CLAIMS:

1. A method for improving the fuel economy of large low and medium speed engines that reach surface speeds of at least 10 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 8 to 25 mm^2/s, comprising a base oil comprising a bimodal blend of two different base oils, the first base oil being one or more oils selected from Group III base oil and Group IV base oil, which first base oil has a kinematic viscosity at 100°C of 2 to 12 mm^2/s and a second base oil selected from one or more polyisobutylenes (PIBs) having a number average molecular weight of at least ~~800~~ 1300 Mn and a kinematic viscosity at 100°C of at least 630 mm/s^2, and a detergent present in the range 8 to 25 wt% based on active ingredient selected from a mixture of alkali and/or alkaline earth metal phenate and salicylate, or a mixture of alkali and/or alkaline metal phenate and carboxylate with a total base number ranging from 40 to 400 mg KOH/g, wherein the improvement in fuel economy is evidenced by the engine oil having a traction coefficient which is lower than the traction coefficient of engine oils which are not bimodal or which are based on one or more Group I base stocks or on a mixture of Group I base stocks and PIB.

2. The method of claim 1 wherein the lubricating oil has a kinematic viscosity at 100°C in the range 8 to 22 mm^2/s.

3. The method of claim 1 wherein the PIB has a number average molecular weight in the range of 2500 to 6,000 Mn.

4. The method of claim 1 wherein the first base stock is Group III base stock.

5. The method of claim 1 wherein the first base stock is a Group IV base stock.

6. The method of claim 5 wherein the Group IV base stock is a PAO made employing metallocene catalysis.

~~2.~~7. A method for improving the fuel economy of large low and medium speed engines that reach surface speeds of at least 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 8 to 25 mm^2/s, comprising a base oil comprising a bimodal blend of two different base oils, the first base oil being one or more oils selected from Group III base oil and Group IV base oil, which first base oil has a kinematic viscosity at 100°C of 2 to 12 mm^2/s and a second base oil selected from one or more polyisobutylenes (PIBs) having a number average molecular weight of at least ~~800~~ 1300 Mn and a kinematic viscosity at 100°C of at least 630 mm/s^2, and a detergent present in the range 4 8 to ~~33~~ 25 wt% based on active ingredient selected from ~~an alkali and/or alkaline earth metal salicylate, an alkali and/or alkaline earth metal phenate, an alkali and/or alkaline earth metal sulfonate, an alkali and/or alkaline earth metal carboxylate,~~ a mixture of alkali and/or alkaline earth metal phenate and salicylate, or a mixture of alkali and/or alkaline earth metal phenate and carboxylate with a total base number ranging from 40 to 400 mg KOH/g, wherein the improvement in fuel economy is evidenced by the traction coefficient of the engine oil being lower than the traction coefficient of engine oils which are not bimodal or which are not bimodal to the same degree as recited or which are based on Group I and PIB base stocks even when containing detergent.

~~3. A method for improving the fuel economy of large low and medium speed engines that reach surface speeds of at least 60 mm/s 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 8 to 25 mm^2/s, comprising a bimodal blend of two different base oils, the first being one or more oils selected from Group II base oil, Group III base oil and Group IV base oil, which first base oil has a kinematic viscosity at 100°C of 2 to 12 mm^2/s and a second base oil selected from one or more polyisobutylenes (PIBs) having a number average~~

~~molecular weight of at least 800 Mn, wherein the improvement in fuel economy is evidenced by the engine oil having a traction coefficient which is lower than the traction coefficient of engine oils which are not bimodal or which are based on one or more Group I base oils or which are a mixture of Group I base oil and PIB.~~

~~4. The method of claim 3 wherein the lubricant further contains 4 to 33 wt% based on active ingredient of one or more alkali and/or alkaline earth metal salicylate, phenate, sulfonate or carboxylate detergent.~~

~~5.~~8. The method of claim ~~1 or 2~~ 7 wherein the lubricating oil has a kinematic viscosity at 100°C in the range 8 to 22 mm^2/s.

~~6.~~9. The method of claim ~~1, 2 or 3~~ 7 wherein the PIB has a number average molecular weight in the range ~~800~~ 2500 to 6,000 Mn.

~~7. The method of claim 2 wherein the detergent is present in an amount in the range 8 to 25 wt% based on active ingredient.~~

~~8. The method of claim 4 wherein the detergent is present in an amount in the range 8 to 25 wt% based on active ingredient.~~

~~9.~~10. The method of claim ~~2, 4, 7 or 8~~ wherein when the detergent is a combination of alkali and/or alkaline earth metal phenate and salicylate or a combination of alkali and/or alkaline earth metal phenate and carboxylate the weight ratio of phenate to salicylate or carboxylate is in the range 95:5 to 5:95.

~~10.~~11. The method of claim ~~9~~ 10 wherein the weight ratio of phenate to salicylate or carboxylate is in the range 3:1 to 1:3.

~~11.~~12. The method of claim ~~1, 2 or 3~~ 7 wherein the first base stock is Group III base stock.

~~12.~~13. The method of claim ~~1, 2 or 3~~ 7 wherein the first base stock is a Group IV base stock.

~~13.~~14. The method of claim ~~12~~ 13 wherein the Group IV base stock is a PAO made employing metallocene catalysis.

15. A method for improving the fuel economy of large low and medium speed engines that reach surface speeds of at least 60 mm/s 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 8 to 25 mm^2/s, comprising a bimodal blend of two different base oils, the first being one or more oils selected from Group II base oil, Group III base oil and Group IV base oil, which first base oil has a kinematic viscosity at 100°C of 2 to 12 mm^2/s and a second base oil selected from one or more polyisobutylenes (PIBs) having a number average molecular weight of at least 1300 Mn and a kinematic viscosity at 100°C of at least 630 mm/s^2, and a detergent present in the range 8 to 25 wt% based on active ingredient selected from a mixture of alkali and/or alkaline earth metal phenate and salicylate, or a mixture of alkali and/or alkaline earth metal phenate and carboxylate with a total base number ranging from 40 to 400 mg KOH/g, wherein the improvement in fuel economy is evidenced by the engine oil having a traction coefficient which is lower than the traction coefficient of engine oils which are not bimodal or which are based on one or more Group I base oils or which are a mixture of Group I base oil and PIB.

16. The method of claim 15 wherein the PIB has a number average molecular weight in the range 2500 to 6,000 Mn.

17. The method of claim 15 wherein when the detergent is a combination of alkali and/or alkaline earth metal phenate and salicylate or a combination of alkali and/or alkaline earth metal phenate and carboxylate the weight ratio of phenate to salicylate or carboxylate is in the range 95:5 to 5:95.

18. The method of claim 17 wherein the weight ratio of phenate to salicylate or carboxylate is in the range 3:1 to 1:3.

19. The method of claim 15 wherein the first base stock is Group III base stock.

20. The method of claim 15 wherein the first base stock is a Group IV base stock.

21. The method of claim 20 wherein the Group IV base stock is a PAO made employing metallocene catalysis.