CLAIMS:

1. A method for improving the fuel economy of large low, medium and high speed engines that reach surface speeds of at least about 3 mm/s and are lubricated by an engine oil by reducing the traction coefficient of the engine oil used to lubricate the engine by employing as the engine oil a lubricating oil having a kinematic viscosity at 100°C of ~~13~~ 20 to ~~30~~ 25 mm^2/s and a base number of at least ~~5~~ 40 to 70 mg KOH/g comprised of a base oil comprising a bimodal blend of two different base oils, a first base oil ~~being one or more oils~~ selected from the group consisting of Group II base oils, Group III base oils and Group IV base oils having a kinematic viscosity at 100°C of from ~~2~~ 3 to ~~16~~ 8 mm^2/s and a second base oil selected from ~~one or more oils selected from~~ the group consisting of Group IV base oil having a kinematic viscosity at 100°C of ~~at least 38~~ 40 to 150 mm^2/s, wherein the difference in kinematic viscosity between the first and second base oils in the bimodal blend are at least ~~30~~ 32 mm^2/s, and a detergent selected from ~~alkali and/or alkaline earth metal salicylates, phenates, carboxylates, sulfonates, mixtures of phenates and salicylates or mixtures of phenates and carboxylates~~ the group consisting of calcium phenate, calcium sulfonate, calcium salicylate, calcium carboxylate, calcium phenate/calcium sulfonate, calcium phenate/calcium salicylate and calcium phenate/calcium carboxylate at a total treat level in an amount of greater than ~~6~~ 8.2 to ~~40~~ 18.4 wt% (active ingredient) with a base number ranging from 40 to 70 mg KOH/g, based on the total weight of the lubricating oil wherein the improvement in fuel economy is evidenced by the traction coefficient of the engine oil employing the bimodal blend being lower than the traction coefficient of engine oils which are not bimodal blends or which are based on only Group I and/or Group II base oils or which contain no Group IV base oils having a KV at 100°C of at least 38 mm^2/s.

~~2. A method for improving the fuel economy of large engines that reach surface speeds of at least about 30 mm/s and are lubricated by an engine oil by reducing the traction coefficient of the engine oil used to lubricate the engine by employing as the engine oil a lubricating oil having a kinematic viscosity at 100°C of 6 to 30 mm^2/s and a base number of at least 5 mg KOH/g comprised of a base oil~~

~~comprising a bimodal blend of two different base oils, a first base oil being one or more oils selected from the group consisting of Group II base oils, Group III base oils and Group IV base oils having a kinematic viscosity at 100ºC of from 2 to 16 mm^2/s and a second base oil selected from one or more oils selected from the group consisting of Group IV base oil having a kinematic viscosity at 100ºC of at least 38 mm^2/s, wherein the difference in kinematic viscosity between the first and second base oils in the bimodal blend is at least 30 mm^2/s, and a detergent selected from the group consisting of alkali and/or alkaline earth metal salicylates, phenates, sulfonates, carboxylates and mixtures thereof, wherein the total amount of detergent employed is in the range of greater than 6 to 40 wt% (active ingredient), based on the total weight of the lubricating oil wherein the improvement in fuel economy is evidenced by the traction coefficient of the engine oil employing the bimodal blend being lower than the traction coefficient of engine oils which are not bimodal blends or which are based on only Group I and/or Group II base oils or which contain no Group IV base oils having a KV at 100ºC of at least 38 mm^2/s.~~

~~3. A method for improving the fuel economy of large low, medium and high speed engines that reach surface speeds of at least about 3 mm/s and are lubricated by an engine oil by reducing the traction coefficient of the engine oil used to lubricate the engine by employing as the engine oil a lubricating oil having a kinematic viscosity at 100ºC of 13 to 30 mm^2/s and a base number of at least 5 mg KOH/g comprised of a base oil comprised of a bimodal blend of two different base oils, a first base oil being one or more oils selected from the group consisting of Group II, Group III and Group IV base oils having a kinematic viscosity at 100ºC of from 2 to 16 mm^2/s and a second base oil selected from one or more oils selected from the group consisting of Group IV base oil having a kinematic viscosity at 100ºC of 38 to <300 mm^2/s wherein the difference in kinematic viscosity between the first and second base oils in the bimodal blend is at least 30 mm^2/s, and a detergent selected from the group consisting of alkali and/or alkaline earth metal sulfonates or mixtures phenates and sulfonates, the total amount of detergent being in the range greater than 6 to 40 wt% (active ingredient), based on the total weight of the lubricating oil wherein the improvement in fuel economy is evidenced by the traction~~

~~coefficient of the engine oil employing the bimodal blend being lower than the traction coefficient of engine oils which are not bimodal blends or which are based on only Group I and/or Group II base oils or which contain no Group IV base oils having a KV at 100°C of at least 38 mm^2/s.~~

~~4.~~2. The method of claim 1 wherein the first base oil is selected from Group III and Group IV base stock oils.

~~5. The method of claim 2 wherein the first base oil is selected from Group III and Group IV base stock oils.~~

~~6. The method of claim 3 wherein the first base oil is selected from Group III and Group IV base stock oils.~~

~~7.~~3. The method of claim 1~~, 2 or 3~~ wherein the detergent is present in an amount in the range ~~8~~ 8.2 to ~~40~~ 14.6 wt% (active ingredient).

~~8.~~4. The method of claim 1 wherein the lubricant kinematic viscosity at 100°C is ~~in the range 16 to 30~~ 20 mm^2/s.

~~9.~~5. The method of claim 1 wherein the lubricant kinematic viscosity at 100°C is ~~in the range 18 to~~ 25 mm^2/s.

~~10. The method of claim 2 wherein the lubricant kinematic viscosity at 100°C is in the range 8 to 25 mm^2/s.~~

~~11. The method of claim 3 wherein the lubricant kinematic viscosity at 100°C is in the range 16 to 30 mm^2/s.~~

~~12. The method of claim 3 wherein the lubricant kinematic viscosity at 100°C is in the range 18 to 25 mm^2/s.~~

~~13.~~6. The method of claim 1~~, 2 or 3~~ wherein the second base oil is a PAO base oil.

~~14.~~7. The method of claim ~~13~~ 6 wherein the PAO base oil is made using metallocene catalysis.

~~15.~~8. The method of claim ~~13~~ 6 wherein the PAO base oil is characterized by not more than 5.0 wt% of the polymer having a molecular weight of greater than 45,000 Daltons.