What is claimed is

1. A lubricating composition that comprises
    a. a mixture of base oil having at least 25 wt. % renewable base oil, wherein the renewal base oil is a base oil with a saturated hydrocarbon mixture in which (a) the percentage of molecules with even carbon number is ≥ 80% according to FIMS (b) the BP/BI ≥ -0.6037 (Internal alkyl branching per molecule) + 2.0 (c) on average there are 0.3 to 1.5 5+ methyl per molecule; and
    b. an additive package providing the lubricating oil composition with a sulfur content of up to 0.4 wt. % and a sulfated ash content of up to 0.5 wt. %, as determined by ASTM D874, the additive package comprising: (a) at least one oil-soluble or dispersed oil stable boron containing compound which contributes from 400 ppm to no more than 2000 ppm of boron, based upon the total mass of lubricating oil composition, (b) at least one oil-soluble or dispersed oil stable molybdenum containing compound which contributes from 700 ppm of molybdenum to no more than 1500 ppm of molybdenum, based upon the total mass of the lubricating oil composition;
    wherein the lubricating oil composition has a ratio of sulfur to molybdenum of 0.5:1 to less than or equal to 4:1, and further wherein the lubricating oil composition is substantially free of zinc dialkyl dithiphosphate, and wherein the total additive concentration ranges from 20 % to 30% and base oils mixtures from 70 % to 80%.

2. The lubricating composition of claim 1, wherein lubricating high-temperature high shear viscosity is less than or equal to 3.2 cP, based on ASTM D5481.

3. The lubricating composition of claim 1, wherein lubricating kinematic viscosity at 100˚C is less than or equal to 12.5 cSt, based on ASTM D445.

4. The lubricating composition of claim 1, wherein lubricating low temperature cold cranking viscosity at -25˚C is less than or equal to 7000 mPa.s, based on ASTM D5293.

5. The lubricating composition of claim 1, wherein low temperature pumping viscosity is less than or equal to 60,000 mPa.S at -30˚C without any yield stress, based on ASTM D4686.

6. Use of a lubricating oil composition according to claim 1 in an internal combustion engine for improving fuel economy retention, extending oil drain interval and reducing oil consumption of said internal combustion engine in accordance with the test methods described herein, as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

7. The use according to claim 6, wherein (i) fuel economy retention is improved by more than 0.2%, or (ii) the oil drain interval is extended by more than 30%, or (iii) the oil usage is reduced by more than 50%.

8. The use according to claim 7, wherein the internal combustion engine is a heavy duty diesel engine.

9. Use of a lubricating oil composition according to claim 1 in an internal combustion engine for reducing the loss of fuel economy, relative to the start of the test as described herein, in said internal combustion engine to no more than 6%, as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

10. Use of a lubricating oil composition according to claim 1 in an internal combustion engine for reducing loss of peak torque, relative to the start of the test as described herein, in said internal combustion engine to no more than 70 Nm, as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

11. Use of a lubricating composition according to claim 1 in an internal combustion engine for reducing loss of peak power, relative to the start of the test as described herein, in the internal combustion engine to no more than 20KW by supplying the composition of claim 1, as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

12. Use of a lubricating oil composition according to claim 1 in an internal combustion engine for reducing rise in the exhaust manifold temperature, relative to the start of the test as described herein, in the internal combustion engine to no more than 50 ˚C,

as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

13. Use of a lubricating oil composition according to claim 1 in an internal combustion engine for reducing oil usage, relative to the start of the test as described herein, in said internal combustion engine to no more than 7500 grams, as compared to a conventional lubricant of equal viscosity which is a lubricant composition which does not comprises a renewal base oil as defined in claim 1.

14. The use according to any one of claims 9 to 13, wherein the internal combustion engine is a medium duty diesel engine.