

## **DIESEL ENGINES** (FOLLOW YOUR VEHICLE MANUFACTURER'S RECOMMENDATIONS ON OIL PERFORMANCE LEVEL)

<b>CATEGORY</b>	<b>STATUS</b>	<b>SERVICE</b>
<b>CJ-4</b>	<b>CURRENT</b>	For high-speed four-stroke cycle diesel engines designed to meet 2010 model year on-highway and Tier 4 nonroad exhaust emission standards as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm (0.05% by weight). However, the use of these oils with greater than 15 ppm (0.0015% by weight) sulfur fuel may impact exhaust aftertreatment system durability and/or drain interval. CJ-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. Optimum protection is provided for control of catalyst poisoning, particulate filter blocking, engine wear, piston deposits, low- and high-temperature stability, soot handling properties, oxidative thickening, foaming, and viscosity loss due to shear. API CJ-4 oils exceed the performance criteria of API CI-4 with CI-4 PLUS, CI-4, CH-4, CG-4 and CF-4 and can effectively lubricate engines calling for those API Service Categories. When using CJ-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval.
<b>CI-4</b>	<b>CURRENT</b>	Introduced in 2002. For high-speed, four-stroke engines designed to meet 2004 exhaust emission standards implemented in 2002. CI-4 oils are formulated to sustain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, CG-4, and CH-4 oils. Some CI-4 oils may also qualify for the CI-4 PLUS designation.
<b>CH-4</b>	<b>CURRENT</b>	Introduced in 1998. For high-speed, four-stroke engines designed to meet 1998 exhaust emission standards. CH-4 oils are specifically compounded for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, and CG-4 oils.
<b>CG-4</b>	<b>OBSOLETE</b>	Introduced in 1995. For severe duty, high-speed, four-stroke engines using fuel with less than 0.5% weight sulfur. CG-4 oils are required for engines meeting 1994 emission standards. Can be used in place of CD, CE, and CF-4 oils.
<b>CF-4</b>	<b>OBSOLETE</b>	Introduced in 1990. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CD and CE oils.
<b>CF-2</b>	<b>OBSOLETE</b>	Introduced in 1994. For severe duty, two-stroke-cycle engines. Can be used in place of CD-II oils.
<b>CF</b>	<b>OBSOLETE</b>	Introduced in 1994. For off-road, indirect-injected and other diesel engines including those using fuel with over 0.5% weight sulfur. Can be used in place of CD oils.
<b>CE</b>	<b>OBSOLETE</b>	Introduced in 1985. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CC and CD oils.
<b>CD-II</b>	<b>OBSOLETE</b>	Introduced in 1985. For two-stroke cycle engines.
<b>CD</b>	<b>OBSOLETE</b>	Introduced in 1955. For certain naturally aspirated and turbocharged engines.
<b>CC</b>	<b>OBSOLETE</b>	<b>CAUTION:</b> Not suitable for use in diesel-powered engines built after 1990.
<b>CB</b>	<b>OBSOLETE</b>	<b>CAUTION:</b> Not suitable for use in diesel-powered engines built after 1961.
<b>CA</b>	<b>OBSOLETE</b>	<b>CAUTION:</b> Not suitable for use in diesel-powered engines built after 1959.