

The ACEA¹ 2010 Sequences

– What's New?

In general, the ACEA 2010 sequences are a re-issue of the 2008 sequences with few significant changes. The structure of both the light duty and heavy duty sequences remains unchanged with no new or deleted categories. With the Daimler M111 black sludge test having reached the end of its life, ACEA have requested the use of the Daimler M271 sludge test in its place. Other than this replacement, the engine tests used to define performance are unchanged. The test limits, too, are unchanged with the exception of the black sludge performance of A1/B1-10 that is increased to align with other A/B categories.

A new feature in the 2010 release is the request from ACEA for oil marketers to register their claims in a system to be set up on the ACEA website (www.acea.be) Details of the system are under discussion; it is anticipated that this will be set up during the lifetime of the ACEA 2010 sequences.

Light Duty Engine Sequences

The most significant changes are in the chemical limits in some of the light duty engine sequences. Compared with the ACEA 2008 requirements, the changes are:

- Oils claiming ACEA A3/B3-10 must now meet a sulphated ash minimum of 0.9%.
- ACEA A3/B4-10 oils must now meet a sulphated ash minimum of 1.0% in addition to a TBN minimum of 10.0 mgKOH/g.
- The end of test TBN requirement for the VW TDI test (CEC-L-078-99) is increased in ACEA A3/B4-10 to 6.0 mgKOH/g.
- The minimum phosphorus requirement for ACEA C2-10 oils has been removed.

Heavy Duty Engine Sequences

There are no significant changes to the ACEA heavy duty sequences, which are designated ACEA Ex-08 Issue 2.

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