oil additives may contribute to an increase in LSPI events. One theory suggests that auto-ignition of engine oil droplets that enter the engine combustion chamber from the piston crevice (the space between the piston ring pack and cylinder liner) may be one cause of LSPI events. Accordingly, there is a need for engine oil  
40 additive components and/or combinations that are effective to reduce or eliminate LSPI in boosted internal combustion engines.

**SUMMARY AND TERMS**

45    **[0008]** The present disclosure relates to a lubricating oil composition and method of operating a boosted internal combustion engine. The lubricating oil composition includes greater than 50 wt.% of a base oil of lubricating viscosity, at least 0.3 wt.% of an overbased detergent having a total base number (TBN) greater than 225 mg KOH/g, and at least 0.2 wt.% of a low-based/neutral detergent having a TBN less than or equal to 175 mg KOH/g, wherein a total amount of calcium from the overbased and low-based/neutral detergent ranges from greater than 1100 ppm by weight to less than 2400 ppm by weight based on a total weight of the lubricating oil composition; a total amount of calcium from the overbased detergent is from 900 ppm to no more than 1800 ppm by weight, based on the total weight of the lubricating oil composition; and a ratio of the ppm of calcium, by weight, provided to the lubricating oil composition by the low-based/neutral detergent to the ppm of calcium, by weight, provided to the lubricating oil composition by the overbased calcium detergent, is from 0.08 to 0.4. The lubricating oil composition may be effective to reduce low-speed pre-ignition events in the boosted internal combustion engine lubricated with the lubricating oil composition.

**[0009]** In another embodiment, the disclosure provides a method for reducing low-speed pre-ignition events in a boosted internal combustion engine. The method includes a step of lubricating the boosted internal combustion engine

with a lubricating oil composition as described above. The boosted internal combustion engine is operated and lubricated with the lubricating oil composition whereby the low-speed pre-ignition events in the engine lubricated with the lubricating oil composition may be reduced.

**[0010]** In any of the foregoing embodiments, the overbased detergent may include an overbased calcium-containing detergent. The overbased calcium-containing detergent may be selected from an overbased calcium sulfonate detergent and an overbased calcium phenate detergent. In each of the embodiments, the overbased detergent may be a calcium-containing detergent or a mixture of two or more overbased calcium containing detergents. In each of the foregoing embodiments, the one or more overbased calcium-containing detergent(s) may provide from 900 to 2000 ppm by weight calcium to the lubricating oil composition based on a total weight of the lubricating oil composition.

**[0011]** In any of the foregoing embodiments, the low-based/neutral detergent may be a calcium containing detergent and the low-based/neutral calcium-containing detergent may be a detergent selected from a calcium sulfonate detergent and a calcium phenate detergent. In the foregoing embodiments, at least 4 wt.% of the total detergent in the lubricating oil composition may be from a low-based/neutral detergent. In each of the foregoing embodiments, the lubricating oil composition may have a total mmol metal (M) to total base number (TBN) ratio ranging from greater than 4.5 to 10.0 or from greater than 8 to 10.

**[0012]** In each of the foregoing embodiments, the reduction of low-speed pre-ignition (LSPI) events may be expressed as a ratio of LSPI events of a test oil relative to LSPI events of a reference oil (hereinafter "the LSPI Ratio"), wherein the reference oil R-1 includes an overbased calcium-containing detergent as the sole detergent in the lubricating oil composition in an amount that provides 2400 ppm calcium to the lubricating oil composition. In the foregoing embodiments, the LSPI events may be expressed as LSPI counts during 25,000 engine cycles, wherein the engine is operated at 2000 revolutions per minute (RPM) with a brake mean effective pressure (BMEP) of 18,000 kPa.

**[0013]** In each of the foregoing embodiments, the base oil may be selected from Group I, Group II, Group III, Group IV, or Group V base oils, and a combination of two or more of the foregoing. In other embodiments, the greater than 50 wt.% of base oil is selected from the group consisting of Group II, Group III, Group IV, or Group V base oils, and a combination of two or more of the foregoing, wherein the greater than 50 wt.% of base oil is other than diluent oils that arise from provision of additive components or viscosity index improvers in the composition.

**[0014]** In each of the foregoing embodiments, the lubricating oil composition may include one or more components selected from friction modifiers, antiwear agents, dispersants, antioxidants, and viscosity index improvers.

**[0015]** In the foregoing embodiments of the method described herein, the engine, in operation may generate a brake mean effective pressure level of greater than 1,500 kPa (BMEP) at an engine speed of less than 3000 rotations per minute (rpm) or a BMEP of 1,800 kPa at an engine speed of 2000 rpm.

**[0016]** In each of the foregoing embodiments, the lubricating oil composition may be effective to pass a TEOST 33 bench oxidation test.

**[0017]** In each of the foregoing embodiments, the low-based/neutral detergent may include a low-based/neutral calcium-containing detergent and a ratio of ppm calcium by weight provided to the lubricating oil composition by the low-based/neutral calcium-containing detergent to ppm of calcium by weight provided to the lubricating oil composition by the overbased calcium-containing detergent may be from 0.05 to 1.0.

**[0018]** In each of the foregoing embodiments, the total calcium provided to the lubricating oil composition by the overbased detergent may be from 1100 ppm to 1800 ppm, by weight, based on the total weight of the lubricating oil composition.

**[0019]** In each of the foregoing embodiments, the total calcium provided to the lubricating oil composition by the low-based/neutral calcium-containing detergent may be from 50 ppm to 1000 ppm, by weight, based on the total weight of the lubricating oil composition.

**[0020]** In each of the foregoing embodiments, the lubricating oil composition may comprise not more than 10 wt.% of a Group IV base oil, a Group V base oil, or a combination thereof. In each of the foregoing embodiments, the lubricating oil compositions comprises less than 5 wt.% of a Group V base oil.

**[0021]** In each of the foregoing embodiments, the overbased calcium-containing detergent may be an overbased calcium sulfonate detergent.

**[0022]** In each of the foregoing embodiments, the overbased calcium-containing detergent may optionally exclude overbased calcium salicylate detergents.

**[0023]** In each of the foregoing embodiments, the lubricating oil composition may optionally exclude any magnesium-containing detergents or the lubricating oil composition may be free of magnesium.

**[0024]** In each of the foregoing embodiments, the lubricating oil composition may not contain any Group IV base oils.

**[0025]** In each of the foregoing embodiments, the lubricating oil composition may not contain any Group V base oils.

**[0026]** The following definitions of terms are provided in order to clarify the meanings of certain terms as used herein.

**[0027]** The terms "oil composition," "lubrication composition," "lubricating oil composition," "lubricating oil," "lubricant composition," "lubricating composition," "fully formulated lubricant composition," "lubricant," "crankcase oil," "crankcase lubricant," "engine oil," "engine lubricant," "motor oil," and "motor lubricant" are considered synonymous, fully inter-

changeable terminology referring to the finished lubrication product comprising greater than 50 wt.% of a base oil plus a minor amount of an additive composition.

**[0028]** As used herein, the terms "additive package," "additive concentrate," "additive composition," "engine oil additive package," "engine oil additive concentrate," "crankcase additive package," "crankcase additive concentrate," "motor oil additive package," "motor oil concentrate," are considered synonymous, fully interchangeable terminology referring the portion of the lubricating oil composition excluding the greater than 50 wt.% of base oil stock mixture. The additive package may or may not include the viscosity index improver or pour point depressant.

**[0029]** The term "overbased" relates to metal salts, such as metal salts of sulfonates, carboxylates, salicylates, and/or phenates, wherein the amount of metal present exceeds the stoichiometric amount. Such salts may have a conversion level in excess of 100% (i.e., they may comprise more than 100% of the theoretical amount of metal needed to convert the acid to its "normal," "neutral" salt). The expression "metal ratio," often abbreviated as MR, is used to designate the ratio of total chemical equivalents of metal in the overbased salt to chemical equivalents of the metal in a neutral salt according to known chemical reactivity and stoichiometry. In a normal or neutral salt, the metal ratio is one and in an overbased salt, MR, is greater than one. They are commonly referred to as overbased, hyperbased, or superbased salts and may be salts of organic sulfur acids, carboxylic acids, salicylates, and/or phenols. In the present disclosure, the overbased detergent has a TBN of greater than 225 mg KOH/g. The overbased detergent may be a combination of two or more overbased detergents each having a TBN of greater than 225 mg KOH/g.

**[0030]** In the present disclosure, the low-based/neutral detergent has a TBN of up to 175 mg KOH/g. The low-based/neutral detergent may be a combination of two or more low-based and/or neutral detergents each having a TBN up to 175 mg KOH/g. In some instances, "overbased" may be abbreviated "OB" and in some instances, "low-based/neutral" may be abbreviated "LB/N."

**[0031]** The term "total metal" refers to the total metal, metalloid or transition metal in the lubricating oil composition including the metal contributed by the detergent component(s) of the lubricating oil composition.

**[0032]** As used herein, the term "hydrocarbyl substituent" or "hydrocarbyl group" is used in its ordinary sense, which is well-known to those skilled in the art. Specifically, it refers to a group having a carbon atom directly attached to the remainder of the molecule and having predominantly hydrocarbon character. Examples of hydrocarbyl groups include:

- (a) hydrocarbon substituents, that is, aliphatic (e.g., alkyl or alkenyl), alicyclic (e.g., cycloalkyl, cycloalkenyl) substituents, and aromatic-, aliphatic-, and alicyclic-substituted aromatic substituents, as well as cyclic substituents wherein the ring is completed through another portion of the molecule (e.g., two substituents together form an alicyclic moiety);
- (b) substituted hydrocarbon substituents, that is, substituents containing non-hydrocarbon groups which, in the context of this disclosure, do not alter the predominantly hydrocarbon substituent (e.g., halo (especially chloro and fluoro), hydroxy, alkoxy, mercapto, alkylmercapto, nitro, nitroso, amino, alkylamino, and sulfoxy); and
- (c) hetero substituents, that is, substituents which, while having a predominantly hydrocarbon character, in the context of this disclosure, contain other than carbon in a ring or chain otherwise composed of carbon atoms. Heteroatoms may include sulfur, oxygen, and nitrogen, and encompass substituents such as pyridyl, furyl, thienyl, and imidazolyl. In general, no more than two, for example, no more than one, non-hydrocarbon substituent will be present for every ten carbon atoms in the hydrocarbyl group; typically, there will be no non-hydrocarbon substituents in the hydrocarbyl group.

**[0033]** As used herein, the term "percent by weight", unless expressly stated otherwise, means the percentage the recited component represents to the weight of the entire composition.

**[0034]** The terms "soluble," "oil-soluble," or "dispersible" used herein may, but does not necessarily, indicate that the compounds or additives are soluble, dissolvable, miscible, or capable of being suspended in the oil in all proportions. The foregoing terms do mean, however, that they are, for instance, soluble, suspendable, dissolvable, or stably dispersible in oil to an extent sufficient to exert their intended effect in the environment in which the oil is employed. Moreover, the additional incorporation of other additives may also permit incorporation of higher levels of a particular additive, if desired.

**[0035]** The term "TBN" as employed herein is used to denote the Total Base Number in mg KOH/g composition as measured by the method of ASTM D2896.

**[0036]** The term "alkyl" as employed herein refers to straight, branched, cyclic, and/or substituted saturated chain moieties of from 1 to 100 carbon atoms.

**[0037]** The term "alkenyl" as employed herein refers to straight, branched, cyclic, and/or substituted unsaturated chain moieties of from 3 to 10 carbon atoms.

**[0038]** The term "aryl" as employed herein refers to single and multi-ring aromatic compounds that may include alkyl, alkenyl, alkylaryl, amino, hydroxyl, alkoxy, halo substituents, and/or heteroatoms including, but not limited to, nitrogen, oxygen, and sulfur.

**[0039]** Lubricants, combinations of components, or individual components of the present description may be suitable for use in various types of internal combustion engines. Suitable engine types may include, but are not limited to heavy

duty diesel, passenger car, light duty diesel, medium speed diesel, marine engines, or motorcycle engines. An internal combustion engine may be a diesel fueled engine, a gasoline fueled engine, a natural gas fueled engine, a bio-fueled engine, a mixed diesel/biofuel fueled engine, a mixed gasoline/biofuel fueled engine, an alcohol fueled engine, a mixed gasoline/alcohol fueled engine, a compressed natural gas (CNG) fueled engine, or mixtures thereof. A diesel engine may be a compression ignited engine. A diesel engine may be a compression ignited engine with a spark-ignition assist. A gasoline engine may be a spark-ignited engine. An internal combustion engine may also be used in combination with an electrical or battery source of power. An engine so configured is commonly known as a hybrid engine. The internal combustion engine may be a 2-stroke, 4-stroke, or rotary engine. Suitable internal combustion engines include marine diesel engines (such as inland marine), aviation piston engines, low-load diesel engines, and motorcycle, automobile, locomotive, and truck engines.

**[0040]** The internal combustion engine may contain components of one or more of an aluminum-alloy, lead, tin, copper, cast iron, magnesium, ceramics, stainless steel, composites, and/or mixtures thereof. The components may be coated, for example, with a diamond-like carbon coating, a lubricated coating, a phosphorus-containing coating, molybdenum-containing coating, a graphite coating, a nano-particle-containing coating, and/or mixtures thereof. The aluminum-alloy may include aluminum silicates, aluminum oxides, or other ceramic materials. In one embodiment the aluminum-alloy is an aluminum-silicate surface. As used herein, the term "aluminum alloy" is intended to be synonymous with "aluminum composite" and to describe a component or surface comprising aluminum and another component intermixed or reacted on a microscopic or nearly microscopic level, regardless of the detailed structure thereof. This would include any conventional alloys with metals other than aluminum as well as composite or alloy-like structures with non-metallic elements or compounds such with ceramic-like materials.

**[0041]** The lubricating oil composition for an internal combustion engine may be suitable for any engine irrespective of the sulfur, phosphorus, or sulfated ash (ASTM D-874) content. The sulfur content of the engine oil lubricant may be 1 wt% or less, or 0.8 wt% or less, or 0.5 wt% or less, or 0.3 wt% or less, or 0.2 wt% or less. In one embodiment the sulfur content may be in the range of 0.001 wt% to 0.5 wt%, or 0.01 wt% to 0.3 wt%. The phosphorus content may be 0.2 wt% or less, or 0.1 wt% or less, or 0.085 wt% or less, or 0.08 wt% or less, or even 0.06 wt% or less, 0.055 wt% or less, or 0.05 wt% or less. In one embodiment the phosphorus content may be 50 ppm to 1000 ppm, or 325 ppm to 850 ppm. The total sulfated ash content may be 2 wt% or less, or 1.5 wt% or less, or 1.1 wt% or less, or 1 wt% or less, or 0.8 wt% or less, or 0.5 wt% or less. In one embodiment the sulfated ash content may be 0.05 wt% to 0.9 wt%, or 0.1 wt% or 0.2 wt% to 0.45 wt%. In another embodiment, the sulfur content may be 0.4 wt% or less, the phosphorus content may be 0.08 wt% or less, and the sulfated ash is 1 wt% or less. In yet another embodiment the sulfur content may be 0.3 wt% or less, the phosphorus content is 0.05 wt% or less, and the sulfated ash may be 0.8 wt% or less.

**[0042]** In one embodiment the lubricating oil composition is an engine oil, wherein the lubricating oil composition may have (i) a sulfur content of 0.5 wt% or less, (ii) a phosphorus content of 0.1 wt% or less, and (iii) a sulfated ash content of 1.5 wt% or less.

**[0043]** In some embodiments, the lubricating oil composition is suitable for use with engines powered by low sulfur fuels, such as fuels containing 1 to 5% sulfur. Highway vehicle fuels contain 15 ppm sulfur (or 0.0015% sulfur). The lubricating oil composition is suitable for use with boosted internal combustion engines including turbocharged or supercharged internal combustion engines.

**[0044]** Further, lubricants of the present description may be suitable to meet one or more industry specification requirements such as ILSAC GF-3, GF-4, GF-5, GF-6, PC-11, CI-4, CJ-4, ACEA A1/B1, A2/B2, A3/B3, A3/B4, A5/B5, C1, C2, C3, C4, C5, E4/E6/E7/E9, Euro 5/6, Jaso DL-1, Low SAPS, Mid SAPS, or original equipment manufacturer specifications such as Dexos™ 1, Dexos™ 2, MB-Approval 229.51/229.31, VW 502.00, 503.00/503.01, 504.00, 505.00, 506.00/506.01, 507.00, 508.00, 509.00, BMW Longlife-04, Porsche C30, Peugeot Citroën Automobiles B71 2290, B71 2296, B71 2297, B71 2300, B71 2302, B71 2312, B71 2007, B71 2008, Ford WSS-M2C153-H, WSS-M2C930-A, WSS-M2C945-A, WSS-M2C913A, WSS-M2C913-B, WSS-M2C913-C, GM 6094-M, Chrysler MS-6395, or any past or future PCMO or HDD specifications not mentioned herein. In some embodiments for passenger car motor oil (PCMO) applications, the amount of phosphorus in the finished fluid is 1000 ppm or less or 900 ppm or less or 800 ppm or less.

**[0045]** Other hardware may not be suitable for use with the disclosed lubricant. A "functional fluid" is a term which encompasses a variety of fluids including but not limited to tractor hydraulic fluids, power transmission fluids including automatic transmission fluids, continuously variable transmission fluids and manual transmission fluids, hydraulic fluids, including tractor hydraulic fluids, some gear oils, power steering fluids, fluids used in wind turbines, compressors, some industrial fluids, and fluids related to power train components. It should be noted that within each of these fluids such as, for example, automatic transmission fluids, there are a variety of different types of fluids due to the various transmissions having different designs which have led to the need for fluids of markedly different functional characteristics. This is contrasted by the term "lubricating fluid" which is not used to generate or transfer power.

**[0046]** With respect to tractor hydraulic fluids, for example, these fluids are all-purpose products used for all lubricant applications in a tractor except for lubricating the engine. These lubricating applications may include lubrication of gearboxes, power take-off and clutch(es), rear axles, reduction gears, wet brakes, and hydraulic accessories.

**[0047]** When a functional fluid is an automatic transmission fluid, the automatic transmission fluids must have enough friction for the clutch plates to transfer power. However, the friction coefficient of fluids has a tendency to decline due to the temperature effects as the fluid heats up during operation. It is important that the tractor hydraulic fluid or automatic transmission fluid maintain its high friction coefficient at elevated temperatures, otherwise brake systems or automatic transmissions may fail. This is not a function of an engine oil.

**[0048]** Tractor fluids, and for example Super Tractor Universal Oils (STUOs) or Universal Tractor Transmission Oils (UTTOs), may combine the performance of engine oils with transmissions, differentials, final-drive planetary gears, wet-brakes, and hydraulic performance. While many of the additives used to formulate a UTTO or a STUO fluid are similar in functionality, they may have deleterious effect if not incorporated properly. For example, some anti-wear and extreme pressure additives used in engine oils can be extremely corrosive to the copper components in hydraulic pumps. Detergents and dispersants used for gasoline or diesel engine performance may be detrimental to wet brake performance. Friction modifiers specific to quiet wet brake noise, may lack the thermal stability required for engine oil performance. Each of these fluids, whether functional, tractor, or lubricating, are designed to meet specific and stringent manufacturer requirements.

**[0049]** The present disclosure provides novel lubricating oil blends formulated for use as automotive crankcase lubricants. Embodiments of the present disclosure may provide lubricating oils suitable for crankcase applications and having improvements in the following characteristics: air entrainment, alcohol fuel compatibility, antioxidancy, antiwear performance, biofuel compatibility, foam reducing properties, friction reduction, fuel economy, pre-ignition prevention, rust inhibition, sludge and/or soot dispersability, piston cleanliness, deposit formation, and water tolerance.

**[0050]** Engine oils of the present disclosure may be formulated by the addition of one or more additives, as described in detail below, to an appropriate base oil formulation. The additives may be combined with a base oil in the form of an additive package (or concentrate) or, alternatively, may be combined individually with a base oil (or a mixture of both). The fully formulated engine oil may exhibit improved performance properties, based on the additives added and their respective proportions.

**[0051]** Additional details and advantages of the disclosure will be set forth in part in the description which follows, and/or may be learned by practice of the disclosure. The details and advantages of the disclosure may be realized and attained by means of the elements and combinations particularly pointed out in the appended claims. It is to be understood that both the foregoing general description and the following detailed description are exemplary and explanatory only and are not restrictive of the disclosure, as claimed.

## DETAILED DESCRIPTION

**[0052]** Various embodiments of the disclosure provide a lubricating oil composition and methods that may be used for reducing low-speed pre-ignition events (LSPI) in a boosted internal combustion engine. In particular, boosted internal combustion engines of the present disclosure include turbocharged and supercharged internal combustion engines. The boosted internal combustion engines include spark-ignited, direct injection and/or port-fuel injection engines. The spark-ignited internal combustion engines may be gasoline engines.

**[0053]** The composition of the invention includes a lubricating oil composition containing a base oil of lubricating viscosity and a particular additive composition. The methods of the present disclosure employ the lubricating oil composition containing the additive composition. As described in more detail below the lubricating oil composition may be surprisingly effective for use in reducing low-speed pre-ignition events in a boosted internal combustion engine lubricated with the lubricating oil composition.

**[0054]** In another embodiment, the disclosure provides a method for reducing low-speed pre-ignition events in a boosted internal combustion engine. The method includes a step of lubricating the boosted internal combustion engine with a lubricating oil composition including greater than 50 wt.% of a base oil of lubricating viscosity, at least 0.3 wt.% of an overbased detergent having a TBN greater than 225 mg KOH/g, and at least 0.2 wt.% of a low-based/neutral detergent having a TBN up to 175 mg KOH/g. A total amount of calcium from the overbased and low-based/neutral detergent ranges from greater than 1100 ppm by weight to less than 2400 ppm by weight based on a total weight of the lubricating oil composition. The boosted internal combustion engine is operated and lubricated with the lubricating oil composition whereby the low-speed pre-ignition events in the engine lubricated with the lubricating oil composition may be reduced.

**[0055]** In some embodiments, the combustion chamber or cylinder walls of a spark-ignited direct injection engine or port fuel injected internal combustion engine provided with a turbocharger or a supercharger is operated and lubricated with the lubricating oil composition whereby the low-speed pre-ignition events in the engine lubricated with the lubricating oil composition may be reduced.

**[0056]** Optionally, the methods of the present invention may include a step of measuring low speed pre-ignition events of the internal combustion engine lubricated with the lubricating oil. In such methods, the internal combustion engine the reduction of LSPI events is a 50% or greater reduction, or, more preferably, a 75% or greater reduction and the LSPI

events are LSPI counts during 25,000 engine cycles, wherein the engine is operated at 2000 revolutions per minute with brake mean effective pressure of 18,000 kPa.

**[0057]** As described in more detail below, embodiments of the disclosure may provide significant and unexpected improvement in reducing LSPI events while maintaining a relatively high calcium detergent concentration in the lubricating oil composition. Embodiments of the disclosure may also provide unexpected improvement in TEOST 33 test while also reducing LSPI events.

**[0058]** In the embodiments of the disclosure, the lubricating oil composition may also pass a TEOST 33 test.

#### Detergents

**[0059]** The lubricating oil composition comprises one or more overbased detergents and one or more low-based/neutral detergents. Suitable detergent substrates include phenates, sulfur containing phenates, sulfonates, calixarates, salixarates, salicylates, carboxylic acids, phosphorus acids, mono- and/or di-thiophosphoric acids, alkyl phenols, sulfur coupled alkyl phenol compounds, or methylene bridged phenols. Suitable detergents and their methods of preparation are described in greater detail in numerous patent publications, including US 7,732,390 and references cited therein. The detergent substrate may be salted with an alkali or alkaline earth metal such as, but not limited to, calcium, magnesium, potassium, sodium, lithium, barium, or mixtures thereof. In some embodiments, the detergent is free of barium. A suitable detergent may include alkali or alkaline earth metal salts of petroleum sulfonic acids and long chain mono- or di-alkylarylsulfonic acids with the aryl group being benzyl, tolyl, and xylyl. Examples of suitable additional detergents include, but are not limited to, calcium phenates, calcium sulfur containing phenates, calcium sulfonates, calcium calixarates, calcium salixarates, calcium salicylates, calcium carboxylic acids, calcium phosphorus acids, calcium mono- and/or di-thiophosphoric acids, calcium alkyl phenols, calcium sulfur coupled alkyl phenol compounds, calcium methylene bridged phenols, magnesium phenates, magnesium sulfur containing phenates, magnesium sulfonates, magnesium calixarates, magnesium salixarates, magnesium salicylates, magnesium carboxylic acids, magnesium phosphorus acids, magnesium mono- and/or di-thiophosphoric acids, magnesium alkyl phenols, magnesium sulfur coupled alkyl phenol compounds, magnesium methylene bridged phenols, sodium phenates, sodium sulfur containing phenates, sodium sulfonates, sodium calixarates, sodium salixarates, sodium salicylates, sodium carboxylic acids, sodium phosphorus acids, sodium mono- and/or di-thiophosphoric acids, sodium alkyl phenols, sodium sulfur coupled alkyl phenol compounds, or sodium methylene bridged phenols.

**[0060]** Overbased detergents are well known in the art and may be alkali or alkaline earth metal overbased detergent. Such detergents may be prepared by reacting a metal oxide or metal hydroxide with a substrate and carbon dioxide gas. The substrate is typically an acid, for example, an acid such as an aliphatic substituted sulfonic acid, an aliphatic substituted carboxylic acid, or an aliphatic substituted phenol.

**[0061]** The terminology "overbased" relates to metal salts, such as metal salts of sulfonates, carboxylates, and phenates, wherein the amount of metal present exceeds the stoichiometric amount. Such salts may have a conversion level in excess of 100% (i.e., they may comprise more than 100% of the theoretical amount of metal needed to convert the acid to its "normal," "neutral" salt). The expression "metal ratio," often abbreviated as MR, is used to designate the ratio of total chemical equivalents of metal in the overbased salt to chemical equivalents of the metal in a neutral salt according to known chemical reactivity and stoichiometry. In a normal or neutral salt, the metal ratio is one and in an overbased salt, MR, is greater than one. They are commonly referred to as overbased, hyperbased, or superbased salts and may be salts of organic sulfur acids, carboxylic acids, or phenols.

**[0062]** An overbased detergent has a TBN of greater 225 mg KOH/gram, or as further examples, a TBN of 250 mg KOH/gram or greater, or a TBN of 300 mg KOH/gram or greater, or a TBN of 350 mg KOH/gram or greater, or a TBN of 375 mg KOH/gram or greater, or a TBN of 400 mg KOH/gram or greater.

**[0063]** Examples of suitable overbased detergents include, but are not limited to, overbased calcium phenates, overbased calcium sulfur containing phenates, overbased calcium sulfonates, overbased calcium calixarates, overbased calcium salixarates, overbased calcium salicylates, overbased calcium carboxylic acids, overbased calcium phosphorus acids, overbased calcium mono- and/or di-thiophosphoric acids, overbased calcium alkyl phenols, overbased calcium sulfur coupled alkyl phenol compounds, overbased calcium methylene bridged phenols, overbased magnesium phenates, overbased magnesium sulfur containing phenates, overbased magnesium sulfonates, overbased magnesium calixarates, overbased magnesium salixarates, overbased magnesium salicylates, overbased magnesium carboxylic acids, overbased magnesium phosphorus acids, overbased magnesium mono- and/or di-thiophosphoric acids, overbased magnesium alkyl phenols, overbased magnesium sulfur coupled alkyl phenol compounds, or overbased magnesium methylene bridged phenols.

**[0064]** The overbased detergent may have a metal to substrate ratio of from 1.1:1, or from 2:1, or from 4:1, or from 5:1, or from 7:1, or from 10:1.

**[0065]** In some embodiments, a detergent is effective at reducing or preventing rust in an engine.

**[0066]** The detergent may be present at up to 10 wt%, or up to 8 wt%, or up to 4 wt%, or greater than 4 wt% to 8 wt%

based on a total weight of the lubricating oil composition.

**[0067]** The detergent may be present in an amount to provide from 1100 to 3500 ppm metal to the finished fluid. In other embodiments, the detergent may provide from 1100 to 3000 ppm of metal, or 1150 to 2500 ppm of metal, or 1200 to 2400 ppm of metal to the finished fluid.

**[0068]** The lubricating oil compositions of the present disclosure include at least one overbased detergent having a TBN of greater than 225 mg KOH/gram and at least one neutral/low-based detergent having a TBN of up to 175 mg KOH/gram. The present disclosure also includes methods of using such lubricating oil compositions in a method or lubricating an engine by lubricating the engine with the lubricating oil composition and operating the engine.

**[0069]** The lubricating oil composition of the disclosure has a total amount of calcium from the overbased and low-based/neutral detergent that ranges from greater than 1100 ppm by weight to less than 2400 ppm by weight based on a total weight of the lubricating oil composition.

**[0070]** The overbased detergent may be an overbased calcium-containing detergent. The overbased calcium-containing detergent may be selected from an overbased calcium sulfonate detergent, an overbased calcium phenate detergent, and an overbased calcium salicylate detergent. In certain embodiments, the overbased calcium-containing detergent comprises an overbased calcium sulfonate detergent. In certain embodiments, the overbased detergent is one or more calcium-containing detergents, preferably the overbased detergent is a calcium sulfonate detergent.

**[0071]** The one or more overbased calcium-containing detergents provide from 900 to 1800 ppm calcium, or from 1100 to 1600 ppm calcium, or from 1200 to 1500 ppm calcium to the finished fluid.

**[0072]** The low-based/neutral detergent has a TBN of up to 175 mg KOH/g, or up to 150 mg KOH/g. The low-based/neutral detergent may include a calcium-containing detergent. The low-based neutral calcium-containing detergent may be selected from a calcium sulfonate detergent, a calcium phenate detergent and a calcium salicylate detergent. In some embodiments, the low-based/neutral detergent is a calcium-containing detergent or a mixture of calcium-containing detergents. In some embodiments, the low-based/neutral detergent is a calcium sulfonate detergent or a calcium phenate detergent.

**[0073]** The low-based/neutral detergent comprises at least 2.5 wt.% of the total detergent in the lubricating oil composition. In some embodiments, at least 4 wt.%, or at least 6 wt.%, or at least 8 wt.%, or at least 10 wt.% or at least 12 wt.% or at least 20 wt.% of the total detergent in the lubricating oil composition is a low-based/neutral detergent which may optionally be a low-based/neutral calcium-containing detergent.

**[0074]** In certain embodiments, the one or more low-based/neutral calcium-containing detergents provide from 50 to 1000 ppm calcium by weight to the lubricating oil composition based on a total weight of the lubricating oil composition. In some embodiments, the one or more low-based/neutral calcium-containing detergents provide from 75 to less than 800 ppm, or from 100 to 600 ppm, or from 125 to 500 ppm by weight calcium to the lubricating oil composition based on a total weight of the lubricating oil composition.

**[0075]** In some embodiments, the lubricating oil composition has a ratio of total millimoles metal (M) to TBN of the lubricating oil composition ranging from greater than 4.5 to 10.0. In some embodiments the ratio of total millimoles metal (M) to TBN of the lubricating oil composition ranges from greater than 8 to less than 10.0 or from 8 to 9.5 or from 8.1 to 9.0.

**[0076]** In some embodiments the ratio of the ppm of calcium, by weight, provided to the lubricating oil composition by the low-based/neutral detergent to the ppm of calcium, by weight, provided to the lubricating oil composition by the overbased calcium detergent, is from 0.01 to 1, or from 0.03 to 0.7, or from 0.05 to 0.5, or from 0.08 to 0.4.

**[0077]** The overbased calcium-containing detergent may be an overbased calcium sulfonate detergent. The overbased calcium-containing detergent may optionally exclude overbased calcium salicylate detergents. The lubricating oil may optionally exclude any magnesium-containing detergents or be free of magnesium. In any of the embodiments of the disclosure, the amount of sodium in the lubricating composition may be limited to not more than 150 ppm of sodium, based on a total weight of the lubricating oil composition.

#### Base Oil

**[0078]** The base oil used in the lubricating oil compositions herein may be selected from any of the base oils in Groups I-V as specified in the American Petroleum Institute (API) Base Oil Interchangeability Guidelines. The five base oil groups are as follows:

**Table 1**

Base oil Category	Sulfur (%)		Saturates (%)	Viscosity Index
Group I	> 0.03	and/or	<90	80 to 120
Group II	≤0.03	and	≥90	80 to 120
Group III	≤0.03	and	≥90	≥120



(continued)

Base oil Category	Sulfur (%)		Saturates (%)	Viscosity Index
Group IV	All polyalphaolefins (PAOs)			
Group V	All others not included in Groups I, II, III, or IV			

**[0079]** Groups I, II, and III are mineral oil process stocks. Group IV base oils contain true synthetic molecular species, which are produced by polymerization of olefinically unsaturated hydrocarbons. Many Group V base oils are also true synthetic products and may include diesters, polyol esters, polyalkylene glycols, alkylated aromatics, polyphosphate esters, polyvinyl ethers, and/or polyphenyl ethers, and the like, but may also be naturally occurring oils, such as vegetable oils. It should be noted that although Group III base oils are derived from mineral oil, the rigorous processing that these fluids undergo causes their physical properties to be very similar to some true synthetics, such as PAOs. Therefore, oils derived from Group III base oils may be referred to as synthetic fluids in the industry.

**[0080]** The base oil used in the disclosed lubricating oil composition may be a mineral oil, animal oil, vegetable oil, synthetic oil, or mixtures thereof. Suitable oils may be derived from hydrocracking, hydrogenation, hydrofinishing, unrefined, refined, and re-refined oils, and mixtures thereof.

**[0081]** Unrefined oils are those derived from a natural, mineral, or synthetic source without or with little further purification treatment. Refined oils are similar to the unrefined oils except that they have been treated in one or more purification steps, which may result in the improvement of one or more properties. Examples of suitable purification techniques are solvent extraction, secondary distillation, acid or base extraction, filtration, percolation, and the like. Oils refined to the quality of an edible may or may not be useful. Edible oils may also be called white oils. In some embodiments, lubricating oil compositions are free of edible or white oils.

**[0082]** Re-refined oils are also known as reclaimed or reprocessed oils. These oils are obtained similarly to refined oils using the same or similar processes. Often these oils are additionally processed by techniques directed to removal of spent additives and oil breakdown products.

**[0083]** Mineral oils may include oils obtained by drilling or from plants and animals or any mixtures thereof. For example such oils may include, but are not limited to, castor oil, lard oil, olive oil, peanut oil, corn oil, soybean oil, and linseed oil, as well as mineral lubricating oils, such as liquid petroleum oils and solvent-treated or acid-treated mineral lubricating oils of the paraffinic, naphthenic or mixed paraffinic-naphthenic types. Such oils may be partially or fully hydrogenated, if desired. Oils derived from coal or shale may also be useful.

**[0084]** Useful synthetic lubricating oils may include hydrocarbon oils such as polymerized, oligomerized, or interpolymerized olefins (e.g., polybutylenes, polypropylenes, propylene/isobutylene copolymers); poly(1-hexenes), poly(1-octenes), trimers or oligomers of 1-decene, e.g., poly(1-decenes), such materials being often referred to as  $\alpha$ -olefins, and mixtures thereof; alkyl-benzenes (e.g., dodecylbenzenes, tetradecylbenzenes, dinonylbenzenes, di-(2-ethyl-hexyl)-benzenes); polyphenyls (e.g., biphenyls, terphenyls, alkylated polyphenyls); diphenyl alkanes, alkylated diphenyl alkanes, alkylated diphenyl ethers and alkylated diphenyl sulfides and the derivatives, analogs and homologs thereof or mixtures thereof. Polyalphaolefins are typically hydrogenated materials.

**[0085]** Other synthetic lubricating oils include polyol esters, diesters, liquid esters of phosphorus-containing acids (e.g., tricresyl phosphate, trioctyl phosphate, and the diethyl ester of decane phosphonic acid), or polymeric tetrahydrofurans. Synthetic oils may be produced by Fischer-Tropsch reactions and typically may be hydroisomerized Fischer-Tropsch hydrocarbons or waxes. In one embodiment oils may be prepared by a Fischer-Tropsch gas-to-liquid synthetic procedure as well as other gas-to-liquid oils.

**[0086]** The greater than 50 wt.% of base oil included in a lubricating composition may be selected from the group consisting of Group I, Group II, a Group III, a Group IV, a Group V, and a combination of two or more of the foregoing, and wherein the greater than 50 wt.% of base oil is other than base oils that arise from provision of additive components or viscosity index improvers in the composition. In another embodiment, the greater than 50 wt.% of base oil included in a lubricating composition may be selected from the group consisting of Group II, a Group III, a Group IV, a Group V, and a combination of two or more of the foregoing, and wherein the greater than 50 wt.% of base oil is other than diluent oils that arise from provision of additive components or viscosity index improvers in the composition.

**[0087]** The amount of the oil of lubricating viscosity present may be the balance remaining after subtracting from 100 wt% the sum of the amount of the performance additives inclusive of viscosity index improver(s) and/or pour point depressant(s) and/or other top treat additives. For example, the oil of lubricating viscosity that may be present in a finished fluid may be a major amount, such as greater than 50 wt%, greater than 60 wt%, greater than 70 wt%, greater than 80 wt%, greater than 85 wt%, or greater than 90 wt%.

**[0088]** The lubricating oil composition may comprise not more than 10 wt.% of a Group IV base oil, a Group V base oil, or a combination thereof. In each of the foregoing embodiments, the lubricating oil compositions comprises less than

5 wt.% of a Group V base oil. The lubricating oil composition does not contain any Group IV base oils. The lubricating oil composition does not contain any Group V base oils.

**[0089]** The lubricating oil composition may also include one or more optional components selected from the various additives set forth below.

#### Antioxidants

**[0090]** The lubricating oil compositions herein also may optionally contain one or more antioxidants. Antioxidant compounds are known and include for example, phenates, phenate sulfides, sulfurized olefins, phosphosulfurized terpenes, sulfurized esters, aromatic amines, alkylated diphenylamines (e.g., nonyl diphenylamine, di-nonyl diphenylamine, octyl diphenylamine, di-octyl diphenylamine), phenyl-alpha-naphthylamines, alkylated phenyl-alpha-naphthylamines, hindered non-aromatic amines, phenols, hindered phenols, oil-soluble molybdenum compounds, macromolecular antioxidants, or mixtures thereof. Antioxidant compounds may be used alone or in combination.

**[0091]** The hindered phenol antioxidant may contain a secondary butyl and/or a tertiary butyl group as a sterically hindering group. The phenol group may be further substituted with a hydrocarbyl group and/or a bridging group linking to a second aromatic group. Examples of suitable hindered phenol antioxidants include 2,6-di-tert-butylphenol, 4-methyl-2,6-di-tert-butylphenol, 4-ethyl-2,6-di-tert-butylphenol, 4-propyl-2,6-di-tert-butylphenol or 4-butyl-2,6-di-tert-butylphenol, or 4-dodecyl-2,6-di-tert-butylphenol. In one embodiment the hindered phenol antioxidant may be an ester and may include, e.g., IRGANOX™ L-135 available from BASF or an addition product derived from 2,6-di-tert-butylphenol and an alkyl acrylate, wherein the alkyl group may contain 1 to 18, or 2 to 12, or 2 to 8, or 2 to 6, or 4 carbon atoms. Another commercially available hindered phenol antioxidant may be an ester and may include ETHANOX™ 4716 available from Albemarle Corporation.

**[0092]** Useful antioxidants may include diarylamines and high molecular weight phenols. In an embodiment, the lubricating oil composition may contain a mixture of a diarylamine and a high molecular weight phenol, such that each antioxidant may be present in an amount sufficient to provide up to 5%, by weight, based upon the final weight of the lubricating oil composition. In an embodiment, the antioxidant may be a mixture of 0.3 to 1.5% diarylamine and 0.4 to 2.5% high molecular weight phenol, by weight, based upon the final weight of the lubricating oil composition.

**[0093]** Examples of suitable olefins that may be sulfurized to form a sulfurized olefin include propylene, butylene, isobutylene, polyisobutylene, pentene, hexene, heptene, octene, nonene, decene, undecene, dodecene, tridecene, tetradecene, pentadecene, hexadecene, heptadecene, octadecene, nonadecene, eicosene or mixtures thereof. In one embodiment, hexadecene, heptadecene, octadecene, nonadecene, eicosene or mixtures thereof and their dimers, trimers and tetramers are especially useful olefins. Alternatively, the olefin may be a Diels-Alder adduct of a diene such as 1,3-butadiene and an unsaturated ester, such as, butylacrylate.

**[0094]** Another class of sulfurized olefin includes sulfurized fatty acids and their esters. The fatty acids are often obtained from vegetable oil or animal oil and typically contain 4 to 22 carbon atoms. Examples of suitable fatty acids and their esters include triglycerides, oleic acid, linoleic acid, palmitoleic acid or mixtures thereof. Often, the fatty acids are obtained from lard oil, tall oil, peanut oil, soybean oil, cottonseed oil, sunflower seed oil or mixtures thereof. Fatty acids and/or ester may be mixed with olefins, such as  $\alpha$ -olefins.

**[0095]** The one or more antioxidant(s) may be present in ranges 0 wt% to 20 wt%, or 0.1 wt% to 10 wt%, or 1 wt% to 5 wt%, of the lubricating oil composition.

#### Antiwear Agents

**[0096]** The lubricating oil compositions herein also may optionally contain one or more antiwear agents. Examples of suitable antiwear agents include, but are not limited to, a metal thiophosphate; a metal dialkyldithiophosphate; a phosphoric acid ester or salt thereof; a phosphate ester(s); a phosphite; a phosphorus-containing carboxylic ester, ether, or amide; a sulfurized olefin; thiocarbamate-containing compounds including, thiocarbamate esters, alkylene-coupled thiocarbamates, and bis(S-alkyldithiocarbamyl)disulfides; and mixtures thereof. A suitable antiwear agent may be a molybdenum dithiocarbamate. The phosphorus containing antiwear agents are more fully described in European Patent 612 839. The metal in the dialkyl dithio phosphate salts may be an alkali metal, alkaline earth metal, aluminum, lead, tin, molybdenum, manganese, nickel, copper, titanium, or zinc. A useful antiwear agent may be zinc dialkylthiophosphate.

**[0097]** Further examples of suitable antiwear agents include titanium compounds, tartrates, tartrides, oil soluble amine salts of phosphorus compounds, sulfurized olefins, phosphites (such as dibutyl phosphite), phosphonates, thiocarbamate-containing compounds, such as thiocarbamate esters, thiocarbamate amides, thiocarbamic ethers, alkylene-coupled thiocarbamates, and bis(S-alkyldithiocarbamyl) disulfides. The tartrate or tartride may contain alkyl-ester groups, where the sum of carbon atoms on the alkyl groups may be at least 8. The antiwear agent may in one embodiment include a citrate.

**[0098]** The antiwear agent may be present in ranges including 0 wt% to 15 wt%, or 0.01 wt% to 10 wt%, or 0.05 wt%

to 5 wt%, or 0.1 wt% to 3 wt% of the lubricating oil composition.

**[0099]** An antiwear compound may be a zinc dihydrocarbyl dithiophosphate (ZDDP) having a P:Zn ratio of from 1:0.8 to 1:1.7.

## 5 Boron-Containing Compounds

**[0100]** The lubricating oil compositions herein may optionally contain one or more boron-containing compounds.

**[0101]** Examples of boron-containing compounds include borate esters, borated fatty amines, borated epoxides, borated detergents, and borated dispersants, such as borated succinimide dispersants, as disclosed in U.S. Patent No. 5,883,057.

**[0102]** The boron-containing compound, if present, can be used in an amount sufficient to provide up to 8 wt%, 0.01 wt% to 7 wt%, 0.05 wt% to 5 wt%, or 0.1 wt% to 3 wt% of the lubricating oil composition.

## 15 Dispersants

**[0103]** The lubricating oil composition may optionally further comprise one or more dispersants or mixtures thereof. Dispersants are often known as ashless-type dispersants because, prior to mixing in a lubricating oil composition, they do not contain ash-forming metals and they do not normally contribute any ash when added to a lubricant. Ashless type dispersants are characterized by a polar group attached to a relatively high molecular weight hydrocarbon chain. Typical ashless dispersants include N-substituted long chain alkenyl succinimides. Examples of N-substituted long chain alkenyl succinimides include polyisobutylene succinimide with number average molecular weight of the polyisobutylene substituent in the range 350 to 50,000, or to 5,000, or to 3,000. Succinimide dispersants and their preparation are disclosed, for instance in U.S. Pat. No. 7,897,696 or U.S. Pat. No. 4,234,435. The polyolefin may be prepared from polymerizable monomers containing 2 to 16, or 2 to 8, or 2 to 6 carbon atoms. Succinimide dispersants are typically the imide formed from a polyamine, typically a poly(ethyleneamine).

**[0104]** In an embodiment the present disclosure further comprises at least one polyisobutylene succinimide dispersant derived from polyisobutylene with number average molecular weight in the range 350 to 50,000, or to 5000, or to 3000. The polyisobutylene succinimide may be used alone or in combination with other dispersants.

**[0105]** In some embodiments, polyisobutylene, when included, may have greater than 50 mol%, greater than 60 mol%, greater than 70 mol%, greater than 80 mol%, or greater than 90 mol% content of terminal double bonds. Such PIB is also referred to as highly reactive PIB ("HR-PIB"). HR-PIB having a number average molecular weight ranging from 800 to 5000 is suitable for use in embodiments of the present disclosure. Conventional PIB typically has less than 50 mol%, less than 40 mol%, less than 30 mol%, less than 20 mol%, or less than 10 mol% content of terminal double bonds.

**[0106]** An HR-PIB having a number average molecular weight ranging from 900 to 3000 may be suitable. Such HR-PIB is commercially available, or can be synthesized by the polymerization of isobutene in the presence of a non-chlorinated catalyst such as boron trifluoride, as described in US Patent No. 4,152,499 to Boerzel, et al. and U.S. Patent No. 5,739,355 to Gateau, et al. When used in the aforementioned thermal ene reaction, HR-PIB may lead to higher conversion rates in the reaction, as well as lower amounts of sediment formation, due to increased reactivity. A suitable method is described in U.S. Patent No. 7,897,696.

**[0107]** In one embodiment the present disclosure further comprises at least one dispersant derived from polyisobutylene succinic anhydride ("PIBSA"). The PIBSA may have an average of between 1.0 and 2.0 succinic acid moieties per polymer.

**[0108]** The % actives of the alkenyl or alkyl succinic anhydride can be determined using a chromatographic technique. This method is described in column 5 and 6 in U.S. Pat. No. 5,334,321.

**[0109]** The percent conversion of the polyolefin is calculated from the % actives using the equation in column 5 and 6 in U.S. Pat. No. 5,334,321.

**[0110]** Unless stated otherwise, all percentages are in weight percent and all molecular weights are number average molecular weights.

**[0111]** In one embodiment, the dispersant may be derived from a polyalphaolefin (PAO) succinic anhydride.

**[0112]** In one embodiment, the dispersant may be derived from olefin maleic anhydride copolymer. As an example, the dispersant may be described as a poly-PIBSA.

**[0113]** In an embodiment, the dispersant may be derived from an anhydride which is grafted to an ethylene-propylene copolymer.

**[0114]** One class of suitable dispersants may be Mannich bases. Mannich bases are materials that are formed by the condensation of a higher molecular weight, alkyl substituted phenol, a polyalkylene polyamine, and an aldehyde such as formaldehyde. Mannich bases are described in more detail in U.S. Patent No. 3,634,515.

**[0115]** A suitable class of dispersants may be high molecular weight esters or half ester amides.

**[0116]** A suitable dispersant may also be post-treated by conventional methods by a reaction with any of a variety of agents. Among these are boron, urea, thiourea, dimercaptiothiadiazoles, carbon disulfide, aldehydes, ketones, carboxylic

acids, hydrocarbon-substituted succinic anhydrides, maleic anhydride, nitriles, epoxides, carbonates, cyclic carbonates, hindered phenolic esters, and phosphorus compounds as in US 7,645,726; US 7,214,649; and US 8,048,831.

**[0117]** In addition to the carbonate and boric acids post-treatments both the compounds may be post-treated, or further post-treatment, with a variety of post-treatments designed to improve or impart different properties. Such post-treatments

include those summarized in columns 27-29 of U.S. Pat. No. 5,241,003. Such treatments include, treatment with:

Inorganic phosphorous acids or anhydrides (e.g., U.S. Pat. Nos. 3,403,102 and 4,648,980);

Organic phosphorous compounds (e.g., U.S. Pat. No. 3,502,677);

Phosphorous pentasulfides;

Boron compounds as already noted above (e.g., U.S. Pat. Nos. 3,178,663 and 4,652,387);

Carboxylic acid, polycarboxylic acids, anhydrides and/or acid halides (e.g., U.S. Pat. Nos. 3,708,522 and 4,948,386);

Epoxides, polyepoxides or thioepoxides (e.g., U.S. Pat. Nos. 3,859,318 and 5,026,495);

Aldehyde or ketone (e.g., U.S. Pat. No. 3,458,530);

Carbon disulfide (e.g., U.S. Pat. No. 3,256,185);

Glycidol (e.g., U.S. Pat. No. 4,617,137);

Urea, thourea or guanidine (e.g., U.S. Pat. Nos. 3,312,619; 3,865,813; and British Patent GB 1,065,595);

Organic sulfonic acid (e.g., U.S. Pat. No. 3,189,544 and British Patent GB 2,140,811);

Alkenyl cyanide (e.g., U.S. Pat. Nos. 3,278,550 and 3,366,569);

Diketene (e.g., U.S. Pat. No. 3,546,243);

A diisocyanate (e.g., U.S. Pat. No. 3,573,205);

Alkane sultone (e.g., U.S. Pat. No. 3,749,695);

1,3-Dicarbonyl Compound (e.g., U.S. Pat. No. 4,579,675);

Sulfate of alkoxylated alcohol or phenol (e.g., U.S. Pat. No. 3,954,639);

Cyclic lactone (e.g., U.S. Pat. Nos. 4,617,138; 4,645,515; 4,668,246; 4,963,275; and 4,971,711);

Cyclic carbonate or thiocarbonate linear monocarbonate or polycarbonate, or chloroformate (e.g., U.S. Pat. Nos. 4,612,132; 4,647,390; 4,648,886; 4,670,170);

Nitrogen-containing carboxylic acid (e.g., U.S. Pat. 4,971,598 and British Patent GB 2,140,811);

Hydroxy-protected chlorodicarbonyloxy compound (e.g., U.S. Pat. No. 4,614,522);

Lactam, thiolactam, thiolactone or dithiolactone (e.g., U.S. Pat. Nos. 4,614,603 and 4,666,460);

Cyclic carbonate or thiocarbonate, linear monocarbonate or polycarbonate, or chloroformate (e.g., U.S. Pat. Nos. 4,612,132; 4,647,390; 4,646,886; and 4,670,170);

Nitrogen-containing carboxylic acid (e.g., U.S. Pat. No. 4,971,598 and British Patent GB 2,440,811);

Hydroxy-protected chlorodicarbonyloxy compound (e.g., U.S. Pat. No. 4,614,522);

Lactam, thiolactam, thiolactone or dithiolactone (e.g., U.S. Pat. Nos. 4,614,603, and 4,666,460);

Cyclic carbamate, cyclic thiocarbamate or cyclic dithiocarbamate (e.g., U.S. Pat. Nos. 4,663,062 and 4,666,459);

Hydroxyaliphatic carboxylic acid (e.g., U.S. Pat. Nos. 4,482,464; 4,521,318; 4,713,189);

Oxidizing agent (e.g., U.S. Pat. No. 4,379,064);

Combination of phosphorus pentasulfide and a polyalkylene polyamine (e.g., U.S. Pat. No. 3,185,647);

Combination of carboxylic acid or an aldehyde or ketone and sulfur or sulfur chloride (e.g., U.S. Pat. Nos. 3,390,086; 3,470,098);

Combination of a hydrazine and carbon disulfide (e.g. U.S. Pat. No. 3,519,564); Combination of an aldehyde and a phenol (e.g., U.S. Pat. Nos. 3,649,229; 5,030,249; 5,039,307);

Combination of an aldehyde and an O-diester of dithiophosphoric acid (e.g., U.S. Pat. No. 3,865,740);

Combination of a hydroxyaliphatic carboxylic acid and a boric acid (e.g., U.S. Pat. No. 4,554,086);

Combination of a hydroxyaliphatic carboxylic acid, then formaldehyde and a phenol (e.g., U.S. Pat. No. 4,636,322);

Combination of a hydroxyaliphatic carboxylic acid and then an aliphatic dicarboxylic acid (e.g., U.S. Pat. No. 4,663,064);

Combination of formaldehyde and a phenol and then glycolic acid (e.g., U.S. Pat. No. 4,699,724);

Combination of a hydroxyaliphatic carboxylic acid or oxalic acid and then a diisocyanate (e.g. U.S. Pat. No.4,713,191);

Combination of inorganic acid or anhydride of phosphorus or a partial or total sulfur analog thereof and a boron compound (e.g., U.S. Pat. No. 4,857,214);

Combination of an organic diacid then an unsaturated fatty acid and then a nitrosoaromatic amine optionally followed by a boron compound and then a glycolating agent (e.g., U.S. Pat. No. 4,973,412);

Combination of an aldehyde and a triazole (e.g., U.S. Pat. No. 4,963,278);

Combination of an aldehyde and a triazole then a boron compound (e.g., U.S. Pat. No. 4,981,492);

Combination of cyclic lactone and a boron compound (e.g., U.S. Pat. No. 4,963,275 and 4,971,711).

**[0118]** The TBN of a suitable dispersant may be from 10 to 65 on an oil-free basis, which is comparable to 5 to 30 TBN if measured on a dispersant sample containing 50% diluent oil.

**[0119]** The dispersant, if present, can be used in an amount sufficient to provide up to 20 wt%, based upon the final weight of the lubricating oil composition. Another amount of the dispersant that can be used may be 0.1 wt% to 15 wt%, or 0.1 wt% to 10 wt%, or 3 wt% to 10 wt%, or 1 wt% to 6 wt%, or 7 wt% to 12 wt%, based upon the final weight of the lubricating oil composition. In some embodiments, the lubricating oil composition utilizes a mixed dispersant system. A single type or a mixture of two or more types of dispersants in any desired ratio may be used.

#### Friction Modifiers

**[0120]** The lubricating oil compositions herein also may optionally contain one or more friction modifiers. Suitable friction modifiers may comprise metal containing and metal-free friction modifiers and may include, but are not limited to, imidazolines, amides, amines, succinimides, alkoxyated amines, alkoxyated ether amines, amine oxides, amidoamines, nitriles, betaines, quaternary amines, imines, amine salts, amino guanadine, alkanolamides, phosphonates, metal-containing compounds, glycerol esters, sulfurized fatty compounds and olefins, sunflower oil other naturally occurring plant or animal oils, dicarboxylic acid esters, esters or partial esters of a polyol and one or more aliphatic or aromatic carboxylic acids, and the like.

**[0121]** Suitable friction modifiers may contain hydrocarbyl groups that are selected from straight chain, branched chain, or aromatic hydrocarbyl groups or mixtures thereof, and may be saturated or unsaturated. The hydrocarbyl groups may be composed of carbon and hydrogen or hetero atoms such as sulfur or oxygen. The hydrocarbyl groups may range from 12 to 25 carbon atoms. In some embodiments the friction modifier may be a long chain fatty acid ester. In another embodiment the long chain fatty acid ester may be a mono-ester, or a di-ester, or a (tri)glyceride. The friction modifier may be a long chain fatty amide, a long chain fatty ester, a long chain fatty epoxide derivatives, or a long chain imidazoline.

**[0122]** Other suitable friction modifiers may include organic, ashless (metal-free), nitrogen-free organic friction modifiers. Such friction modifiers may include esters formed by reacting carboxylic acids and anhydrides with alkanols and generally include a polar terminal group (e.g. carboxyl or hydroxyl) covalently bonded to an oleophilic hydrocarbon chain. An example of an organic ashless nitrogen-free friction modifier is known generally as glycerol monooleate (GMO) which may contain mono-, di-, and tri-esters of oleic acid. Other suitable friction modifiers are described in U.S. Pat. No. 6,723,685.

**[0123]** Aminic friction modifiers may include amines or polyamines. Such compounds can have hydrocarbyl groups that are linear, either saturated or unsaturated, or a mixture thereof and may contain from 12 to 25 carbon atoms. Further examples of suitable friction modifiers include alkoxyated amines and alkoxyated ether amines. Such compounds may have hydrocarbyl groups that are linear, either saturated, unsaturated, or a mixture thereof. They may contain from 12 to 25 carbon atoms. Examples include ethoxyated amines and ethoxyated ether amines.

**[0124]** The amines and amides may be used as such or in the form of an adduct or reaction product with a boron compound such as a boric oxide, boron halide, metaborate, boric acid or a mono-, di- or tri-alkyl borate. Other suitable friction modifiers are described in U.S. Pat. No. 6,300,291.

**[0125]** A friction modifier may optionally be present in ranges such as 0 wt% to 10 wt%, or 0.01 wt% to 8 wt%, or 0.1 wt% to 4 wt%.

#### Molybdenum-containing component

**[0126]** The lubricating oil compositions herein also may optionally contain one or more molybdenum-containing compounds. An oil-soluble molybdenum compound may have the functional performance of an antiwear agent, an antioxidant, a friction modifier, or mixtures thereof. An oil-soluble molybdenum compound may include molybdenum dithiocarbamates, molybdenum dialkyldithiophosphates, molybdenum dithiophosphinates, amine salts of molybdenum compounds, molybdenum xanthates, molybdenum thioxanthates, molybdenum sulfides, molybdenum carboxylates, molybdenum alkoxides, a trinuclear organo-molybdenum compound, and/or mixtures thereof. The molybdenum sulfides include molybdenum disulfide. The molybdenum disulfide may be in the form of a stable dispersion. In one embodiment the oil-soluble molybdenum compound may be selected from the group consisting of molybdenum dithiocarbamates, molybdenum dialkyldithiophosphates, amine salts of molybdenum compounds, and mixtures thereof. In one embodiment the oil-soluble molybdenum compound may be a molybdenum dithiocarbamate.

**[0127]** Suitable examples of molybdenum compounds which may be used include commercial materials sold under the trade names such as Molyvan 822™, Molyvan™ A, Molyvan 2000™ and Molyvan 855™ from R. T. Vanderbilt Co., Ltd., and Sakura-Lube™ S-165, S-200, S-300, S-310G, S-525, S-600, S-700, and S-710 available from Adeka Corporation, and mixtures thereof. Suitable molybdenum components are described in US 5,650,381; US RE 37,363 E1; US RE 38,929 E1; and US RE 40,595 E1.

**[0128]** Additionally, the molybdenum compound may be an acidic molybdenum compound. Included are molybdic

acid, ammonium molybdate, sodium molybdate, potassium molybdate, and other alkaline metal molybdates and other molybdenum salts, e.g., hydrogen sodium molybdate,  $\text{MoOCl}_4$ ,  $\text{MoO}_2\text{Br}_2$ ,  $\text{Mo}_2\text{O}_3\text{Cl}_6$ , molybdenum trioxide or similar acidic molybdenum compounds. Alternatively, the compositions can be provided with molybdenum by molybdenum/sulfur complexes of basic nitrogen compounds as described, for example, in U.S. Pat. Nos. 4,263,152; 4,285,822; 4,283,295; 4,272,387; 4,265,773; 4,261,843; 4,259,195 and 4,259,194; and US Patent Publication No. 2002/0038525.

**[0129]** Another class of suitable organo-molybdenum compounds are trinuclear molybdenum compounds, such as those of the formula  $\text{Mo}_3\text{S}_k\text{L}_n\text{Q}_z$  and mixtures thereof, wherein S represents sulfur, L represents independently selected ligands having organo groups with a sufficient number of carbon atoms to render the compound soluble or dispersible in the oil, n is from 1 to 4, k varies from 4 through 7, Q is selected from the group of neutral electron donating compounds such as water, amines, alcohols, phosphines, and ethers, and z ranges from 0 to 5 and includes non-stoichiometric values. At least 21 total carbon atoms may be present among all the ligands' organo groups, such as at least 25, at least 30, or at least 35 carbon atoms. Additional suitable molybdenum compounds are described in U.S. Pat. No. 6,723,685.

**[0130]** The oil-soluble molybdenum compound may be present in an amount sufficient to provide 0.5 ppm to 2000 ppm, 1 ppm to 700 ppm, 1 ppm to 550 ppm, 5 ppm to 300 ppm, or 20 ppm to 250 ppm of molybdenum.

#### Titanium-containing compounds

**[0131]** Another class of additives includes oil-soluble titanium compounds. The oil-soluble titanium compounds may function as antiwear agents, friction modifiers, antioxidants, deposit control additives, or more than one of these functions. In an embodiment the oil soluble titanium compound may be a titanium (IV) alkoxide. The titanium alkoxide may be formed from a monohydric alcohol, a polyol, or mixtures thereof. The monohydric alkoxides may have 2 to 16, or 3 to 10 carbon atoms. In an embodiment, the titanium alkoxide may be titanium (IV) isopropoxide. In an embodiment, the titanium alkoxide may be titanium (IV) 2-ethylhexoxide. In an embodiment, the titanium compound may be the alkoxide of a 1,2-diol or polyol. In an embodiment, the 1,2-diol comprises a fatty acid mono-ester of glycerol, such as oleic acid. In an embodiment, the oil soluble titanium compound may be a titanium carboxylate. In an embodiment the titanium (IV) carboxylate may be titanium neodecanoate.

**[0132]** In an embodiment the oil soluble titanium compound may be present in the lubricating oil composition in an amount to provide from zero to 1500 ppm titanium by weight or 10 ppm to 500 ppm titanium by weight or 25 ppm to 150 ppm.

#### Transition metal-containing compounds

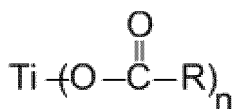
**[0133]** In another embodiment, the oil-soluble compound may be a transition metal containing compound or a metalloid. The transition metals may include, but are not limited to, titanium, vanadium, copper, zinc, zirconium, molybdenum, tantalum, tungsten, and the like. Suitable metalloids include, but are not limited to, boron, silicon, antimony, tellurium, and the like.

**[0134]** In one embodiment, the oil-soluble compound that may be used in a weight ratio of Ca/M ranging from 0.8:1 to 70:1 is a titanium containing compound, wherein M is the total metal in the lubricant composition as described above. The titanium-containing compounds may function as antiwear agents, friction modifiers, antioxidants, deposit control additives, or more than one of these functions. Among the titanium containing compounds that may be used in, or which may be used for preparation of the oils-soluble materials of, the disclosed technology are various Ti (IV) compounds such as titanium (IV) oxide; titanium (IV) sulfide; titanium (IV) nitrate; titanium (IV) alkoxides such as titanium methoxide, titanium ethoxide, titanium propoxide, titanium isopropoxide, titanium butoxide, titanium 2-ethylhexoxide; and other titanium compounds or complexes including but not limited to titanium phenates; titanium carboxylates such as titanium (IV) 2-ethyl-1-3-hexanedioate or titanium citrate or titanium oleate; and titanium (IV) (triethanolaminate)isopropoxide. Other forms of titanium encompassed within the disclosed technology include titanium phosphates such as titanium dithiophosphates (e.g., dialkyldithiophosphates) and titanium sulfonates (e.g., alkylbenzenesulfonates), or, generally, the reaction product of titanium compounds with various acid materials to form salts, such as oil-soluble salts. Titanium compounds can thus be derived from, among others, organic acids, alcohols, and glycols. Ti compounds may also exist in dimeric or oligomeric form, containing Ti--O--Ti structures. Such titanium materials are commercially available or can be readily prepared by appropriate synthesis techniques which will be apparent to the person skilled in the art. They may exist at room temperature as a solid or a liquid, depending on the particular compound. They may also be provided in a solution form in an appropriate inert solvent.

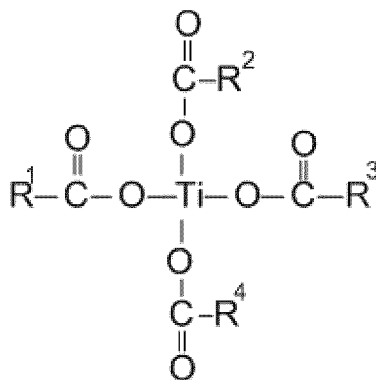
**[0135]** In one embodiment, the titanium can be supplied as a Ti-modified dispersant, such as a succinimide dispersant. Such materials may be prepared by forming a titanium mixed anhydride between a titanium alkoxide and a hydrocarbyl-substituted succinic anhydride, such as an alkenyl- (or alkyl) succinic anhydride. The resulting titanate-succinate intermediate may be used directly or it may be reacted with any of a number of materials, such as (a) a polyamine-based succinimide/amide dispersant having free, condensable --NH functionality; (b) the components of a polyamine-based succinimide/amide dispersant, i.e., an alkenyl- (or alkyl-) succinic anhydride and a polyamine, (c) a hydroxy-containing

polyester dispersant prepared by the reaction of a substituted succinic anhydride with a polyol, aminoalcohol, polyamine, or mixtures thereof. Alternatively, the titanate-succinate intermediate may be reacted with other agents such as alcohols, aminoalcohols, ether alcohols, polyether alcohols or polyols, or fatty acids, and the product thereof either used directly to impart Ti to a lubricant, or else further reacted with the succinic dispersants as described above. As an example, 1 part (by mole) of tetraisopropyl titanate may be reacted with 2 parts (by mole) of a polyisobutene-substituted succinic anhydride at 140-150° C for 5 to 6 hours to provide a titanium modified dispersant or intermediate. The resulting material (30 g) may be further reacted with a succinimide dispersant from polyisobutene-substituted succinic anhydride and a polyethylenepolyamine mixture (127 grams + diluent oil) at 150° C for 1.5 hours, to produce a titanium-modified succinimide dispersant.

**[0136]** Another titanium containing compound may be a reaction product of titanium alkoxide and C<sub>6</sub> to C<sub>25</sub> carboxylic acid. The reaction product may be represented by the following formula:



wherein n is an integer selected from 2, 3 and 4, and R is a hydrocarbyl group containing from 5 to 24 carbon atoms, or by the formula:



wherein each of R<sup>1</sup>, R<sup>2</sup>, R<sup>3</sup>, and R<sup>4</sup> are the same or different and are selected from a hydrocarbyl group containing from 5 to 25 carbon atoms. Suitable carboxylic acids may include, but are not limited to caproic acid, caprylic acid, lauric acid, myristic acid, palmitic acid, stearic acid, arachidic acid, oleic acid, erucic acid, linoleic acid, linolenic acid, cyclohexanecarboxylic acid, phenylacetic acid, benzoic acid, neodecanoic acid, and the like.

**[0137]** In an embodiment the oil soluble titanium compound may be present in the lubricating oil composition in an amount to provide from 0 to 3000 ppm titanium by weight or 25 to 1500 ppm titanium by weight or 35 ppm to 500 ppm titanium by weight or 50 ppm to 300 ppm.

#### Viscosity Index Improvers

**[0138]** The lubricating oil compositions herein also may optionally contain one or more viscosity index improvers. Suitable viscosity index improvers may include polyolefins, olefin copolymers, ethylene/propylene copolymers, polyisobutenes, hydrogenated styreneisoprene polymers, styrene/maleic ester copolymers, hydrogenated styrene/butadiene copolymers, hydrogenated isoprene polymers, alpha-olefin maleic anhydride copolymers, polymethacrylates, polyacrylates, polyalkyl styrenes, hydrogenated alkenyl aryl conjugated diene copolymers, or mixtures thereof. Viscosity index improvers may include star polymers and suitable examples are described in US Patent No. 8,999,905 B2.

**[0139]** The lubricating oil compositions herein also may optionally contain one or more dispersant viscosity index improvers in addition to a viscosity index improver or in lieu of a viscosity index improver. Suitable viscosity index improvers may include functionalized polyolefins, for example, ethylene-propylene copolymers that have been functionalized with the reaction product of an acylating agent (such as maleic anhydride) and an amine; polymethacrylates functionalized with an amine, or esterified maleic anhydride-styrene copolymers reacted with an amine.

**[0140]** The total amount of viscosity index improver and/or dispersant viscosity index improver may be 0 wt% to 20 wt%, 0.1 wt% to 15 wt%, 0.1 wt% to 12 wt%, or 0.5 wt% to 10 wt%, of the lubricating oil composition.

## Other Optional Additives

**[0141]** Other additives may be selected to perform one or more functions required of a lubricating fluid. Further, one or more of the mentioned additives may be multi-functional and provide functions in addition to or other than the function prescribed herein.

**[0142]** A lubricating oil composition according to the present disclosure may optionally comprise other performance additives. The other performance additives may be in addition to specified additives of the present disclosure and/or may comprise one or more of metal deactivators, viscosity index improvers, ashless TBN boosters, friction modifiers, antiwear agents, corrosion inhibitors, rust inhibitors, dispersants, dispersant viscosity index improvers, extreme pressure agents, antioxidants, foam inhibitors, demulsifiers, emulsifiers, pour point depressants, seal swelling agents and mixtures thereof. Typically, fully-formulated lubricating oil will contain one or more of these performance additives.

**[0143]** Suitable metal deactivators may include derivatives of benzotriazoles (typically tolyltriazole), dimercaptothiadiazole derivatives, 1,2,4-triazoles, benzimidazoles, 2-alkyldithiobenzimidazoles, or 2-alkyldithiobenzothiazoles; foam inhibitors including copolymers of ethyl acrylate and 2-ethylhexylacrylate and optionally vinyl acetate; demulsifiers including trialkyl phosphates, polyethylene glycols, polyethylene oxides, polypropylene oxides and (ethylene oxide-propylene oxide) polymers; pour point depressants including esters of maleic anhydride-styrene, polymethacrylates, polyacrylates or polyacrylamides.

**[0144]** Suitable foam inhibitors include silicon-based compounds, such as siloxane.

**[0145]** Suitable pour point depressants may include a polymethylmethacrylates or mixtures thereof. Pour point depressants may be present in an amount sufficient to provide from 0 wt% to 1 wt%, 0.01 wt% to 0.5 wt%, or 0.02 wt% to 0.04 wt% based upon the final weight of the lubricating oil composition.

**[0146]** Suitable rust inhibitors may be a single compound or a mixture of compounds having the property of inhibiting corrosion of ferrous metal surfaces. Non-limiting examples of rust inhibitors useful herein include oil-soluble high molecular weight organic acids, such as 2-ethylhexanoic acid, lauric acid, myristic acid, palmitic acid, oleic acid, linoleic acid, linolenic acid, behenic acid, and cerotic acid, as well as oil-soluble polycarboxylic acids including dimer and trimer acids, such as those produced from tall oil fatty acids, oleic acid, and linoleic acid. Other suitable corrosion inhibitors include long-chain alpha, omega-dicarboxylic acids in the molecular weight range of 600 to 3000 and alkenylsuccinic acids in which the alkenyl group contains 10 or more carbon atoms such as, tetrapropenylsuccinic acid, tetradecenylsuccinic acid, and hexadecenylsuccinic acid. Another useful type of acidic corrosion inhibitors are the half esters of alkenyl succinic acids having 8 to 24 carbon atoms in the alkenyl group with alcohols such as the polyglycols. The corresponding half amides of such alkenyl succinic acids are also useful. A useful rust inhibitor is a high molecular weight organic acid. In some embodiments, an engine oil is devoid of a rust inhibitor.

**[0147]** The rust inhibitor, if present, can be used in an amount sufficient to provide 0 wt% to 5 wt%, 0.01 wt% to 3 wt%, 0.1 wt% to 2 wt%, based upon the final weight of the lubricating oil composition.

**[0148]** In general terms, a suitable crankcase lubricant may include additive components in the ranges listed in the following table.

Table 2

Component	Wt. % (Broad)	Wt. % (Typical)
Dispersant(s)	0.0 - 10%	1.0 - 8.5%
Antioxidant(s)	0.0 - 5.0	0.01 - 3.0
Metal Detergent(s)	0.1 - 15.0	0.2 - 8.0
Ashless TBN booster(s)	0.0 - 1.0	0.01 - 0.5
Corrosion Inhibitor(s)	0.0 - 5.0	0.0 - 2.0
Metal dihydrocarbyl dithiophosphate(s)	0.1 - 6.0	0.1 - 4.0
Ash-free amine phosphate salt(s)	0.0 - 3.0	0.0 - 1.5
Antifoaming agent(s)	0.0 - 5.0	0.001 - 0.15
Antiwear agent(s)	0.0 - 10.0	0.0 - 5.0
Pour point depressant(s)	0.0 - 5.0	0.01 - 1.5
Viscosity index improver(s)	0.0 - 20.00	0.25 - 10.0
Dispersant viscosity index improver(s)	0.0 - 10.0	0.0 - 5.0



(continued)

Component	Wt. % (Broad)	Wt. % (Typical)
Friction modifier(s)	0.01 - 5.0	0.05 - 2.0
Base oil(s)	Balance	Balance
Total	100	100

**[0149]** The percentages of each component above represent the weight percent of each component, based upon the weight of the final lubricating oil composition. The remainder of the lubricating oil composition consists of one or more base oils.

**[0150]** Additives used in formulating the compositions described herein may be blended into the base oil individually or in various sub-combinations. However, it may be suitable to blend all of the components concurrently using an additive concentrate (i.e., additives plus a diluent, such as a hydrocarbon solvent). Additives used in formulating the compositions described herein may be blended into the base oil individually or in various sub-combinations. However, it may be suitable to blend all of the components concurrently using an additive concentrate (i.e., additives plus a diluent, such as a hydrocarbon solvent).

**[0151]** The present disclosure provides novel lubricating oil blends specifically formulated for use as automotive engine lubricants. Embodiments of the present disclosure may provide lubricating oils suitable for engine applications that provide improvements in one or more of the following characteristics: low-speed pre-ignition events, antioxidancy, antiwear performance, rust inhibition, fuel economy, water tolerance, air entrainment, seal protection, deposit reduction, i.e. passing the TEOST 33 test, and foam reducing properties.

**[0152]** Fully formulated lubricants conventionally contain an additive package, referred to herein as a dispersant/inhibitor package or DI package, that will supply the characteristics that are required in the formulations. Suitable DI packages are described for example in U.S. Patent Nos. 5,204,012 and 6,034,040 for example. Among the types of additives included in the additive package may be dispersants, seal swell agents, antioxidants, foam inhibitors, lubricity agents, rust inhibitors, corrosion inhibitors, demulsifiers, viscosity index improvers, and the like. Several of these components are well known to those skilled in the art and are generally used in conventional amounts with the additives and compositions described herein.

**[0153]** The following examples are illustrative, but not limiting, of the methods and compositions of the present disclosure. Other suitable modifications and adaptations of the variety of conditions and parameters normally encountered in the field, and which are obvious to those skilled in the art, are within the scope of the disclosure..

## EXAMPLES

**[0154]** Fully formulated lubricating oil compositions containing conventional additives were made and the low-speed pre-ignition events of the lubricating oil compositions were measured. Each of the lubricating oil compositions contained a major amount of a base oil, a base conventional dispersant inhibitor (DI) package plus a viscosity index improver(s), wherein the base DI package (less the viscosity index improver) provided 8 to 12 percent by weight of the lubricating oil composition. The base DI package contained conventional amounts of dispersant(s), antiwear additive(s), antifoam agent(s), and antioxidant(s) as set forth in Table 3 below. Specifically, the base DI package contained a succinimide dispersant, a borated succinimide dispersant, a molybdenum-containing compound in an amount to deliver 80 ppm molybdenum to the lubricating oil composition, an organic friction modifier, one or more antioxidants, and one or more antiwear agents (unless specified otherwise). The base DI package was also blended with 5 to 10 wt% of one or more viscosity index improvers. Group I base oil was used as a diluent. The major amount of base oil (78 to 87 wt%) was a Group III base oil. The components that were varied are specified in the Tables and discussion of the Examples below. All the values listed are stated as weight percent of the component in the lubricating oil composition (i.e., active ingredient plus diluent oil, if any), unless specified otherwise.

**Table 3 - Base DI Package Composition**

Component	Wt. %
Antioxidant(s)	0.5 to 2.5
Antiwear agent(s), including any metal dihydrocarbyl dithiophosphate	0.7 to 5.0
Antifoaming agent(s)	0.001 to 0.01
Detergent(s)*	0.0

(continued)

Component	Wt. %
Dispersant (s)	2.0 to 6.0
Metal-containing friction modifier(s)	0.05 to 1.25
Metal free friction modifier(s)	0.01 to 0.5
Pour point depressant(s)	0.05 to 0.5
Process oil	0.25 to 1.0
*Detergent is varied in the following experiments, so for purposes of the base formulation, the detergent amount is set to zero.	

**[0155]** Low Speed Pre-Ignition (LSPI) events were measured in a GM 2.0 Liter, 4 cylinder Ecotec turbocharged gasoline direct injection (GDI) engine. One complete LSPI fired engine test consisted of 4 test cycles. Within a single test cycle, two operational stages or segments are repeated in order to generate LSPI events. In stage A, when LSPI is most likely to occur, the engine is operated at 2000 rpm and 18,000 kPa brake mean effective pressure (BMEP). In stage B, when LSPI is not likely to occur, the engine is operated at 1500 rpm and 17,000 kPa BMEP. For each stage, data is collected over 25,000 engine cycles. The structure of a test cycle is as follows: stage A - stage A - stage B - stage B - stage A - stage A. Each stage is separated by an idle period. Because LSPI is statistically significant during stage A, the LSPI event data that was considered in the present examples only included LSPI generated during stage A operation. Thus, for one complete LSPI fired engine test, data was typically generated over a total of 16 stages and was used to evaluate performance of comparative and inventive oils.

**[0156]** LSPI events were determined by monitoring peak cylinder pressure (PP) and when 2% of the combustible material in the combustion chamber burns (MFB02). The threshold for peak cylinder pressure is calculated for each cylinder and for each stage and is typically 65,000 to 85,000 kPa. The threshold for MFB02 is calculated for each cylinder and for each stage and typically ranges from 3.0 to 7.5 Crank Angle Degree (CAD) After Top Dead Center (ATDC). An LSPI was recorded when both the PP and MFB02 thresholds were exceeded in a single engine cycle. LSPI events can be reported in many ways. In order to remove ambiguity involved with reporting counts per engine cycles, where different fired engine tests can be conducted with a different number of engine cycles, the relative LSPI events of comparative and inventive oils was reported as an "LSPI Ratio". In this way improvement relative to some standard response is clearly demonstrated.

**[0157]** All of the reference oils are commercially available engine oils that meet all ILSAC GF-5 performance requirements, including passage of the TEOST 33 test discussed below.

**[0158]** In the following examples, combinations of an overbased calcium detergent and a neutral/low based calcium detergent were tested with the base formulation. The LSPI Ratio was reported as a ratio of the LSPI events of a test oil relative to the LSPI events of Reference Oil "R-1". R-1 was a lubricating oil composition formulated with the base DI package and an overbased calcium detergent in an amount to provide 2400 ppm Ca to the lubricating oil composition. More detailed formulation information for reference oil R-1 is given below. Considerable improvement in LSPI is recognized when there is greater than 50% reduction in LSPI events relative to R-1 (an LSPI Ratio of less than 0.5). A further improvement in LSPI is recognized when there is greater than 70% reduction in LSPI events (an LSPI Ratio of less than 0.3), an even further improvement in LSPI is recognized when there is greater than 75% reduction in LSPI events (an LSPI Ratio of less than 0.25), and an even further improvement in LSPI is recognized when there is greater than 80% reduction in LSPI events relative to R-1 (an LSPI Ratio of less than 0.20), and an even further improvement in LSPI is recognized when there is greater than 90% reduction in LSPI events relative to R-1 (an LSPI Ratio of less than 0.10). The LSPI Ratio for the R-1 reference oil is thus deemed to be 1.00.

**[0159]** The TEOST-33 test is a bench test that may be used to evaluate oxidative degradation and/or thermal coking of engine oil. According to the test, 100 mL test oil is used in a 12 cycle/2 hour test. The test results in bulk oxidation of the oil (about 100 grams) on a hollow heated rod (TEOST depositor rod) that will accumulate the deposits over the test period. The test oil flows over the rod at 0.5 grams per minute while the test piece is cycled 12 times over a temperature ranging from 200-480 °C. The total deposit is the performance parameter measured. The total deposit is the sum of the deposit on the rod and the deposit in the oil which is removed by filtration. The more deposit measured indicates poorer performance of the additive composition. Specifically, a test oil having a weight gain of 30 mg or less passes the TEOST 33 test.

**[0160]** TBN measurements given in the tables below were based on ASTM D2896. TBN measurements were used to report mmol total metal:TBN of the fully formulated example fluid in Table 4 below.

Table 4

Component	R-1	R-2	C-1	C-2	C-3	I-1	I-2	I-3	I-4	I-5
OB Ca sulfonate, ppmw Ca (TBN = 300 mg KOH/g)	2400		1600	1100	0	1625	1375	1200	1500	1450
LB/N Ca sulfonate, ppmw Ca (TBN = 45 mg KOH/g)	0		0	0	0	125	125	500		
LB/N Ca phenate, ppmw Ca (TBN = 150 mg KOH/g)									125	
LB/N Na sulfonate, ppmw Na (TBN < 5 mg KOH/g)										91
Total Ca, ppmw	2400	2300*	1600	1100	0	1750	1500	1700	1625	1450
LSPI Ratio	1.00	1.38	0.22	0.05	0	0.19	0.15	0.06	0.25	0.35
TEOST 33, total deposit in mg	Pass	Pass	Fail	Fail	Fail	Pass	Pass	Pass	Pass	Pass
Ratio of mmol total Metal: TBN of the lubricating oil	8.0	8.6	7.9	8.2	2.3	8.2	8.2	9.0	8.1	7.9
Ratio ppm LB/N Ca to ppm OB Ca	0		0	0	0	0.08	0.09	0.4	0.08	
*Measured value using ICP analysis										

**[0161]** Commercial oils, R-1 and R-2, are included as reference oils to demonstrate the current state of the art. Reference oil R-1 was formulated from 80.7 wt.% of a Group III base oil, 12.1 wt.% of HiTEC® 11150 PCMO Additive Package available from Afton Chemical Corporation and 7.2 wt.% of a 35 SSI ethylene/propylene copolymer viscosity index improver. HiTEC® 11150 passenger car motor oil additive package is an API SN, ILSAC-GF-5, and ACEA A5/B5 qualified DI package. R-1 also showed the following and properties and partial elemental analysis:

Reference Oil R-1

10.9	Kinematic Viscosity at 100°C, (mm <sup>2</sup> /sec)
3.3	TBS, APPARENT_VISCOSITY, cPa
2438	calcium (ppmw)
< 10	magnesium (ppmw)
80	molybdenum (ppmw)
772	phosphorus (ppmw)
855	zinc (ppmw)
9.0	Total Base Number ASTM D-2896 (mg KOH/g)
165	Viscosity Index

**[0162]** R-2 contains only calcium-containing detergents at a higher calcium loading than the tested inventive oils. R-1 and R-2 meet all performance requirements for ILSAC GF-5 and, as such, would demonstrate passing performance in the TEOST-33 bench oxidation test. Comparative examples C-1, C-2, C-3, and C-4 are not commercially available fluids but are designed to demonstrate technical problems experienced by one skilled in the art when the detergent system is modified to meet LSPI performance needs.

**[0163]** As shown in Table 4, there is a significant improvement in LSPI performance when the amount of calcium from an overbased ("OB") detergent is decreased from 2400 to 1600 ppm calcium. Comparing R-1 to C-1, the LSPI Ratio was reduced by 78% but performance in TEOST-33 test went from passing to failing as calcium was decreased. If the amount of calcium from an OB detergent is further reduced to 1100 ppm (C-2), the LSPI Ratio is even more significantly improved; however, performance in the TEOST-33 test is still poor at this level of calcium. In C-3, the detergent system

is completely removed demonstrating that without detergent, LSPI is improved 100%. However, again, the TEOST 33 test performance is sacrificed. Example 1-5 utilizes a low based sodium sulfonate instead of the low based calcium sulfonate used in inventive examples I-1, I-2, I-3, and I-4 and shows that a significant reduction in LSPI Ratio can be obtained using a sodium-containing low-based/neutral detergent instead of a calcium-containing low-based/neutral detergent.

**[0164]** An unexpected improvement in LSPI can be obtained by combining a low base or neutral ("LB/N") calcium detergent (1-1 to 1-4) with an OB calcium detergent without sacrificing performance in the TEOST-33 bench oxidation test. Inventive Example 1-1 passes the TEOST-33 test while delivering a more significant improvement in LSPI events with an almost 81% reduction in the LSPI Ratio relative to R-1. Inventive Examples 1-2 and 1-3 provide an even greater reduction in the LSPI Ratio without loss of performance in the TEOST-33 test. Example 1-4 demonstrates the use of a LB/N calcium phenate in place of the LB/N calcium sulfonate. 1-4 also shows a significant improvement in the LSPI Ratio as well as passing TEOST 33 test. The examples presented in Table 4 clearly demonstrate that the amount of calcium from an OB calcium detergent may be maintained at a higher level by adding additional calcium from a LB/N calcium detergent while still passing the TEOST 33 test and ensuring a significant reduction in LSPI Ratio. Further, unexpectedly, the results obtained in the TEOST 33 test may be improved even in the absence of high amounts of OB calcium detergent. In fact, off-setting the OB calcium detergent with LB/N calcium detergent, unexpectedly and surprisingly improved TEOST 33 test while also reducing the LSPI Ratio.

**[0165]** The present data shows that off-setting OB Ca sulfonate with LB/N Ca sulfonate in an amount of greater than 8 % LB/N Ca Sulfonate in the total detergent provides an improvement in LSPI while maintaining performance in TEOST 33 test.

**[0166]** As used throughout the specification, "a" and/or "an" may refer to one or more than one. Accordingly, unless indicated to the contrary, the numerical parameters set forth in the specification are approximations that may vary depending upon the desired properties sought to be obtained by the present disclosure. At the very least, and not as an attempt to limit the application of the doctrine of equivalents to the scope of the claims, each numerical parameter should at least be construed in light of the number of reported significant digits and by applying ordinary rounding techniques. Notwithstanding that the numerical ranges and parameters setting forth the broad scope of the disclosure are approximations, the numerical values set forth in the specific examples are reported as precisely as possible. Any numerical value, however, inherently contains certain errors necessarily resulting from the standard deviation found in their respective testing measurements. It is intended that the specification and examples be considered as exemplary only, with a true scope of the disclosure being indicated by the following claims.

**[0167]** It is also to be understood that each amount/value or range of amounts/values for each component, compound, substituent or parameter disclosed herein is to be interpreted as also being disclosed in combination with each amount/value or range of amounts/values disclosed for any other component(s), compounds(s), substituent(s) or parameter(s) disclosed herein and that any combination of amounts/values or ranges of amounts/values for two or more component(s), compounds(s), substituent(s) or parameters disclosed herein are thus also disclosed in combination with each other for the purposes of this description.

**[0168]** It is further understood that each range disclosed herein is to be interpreted as a disclosure of each specific value within the disclosed range that has the same number of significant digits. Thus, a range of from 1-4 is to be interpreted as an express disclosure of the values 1, 2, 3 and 4.

**[0169]** It is further understood that each lower limit of each range disclosed herein is to be interpreted as disclosed in combination with each upper limit of each range and each specific value within each range disclosed herein for the same component, compounds, substituent or parameter. Thus, this disclosure is to be interpreted as a disclosure of all ranges derived by combining each lower limit of each range with each upper limit of each range or with each specific value within each range, or by combining each upper limit of each range with each specific value within each range.

**[0170]** Furthermore, specific amounts/values of a component, compound, substituent or parameter disclosed in the description or an example is to be interpreted as a disclosure of either a lower or an upper limit of a range and thus can be combined with any other lower or upper limit of a range or specific amount/value for the same component, compound, substituent or parameter disclosed elsewhere in the application to form a range for that component, compound, substituent or parameter.

## Claims

1. A lubricating oil composition comprising:

greater than 50 wt.% of a base oil of lubricating viscosity;  
at least 0.3 wt.% of an overbased detergent having a total base number of greater than 225 mg KOH/g, measured by the method of ASTM D-2896, and

at least 0.2 wt.% of a low-based/neutral detergent having a total base number of up to 175 mg KOH/g, measured by the method of ASTM D-2896,

wherein a total amount of calcium from the overbased and low-based/neutral detergent ranges from greater than 1100 ppm by weight to less than 2400 ppm by weight based on a total weight of the lubricating oil composition;

a total amount of calcium from the overbased detergent is from 900 ppm to no more than 1800 ppm by weight, based on the total weight of the lubricating oil composition; and

a ratio of the ppm of calcium, by weight, provided to the lubricating oil composition by the low-based/neutral detergent to the ppm of calcium, by weight, provided to the lubricating oil composition by the overbased calcium detergent, is from 0.08 to 0.4.

2. The lubricating oil composition of claim 1, wherein the overbased detergent comprises an overbased calcium-containing detergent selected from an overbased calcium sulfonate detergent, and an overbased calcium phenate detergent.

3. The lubricating oil composition of claim 1 or 2, wherein the low-based/neutral detergent comprises a low-based/neutral calcium-containing detergent selected from a calcium sulfonate detergent and a calcium phenate detergent.

4. The lubricating oil composition of any one of claims 1-3, wherein the one or more overbased calcium-containing detergent(s) provides from 1100 ppm to less than 1800 ppm by weight calcium to the lubricating oil composition based on a total weight of the lubricating oil composition.

5. The lubricating oil composition of any one claims 1-4, wherein the lubricating oil composition has a ratio of a total mmol metal in the lubricating oil composition to a total base number of the lubricating oil composition ranging from greater than 4.5 to 10.0.

6. The lubricating oil composition of any one of claims 1-5, further comprising one or more components selected from the group consisting of friction modifiers, antiwear agents, dispersants, antioxidants, and viscosity index improvers.

7. The lubricating oil composition of any one of claims 1-6, wherein the greater than 50% of base oil is selected from the group consisting of Group II, Group III, Group IV, Group V base oils, and a combination of two or more of the foregoing, and wherein the greater than 50 wt.% of base oil is other than diluent oils that arise from provision of additive components or viscosity index improvers in the composition.

8. The lubricating oil composition of any one of claims 1-7, wherein a ratio of mmol total metal in the lubricating oil composition to a total base number of the lubricating oil composition is greater than 8 to less than 10 and the lubricating oil composition comprises at least 0.25 wt. % of the low-based/neutral detergent.

9. A method for reducing low-speed pre-ignition events in a boosted internal combustion engine comprising:

lubricating a boosted internal combustion engine with a lubricating oil composition as claimed in any one of claims 1-8, and

operating the engine lubricated with the lubricating oil composition.

10. The method of claim 9, wherein the lubricating step lubricates a combustion chamber or cylinder walls of a spark-ignited direct injection engine or port fuel injected internal combustion engine provided with a turbocharger or a supercharger.

11. The method of claim 9 or 10, further comprising a step of measuring low speed pre-ignition events of the internal combustion engine lubricated with the lubricating oil.

## Patentansprüche

1. Schmierölzusammensetzung, umfassend:

über 50 Gew.-% eines Basisöls mit Schmierviskosität;

mindestens 0,3 Gew.-% eines überbasischen Reinigungsmittels mit einer Gesamtbasenzahl von über 225 mg KOH/g, gemessen nach dem Verfahren der ASTM D-2896, und  
mindestens 0,2 Gew.-% eines niederbasischen/neutralen Reinigungsmittels mit einer Gesamtbasenzahl von bis zu 175 mg KOH/g, gemessen nach dem Verfahren der ASTM D-2896,

wobei eine Gesamtmenge Calcium aus dem überbasischen und niederbasischen/neutralen Reinigungsmittel im Bereich von mehr als 1100 Gew.-ppm bis weniger als 2400 Gew.-ppm, bezogen auf ein Gesamtgewicht der Schmierölzusammensetzung, liegt;  
eine Gesamtmenge Calcium aus dem überbasischen Reinigungsmittel im Bereich von 900 Gew.-ppm bis maximal 1800 Gew.-ppm, bezogen auf das Gesamtgewicht der Schmierölzusammensetzung, liegt; und  
ein Verhältnis der Gew.-ppm von Calcium, die der Schmierölzusammensetzung durch das niederbasische/neutrale Reinigungsmittel bereitgestellt werden, zu den Gew.-ppm von Calcium, die der Schmierölzusammensetzung durch das überbasische Calcium-Reinigungsmittel bereitgestellt werden, zwischen 0,08 und 0,4 liegt.

2. Schmierölzusammensetzung nach Anspruch 1, wobei das überbasische Reinigungsmittel ein überbasisches calciumhaltiges Reinigungsmittel, ausgewählt aus einem überbasischen Calciumsulfonatreinigungsmittel und einem überbasischen Calciumphenatreinigungsmittel, umfasst.
3. Schmierölzusammensetzung nach Anspruch 1 oder 2, wobei das niederbasische/neutrale Reinigungsmittel ein niederbasisches/neutrales calciumhaltiges Reinigungsmittel, ausgewählt aus einem Calciumsulfonatreinigungsmittel und einem Calciumphenatreinigungsmittel, umfasst.
4. Schmierölzusammensetzung nach einem der Ansprüche 1 - 3, wobei das eine oder die mehreren überbasischen calciumhaltigen Reinigungsmittel 1100 Gew.-ppm bis weniger als 1800 Gew.-ppm Calcium an die Schmierölzusammensetzung, bezogen auf ein Gesamtgewicht der Schmierölzusammensetzung, bereitstellen.
5. Schmierölzusammensetzung nach einem der Ansprüche 1 - 4, wobei die Schmierölzusammensetzung ein Verhältnis von einem mmol Gesamtmetall in der Schmierölzusammensetzung zu einer Gesamtbasenzahl der Schmierölzusammensetzung von mehr als 4,5 bis 10,0 aufweist.
6. Schmierölzusammensetzung nach einem der Ansprüche 1 - 5, ferner umfassend eine oder mehrere Komponenten, die ausgewählt sind aus der Gruppe bestehend aus Reibungsmodifikatoren, Verschleißschutzmitteln, Dispergatoren, Antioxidantien und Viskositätsindexverbesserern.
7. Schmierölzusammensetzung nach einem der Ansprüche 1 - 6, wobei die mehr als 50 % des Basisöls ausgewählt sind aus der Gruppe bestehend aus Basisölen der Gruppe II, Gruppe III, Gruppe IV, Gruppe V und einer Kombination aus zwei oder mehr der Vorstehenden, und wobei die mehr als 50 Gew.-% des Basisöls andere sind als Verdünnungsöle, die sich durch die Bereitstellung von Additivkomponenten oder Viskositätsindexverbesserern in der Zusammensetzung ergeben.
8. Schmierölzusammensetzung nach einem der Ansprüche 1 - 7, wobei ein Verhältnis von mmol Gesamtmetall in der Schmierölzusammensetzung zu einer Gesamtbasenzahl der Schmierölzusammensetzung größer als 8 bis weniger als 10 beträgt und die Schmierölzusammensetzung mindestens 0,25 Gew.-% des niederbasischen/neutralen Reinigungsmittels umfasst.
9. Verfahren zum Vermindern von Vorzündungsereignissen bei niedriger Drehzahl in einem aufgeladenen Verbrennungsmotor, umfassend:  
Schmieren eines aufgeladenen Verbrennungsmotors mit einer Schmierölzusammensetzung nach einem der Ansprüche 1 - 8, und  
Betreiben des mit der Schmierölzusammensetzung geschmierten Motors.
10. Verfahren nach Anspruch 9, wobei der Schritt des Schmierens eine Brennkammer oder Zylinderwände eines fremd-gezündeten Direkteinspritzmotors oder eines mit einer Kraftstoffeinspritzung versehenen Verbrennungsmotors, der mit einem Turbolader oder einem Lader ausgestattet ist, schmiert.
11. Verfahren nach Anspruch 9 oder 10, ferner umfassend einen Schritt des Messens von Vorzündungsereignissen

bei niedriger Drehzahl des mit dem Schmieröl geschmierten Verbrennungsmotors.

## Revendications

### 1. Composition d'huile lubrifiante comprenant :

plus de 50 % en poids d'une huile de base ayant une viscosité lubrifiante ;  
 au moins 0,3 % en poids d'un détergent surbasique ayant un indice de base total supérieur à 225 mg KOH/g, mesuré selon le procédé de l'ASTM D-2896, et  
 au moins 0,2 % en poids d'un détergent faiblement basique/neutre ayant un indice de base total allant jusqu'à 175 mg KOH/g, mesuré selon le procédé de l'ASTM D-2896,  
 dans laquelle une quantité totale de calcium du détergent surbasique et faiblement basique/neutre se situe dans une plage de plus de 1 100 ppm en poids à moins de 2 400 ppm en poids par rapport au poids total de la composition de l'huile lubrifiante ;  
 une quantité totale de calcium du détergent surbasique est de 900 ppm à au plus 1 800 ppm en poids par rapport au poids total de la composition de l'huile lubrifiante ; et  
 un rapport des ppm de calcium, en poids, apportés à la composition d'huile lubrifiante par le détergent faiblement basique/neutre aux ppm de calcium, en poids, apportés à la composition d'huile lubrifiante par le détergent de calcium surbasique, est de 0,08 à 0,4.

### 2. Composition d'huile lubrifiante selon la revendication 1, dans laquelle le détergent surbasique comprend un détergent surbasique contenant du calcium choisi parmi un détergent de sulfonate de calcium surbasique et un détergent de phénate de calcium surbasique.

### 3. Composition d'huile lubrifiante selon la revendication 1 ou 2, dans laquelle le détergent faiblement basique/neutre comprend un détergent faiblement basique/neutre contenant du calcium choisi parmi un détergent de sulfonate de calcium et un détergent de phénate de calcium.

### 4. Composition d'huile lubrifiante selon l'une quelconque des revendications 1 à 3, dans laquelle le ou les détergent(s) surbasique(s) contenant du calcium fournissent de 1 100 ppm à moins de 1 800 ppm en poids de calcium à la composition d'huile lubrifiante par rapport à un poids total de la composition d'huile lubrifiante.

### 5. Composition d'huile lubrifiante selon l'une quelconque des revendications 1 à 4, dans laquelle la composition d'huile lubrifiante a un rapport de mmol métal total dans la composition d'huile lubrifiante à un indice de base total de la composition d'huile lubrifiante allant de plus de 4,5 à 10,0.

### 6. Composition d'huile lubrifiante selon l'une quelconque des revendications 1 à 5, comprenant en outre un ou plusieurs composants choisis parmi le groupe constitué par des modificateurs de friction, des agents anti-usure, des dispersants, des antioxydants et des agents améliorant l'indice de viscosité.

### 7. Composition d'huile lubrifiante selon l'une quelconque des revendications 1 à 6, dans laquelle la proportion supérieure à 50 % d'huile de base est choisie parmi le groupe constitué d'huiles de base des groupes II, III, IV et V, et d'une combinaison de deux ou plusieurs des précédentes, et dans laquelle la proportion supérieure à 50 % en poids d'huile de base est différente des huiles de diluant qui proviennent de la présence dans la composition de composants additifs ou d'agents améliorant l'indice de viscosité.

### 8. Composition d'huile lubrifiante selon l'une quelconque des revendications 1 à 7, dans laquelle un rapport de mmol métal total dans la composition d'huile lubrifiante à un indice de base total de la composition d'huile lubrifiante est supérieur à 8 et inférieur à 10 et la composition d'huile lubrifiante comprend au moins 0,25 % en poids du détergent faiblement basique/neutre.

### 9. Procédé pour réduire les événements de préallumage à basse vitesse dans un moteur à combustion interne suralimenté comprenant les étapes consistant à :

lubrifier un moteur à combustion interne suralimenté avec une composition d'huile lubrifiante telle que revendiquée dans l'une quelconque des revendications 1 à 8, et  
 faire fonctionner le moteur lubrifié avec la composition d'huile lubrifiante.

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10. Procédé selon la revendication 9, dans lequel l'étape de lubrification lubrifie une chambre de combustion ou des parois de cylindre d'un moteur à injection directe à allumage commandé ou d'un moteur à combustion interne à injection de carburant dans l'orifice d'admission muni d'un turbocompresseur ou d'un surcompresseur.

5 11. Procédé selon la revendication 9 ou 10, comprenant en outre une étape consistant à mesurer les événements de préallumage à basse vitesse du moteur à combustion interne lubrifié avec l'huile lubrifiante.

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