CLAIMS:

1. The use, in the lubrication of a spark-ignited or compression-ignited internal combustion engine, of an oil-soluble or oil-dispersible polymeric friction modifier (B), as an additive in an effective minor amount, in a lubricating oil composition to reduce and/or inhibit corrosion of the non-ferrous metal containing engine components during operation of the engine, wherein
the oil-soluble or oil-dispersible polymeric friction modifier (B) is the reaction product of only: (i) one or more functionalised polyolefins which is a poly(alkylene) functionalised with at least one diacid or anhydride functional group; and, (ii) one or more polyalkylene glycols; and, (iii) one or more polyols; and, (iv) one or more monocarboxylic acids, and
wherein the lubricating oil composition comprises an oil of lubricating viscosity (A) present in a major amount of greater than 55 mass %, based on the total mass of the lubricating oil composition, and includes a Group II base stock, and the lubricating oil composition includes an oil-soluble or oil-dispersible dihydrocarbyl dithiophosphate metal salt (C), as an additive in an effective minor amount to provide no greater than 1200 ppm by mass of phosphorus (ASTM D5185) to the lubricating oil composition.

2. The use as claimed in claim 1, wherein the one or more functionalised polyolefins (B(i)) is a poly(C_2 to C_6 alkylene) functionalised with at least one diacid or anhydride functional group.

3. The use as claimed in claim 1, wherein the one or more functionalised polyolefins (B (i)) are one or more polyisobutylenes functionalised with at least one diacid or anhydride functional group.

4. The use as claimed in any one of the preceding claims, wherein the one or more functionalised polyolefins (B (i)) are functionalised with a succinic anhydride functional group.

5. The use as claimed in claim 1, wherein the one or more functionalised polyolefins (B (i)) are one or more polyisobutylene succinic anhydrides (PIBSAs).

6. The use as claimed in any one of claims 1 to 5, wherein the one or more polyalkylene glycols (B(ii)) are one or more poly(C_2 to C_6 alkylene) glycols.

7. The use as claimed in claim 6, wherein the one or more polyalkylene glycols are one or more polyethylene glycols (PEGs).

8. The use as claimed in any one of the preceding claims, wherein the one or more polyols (B(iii)) are one or more C_2 to C_{20} aliphatic hydrocarbyl polyols.

9. The use as claimed in claim 8, wherein the one or more C_2 to C_{20} aliphatic hydrocarbyl polyols is glycerol.

10. The use as claimed in any one of the preceding claims, wherein the one or more monocarboxylic acids (B(iv)) are one or more C_2 to C_{36} aliphatic hydrocarbyl monocarboxylic acids.

11. The use as claimed in any one of the preceding claims, wherein the one or more monocarboxylic acids (B(iv)) are selected from lauric acid, erucic acid, isostearic acid, palmitic acid, tall oil fatty acid, oleic acid or linoleic acid and mixtures thereof.

12. The use as claimed in claim 11, wherein the one or more monocarboxylic acids (B(iv)) is tall oil fatty acid.

13. The use as claimed in any one of the preceding claims, wherein the polymeric friction modifier (B) is the reaction product of only: (i) one or more polyisobutylene succinic anhydrides; and, (ii) one or more polyethylene glycols; and, (iii) glycerol; and, (iv) tall oil fatty acid.

14. The use as claimed in any one of the preceding claims, wherein the polymeric friction modifier (B) has a number average molecular weight (Mn) of from 1,000 to 30,000 daltons.

15. The use as claimed in any one of the preceding claims, wherein the oil-soluble or oil-dispersible dihydrocarbyl dithiophosphate metal salt (C) is a zinc dihydrocarbyl dithiophosphate.

16. The use as claimed in any one of the preceding claims wherein the non-ferrous metal containing engine components comprises copper, lead, or an alloy of such metals.

17. The use as claimed in claim 16, wherein the non-ferrous metal containing engine components comprises copper or an alloy thereof.