CLAIMS

1. A lubricating oil composition for a medium speed trunk piston diesel engine comprising:

a lubricant base oil being one or more selected from the group consisting of: a mineral or synthetic oil having a kinematic viscosity at 100°C of no less than 3 mm^2/s and less than 6 mm^2/s, and a mineral or synthetic oil having a kinematic viscosity at 100°C of no less than 6 mm^2/s and less than 9 mm^2/s;

a metallic detergent being a calcium salicylate detergent optionally in combination with a calcium phenate detergent; and

an olefin copolymer viscosity index improver having a PSSI of no more than 30 in an amount of 1 to 10 mass% on the basis of total mass of the composition,

wherein the lubricating oil composition has a kinematic viscosity at 100°C of 8.0 to 11.0 mm^2/s, a viscosity index of no less than 150, a high shear viscosity at 70°C of 12.3 to 19.0 mPa·s, a high shear viscosity at 150°C of 2.3 to 3.0 mPa·s, and a base number determined by perchloric acid method of 7 to 55 mgKOH/g.

2. The lubricating oil composition for a medium speed trunk piston diesel engine according to claim 1,

wherein the olefin copolymer viscosity index improver comprises an ethylene-α-olefin copolymer or a hydrogenated product thereof.

3. The lubricating oil composition for a medium speed trunk piston diesel engine according to claim 1 or 2, further comprising:

a friction modifier in an amount of 0.2 to 5 mass% on the basis of total mass of the composition.

4. The lubricating oil composition for a medium speed trunk piston diesel engine according to claim 3,

wherein the calcium salicylate comprises at least a calcium salicylate having a C20 to C30 alkyl group.

5. A method for lubricating a medium speed trunk piston diesel engine comprising the step of:

lubricating a medium speed trunk piston diesel engine by means of the lubricating oil composition for a medium speed trunk piston diesel engine according to any one of claims 1 to 4.

6. The method for lubricating a medium speed trunk piston diesel engine according to claim 5,

wherein a brake mean effective pressure of the medium speed trunk piston diesel engine is no less than 1.8 MPa.