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C4 vs c3 oil

Given the spider's scheme of Lubrizol, C4 seems to cover C3 and differs only in exhaust after therapeutic compatibility. This makes sense as C4 is basically less Saps version of C3. I can't help but think it won't protect as well but that's not what the spec situation is. So the C4 oil will only work as well as C3 in the C4 application? I realize that the interval to change the oil may be less. There is a lubricating engineer on another forum that I hesitate. It is working on actual tests on oil in order to determine compliance with certain euro specifications. He claims that low SAPS versions of oils actually lead to more engine wear (less protection), however, still low enough because it meets the required specifications. Even basically, low SAPS versions barely meet corrosion limits while full SAPS versions do not come close to the limit. I asked him if you actually see a noticeable difference between the two over the life of the engine. He said that through 200 thousand miles you will do think the engine should be designed for C4 because it requires lower levels of phosphorus. On the plus side NOAK should be under 11 vs. 13 for C3. There is a lubricating engineer on another forum that I hesitate. It is working on actual tests on oil in order to determine compliance with certain euro specifications. He claims that low SAPS versions of oils actually lead to more engine wear (less protection), however, still low enough because it meets the required specifications. Even basically, low SAPS versions barely meet corrosion limits while full SAPS versions do not come close to the limit. I asked him if you actually see a noticeable difference between the two over the life of the engine. He said that through 200 thousand miles you would do very interesting. There is a lubricating engineer on another forum that I hesitate. It is working on actual tests on oil in order to determine compliance with certain euro specifications. 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Only there should be measurable wear that will lead to less than optimal pressure leading to loss of performance and oil consumption. No, we used the total Inio C3 5W30. I think it is 0.8% SA. There is a lubricating engineer on another forum that I hesitate. It is working on actual tests on oil in order to determine compliance with certain euro specifications. He claims that low SAPS versions of oils actually lead to more engine wear (less protection), however, still low enough because it meets the required specifications. Even basically, low SAPS versions barely meet corrosion limits while full SAPS versions do not come close to the limit. I asked him if you actually see a noticeable difference between the two over the life of the engine. He said that through 200 thousand miles I would do I sold in Europe peugeot 1.6HDI which was used in the business I have there with about 450,000 km which is close to 300K miles. C3 oil was always used, and the engine on the car was still a bomb. The 1.6hdi/tDCi is our nice engine but suffers from terrible oil-related failures in the UK. Usually turbo related. I'm wondering if it is to stop urban startup but run on to the fullest without considering the severe service that is the issue? [quote] They are injecting seals that cause the problem they leak, allowing the combustion soot in the oil circle that then blocks up oil routes to the turbo, as well as destroying turbo bearings. It's really hard to clean the carbon from the engine as well as even people change the turbo and then fail a new one as well. It seems to be more common on Ford than other cars that are fitted to the engine. It is working on actual tests on oil in order to determine compliance with certain euro specifications. It claims that low SAPS versions of oils do not actually result in more engine wear (less protection), however, it is still low enough that it meets Specifications. 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On the plus side NOAK should be under 11 vs. 13 for C3. The main differences between C3 and C4 (in the current 2012 sequence) are: - Noack: C3 13% max, C4 11% max - Sulfur: C3 0.3% max, C4 0.2% max - phosphorus: both 900ppm max, but C3 has Minimum 700ppm - sulfur ash: C3 0.8% max, C4 0.5% maximum all engine test parameters, which include tests for piston cleanliness, increased viscosity, oil consumption, sludge, train valve wear and cylinder wear in both gasoline and identical diesel engines. The main engine wear test (OM646LA) has the same traffic limits as the A3/B4 and A5/B5. There is no way you can say that C3 oils will outperform C4, because first they should not be in the same engines, and secondly there will be some c4 oils better than others, so good C4 will outperform the average C3. horses for courses, as we say on this small island. I just want to revive this topic with a request for advice. We have nissan/Renault engine 1.5 DCI and 2.0 TDI 170 both from 2014. Nissan's oil specs in the car manual is the C4, while many suppliers list only the engine as Renault RN0720 and is the VW507. I'm looking for oil that can be used both but I have looked at the VW507. It's only c3 specs from most manufacturers, but if you signal across them for example Nissan MB oils comes with MB226.51 and VW507 comes with MB229.51. Now MB229.51 will replace and cover MB226.51, which can I put VW507 in Nissan Note 1.5DCI? I have a 2016 Dacia 1.5DCI for my wife with the same engine. I know that 1.5DCi was previously specc'd for CEA C3, the service guide I have us actually says to use 5w30 or 5w40 ACEA C3 oil which I was surprised at because all the other information I have found has been suggested using C4 oil. Yes, ACEA C3 oil will be perfectly fine in your note. Actually, as he said. It will provide better protection. Once the warranty will probably look to run a fully synthetic HDEO, maybe 5w40. I burned no one seems to be selling Amsoil HDEO in the UK. I would like to run Amsoil SS Max Life Diesel 5w40. MB226.51 is a brand change to the RN0720 specifications where MB use Renault engines (but do not want to put Renault specs in its manuals). Acea C4 specifications are built as a baseline. MB229.51 does not 'solve' 226.51, it is for different applications. The VW 507 00 is built from acea C3, so basically it has the same HTHS but the maximum maximum for SAPS. If you follow the requirements of the booklet, there is no oil that can cover both uses as their specification requirements vary. However, if you are not concerned about the following manuals or maintain any warranties then a safer approach would be to use higher SAPS oil (VW 507 00/MB 229.51/ACEA C3) across both, instead of placing ACEA C4/RN0720/MB226.51 of the type of oil in the Volkswagen engine. The theoretical reasons for not doing this would be faster preventing DPF in Renault/Nissan, but this depends on a lot of other factors as well. I'd be comfortable using the VW507 in both. VW507 tablets usually contain a very low SA for The Cable C3. There is a slight risk that they will affect DPF or shorten their lifespan. That.

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