

LUBRICATING OIL COMPOSITIONS
WITH ENGINE WEAR PROTECTION

FIELD

[0001] This disclosure relates to a method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by including (i) at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) or (ii) a mixture of at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) and at least one detergent (i.e., an alkali metal or alkaline earth metal salt of an organic acid (e.g., calcium salicylate), or an alkali metal or alkaline earth metal salt of an inorganic acid (e.g., an oil soluble magnesium sulfonate derived from an alkylated aromatic), or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof), in the lubricating oil. The lubricating oils of this disclosure are useful in internal combustion engines.

BACKGROUND

[0002] A major challenge in engine oil formulation is simultaneously achieving wear and deposit control, and oxidation stability, while also maintaining fuel economy performance, over a broad temperature range.

[0003] Lubricant-related wear control is highly desirable due to increasing use of low viscosity engine oils for improved fuel efficiency. As governmental regulations for vehicle fuel consumption and carbon emissions become more stringent, use of low viscosity engine oils to meet the regulatory standards is becoming more prevalent. At the same time, lubricants need to provide a substantial level of durability and wear protection due to the formation of thinner lubricant films during engine operation. As such, use of antiwear additives and

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friction modifiers in a lubricant formulation is the typical method for achieving low friction, wear control and durability. Due to limitations of using high levels of some antiwears due to catalyst poisoning and deposit formation, it is highly desirable to find alternative methods for achieving excellent wear control and durability without poisoning the catalyst.

[0004] Most current antiwear additives contain phosphorus and/or sulfur. Zinc dialkyl dithiophosphate (ZDDP) is a common antiwear additive used in engine lubricants. However, these elements are known to harm catalysts used to treat exhaust gases from internal combustion engines, and thus antiwear additives which are free of sulfur and phosphorus will be advantaged in the marketplace.

[0005] Despite advances in lubricant oil formulation technology, there exists a need for an engine oil lubricant that effectively improves wear control while maintaining or improving fuel efficiency. In addition, there exists a need for an engine oil lubricant that effectively improves wear control while maintaining or improving deposit control, oxidation stability and fuel efficiency.

SUMMARY

[0006] This disclosure relates in part to a method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by including (i) at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) or (ii) a mixture of at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) and at least one detergent (i.e., an alkali metal or alkaline earth metal salt of an organic acid (e.g., calcium salicylate), or an alkali metal or alkaline earth metal salt of an inorganic acid (e.g., magnesium sulfonate), or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof), in the lubricating oil. The

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lubricating oils of this disclosure are useful in internal combustion engines.

[0007] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared to wear control, deposit control, oxidation stability and fuel efficiency achieved using a lubricating oil containing a minor component other than the (i) at least one transition metal salt of a carboxylic acid or (ii) the mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof.

[0008] This disclosure also relates in part to a method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by using as the lubricating oil a formulated oil. The formulated oil has a composition comprising a lubricating oil base stock as a major component; and at least one metal salt of a carboxylic acid, as a minor component. The minor component contains no sulfur or phosphorus. The metal is selected from a transition metal and mixtures thereof. The carboxylic acid is selected from an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof. Wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

[0009] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared to wear control, deposit control, oxidation stability and fuel efficiency achieved

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using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

[0010] This disclosure further relates in part to a method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by using as the lubricating oil a formulated oil. The formulated oil has a composition comprising a lubricating oil base stock as a major component; and a mixture of (i) at least one metal salt of a carboxylic acid, and (ii) at least one metal salt of an organic acid, or at least one metal salt of an inorganic acid, or at least one metal salt of a phenol, or mixtures thereof, as minor components. For the at least one metal salt of a carboxylic acid, the metal is selected from a transition metal and mixtures thereof, and the carboxylic acid is selected from an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof. For the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, the at least one metal salt of a phenol, or mixtures thereof, the metal is selected from an alkali metal, an alkaline earth metal, and mixtures thereof, and the organic or inorganic acid is selected from an aliphatic organic or inorganic acid, a cycloaliphatic organic or inorganic acid, an aromatic organic or inorganic acid, and mixtures thereof. Wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

[0011] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared

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to wear control, deposit control, oxidation stability and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

[0012] This disclosure yet further relates in part to a lubricating oil (e.g., lubricating engine oil) having a composition comprising a lubricating oil base stock as a major component, and at least one metal salt of a carboxylic acid, as a minor component. The minor component contains no sulfur or phosphorus. The metal is selected from a transition metal and mixtures thereof. The carboxylic acid is selected from an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof. Wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

[0013] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared to wear control, deposit control, oxidation stability and fuel efficiency achieved using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

[0014] This disclosure also relates in part to a lubricating oil (e.g., lubricating engine oil) having a composition comprising a lubricating oil base stock as a major component, and a mixture of (i) at least one metal salt of a carboxylic acid, and (ii) at least one metal salt of an organic acid, or at least one metal salt of an inorganic acid, or at least one metal salt of a phenol, or mixtures thereof, as minor components. For the metal salt of a carboxylic acid, the metal is selected

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from a transition metal and mixtures thereof, and the carboxylic acid is selected from an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof. For the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, the at least one metal salt of a phenol, or mixtures thereof, the metal is selected from an alkali metal, an alkaline earth metal, and mixtures thereof, and the organic or inorganic acid is selected from a sulfur-containing acid, a carboxylic acid, a phosphorus-containing acid, and mixtures thereof. Wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

[0015] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared to wear control, deposit control, oxidation stability and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

[0016] This disclosure further relates in part to a method for reducing sulfur and phosphorus and their harmful side effects of exhaust catalyst poisoning and increased corrosivity in an engine or other mechanical component lubricated with a lubricating oil by including (i) at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) or (ii) a mixture of at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) and at least one detergent (i.e., an alkali metal or alkaline earth metal salt of an organic acid (e.g., calcium

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salicylate), or an alkali metal or alkaline earth metal salt of an inorganic acid (e.g., magnesium sulfonate), or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof), in the lubricating oil.

[0017] This disclosure yet further relates in part to a low sulfur, low phosphorus lubricating oil (e.g., lubricating engine oil) having a composition comprising a lubricating oil base stock as a major component, and (i) at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) or (ii) a mixture of at least one transition metal salt of a carboxylic acid (e.g., zinc stearate) and at least one detergent (i.e., an alkali metal or alkaline earth metal salt of an organic acid (e.g., calcium salicylate), or an alkali metal or alkaline earth metal salt of an inorganic acid (e.g., magnesium sulfonate), or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof), as a minor component.

[0018] It has been surprisingly found that, in accordance with this disclosure, improvements in wear control are obtained while maintaining or improving fuel efficiency in an engine or other mechanical component lubricated with a lubricating oil, by including (i) at least one transition metal salt of a carboxylic acid or (ii) a mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, in the lubricating oil. The mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, at least one alkali metal or alkaline earth metal salt of an inorganic acid, at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, affords greater improvements in wear control, while maintaining or improving fuel efficiency, even over the at least one transition metal salt of a carboxylic acid.

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[0019] Further, it has been surprisingly found that, in accordance with this disclosure, improvements in wear control are obtained while maintaining or improving deposit control, oxidation stability and fuel efficiency in an engine or other mechanical component lubricated with a lubricating oil, by including (i) at least one transition metal salt of a carboxylic acid or (ii) a mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, in the lubricating oil. The mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, affords greater improvements in wear control, while maintaining or improving deposit control, oxidation stability and fuel efficiency, even over the at least one metal salt of a carboxylic acid.

[0020] Other objects and advantages of the present disclosure will become apparent from the detailed description that follows.

BRIEF DESCRIPTION OF THE DRAWINGS

[0021] Fig. 1 (top) shows High Frequency Reciprocating Rig (HFRR) testing results of a partial formulation in which ZDDP and friction modifiers were removed ("Partial Formulation"). Fig. 1 (bottom) shows HFRR testing results for a "Full Formulation" which contains ZDDP and friction modifiers. Fig. 1 (top and bottom) contain three lines. Each line is a depth profile of the final wear scar across the center, right and left of the oval shaped scar.

[0022] Fig. 2 shows the HFRR wear scar data generated when zinc stearate

was added to the “Partial Formulation”. The three lines represent depth profiles of the final wear scar in the center, right and left of the scar.

[0023] Fig. 3 shows the results of HFRR testing for other metal carboxylate salts added to the “Partial Formulation” in addition to zinc stearate in Fig. 2. Results for the “Full Formulation” are also shown for reference. Some results are averages over several experiments.

DETAILED DESCRIPTION

[0024] All numerical values within the detailed description and the claims herein are modified by “about” or “approximately” the indicated value, and take into account experimental error and variations that would be expected by a person having ordinary skill in the art.

[0025] It has now been found that improved wear control can be attained, while fuel efficiency is unexpectedly maintained or improved, in an engine or other mechanical component lubricated with a lubricating oil by using as the lubricating oil a formulated oil that has (i) at least one transition metal salt of a carboxylic acid or (ii) a mixture of at least one transition metal salt of a carboxylic acid and at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, in the lubricating oil. The formulated oil preferably comprises a lubricating oil base stock as a major component, and a mixture of (i) at least one transition metal salt of a carboxylic acid and (ii) at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, as minor components.

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The lubricating oils of this disclosure are particularly advantageous as passenger vehicle engine oil (PVEO) products.

[0026] In an embodiment, wear control is improved and deposit control, oxidation stability and fuel efficiency are maintained or improved as compared to wear control, deposit control, oxidation stability and fuel efficiency achieved using a lubricating oil containing minor components other than (i) the at least one transition metal salt of a carboxylic acid or (ii) the mixture of at least one transition metal salt of a carboxylic acid and the at least one alkali metal or alkaline earth metal salt of an organic acid, or at least one alkali metal or alkaline earth metal salt of an inorganic acid, or at least one alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, as minor components.

[0027] In addition, the lubricating oils of this disclosure can be useful as commercial vehicle engine oil products (e.g., heavy duty lubricants). In particular, the lubricating oils of this disclosure can be useful for reducing wear in high soot content lubricants and diesel oils.

[0028] The lubricating oils of this disclosure provide excellent engine protection including antiwear performance. This benefit has been demonstrated for the lubricating oils of this disclosure in the Sequence IIIG engine tests. The low viscosity lubricating oils of this disclosure provide improved fuel efficiency.

[0029] The lubricating engine oils of this disclosure have a composition sufficient to pass wear protection requirements of one or more engine tests selected from Sequence IIIG and others.

[0030] The present disclosure provides lubricant compositions with excellent antiwear properties. Antiwear additives are generally required for reducing wear

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in operating equipment where two solid surfaces engage in contact. In the absence of antiwear chemistry, the surfaces can rub together causing material loss on one or both surfaces which can eventually lead to equipment malfunction and failure. Antiwear additives can produce a protective surface layer which reduces wear and material loss. Most commonly the materials of interest are metals such as steel. However, other material such as ceramics, polymer coatings, diamond-like carbon, and the like can also be used to produce durable surfaces in modern equipment. The lubricant compositions of this disclosure can provide antiwear properties to such surfaces.

[0031] As used herein, an inorganic acid refers to a sulfonic acid, a phosphoric acid, a phosphonic acid, and other heteroatom-containing acids. Also, as used herein, inorganic acid refers to hydrocarbon-containing derivatives of the inorganic acids.

[0032] The lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in the lubrication of internal combustion engines, power trains, drivelines, transmissions, gears, gear trains, gear sets, compressors, pumps, hydraulic systems, bearings, bushings, turbines, and the like.

[0033] Also, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in the lubrication of mechanical components, which can include, for example, pistons, piston rings, cylinder liners, cylinders, cams, tappets, lifters, bearings (journal, roller, tapered, needle, ball, and the like), gears, valves, and the like.

[0034] Further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance as a

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component in lubricant compositions, which can include, for example, lubricating liquids, semi-solids, solids, greases, dispersions, suspensions, material concentrates, additive concentrates, and the like.

[0035] The lubricant compositions of this disclosure are useful in additive concentrates that include the combination of the minor component of this disclosure with at least one other additive component, having combined weight % concentrations in the range of 1% to 80%, preferably 2% to 60%, more preferably 3% to 50%, even more preferably 4% to 40%, and in some instances preferably 5% to 30%.

[0036] Yet further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance under diverse lubrication regimes, that include, for example, hydrodynamic, elastohydrodynamic, boundary, mixed lubrication, extreme pressure regimes, and the like.

[0037] The lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance under a range of lubrication contact pressures, from 1 MPas to greater than 10 GPas, preferably greater than 10 MPas, more preferably greater than 100 MPas, even more preferably greater than 300 MPas. Under certain circumstances, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance at greater than 0.5 GPas, often at greater than 1 GPas, sometimes greater than 2 GPas, under selected circumstances greater than 5 GPas.

[0038] Also, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in spark-ignition

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internal combustion engines, compression-ignition internal combustion engines, mixed-ignition (spark-assisted and compression) internal combustion engines, jet- or plasma-ignition internal combustion engines, and the like.

[0039] Further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in diverse engine types, which can include, for example, the following: 2-stroke engines; 4-stroke engine; engines with alternate stroke designs greater than 2-stroke, such as 5-stroke, or 7-stroke, and the like; rotary engines; dedicated EGR (exhaust gas recirculation) fueled engines; free-piston engine; engines that function in hybrid propulsion systems, that can further include electrical-based power systems, hydraulic-based power systems, diverse system designs such as parallel, series, non-parallel, and the like.

[0040] Yet further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in, for example, the following: naturally aspirated engines; turbocharged and supercharged, port-fueled injection engines; turbocharged and supercharged, direct injection engines (for gasoline, diesel, natural gas, and other fuel types); turbocharged engines designed to operate with in-cylinder combustion pressures of greater than 12 bar, preferably greater than 18 bar, more preferably greater than 20 bar, even more preferably greater than 22 bar, and in certain instances combustion pressures greater than 24 bar, even greater than 26 bar, and even more so greater than 28 bar, and with particular designs greater than 30 bar; engines having low-temperature burn combustion, lean-burn combustion, and high thermal efficiency designs.

[0041] Also, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance in engines that are

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fueled with fuel compositions that include, for example, the following: gasoline; distillate fuel, diesel fuel, jet fuel, gas-to-liquid and Fischer-Tropsch-derived high-cetane fuels; compressed natural gas, liquefied natural gas, methane, ethane, propane, other natural gas components, other natural gas liquids; ethanol, methanol, other higher MW alcohols; FAMES, vegetable-derived esters and polyesters; biodiesel, bio-derived and bio-based fuels; hydrogen; dimethyl ether; other alternate fuels; fuels diluted with EGR (exhaust gas recirculation) gases, with EGR gases enriched in hydrogen or carbon monoxide or combinations of H_2/CO , in both dilute and high concentration (in concentrations of $>0.1\%$, preferably $>0.5\%$, more preferably $>1\%$, even more preferably $>2\%$, and even more so preferably $>3\%$), and blends or combinations of these in proportions that enhance combustion efficiency, power, cleanliness, anti-knock, and anti-LSPI (low speed pre-ignition).

[0042] Further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance on lubricated surfaces that include, for example, the following: metals, metal alloys, non-metals, non-metal alloys, mixed carbon-metal composites and alloys, mixed carbon-nonmetal composites and alloys, ferrous metals, ferrous composites and alloys, non-ferrous metals, non-ferrous composites and alloys, titanium, titanium composites and alloys, aluminum, aluminum composites and alloys, magnesium, magnesium composites and alloys, ion-implanted metals and alloys, plasma modified surfaces; surface modified materials; coatings; mono-layer, multi-layer, and gradient layered coatings; honed surfaces; polished surfaces; etched surfaces; textured surfaces; micro and nano structures on textured surfaces; super-finished surfaces; diamond-like carbon (DLC), DLC with high-hydrogen content, DLC with moderate hydrogen content, DLC with low-hydrogen content, DLC with near-zero hydrogen content, DLC composites, DLC-metal compositions and composites, DLC-nonmetal compositions and composites;

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ceramics, ceramic oxides, ceramic nitrides, FeN, CrN, ceramic carbides, mixed ceramic compositions, and the like; polymers, thermoplastic polymers, engineered polymers, polymer blends, polymer alloys, polymer composites; materials compositions and composites containing dry lubricants, that include, for example, graphite, carbon, molybdenum, molybdenum disulfide, polytetrafluoroethylene, polyperfluoropropylene, polyperfluoroalkylethers, and the like.

[0043] Yet further, the lubricant compositions of this disclosure provide advantaged wear, including advantaged wear and friction, performance on lubricated surfaces of 3-D printed materials, with or without post-printing surface finishing; surfaces of 3-D printed materials that have been post-printing treated with coatings, which may include plasma spray coatings, ion beam-generated coatings, electrolytically- or galvanically-generated coatings, electro-deposition coatings, vapor-deposition coatings, liquid-deposition coatings, thermal coatings, laser-based coatings; surfaces of 3-D printed materials, where the surfaces may be as-printed, finished, or coated, that include: metals, metal alloys, non-metals, non-metal alloys, mixed carbon-metal composites and alloys, mixed carbon-nonmetal composites and alloys, ferrous metals, ferrous composites and alloys, non-ferrous metals, non-ferrous composites and alloys, titanium, titanium composites and alloys, aluminum, aluminum composites and alloys, magnesium, magnesium composites and alloys, ion-implanted metals and alloys; plasma modified surfaces; surface modified materials; mono-layer, multi-layer, and gradient layered coatings; honed surfaces; polished surfaces; etched surfaces; textured surfaces; micro and nano structures on textured surfaces; super-finished surfaces; diamond-like carbon (DLC), DLC with high-hydrogen content, DLC with moderate hydrogen content, DLC with low-hydrogen content, DLC with near-zero hydrogen content, DLC composites, DLC-metal compositions and composites, DLC-nonmetal compositions and composites;

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ceramics, ceramic oxides, ceramic nitrides, FeN, CrN, ceramic carbides, mixed ceramic compositions, and the like; polymers, thermoplastic polymers, engineered polymers, polymer blends, polymer alloys, polymer composites; materials compositions and composites containing dry lubricants, that include, for example, graphite, carbon, molybdenum, molybdenum disulfide, polytetrafluoroethylene, polyperfluoropropylene, polyperfluoroalkylethers, and the like.

[0044] Still further, the lubricant compositions of this disclosure provide advantaged synergistic wear, including advantaged synergistic wear and friction, performance in combination with one or more performance additives, with performance additives at effective concentration ranges, and with performance additives at effective ratios with the minor component of this disclosure.

Lubricating Oil Base Stocks

[0045] A wide range of lubricating base oils is known in the art. Lubricating base oils that are useful in the present disclosure are natural oils, mineral oils and synthetic oils, and unconventional oils (or mixtures thereof) can be used unrefined, refined, or rerefined (the latter is also known as reclaimed or reprocessed oil). Unrefined oils are those obtained directly from a natural or synthetic source and used without added purification. These include shale oil obtained directly from retorting operations, petroleum oil obtained directly from primary distillation, and ester oil obtained directly from an esterification process. Refined oils are similar to the oils discussed for unrefined oils except refined oils are subjected to one or more purification steps to improve at least one lubricating oil property. One skilled in the art is familiar with many purification processes. These processes include solvent extraction, secondary distillation, acid extraction, base extraction, filtration, and percolation. Rerefined oils are obtained by processes analogous to refined oils but using an oil that has been

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previously used as a feed stock.

[0046] Groups I, II, III, IV and V are broad base oil stock categories developed and defined by the American Petroleum Institute (API Publication 1509; www.API.org) to create guidelines for lubricant base oils. Group I base stocks have a viscosity index of between about 80 to 120 and contain greater than about 0.03% sulfur and/or less than about 90% saturates. Group II base stocks have a viscosity index of between about 80 to 120, and contain less than or equal to about 0.03% sulfur and greater than or equal to about 90% saturates. Group III stocks have a viscosity index greater than about 120 and contain less than or equal to about 0.03 % sulfur and greater than about 90% saturates. Group IV includes polyalphaolefins (PAO). Group V base stock includes base stocks not included in Groups I-IV. The table below summarizes properties of each of these five groups.

	Base Oil Properties		
	Saturates	Sulfur	Viscosity Index
Group I	<90 and/or	>0.03% and	≥80 and <120
Group II	≥90 and	≤0.03% and	≥80 and <120
Group III	≥90 and	≤0.03% and	≥120
Group IV	polyalphaolefins (PAO)		
Group V	All other base oil stocks not included in Groups I, II, III or IV		

[0047] Natural oils include animal oils, vegetable oils (castor oil and lard oil, for example), and mineral oils. Animal and vegetable oils possessing favorable thermal oxidative stability can be used. Of the natural oils, mineral oils are preferred. Mineral oils vary widely as to their crude source, for example, as to whether they are paraffinic, naphthenic, or mixed paraffinic-naphthenic. Oils derived from coal or shale are also useful. Natural oils vary also as to the

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method used for their production and purification, for example, their distillation range and whether they are straight run or cracked, hydrotreated, or solvent extracted.

[0048] Group II and/or Group III hydroprocessed or hydrocracked base stocks, including synthetic oils such as alkyl aromatics and synthetic esters are also well known base stock oils.

[0049] Synthetic oils include hydrocarbon oil. Hydrocarbon oils include oils such as polymerized and interpolymers of olefins (polybutylenes, polypropylenes, propylene isobutylene copolymers, ethylene-olefin copolymers, and ethylene-alphaolefin copolymers, for example). Polyalphaolefin (PAO) oil base stocks are commonly used synthetic hydrocarbon oil. By way of example, PAOs derived from C₈, C₁₀, C₁₂, C₁₄ olefins or mixtures thereof may be utilized. See U.S. Patent Nos. 4,956,122; 4,827,064; and 4,827,073.

[0050] The number average molecular weights of the PAOs, which are known materials and generally available on a major commercial scale from suppliers such as ExxonMobil Chemical Company, Chevron Phillips Chemical Company, BP, and others, typically vary from about 250 to about 3,000, although PAO's may be made in viscosities up to about 150 cSt (100°C). The PAOs are typically comprised of relatively low molecular weight hydrogenated polymers or oligomers of alphaolefins which include, but are not limited to, C₂ to about C₃₂ alphaolefins with the C₈ to about C₁₆ alphaolefins, such as 1-octene, 1-decene, 1-dodecene and the like, being preferred. The preferred polyalphaolefins are poly-1-octene, poly-1-decene and poly-1-dodecene and mixtures thereof and mixed olefin-derived polyolefins. However, the dimers of higher olefins in the range of C₁₄ to C₁₈ may be used to provide low viscosity base stocks of acceptably low volatility. Depending on the viscosity grade and

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the starting oligomer, the PAOs may be predominantly trimers and tetramers of the starting olefins, with minor amounts of the higher oligomers, having a viscosity range of 1.5 to 12 cSt. PAO fluids of particular use may include 3.0 cSt, 3.4 cSt, and/or 3.6 cSt and combinations thereof. Mixtures of PAO fluids having a viscosity range of 1.5 to approximately 150 cSt or more may be used if desired.

[0051] The PAO fluids may be conveniently made by the polymerization of an α -olefin in the presence of a polymerization catalyst such as the Friedel-Crafts catalysts including, for example, aluminum trichloride, boron trifluoride or complexes of boron trifluoride with water, alcohols such as ethanol, propanol or butanol, carboxylic acids or esters such as ethyl acetate or ethyl propionate. For example the methods disclosed by U.S. Patent Nos. 4,149,178 or 3,382,291 may be conveniently used herein. Other descriptions of PAO synthesis are found in the following U.S. Patent Nos. 3,742,082; 3,769,363; 3,876,720; 4,239,930; 4,367,352; 4,413,156; 4,434,408; 4,910,355; 4,956,122; and 5,068,487. The dimers of the C_{14} to C_{18} olefins are described in U.S. Patent No. 4,218,330.

[0052] Other useful lubricant oil base stocks include wax isomerate base stocks and base oils, comprising hydroisomerized waxy stocks (e.g. waxy stocks such as gas oils, slack waxes, fuels hydrocracker bottoms, etc.), hydroisomerized Fischer-Tropsch waxes, Gas-to-Liquids (GTL) base stocks and base oils, and other wax isomerate hydroisomerized base stocks and base oils, or mixtures thereof. Fischer-Tropsch waxes, the high boiling point residues of Fischer-Tropsch synthesis, are highly paraffinic hydrocarbons with very low sulfur content. The hydroprocessing used for the production of such base stocks may use an amorphous hydrocracking/hydroisomerization catalyst, such as one of the specialized lube hydrocracking (LHDC) catalysts or a crystalline

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hydrocracking/hydroisomerization catalyst, preferably a zeolitic catalyst. For example, one useful catalyst is ZSM-48 as described in U.S. Patent No. 5,075,269, the disclosure of which is incorporated herein by reference in its entirety. Processes for making hydrocracked/hydroisomerized distillates and hydrocracked/hydroisomerized waxes are described, for example, in U.S. Patent Nos. 2,817,693; 4,975,177; 4,921,594 and 4,897,178 as well as in British Patent Nos. 1,429,494; 1,350,257; 1,440,230 and 1,390,359. Each of the aforementioned patents is incorporated herein in their entirety. Particularly favorable processes are described in European Patent Application Nos. 464546 and 464547, also incorporated herein by reference. Processes using Fischer-Tropsch wax feeds are described in U.S. Patent Nos. 4,594,172 and 4,943,672, the disclosures of which are incorporated herein by reference in their entirety.

[0053] Gas-to-Liquids (GTL) base oils, Fischer-Tropsch wax derived base oils, and other wax-derived hydroisomerized (wax isomerase) base oils be advantageously used in the instant disclosure, and may have useful kinematic viscosities at 100°C of about 3 cSt to about 50 cSt, preferably about 3 cSt to about 30 cSt, more preferably about 3.5 cSt to about 25 cSt, as exemplified by GTL 4 with kinematic viscosity of about 4.0 cSt at 100°C and a viscosity index of about 141. These Gas-to-Liquids (GTL) base oils, Fischer-Tropsch wax derived base oils, and other wax-derived hydroisomerized base oils may have useful pour points of about -20°C or lower, and under some conditions may have advantageous pour points of about -25°C or lower, with useful pour points of about -30°C to about -40°C or lower. Useful compositions of Gas-to-Liquids (GTL) base oils, Fischer-Tropsch wax derived base oils, and wax-derived hydroisomerized base oils are recited in U.S. Patent Nos. 6,080,301; 6,090,989, and 6,165,949 for example, and are incorporated herein in their entirety by reference.

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[0054] The hydrocarbyl aromatics can be used as a base oil or base oil component and can be any hydrocarbyl molecule that contains at least about 5% of its weight derived from an aromatic moiety such as a benzenoid moiety or naphthenoid moiety, or their derivatives. These hydrocarbyl aromatics include alkyl benzenes, alkyl naphthalenes, alkyl diphenyl oxides, alkyl naphthols, alkyl diphenyl sulfides, alkylated bis-phenol A, alkylated thiodiphenol, and the like. The aromatic can be mono-alkylated, dialkylated, polyalkylated, and the like. The aromatic can be mono- or poly-functionalized. The hydrocarbyl groups can also be comprised of mixtures of alkyl groups, alkenyl groups, alkynyl, cycloalkyl groups, cycloalkenyl groups and other related hydrocarbyl groups. The hydrocarbyl groups can range from about C₆ up to about C₆₀ with a range of about C₈ to about C₂₀ often being preferred. A mixture of hydrocarbyl groups is often preferred, and up to about three such substituents may be present. The hydrocarbyl group can optionally contain sulfur, oxygen, and/or nitrogen containing substituents. The aromatic group can also be derived from natural (petroleum) sources, provided at least about 5% of the molecule is comprised of an above-type aromatic moiety. Viscosities at 100°C of approximately 3 cSt to about 50 cSt are preferred, with viscosities of approximately 3.4 cSt to about 20 cSt often being more preferred for the hydrocarbyl aromatic component. In one embodiment, an alkyl naphthalene where the alkyl group is primarily comprised of 1-hexadecene is used. Other alkylates of aromatics can be advantageously used. Naphthalene or methyl naphthalene, for example, can be alkylated with olefins such as octene, decene, dodecene, tetradecene or higher, mixtures of similar olefins, and the like. Useful concentrations of hydrocarbyl aromatic in a lubricant oil composition can be about 2% to about 25%, preferably about 4% to about 20%, and more preferably about 4% to about 15%, depending on the application.

[0055] Alkylated aromatics such as the hydrocarbyl aromatics of the present

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disclosure may be produced by well-known Friedel-Crafts alkylation of aromatic compounds. See Friedel-Crafts and Related Reactions, Olah, G. A. (ed.), Interscience Publishers, New York, 1963. For example, an aromatic compound, such as benzene or naphthalene, is alkylated by an olefin, alkyl halide or alcohol in the presence of a Friedel-Crafts catalyst. See Friedel-Crafts and Related Reactions, Vol. 2, part 1, chapters 14, 17, and 18, See Olah, G. A. (ed.), Interscience Publishers, New York, 1964. Many homogeneous or heterogeneous, solid catalysts are known to one skilled in the art. The choice of catalyst depends on the reactivity of the starting materials and product quality requirements. For example, strong acids such as AlCl_3 , BF_3 , or HF may be used. In some cases, milder catalysts such as FeCl_3 or SnCl_4 are preferred. Newer alkylation technology uses zeolites or solid super acids.

[0056] Esters comprise a useful base stock. Additive solvency and seal compatibility characteristics may be secured by the use of esters such as the esters of dibasic acids with monoalkanols and the polyol esters of monocarboxylic acids. Esters of the former type include, for example, the esters of dicarboxylic acids such as phthalic acid, succinic acid, alkyl succinic acid, alkenyl succinic acid, maleic acid, azelaic acid, suberic acid, sebacic acid, fumaric acid, adipic acid, linoleic acid dimer, malonic acid, alkyl malonic acid, alkenyl malonic acid, etc., with a variety of alcohols such as butyl alcohol, hexyl alcohol, dodecyl alcohol, 2-ethylhexyl alcohol, etc. Specific examples of these types of esters include dibutyl adipate, di(2-ethylhexyl) sebacate, di-n-hexyl fumarate, dioctyl sebacate, diisooctyl azelate, diisodecyl azelate, dioctyl phthalate, didecyl phthalate, dieicosyl sebacate, etc.

[0057] Particularly useful synthetic esters are those which are obtained by reacting one or more polyhydric alcohols, preferably the hindered polyols (such as the neopentyl polyols, e.g., neopentyl glycol, trimethylol ethane, 2-methyl-2-

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propyl-1,3-propanediol, trimethylol propane, pentaerythritol and dipentaerythritol) with alkanoic acids containing at least about 4 carbon atoms, preferably C₅ to C₃₀ acids such as saturated straight chain fatty acids including caprylic acid, capric acid, lauric acid, myristic acid, palmitic acid, stearic acid, arachic acid, and behenic acid, or the corresponding branched chain fatty acids or unsaturated fatty acids such as oleic acid, or mixtures of any of these materials.

[0058] Suitable synthetic ester components include the esters of trimethylol propane, trimethylol butane, trimethylol ethane, pentaerythritol and/or dipentaerythritol with one or more monocarboxylic acids containing from about 5 to about 10 carbon atoms. These esters are widely available commercially, for example, the Mobil P-41 and P-51 esters of ExxonMobil Chemical Company.

[0059] Also useful are esters derived from renewable material such as coconut, palm, rapeseed, soy, sunflower and the like. These esters may be monoesters, di-esters, polyol esters, complex esters, or mixtures thereof. These esters are widely available commercially, for example, the Mobil P-51 ester of ExxonMobil Chemical Company.

[0060] Engine oil formulations containing renewable esters are included in this disclosure. For such formulations, the renewable content of the ester is typically greater than about 70 weight percent, preferably more than about 80 weight percent and most preferably more than about 90 weight percent.

[0061] Other useful fluids of lubricating viscosity include non-conventional or unconventional base stocks that have been processed, preferably catalytically, or synthesized to provide high performance lubrication characteristics.

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[0062] Non-conventional or unconventional base stocks/base oils include one or more of a mixture of base stock(s) derived from one or more Gas-to-Liquids (GTL) materials, as well as isomerate/isodewaxate base stock(s) derived from natural wax or waxy feeds, mineral and or non-mineral oil waxy feed stocks such as slack waxes, natural waxes, and waxy stocks such as gas oils, waxy fuels hydrocracker bottoms, waxy raffinate, hydrocrackate, thermal crackates, or other mineral, mineral oil, or even non-petroleum oil derived waxy materials such as waxy materials received from coal liquefaction or shale oil, and mixtures of such base stocks.

[0063] GTL materials are materials that are derived via one or more synthesis, combination, transformation, rearrangement, and/or degradation/deconstructive processes from gaseous carbon-containing compounds, hydrogen-containing compounds and/or elements as feed stocks such as hydrogen, carbon dioxide, carbon monoxide, water, methane, ethane, ethylene, acetylene, propane, propylene, propyne, butane, butylenes, and butynes. GTL base stocks and/or base oils are GTL materials of lubricating viscosity that are generally derived from hydrocarbons; for example, waxy synthesized hydrocarbons, that are themselves derived from simpler gaseous carbon-containing compounds, hydrogen-containing compounds and/or elements as feed stocks. GTL base stock(s) and/or base oil(s) include oils boiling in the lube oil boiling range (1) separated/fractionated from synthesized GTL materials such as, for example, by distillation and subsequently subjected to a final wax processing step which involves either or both of a catalytic dewaxing process, or a solvent dewaxing process, to produce lube oils of reduced/low pour point; (2) synthesized wax isomerates, comprising, for example, hydrodewaxed or hydroisomerized cat and/or solvent dewaxed synthesized wax or waxy hydrocarbons; (3) hydrodewaxed or hydroisomerized cat and/or solvent dewaxed Fischer-Tropsch (F-T) material (i.e., hydrocarbons, waxy hydrocarbons, waxes

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and possible analogous oxygenates); preferably hydrodewaxed or hydroisomerized/followed by cat and/or solvent dewaxing dewaxed F-T waxy hydrocarbons, or hydrodewaxed or hydroisomerized/followed by cat (or solvent) dewaxing dewaxed, F-T waxes, or mixtures thereof.

[0064] GTL base stock(s) and/or base oil(s) derived from GTL materials, especially, hydrodewaxed or hydroisomerized/followed by cat and/or solvent dewaxed wax or waxy feed, preferably F-T material derived base stock(s) and/or base oil(s), are characterized typically as having kinematic viscosities at 100°C of from about 2 mm²/s to about 50 mm²/s (ASTM D445). They are further characterized typically as having pour points of -5°C to about -40°C or lower (ASTM D97). They are also characterized typically as having viscosity indices of about 80 to about 140 or greater (ASTM D2270).

[0065] In addition, the GTL base stock(s) and/or base oil(s) are typically highly paraffinic (>90% saturates), and may contain mixtures of monocycloparaffins and multicycloparaffins in combination with non-cyclic isoparaffins. The ratio of the naphthenic (i.e., cycloparaffin) content in such combinations varies with the catalyst and temperature used. Further, GTL base stock(s) and/or base oil(s) typically have very low sulfur and nitrogen content, generally containing less than about 10 ppm, and more typically less than about 5 ppm of each of these elements. The sulfur and nitrogen content of GTL base stock(s) and/or base oil(s) obtained from F-T material, especially F-T wax, is essentially nil. In addition, the absence of phosphorus and aromatics make this material especially suitable for the formulation of low SAP products.

[0066] The term GTL base stock and/or base oil and/or wax isomerate base stock and/or base oil is to be understood as embracing individual fractions of such materials of wide viscosity range as recovered in the production process,

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mixtures of two or more of such fractions, as well as mixtures of one or two or more low viscosity fractions with one, two or more higher viscosity fractions to produce a blend wherein the blend exhibits a target kinematic viscosity.

[0067] The GTL material, from which the GTL base stock(s) and/or base oil(s) is/are derived is preferably an F-T material (i.e., hydrocarbons, waxy hydrocarbons, wax).

[0068] Base oils for use in the formulated lubricating oils useful in the present disclosure are any of the variety of oils corresponding to API Group I, Group II, Group III, Group IV, and Group V oils and mixtures thereof, preferably API Group II, Group III, Group IV, and Group V oils and mixtures thereof, more preferably the Group III to Group V base oils due to their exceptional volatility, stability, viscometric and cleanliness features. Minor quantities of Group I stock, such as the amount used to dilute additives for blending into formulated lube oil products, can be tolerated but should be kept to a minimum, i.e. amounts only associated with their use as diluent/carrier oil for additives used on an “as-received” basis. Even in regard to the Group II stocks, it is preferred that the Group II stock be in the higher quality range associated with that stock, i.e. a Group II stock having a viscosity index in the range $100 < VI < 120$.

[0069] The base oil constitutes the major component of the engine oil lubricant composition of the present disclosure and typically is present in an amount ranging from about 50 to about 99 weight percent, preferably from about 70 to about 95 weight percent, and more preferably from about 85 to about 95 weight percent, based on the total weight of the composition. The base oil may be selected from any of the synthetic or natural oils typically used as crankcase lubricating oils for spark-ignited and compression-ignited engines. The base oil

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conveniently has a kinematic viscosity, according to ASTM standards, of about 2.5 cSt to about 12 cSt (or mm² /s) at 100°C and preferably of about 2.5 cSt to about 9 cSt (or mm² /s) at 100° C. Mixtures of synthetic and natural base oils may be used if desired. Bi-modal mixtures of Group I, II, III, IV, and/or V base stocks may be used if desired.

Antiwear Additive

[0070] Illustrative antiwear additives useful in this disclosure include, for example, metal salts of a carboxylic acid. The metal is selected from a transition metal and mixtures thereof. The carboxylic acid is selected from an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof.

[0071] The metal is preferably selected from a Group 10, 11 and 12 metal, and mixtures thereof. The carboxylic acid is preferably an aliphatic, saturated, unbranched carboxylic acid having from about 8 to about 26 carbon atoms, and mixtures thereof.

[0072] The metal is preferably selected from nickel (Ni), palladium (Pd), platinum (Pt), copper (Cu), silver (Ag), gold (Au), zinc (Zn), and mixtures thereof.

[0073] The carboxylic acid is preferably selected from caprylic acid (C8), pelargonic acid (C9), capric acid (C10), undecylic acid (C11), lauric acid (C12), tridecylic acid (C13), myristic acid (C14), pentadecylic acid (C15), palmitic acid (C16), margaric acid (C17), isostearic acid (C18), stearic acid (C18), nonadecylic acid (C19), arachidic acid (C20), heneicosylic acid (C21), behenic acid (C22), tricosylic acid (C23), lignoceric acid (C24), pentacosylic acid (C25), cerotic acid (C26), and mixtures thereof.

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[0074] Preferably, the metal salt of a carboxylic acid comprises zinc stearate, silver stearate, palladium stearate, zinc palmitate, silver palmitate, palladium palmitate, and mixtures thereof.

[0075] The metal salt of a carboxylic acid is present in the engine oil formulations of this disclosure in an amount of from about 0.01 weight percent to about 5 weight percent, based on the total weight of the formulated oil.

[0076] Low phosphorus engine oil formulations are included in this disclosure. For such formulations, the phosphorus content is typically less than about 0.12 weight percent, preferably less than about 0.10 weight percent, more preferably less than about 0.085 weight percent, and most preferably less than about 0.04 weight percent.

Detergents

[0077] Illustrative detergents useful in this disclosure include, for example, alkali metal detergents, alkaline earth metal detergents, or mixtures of one or more alkali metal detergents and one or more alkaline earth metal detergents. A typical detergent is an anionic material that contains a long chain hydrophobic portion of the molecule and a smaller anionic or oleophobic hydrophilic portion of the molecule. The anionic portion of the detergent is typically derived from an organic acid such as a sulfur-containing acid, carboxylic acid (e.g., salicylic acid), phosphorus-containing acid, phenol, or mixtures thereof. The counterion is typically an alkaline earth or alkali metal. The detergent can be overbased as described herein.

[0078] The detergent is preferably a metal salt of an organic or inorganic acid, a metal salt of a phenol, or mixtures thereof. The metal is preferably

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selected from an alkali metal, an alkaline earth metal, and mixtures thereof. The organic or inorganic acid is selected from an aliphatic organic or inorganic acid, a cycloaliphatic organic or inorganic acid, an aromatic organic or inorganic acid, and mixtures thereof.

[0079] The metal is preferably selected from an alkali metal, an alkaline earth metal, and mixtures thereof. More preferably, the metal is selected from calcium (Ca), magnesium (Mg), and mixtures thereof.

[0080] The organic acid or inorganic acid is preferably selected from a sulfur-containing acid, a carboxylic acid, a phosphorus-containing acid, and mixtures thereof.

[0081] Preferably, the metal salt of an organic or inorganic acid or the metal salt of a phenol comprises calcium phenate, calcium sulfonate, calcium salicylate, magnesium phenate, magnesium sulfonate, magnesium salicylate, an overbased detergent, and mixtures thereof.

[0082] Salts that contain a substantially stoichiometric amount of the metal are described as neutral salts and have a total base number (TBN, as measured by ASTM D2896) of from 0 to 80. Many compositions are overbased, containing large amounts of a metal base that is achieved by reacting an excess of a metal compound (a metal hydroxide or oxide, for example) with an acidic gas (such as carbon dioxide). Useful detergents can be neutral, mildly overbased, or highly overbased. These detergents can be used in mixtures of neutral, overbased, highly overbased calcium salicylate, sulfonates, phenates and/or magnesium salicylate, sulfonates, phenates. The TBN ranges can vary from low, medium to high TBN products, including as low as 0 to as high as 600. Preferably the TBN delivered by the detergent is between 1 and 20. More preferably between 1 and

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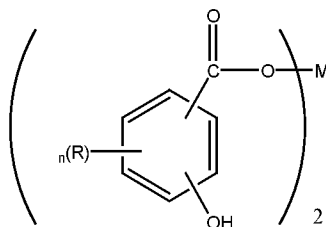
12. Mixtures of low, medium, high TBN can be used, along with mixtures of calcium and magnesium metal based detergents, and including sulfonates, phenates, salicylates, and carboxylates. A detergent mixture with a metal ratio of 1, in conjunction of a detergent with a metal ratio of 2, and as high as a detergent with a metal ratio of 5, can be used. Borated detergents can also be used.

[0083] Alkaline earth phenates are another useful class of detergent. These detergents can be made by reacting alkaline earth metal hydroxide or oxide (CaO , Ca(OH)_2 , BaO , Ba(OH)_2 , MgO , Mg(OH)_2 , for example) with an alkyl phenol or sulfurized alkylphenol. Useful alkyl groups include straight chain or branched C_1 - C_{30} alkyl groups, preferably, C_4 - C_{20} or mixtures thereof. Examples of suitable phenols include isobutylphenol, 2-ethylhexylphenol, nonylphenol, dodecyl phenol, and the like. It should be noted that starting alkylphenols may contain more than one alkyl substituent that are each independently straight chain or branched and can be used from 0.5 to 6 weight percent. When a non-sulfurized alkylphenol is used, the sulfurized product may be obtained by methods well known in the art. These methods include heating a mixture of alkylphenol and sulfurizing agent (including elemental sulfur, sulfur halides such as sulfur dichloride, and the like) and then reacting the sulfurized phenol with an alkaline earth metal base.

[0084] In accordance with this disclosure, metal salts of carboxylic acids are preferred detergents. These carboxylic acid detergents may be prepared by reacting a basic metal compound with at least one carboxylic acid and removing free water from the reaction product. These compounds may be overbased to produce the desired TBN level. Detergents made from salicylic acid are one preferred class of detergents derived from carboxylic acids. Useful salicylates

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include long chain alkyl salicylates. One useful family of compositions is of the formula



where R is an alkyl group having 1 to about 30 carbon atoms, n is an integer from 1 to 4, and M is an alkaline earth metal. Preferred R groups are alkyl chains of at least C₁₁, preferably C₁₃ or greater. R may be optionally substituted with substituents that do not interfere with the detergent's function. M is preferably, calcium, magnesium, or barium. More preferably, M is calcium.

[0085] Hydrocarbyl-substituted salicylic acids may be prepared from phenols by the Kolbe reaction (see U.S. Patent No. 3,595,791). The metal salts of the hydrocarbyl-substituted salicylic acids may be prepared by double decomposition of a metal salt in a polar solvent such as water or alcohol.

[0086] Alkaline earth metal phosphates are also used as detergents and are known in the art.

[0087] Detergents may be simple detergents or what is known as hybrid or complex detergents. The latter detergents can provide the properties of two detergents without the need to blend separate materials. See U.S. Patent No. 6,034,039.

[0088] Preferred detergents include calcium sulfonates, magnesium sulfonates, calcium salicylates, magnesium salicylates, calcium phenates,

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magnesium phenates, and other related components (including borated detergents), and mixtures thereof. Preferred mixtures of detergents include magnesium sulfonate and calcium salicylate, magnesium sulfonate and calcium sulfonate, magnesium sulfonate and calcium phenate, calcium phenate and calcium salicylate, calcium phenate and calcium sulfonate, calcium phenate and magnesium salicylate, calcium phenate and magnesium phenate. Overbased detergents are also preferred.

[0089] The detergent concentration in the lubricating oils of this disclosure can range from about 0.5 to about 6.0 weight percent, preferably about 0.6 to 5.0 weight percent, and more preferably from about 0.8 weight percent to about 4.0 weight percent, based on the total weight of the lubricating oil.

[0090] As used herein, the detergent concentrations are given on an “as delivered” basis. Typically, the active detergent is delivered with a process oil. The “as delivered” detergent typically contains from about 20 weight percent to about 100 weight percent, or from about 40 weight percent to about 60 weight percent, of active detergent in the “as delivered” detergent product.

Other Additives

[0091] The formulated lubricating oil useful in the present disclosure may additionally contain one or more of the other commonly used lubricating oil performance additives including but not limited to other antiwear additives, dispersants, viscosity modifiers, corrosion inhibitors, rust inhibitors, metal deactivators, extreme pressure additives, anti-seizure agents, wax modifiers, other viscosity modifiers, fluid-loss additives, seal compatibility agents, lubricity agents, anti-staining agents, chromophoric agents, defoamants, demulsifiers, emulsifiers, densifiers, wetting agents, gelling agents, tackiness agents, colorants, and others. For a review of many commonly used additives, see

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Klamann in Lubricants and Related Products, Verlag Chemie, Deerfield Beach, FL; ISBN 0-89573-177-0. Reference is also made to "Lubricant Additives" by M. W. Ranney, published by Noyes Data Corporation of Parkridge, NJ (1973); see also U.S. Patent No. 7,704,930, the disclosure of which is incorporated herein in its entirety. These additives are commonly delivered with varying amounts of diluent oil, that may range from 5 weight percent to 50 weight percent.

[0092] The additives useful in this disclosure do not have to be soluble in the lubricating oils. Insoluble additives such as zinc stearate in oil can be dispersed in the lubricating oils of this disclosure.

[0093] The types and quantities of performance additives used in combination with the instant disclosure in lubricant compositions are not limited by the examples shown herein as illustrations.

Other Antiwear Additives

[0094] A metal alkylthiophosphate and more particularly a metal dialkyl dithio phosphate in which the metal constituent is zinc, or zinc dialkyl dithio phosphate (ZDDP) can be a useful component of the lubricating oils of this disclosure. ZDDP can be derived from primary alcohols, secondary alcohols or mixtures thereof. ZDDP compounds generally are of the formula



where R^1 and R^2 are C_1 - C_{18} alkyl groups, preferably C_2 - C_{12} alkyl groups. These alkyl groups may be straight chain or branched. Alcohols used in the ZDDP can be 2-propanol, butanol, secondary butanol, pentanols, hexanols such as 4-methyl-2-pentanol, n-hexanol, n-octanol, 2-ethyl hexanol, alkylated phenols, and

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the like. Mixtures of secondary alcohols or of primary and secondary alcohol can be preferred. Alkyl aryl groups may also be used.

[0095] Preferable zinc dithiophosphates which are commercially available include secondary zinc dithiophosphates such as those available from for example, The Lubrizol Corporation under the trade designations “LZ 677A”, “LZ 1095” and “LZ 1371”, from for example Chevron Oronite under the trade designation “OLOA 262” and from for example Afton Chemical under the trade designation “HITEC 7169”.

[0096] The ZDDP is typically used in amounts of from about 0.4 weight percent to about 1.2 weight percent, preferably from about 0.5 weight percent to about 1.0 weight percent, and more preferably from about 0.6 weight percent to about 0.8 weight percent, based on the total weight of the lubricating oil, although more or less can often be used advantageously. Preferably, the ZDDP is a secondary ZDDP and present in an amount of from about 0.6 to 1.0 weight percent of the total weight of the lubricating oil.

[0097] Low phosphorus engine oil formulations are included in this disclosure. For such formulations, the phosphorus content is typically less than about 0.12 weight percent preferably less than about 0.10 weight percent and most preferably less than about 0.085 weight percent.

Dispersants

[0098] During engine operation, oil-insoluble oxidation byproducts are produced. Dispersants help keep these byproducts in solution, thus diminishing their deposition on metal surfaces. Dispersants used in the formulation of the lubricating oil may be ashless or ash-forming in nature. Preferably, the

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dispersant is ashless. So called ashless dispersants are organic materials that form substantially no ash upon combustion. For example, non-metal-containing or borated metal-free dispersants are considered ashless. In contrast, metal-containing detergents discussed above form ash upon combustion.

[0099] Suitable dispersants typically contain a polar group attached to a relatively high molecular weight hydrocarbon chain. The polar group typically contains at least one element of nitrogen, oxygen, or phosphorus. Typical hydrocarbon chains contain 50 to 400 carbon atoms.

[00100] A particularly useful class of dispersants are the (poly)alkenylsuccinic derivatives, typically produced by the reaction of a long chain hydrocarbyl substituted succinic compound, usually a hydrocarbyl substituted succinic anhydride, with a polyhydroxy or polyamino compound. The long chain hydrocarbyl group constituting the oleophilic portion of the molecule which confers solubility in the oil, is normally a polyisobutylene group. Many examples of this type of dispersant are well known commercially and in the literature. Exemplary U.S. patents describing such dispersants are U.S. Patent Nos. 3,172,892; 3,2145,707; 3,219,666; 3,316,177; 3,341,542; 3,444,170; 3,454,607; 3,541,012; 3,630,904; 3,632,511; 3,787,374 and 4,234,435. Other types of dispersant are described in U.S. Patent Nos. 3,036,003; 3,200,107; 3,254,025; 3,275,554; 3,438,757; 3,454,555; 3,565,804; 3,413,347; 3,697,574; 3,725,277; 3,725,480; 3,726,882; 4,454,059; 3,329,658; 3,449,250; 3,519,565; 3,666,730; 3,687,849; 3,702,300; 4,100,082; 5,705,458. A further description of dispersants may be found, for example, in European Patent Application No. 471 071, to which reference is made for this purpose.

[00101] Hydrocarbyl-substituted succinic acid and hydrocarbyl-substituted succinic anhydride derivatives are useful dispersants. In particular, succinimide,

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succinate esters, or succinate ester amides prepared by the reaction of a hydrocarbon-substituted succinic acid compound preferably having at least 50 carbon atoms in the hydrocarbon substituent, with at least one equivalent of an alkylene amine are particularly useful.

[00102] Succinimides are formed by the condensation reaction between hydrocarbyl substituted succinic anhydrides and amines. Molar ratios can vary depending on the polyamine. For example, the molar ratio of hydrocarbyl substituted succinic anhydride to TEPA can vary from about 1:1 to about 5:1. Representative examples are shown in U.S. Patent Nos. 3,087,936; 3,172,892; 3,219,666; 3,272,746; 3,322,670; and 3,652,616, 3,948,800; and Canada Patent No. 1,094,044.

[00103] Succinate esters are formed by the condensation reaction between hydrocarbyl substituted succinic anhydrides and alcohols or polyols. Molar ratios can vary depending on the alcohol or polyol used. For example, the condensation product of a hydrocarbyl substituted succinic anhydride and pentaerythritol is a useful dispersant.

[00104] Succinate ester amides are formed by condensation reaction between hydrocarbyl substituted succinic anhydrides and alkanol amines. For example, suitable alkanol amines include ethoxylated polyalkylpolyamines, propoxylated polyalkylpolyamines and polyalkenylpolyamines such as polyethylene polyamines. One example is propoxylated hexamethylenediamine. Representative examples are shown in U.S. Patent No. 4,426,305.

[00105] The molecular weight of the hydrocarbyl substituted succinic anhydrides used in the preceding paragraphs will typically range between 800 and 2,500 or more. The above products can be post-reacted with various

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reagents such as sulfur, oxygen, formaldehyde, carboxylic acids such as oleic acid. The above products can also be post reacted with boron compounds such as boric acid, borate esters or highly borated dispersants, to form borated dispersants generally having from about 0.1 to about 5 moles of boron per mole of dispersant reaction product.

[00106] Mannich base dispersants are made from the reaction of alkylphenols, formaldehyde, and amines. See U.S. Patent No. 4,767,551, which is incorporated herein by reference. Process aids and catalysts, such as oleic acid and sulfonic acids, can also be part of the reaction mixture. Molecular weights of the alkylphenols range from 800 to 2,500. Representative examples are shown in U.S. Patent Nos. 3,697,574; 3,703,536; 3,704,308; 3,751,365; 3,756,953; 3,798,165; and 3,803,039.

[00107] Typical high molecular weight aliphatic acid modified Mannich condensation products useful in this disclosure can be prepared from high molecular weight alkyl-substituted hydroxyaromatics or HNR_2 group-containing reactants.

[00108] Hydrocarbyl substituted amine ashless dispersant additives are well known to one skilled in the art; see, for example, U.S. Patent Nos. 3,275,554; 3,438,757; 3,565,804; 3,755,433, 3,822,209, and 5,084,197.

[00109] Preferred dispersants include borated and non-borated succinimides, including those derivatives from mono-succinimides, bis-succinimides, and/or mixtures of mono- and bis-succinimides, wherein the hydrocarbyl succinimide is derived from a hydrocarbylene group such as polyisobutylene having a Mn of from about 500 to about 5000, or from about 1000 to about 3000, or about 1000 to about 2000, or a mixture of such

hydrocarbylene groups, often with high terminal vinylic groups. Other preferred dispersants include succinic acid-esters and amides, alkylphenol-polyamine-coupled Mannich adducts, their capped derivatives, and other related components.

[00110] Polymethacrylate or polyacrylate derivatives are another class of dispersants. These dispersants are typically prepared by reacting a nitrogen containing monomer and a methacrylic or acrylic acid esters containing 5 -25 carbon atoms in the ester group. Representative examples are shown in U.S. Patent Nos. 2, 100, 993, and 6,323,164. Polymethacrylate and polyacrylate dispersants are normally used as multifunctional viscosity modifiers. The lower molecular weight versions can be used as lubricant dispersants or fuel detergents.

[00111] Illustrative preferred dispersants useful in this disclosure include those derived from polyalkenyl-substituted mono- or dicarboxylic acid, anhydride or ester, which dispersant has a polyalkenyl moiety with a number average molecular weight of at least 900 and from greater than 1.3 to 1.7, preferably from greater than 1.3 to 1.6, most preferably from greater than 1.3 to 1.5, functional groups (mono- or dicarboxylic acid producing moieties) per polyalkenyl moiety (a medium functionality dispersant). Functionality (F) can be determined according to the following formula:

$$F = (SAP \times M_n) / ((112,200 \times A.I.) - (SAP \times 98))$$

wherein SAP is the saponification number (i.e., the number of milligrams of KOH consumed in the complete neutralization of the acid groups in one gram of the succinic-containing reaction product, as determined according to ASTM D94); M_n is the number average molecular weight of the starting olefin polymer;

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and A.I. is the percent active ingredient of the succinic-containing reaction product (the remainder being unreacted olefin polymer, succinic anhydride and diluent).

[00112] The polyalkenyl moiety of the dispersant may have a number average molecular weight of at least 900, suitably at least 1500, preferably between 1800 and 3000, such as between 2000 and 2800, more preferably from about 2100 to 2500, and most preferably from about 2200 to about 2400. The molecular weight of a dispersant is generally expressed in terms of the molecular weight of the polyalkenyl moiety. This is because the precise molecular weight range of the dispersant depends on numerous parameters including the type of polymer used to derive the dispersant, the number of functional groups, and the type of nucleophilic group employed.

[00113] Polymer molecular weight, specifically M_n , can be determined by various known techniques. One convenient method is gel permeation chromatography (GPC), which additionally provides molecular weight distribution information (see W. W. Yau, J. J. Kirkland and D. D. Bly, "Modern Size Exclusion Liquid Chromatography", John Wiley and Sons, New York, 1979). Another useful method for determining molecular weight, particularly for lower molecular weight polymers, is vapor pressure osmometry (e.g., ASTM D3592).

[00114] The polyalkenyl moiety in a dispersant preferably has a narrow molecular weight distribution (MWD), also referred to as polydispersity, as determined by the ratio of weight average molecular weight (M_w) to number average molecular weight (M_n). Polymers having a M_w/M_n of less than 2.2, preferably less than 2.0, are most desirable. Suitable polymers have a polydispersity of from about 1.5 to 2.1, preferably from about 1.6 to about 1.8.

[00115] Suitable polyalkenes employed in the formation of the dispersants include homopolymers, interpolymers or lower molecular weight hydrocarbons. One family of such polymers comprise polymers of ethylene and/or at least one C_3 to C_{26} alpha-olefin having the formula $H_2C = CHR^1$ wherein R^1 is a straight or branched chain alkyl radical comprising 1 to 26 carbon atoms and wherein the polymer contains carbon-to-carbon unsaturation, and a high degree of terminal ethenylidene unsaturation. Preferably, such polymers comprise interpolymers of ethylene and at least one alpha-olefin of the above formula, wherein R^1 is alkyl of from 1 to 18 carbon atoms, and more preferably is alkyl of from 1 to 8 carbon atoms, and more preferably still of from 1 to 2 carbon atoms.

[00116] Another useful class of polymers is polymers prepared by cationic polymerization of monomers such as isobutene and styrene. Common polymers from this class include polyisobutenes obtained by polymerization of a C_4 refinery stream having a butene content of 35 to 75% by wt., and an isobutene content of 30 to 60% by wt. A preferred source of monomer for making poly-n-butenes is petroleum feedstreams such as Raffinate II. These feedstocks are disclosed in the art such as in U.S. Pat. No. 4,952,739. A preferred embodiment utilizes polyisobutylene prepared from a pure isobutylene stream or a Raffinate I stream to prepare reactive isobutylene polymers with terminal vinylidene olefins. Polyisobutene polymers that may be employed are generally based on a polymer chain of from 1500 to 3000.

[00117] The dispersant(s) are preferably non-polymeric (e.g., mono- or bis-succinimides). Such dispersants can be prepared by conventional processes such as disclosed in U.S. Patent Application Publication No. 2008/0020950, the disclosure of which is incorporated herein by reference.

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[00118] The dispersant(s) can be borated by conventional means, as generally disclosed in U.S. Patent Nos. 3,087,936, 3,254,025 and 5,430,105.

[00119] Such dispersants may be used in an amount of about 0.01 to 20 weight percent or 0.01 to 10 weight percent, preferably about 0.5 to 8 weight percent, or more preferably 0.5 to 4 weight percent. Or such dispersants may be used in an amount of about 2 to 12 weight percent, preferably about 4 to 10 weight percent, or more preferably 6 to 9 weight percent. On an active ingredient basis, such additives may be used in an amount of about 0.06 to 14 weight percent, preferably about 0.3 to 6 weight percent. The hydrocarbon portion of the dispersant atoms can range from C₆₀ to C₁₀₀₀, or from C₇₀ to C₃₀₀, or from C₇₀ to C₂₀₀. These dispersants may contain both neutral and basic nitrogen, and mixtures of both. Dispersants can be end-capped by borates and/or cyclic carbonates. Nitrogen content in the finished oil can vary from about 200 ppm by weight to about 2000 ppm by weight, preferably from about 200 ppm by weight to about 1200 ppm by weight. Basic nitrogen can vary from about 100 ppm by weight to about 1000 ppm by weight, preferably from about 100 ppm by weight to about 600 ppm by weight.

[00120] As used herein, the dispersant concentrations are given on an “as delivered” basis. Typically, the active dispersant is delivered with a process oil. The “as delivered” dispersant typically contains from about 20 weight percent to about 80 weight percent, or from about 40 weight percent to about 60 weight percent, of active dispersant in the “as delivered” dispersant product.

Viscosity Modifiers

[00121] Viscosity modifiers (also known as viscosity index improvers (VI improvers), and viscosity improvers) can be included in the lubricant compositions of this disclosure.

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[00122] Viscosity modifiers provide lubricants with high and low temperature operability. These additives impart shear stability at elevated temperatures and acceptable viscosity at low temperatures.

[00123] Suitable viscosity modifiers include high molecular weight hydrocarbons, polyesters and viscosity modifier dispersants that function as both a viscosity modifier and a dispersant. Typical molecular weights of these polymers are between about 10,000 to 1,500,000, more typically about 20,000 to 1,200,000, and even more typically between about 50,000 and 1,000,000.

[00124] Examples of suitable viscosity modifiers are linear or star-shaped polymers and copolymers of methacrylate, butadiene, olefins, or alkylated styrenes. Polyisobutylene is a commonly used viscosity modifier. Another suitable viscosity modifier is polymethacrylate (copolymers of various chain length alkyl methacrylates, for example), some formulations of which also serve as pour point depressants. Other suitable viscosity modifiers include copolymers of ethylene and propylene, hydrogenated block copolymers of styrene and isoprene, and polyacrylates (copolymers of various chain length acrylates, for example). Specific examples include styrene-isoprene or styrene-butadiene based polymers of 50,000 to 200,000 molecular weight.

[00125] Olefin copolymers are commercially available from Chevron Oronite Company LLC under the trade designation "PARATONE®" (such as "PARATONE® 8921" and "PARATONE® 8941"); from Afton Chemical Corporation under the trade designation "HiTEC®" (such as "HiTEC® 5850B"; and from The Lubrizol Corporation under the trade designation "Lubrizol® 7067C". Hydrogenated polyisoprene star polymers are commercially available from Infineum International Limited, e.g., under the trade designation "SV200"

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and “SV600”. Hydrogenated diene-styrene block copolymers are commercially available from Infineum International Limited, e.g., under the trade designation “SV 50”.

[00126] The polymethacrylate or polyacrylate polymers can be linear polymers which are available from Evnoik Industries under the trade designation “Viscoplex®” (e.g., Viscoplex 6-954) or star polymers which are available from Lubrizol Corporation under the trade designation Asteric™ (e.g., Lubrizol 87708 and Lubrizol 87725).

[00127] Illustrative vinyl aromatic-containing polymers useful in this disclosure may be derived predominantly from vinyl aromatic hydrocarbon monomer. Illustrative vinyl aromatic-containing copolymers useful in this disclosure may be represented by the following general formula:



wherein A is a polymeric block derived predominantly from vinyl aromatic hydrocarbon monomer, and B is a polymeric block derived predominantly from conjugated diene monomer.

[00128] In an embodiment of this disclosure, the viscosity modifiers may be used in an amount of less than about 10 weight percent, preferably less than about 7 weight percent, more preferably less than about 4 weight percent, and in certain instances, may be used at less than 2 weight percent, preferably less than about 1 weight percent, and more preferably less than about 0.5 weight percent, based on the total weight of the formulated oil or lubricating engine oil. Viscosity modifiers are typically added as concentrates, in large amounts of diluent oil.

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[00129] As used herein, the viscosity modifier concentrations are given on an “as delivered” basis. Typically, the active polymer is delivered with a diluent oil. The “as delivered” viscosity modifier typically contains from 20 weight percent to 75 weight percent of an active polymer for polymethacrylate or polyacrylate polymers, or from 8 weight percent to 20 weight percent of an active polymer for olefin copolymers, hydrogenated polyisoprene star polymers, or hydrogenated diene-styrene block copolymers, in the “as delivered” polymer concentrate.

Antioxidants

[00130] Antioxidants retard the oxidative degradation of base oils during service. Such degradation may result in deposits on metal surfaces, the presence of sludge, or a viscosity increase in the lubricant. One skilled in the art knows a wide variety of oxidation inhibitors that are useful in lubricating oil compositions. See, Klamann in *Lubricants and Related Products*, op cite, and U.S. Patent Nos. 4,798,684 and 5,084,197, for example.

[00131] Useful antioxidants include hindered phenols. These phenolic antioxidants may be ashless (metal-free) phenolic compounds or neutral or basic metal salts of certain phenolic compounds. Typical phenolic antioxidant compounds are the hindered phenolics which are the ones which contain a sterically hindered hydroxyl group, and these include those derivatives of dihydroxy aryl compounds in which the hydroxyl groups are in the o- or p-position to each other. Typical phenolic antioxidants include the hindered phenols substituted with C₆+ alkyl groups and the alkylene coupled derivatives of these hindered phenols. Examples of phenolic materials of this type 2-t-butyl-4-heptyl phenol; 2-t-butyl-4-octyl phenol; 2-t-butyl-4-dodecyl phenol; 2,6-di-t-butyl-4-heptyl phenol; 2,6-di-t-butyl-4-dodecyl phenol; 2-methyl-6-t-butyl-4-

heptyl phenol; and 2-methyl-6-t-butyl-4-dodecyl phenol. Other useful hindered mono-phenolic antioxidants may include for example hindered 2,6-di-alkyl-phenolic propionic ester derivatives. Bis-phenolic antioxidants may also be advantageously used in combination with the instant disclosure. Examples of ortho-coupled phenols include: 2,2'-bis(4-heptyl-6-t-butyl-phenol); 2,2'-bis(4-octyl-6-t-butyl-phenol); and 2,2'-bis(4-dodecyl-6-t-butyl-phenol). Para-coupled bisphenols include for example 4,4'-bis(2,6-di-t-butyl phenol) and 4,4'-methylene-bis(2,6-di-t-butyl phenol).

[00132] Effective amounts of one or more catalytic antioxidants may also be used. The catalytic antioxidants comprise an effective amount of a) one or more oil soluble polymetal organic compounds; and, effective amounts of b) one or more substituted N,N'-diaryl-o-phenylenediamine compounds or c) one or more hindered phenol compounds; or a combination of both b) and c). Catalytic antioxidants are more fully described in U.S. Patent No. 8, 048,833, herein incorporated by reference in its entirety.

[00133] Non-phenolic oxidation inhibitors which may be used include aromatic amine antioxidants and these may be used either as such or in combination with phenolics. Typical examples of non-phenolic antioxidants include: alkylated and non-alkylated aromatic amines such as aromatic monoamines of the formula $R^8R^9R^{10}N$ where R^8 is an aliphatic, aromatic or substituted aromatic group, R^9 is an aromatic or a substituted aromatic group, and R^{10} is H, alkyl, aryl or $R^{11}S(O)_xR^{12}$ where R^{11} is an alkylene, alkenylene, or aralkylene group, R^{12} is a higher alkyl group, or an alkenyl, aryl, or alkaryl group, and x is 0, 1 or 2. The aliphatic group R^8 may contain from 1 to about 20 carbon atoms, and preferably contains from about 6 to 12 carbon atoms. The aliphatic group is a saturated aliphatic group. Preferably, both R^8 and R^9 are aromatic or substituted aromatic groups, and the aromatic group may be a fused

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ring aromatic group such as naphthyl. Aromatic groups R⁸ and R⁹ may be joined together with other groups such as S.

[00134] Typical aromatic amines antioxidants have alkyl substituent groups of at least about 6 carbon atoms. Examples of aliphatic groups include hexyl, heptyl, octyl, nonyl, and decyl. Generally, the aliphatic groups will not contain more than about 14 carbon atoms. The general types of amine antioxidants useful in the present compositions include diphenylamines, phenyl naphthylamines, phenothiazines, imidodibenzyls and diphenyl phenylene diamines. Mixtures of two or more aromatic amines are also useful. Polymeric amine antioxidants can also be used. Particular examples of aromatic amine antioxidants useful in the present disclosure include: p,p'-dioctyldiphenylamine; t-octylphenyl-alpha-naphthylamine; phenyl-alphanaphthylamine; and p-octylphenyl-alpha-naphthylamine.

[00135] Sulfurized alkyl phenols and alkali or alkaline earth metal salts thereof also are useful antioxidants.

[00136] Preferred antioxidants include hindered phenols, arylamines. These antioxidants may be used individually by type or in combination with one another. Such additives may be used in an amount of about 0.01 to 5 weight percent, preferably about 0.01 to 1.5 weight percent, more preferably zero to less than 1.5 weight percent, more preferably zero to less than 1 weight percent.

Pour Point Depressants (PPDs)

[00137] Conventional pour point depressants (also known as lube oil flow improvers) may be added to the compositions of the present disclosure if desired. These pour point depressant may be added to lubricating compositions of the present disclosure to lower the minimum temperature at which the fluid

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will flow or can be poured. Examples of suitable pour point depressants include polymethacrylates, polyacrylates, polyarylamides, condensation products of haloparaffin waxes and aromatic compounds, vinyl carboxylate polymers, and terpolymers of dialkylfumarates, vinyl esters of fatty acids and allyl vinyl ethers. U.S. Patent Nos. 1,815,022; 2,015,748; 2,191,498; 2,387,501; 2,655, 479; 2,666,746; 2,721,877; 2,721,878; and 3,250,715 describe useful pour point depressants and/or the preparation thereof. Such additives may be used in an amount of about 0.01 to 5 weight percent, preferably about 0.01 to 1.5 weight percent.

Seal Compatibility Agents

[00138] Seal compatibility agents help to swell elastomeric seals by causing a chemical reaction in the fluid or physical change in the elastomer. Suitable seal compatibility agents for lubricating oils include organic phosphates, aromatic esters, aromatic hydrocarbons, esters (butylbenzyl phthalate, for example), and polybutenyl succinic anhydride. Such additives may be used in an amount of about 0.01 to 3 weight percent, preferably about 0.01 to 2 weight percent.

Antifoam Agents

[00139] Anti-foam agents may advantageously be added to lubricant compositions. These agents retard the formation of stable foams. Silicones and organic polymers are typical anti-foam agents. For example, polysiloxanes, such as silicon oil or polydimethyl siloxane, provide antifoam properties. Anti-foam agents are commercially available and may be used in conventional minor amounts along with other additives such as demulsifiers; usually the amount of these additives combined is less than 1 weight percent and often less than 0.1 weight percent.

Inhibitors and Antirust Additives

[00140] Antirust additives (or corrosion inhibitors) are additives that protect lubricated metal surfaces against chemical attack by water or other contaminants. A wide variety of these are commercially available.

[00141] One type of antirust additive is a polar compound that wets the metal surface preferentially, protecting it with a film of oil. Another type of antirust additive absorbs water by incorporating it in a water-in-oil emulsion so that only the oil touches the metal surface. Yet another type of antirust additive chemically adheres to the metal to produce a non-reactive surface. Examples of suitable additives include zinc dithiophosphates, metal phenolates, basic metal sulfonates, fatty acids and amines. Such additives may be used in an amount of about 0.01 to 5 weight percent, preferably about 0.01 to 1.5 weight percent.

Friction Modifiers

[00142] A friction modifier is any material or materials that can alter the coefficient of friction of a surface lubricated by any lubricant or fluid containing such material(s). Friction modifiers, also known as friction reducers, or lubricity agents or oiliness agents, and other such agents that change the ability of base oils, formulated lubricant compositions, or functional fluids, to modify the coefficient of friction of a lubricated surface may be effectively used in combination with the base oils or lubricant compositions of the present disclosure if desired. Friction modifiers that lower the coefficient of friction are particularly advantageous in combination with the base oils and lube compositions of this disclosure.

[00143] Illustrative friction modifiers may include, for example, organometallic compounds or materials, or mixtures thereof. Illustrative organometallic friction modifiers useful in the lubricating engine oil

formulations of this disclosure include, for example, molybdenum amine, molybdenum diamine, an organotungstenate, a molybdenum dithiocarbamate, molybdenum dithiophosphates, molybdenum amine complexes, molybdenum carboxylates, and the like, and mixtures thereof. Similar tungsten based compounds may be preferable.

[00144] Other illustrative friction modifiers useful in the lubricating engine oil formulations of this disclosure include, for example, alkoxylated fatty acid esters, alkanolamides, polyol fatty acid esters, borated glycerol fatty acid esters, fatty alcohol ethers, and mixtures thereof.

[00145] Illustrative alkoxylated fatty acid esters include, for example, polyoxyethylene stearate, fatty acid polyglycol ester, and the like. These can include polyoxypropylene stearate, polyoxybutylene stearate, polyoxyethylene isostearate, polyoxypropylene isostearate, polyoxyethylene palmitate, and the like.

[00146] Illustrative alkanolamides include, for example, lauric acid diethylalkanolamide, palmitic acid diethylalkanolamide, and the like. These can include oleic acid diethylalkanolamide, stearic acid diethylalkanolamide, oleic acid diethylalkanolamide, polyethoxylated hydrocarbylamides, polypropoxylated hydrocarbylamides, and the like.

[00147] Illustrative polyol fatty acid esters include, for example, glycerol mono-oleate, saturated mono-, di-, and tri-glyceride esters, glycerol mono-stearate, and the like. These can include polyol esters, hydroxyl-containing polyol esters, and the like.

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[00148] Illustrative borated glycerol fatty acid esters include, for example, borated glycerol mono-oleate, borated saturated mono-, di-, and tri-glyceride esters, borated glycerol mono-sterate, and the like. In addition to glycerol polyols, these can include trimethylolpropane, pentaerythritol, sorbitan, and the like. These esters can be polyol monocarboxylate esters, polyol dicarboxylate esters, and on occasion polyoltricarboxylate esters. Preferred can be the glycerol mono-oleates, glycerol dioleates, glycerol trioleates, glycerol monostearates, glycerol distearates, and glycerol tristearates and the corresponding glycerol monopalmitates, glycerol dipalmitates, and glycerol tripalmitates, and the respective isostearates, linoleates, and the like. On occasion the glycerol esters can be preferred as well as mixtures containing any of these. Ethoxylated, propoxylated, butoxylated fatty acid esters of polyols, especially using glycerol as underlying polyol can be preferred.

[00149] Illustrative fatty alcohol ethers include, for example, stearyl ether, myristyl ether, and the like. Alcohols, including those that have carbon numbers from C₃ to C₅₀, can be ethoxylated, propoxylated, or butoxylated to form the corresponding fatty alkyl ethers. The underlying alcohol portion can preferably be stearyl, myristyl, C₁₁ – C₁₃ hydrocarbon, oleyl, isosteryl, and the like.

[00150] The lubricating oils of this disclosure exhibit desired properties, e.g., wear control, in the presence or absence of a friction modifier.

[00151] Useful concentrations of friction modifiers may range from 0.01 weight percent to 5 weight percent, or about 0.1 weight percent to about 2.5 weight percent, or about 0.1 weight percent to about 1.5 weight percent, or about 0.1 weight percent to about 1 weight percent. Concentrations of molybdenum-containing materials are often described in terms of Mo metal concentration. Advantageous concentrations of Mo may range from 25 ppm to 700 ppm or

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more, and often with a preferred range of 50-200 ppm. Friction modifiers of all types may be used alone or in mixtures with the materials of this disclosure. Often mixtures of two or more friction modifiers, or mixtures of friction modifier(s) with alternate surface active material(s), are also desirable.

[00152] When lubricating oil compositions contain one or more of the additives discussed above, the additive(s) are blended into the composition in an amount sufficient for it to perform its intended function. Typical amounts of such additives useful in the present disclosure are shown in Table 1 below.

[00153] It is noted that many of the additives are shipped from the additive manufacturer as a concentrate, containing one or more additives together, with a certain amount of base oil diluents. Accordingly, the weight amounts in the table below, as well as other amounts mentioned herein, are directed to the amount of active ingredient (that is the non-diluent portion of the ingredient). The weight percent (wt%) indicated below is based on the total weight of the lubricating oil composition.

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TABLE 1

Typical Amounts of Other Lubricating Oil Components

Compound	Approximate wt% (Useful)	Approximate wt% (Preferred)
Dispersant	0.1-20	0.1-8
Detergent	0.1-20	0.1-8
Friction Modifier	0.01-5	0.01-1.5
Antioxidant	0.1-5	0.1-1.5
Pour Point Depressant (PPD)	0.0-5	0.01-1.5
Anti-foam Agent	0.001-3	0.001-0.15
Viscosity Modifier (solid polymer basis)	0.1-2	0.1-1
Antiwear	0.2-3	0.5-1
Inhibitor and Antirust	0.01-5	0.01-1.5

[00154] The foregoing additives are all commercially available materials. These additives may be added independently but are usually precombined in packages which can be obtained from suppliers of lubricant oil additives. Additive packages with a variety of ingredients, proportions and characteristics are available and selection of the appropriate package will take the requisite use of the ultimate composition into account.

[00155] The following non-limiting examples are provided to illustrate the disclosure.

EXAMPLES

[00156] Formulations were prepared as described herein. All of the ingredients used herein are commercially available. PCMO (passenger car motor oil) formulations were prepared as described herein.

[00157] The antiwear additives used in the formulations were zinc stearate, tin stearate, sodium stearate, aluminum stearate, magnesium stearate, calcium stearate, silver stearate, palladium stearate, zinc undecylenate, zinc oleate, and zinc naphthenate.

[00158] The detergents used in the formulations were calcium salicylate and magnesium sulfonate.

[00159] The additive package used in the formulations included conventional additives in conventional amounts. Conventional additives used in the formulations were one or more of an antioxidant, dispersant, pour point depressant, detergent, corrosion inhibitor, metal deactivator, seal compatibility additive, anti-foam agent, inhibitor, anti-rust additive, and friction modifier.

[00160] A tribometer was used for measuring wear. A ball was held in a reciprocating arm so that it was brought into contact with a flat disk. The flat disk and the ball were positioned inside a lubricant reservoir and sufficient lubricant is placed in the reservoir to cover the contact point between ball and disk. The reciprocating arm was reciprocated back and forth while maintaining contact between the ball and disk. A variable weight was hung over the reciprocating arm thus allowing wear to be measured under different load conditions. In addition, the stroke length of the reciprocating arm can be varied as was the oil reservoir temperature. Friction was measured with a load cell attached to the reciprocating arm.

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[00161] Wear performance was evaluated as described above using a High Frequency Reciprocating Rig (HFRR) test. The HFRR is commercially available from PCS Industries. The test equipment and procedure are similar to the ASTM D6079 method. The HFRR test conditions were as follows: temperature 100°C; test duration 2 hours; stroke length 1 mm; frequency 10 Hz; and load 400 grams. Wear was measured only on the disc. The ball is 6 mm diameter ANSI E-52100 steel, Rockwell C hardness of 58-66. The disc is AISI E-52100 steel, Vickers HV30 hardness of ~200.

[00162] The lubricant formulations used in the Examples are shown in Table 2 below. The weight percent (wt%) indicated below is based on the total weight of the lubricating oil composition.

TABLE 2

Lubricant Component Description	Partial Formulation (wt%)	Full Formulation (wt%)
Synthetic Base Oil Mixture	82.5-91.5	80.5-89.5
Viscosity Modifier	0-5	0-5
Performance Additives System	9-10	9-10
ZDDP & Friction Modifiers	0	2
Additive of this Disclosure	0-1.5	0

Example 1

[00163] Zinc stearate was blended into polyalphaolefin (PAO 4) and tested in the HFRR. This wear test run was compared to a wear test run on PAO 4 containing no additives. During the two hour duration of the HFRR test a continuous measurement of friction between the ball and flat cylinder was made.

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While friction changed during the duration of the test, the friction measurement used herein was the average friction during the last half hour of the test procedure. This number is referred to as the average friction. After the HFRR test was completed, the ball and disk were removed from the tribometer. The topography (i.e., depth profile) of the wear scar produced at the center of the disk was measured with a profilimeter. The depth of the elongated wear scar was measured along three lines across the wear scar. One profile was generated across the center of the wear scar, a second and third were measured to the right and left of the wear scar center line. A single wear scar depth number was generated by taking the average depth achieved at the center of each of the three profiles and averaging them.

[00164] The wear scar depth for the zinc stearate containing fluid is tabulated below (Run 2) and compared to the wear scar depth for the PAO test (Run 1). The data shows that zinc stearate reduced wear and friction when added to the lubricant base stock.

<u>Test Number</u>	<u>Antiwear Additive</u>	<u>Concentration (weight %)</u>	<u>Wear Scar Depth (Angstroms)</u>	<u>Average Friction</u>
1	None	--	70000 80000	0.53 0.43
2	Zinc Stearate	1.5	26000	0.10

Example 2

[00165] Zinc stearate was tested in the HFRR in a lubricant blend containing a mixture of detergent salts. The detergent salt mixture contained both calcium salicylate and magnesium sulfonate. The calcium salicylate is a mixture of low, medium and high TBN salicylates. PAO 4 was used as the base

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stock. PAO 4 is a non-polar paraffinic base stock. Profiles of the wear scar were generated as described above and the wear scar depth is tabulated below.

<u>Test Number</u>	<u>Antiwear Additive</u>	<u>Concentration (weight %)</u>	<u>Additive</u>	<u>Concentration (weight %)</u>	<u>Wear Scar Depth (Angstroms)</u>	<u>Average Friction</u>
3	Zinc Stearate	1.5%	Detergents	2-3%	4500	0.09

[00166] A comparison of Run 3 containing zinc stearate and detergents to Runs 1 (zinc stearate alone) and Run 2 (PAO alone) demonstrates that there is a beneficial reduction in wear and beneficial reduction in friction resulting from the combination of zinc stearate and detergent (i.e., calcium salicylate and magnesium sulfonate).

Example 3

[00167] Zinc stearate was tested in a partially formulated engine oil containing a full detergent and dispersant package of additives (but not containing a friction modifier or ZDDP) and tested in the HFRR (Run 4). A test was also run on the partial lubricant containing the detergent and dispersant package alone (Run 5). Wear scars were profiled as described above and the wear scar depths are tabulated below. The data demonstrate that even when blended into a full detergent and dispersant package with other additives typically used in lubricants, but not containing a friction modifier or ZDDP, the addition of zinc stearate reduces wear and friction. The detergent concentration of the partial formulation was between 2-3% by weight containing a mixture of calcium salicylates and magnesium sulfonate.

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<u>Test Number</u>	<u>Antiwear Additive</u>	<u>Concentration (weight %)</u>	<u>Wear Scar Depth (Angstroms)</u>	<u>Average Friction</u>
4	Zn Stearate	1.5%	4500	0.08
5	None	-	36000	0.15

Example 4

[00168] HFRR tests were run to compare the antiwear performance of zinc stearate with other metal stearates. In this series of tests, each stearate was blended into the partial lubricant formulation containing a fully formulated engine oil detergent and dispersant additive formulation (not containing a friction modifier or ZDDP). Each lubricant and one of the stearates were evaluated in the HFRR test and the wear scars were evaluated as described above. Wear scar depths are tabulated below. In some cases, data represents averages of several experiments.

<u>Test Number</u>	<u>Antiwear Additive</u>	<u>Concentration (weight %)</u>	<u>Wear Scar Depth (Angstroms)</u>	<u>Average Friction</u>
4	Zinc Stearate	1.5%	4500	0.08
5	None	-	36000	0.15
6	Silver Stearate	0.62%	4000	0.08
7	Palladium Stearate	1.06%	4000	0.08
8	Tin Stearate	1.5%	7000	0.09
9	Sodium Stearate	1.5%	15000	0.10
10	Aluminum Stearate	1.5%	17000	0.14
11	Magnesium Stearate	1.5%	22500	0.18
12	Calcium Stearate	1.5%	23000	0.17

[00169] The data shows that zinc stearate had the best wear and friction performance. The data also shows that other stearates reduced wear and friction to differing levels of effectiveness.

Example 5

[00170] Different zinc carboxylate salts were tested in the HFRR. These represent salts of zinc and different carboxylate anions. The testing results are tabulated in Fig. 3.

[00171] The data in Fig. 3 demonstrates that straight chain carboxylates have better performance than non-straight chains as indicated by runs 4 (zinc stearate) , 13 (zinc undecylenate) and 14 (zinc oleate) compared with run 15 (zinc naphthenate) which is not a straight chain. Better performance was achieved with the stearate which is a saturated straight chain of 18 carbons.

[00172] Engine testing was also conducted for formulations of this disclosure. The engine testing included measurements of the following parameters: IIIG kinematic viscosity increase at 40°C (%) as measured by ASTM D7320 (lower value is better); IIIG average weighted piston deposits (merits) as measured by ASTM D7320 (higher value is better); IIIG average cam and lifter wear (µm) as measured by ASTM D7320 (lower value is better); IIIG average piston skirt varnish (merits) as measured by ASTM D7320 (higher value is better); IIIG oil ring land deposit (merits) as measured by ASTM D7320 (higher value is better); IIIG undercrown (merits) as measured by ASTM D7320 (higher value is better); IIIG groove 1 as measured by ASTM D7320 (higher value is better); IIIG groove 2 as measured by ASTM D7320 (higher value is better); IIIG groove 3 as measured by ASTM D7320 (higher value is better); and IIIG land 2 as measured by ASTM D7320 (higher value is better).

Example 6

[00173] The lubricants used in HFRR run 4 and run 5 were tested in a sequence IIIG engine test as described above. The results of sequence IIIG engine testing are tabulated below. The results demonstrate that the addition of zinc stearate to the lubricant reduced wear, reduced engine deposits and improved the oxidative stability of the lubricant.

	Oil From Run 4 (Contains Zn Stearate)	Oil From Run 5
Average Piston Skirt Varnish	9.79	9.40
Weighted Piston Deposit	6.92	4.15
Cam & Lifter Wear (microns)	35.1	343.8
Viscosity Increase (percent)	44.1	246
Oil Ring Land Deposit (merit rating)	8.11	4.27
Piston Undercrown Deposit (merit rating)	8.63	3.27
Piston Groove 1 (merit rating)	1.91	1.46
Piston Groove 2 (merit rating)	3.50	1.01
Piston Groove 3 (merit rating)	9.51	6.33
Piston Land 2 (merit rating)	1.97	1.08
Merit ratings: 0 – 10 (10 = Clean)		

[00174] Antiwear performance is indicated by the low cam and lifter wear result achieved for the Run 4 oil containing zinc stearate. Improved oxidation

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control is indicated by the low viscosity increase. Oxidation is a significant contributor to oil thickening and viscosity increase. Improved engine deposit control is indicated by the high merit ratings achieved for various piston deposits. Higher merit ratings indicate lower deposits and cleaner pistons.

[00175] Figs. 1-3 depict results from testing carried out in Examples 1-6.

[00176] Fig. 1 (top) shows the performance in one experiment of the partial formulation in which ZDDP and friction modifiers were removed (“partial” formulation). Fig. 1 (bottom) shows performance in one experiment for the full formulation. Fig. 1 (top and bottom) contain three lines. Each line is a depth profile of the final wear scar across the center, right and left of the oval shaped scar. The absence of ZDDP results in a deeper scar.

[00177] Fig. 2 shows the wear scar data generated when zinc stearate was added to the “partial” formulation. The three lines represent depth profiles of the final wear scar in the center, right and left of the scar. The depth of this wear scar is less than the full formulation shown in Fig. 1.

[00178] Fig. 3 shows the results of HFRR testing for other metal carboxylate salts in addition to zinc stearate in Fig. 2. Some results are averages over several experiments.

[00179] While not wishing to be bound to any particular theory, it is believed that the antiwear performance of the formulations of this disclosure is unexpectedly enhanced by an interaction between zinc stearate and other molecules in the additive formulation. One example of this is the interaction of antiwear with the detergents (i.e., salicylate and/or sulfonate).

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[00180] The lubricants of this disclosure are low in sulfur and are less corrosive than antiwear additives containing sulfur. One manifestation of this is that the present disclosure is less likely to corrode ferrous materials (e.g., steel) to produce iron sulfide.

[00181] All patents and patent applications, test procedures (such as ASTM methods, UL methods, and the like), and other documents cited herein are fully incorporated by reference to the extent such disclosure is not inconsistent with this disclosure and for all jurisdictions in which such incorporation is permitted.

[00182] When numerical lower limits and numerical upper limits are listed herein, ranges from any lower limit to any upper limit are contemplated. While the illustrative embodiments of the disclosure have been described with particularity, it will be understood that various other modifications will be apparent to and can be readily made by those skilled in the art without departing from the spirit and scope of the disclosure. Accordingly, it is not intended that the scope of the claims appended hereto be limited to the examples and descriptions set forth herein but rather that the claims be construed as encompassing all the features of patentable novelty which reside in the present disclosure, including all features which would be treated as equivalents thereof by those skilled in the art to which the disclosure pertains.

[00183] The present disclosure has been described above with reference to numerous embodiments and specific examples. Many variations will suggest themselves to those skilled in this art in light of the above detailed description. All such obvious variations are within the full intended scope of the appended claims.

CLAIMS:

1. A method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by using as the lubricating oil a formulated oil, said formulated oil having a composition comprising a lubricating oil base stock as a major component; and at least one metal salt of a carboxylic acid, as a minor component; wherein the minor component contains no sulfur or phosphorus; wherein the metal comprises a transition metal or mixtures thereof; wherein the carboxylic acid is selected from the group consisting of an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof; and wherein wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

2. The method of claim 1 wherein the metal is selected from the group consisting of a Group 10, 11 and 12 metal, and mixtures thereof; and wherein the carboxylic acid is an aliphatic, saturated, unbranched carboxylic acid having from 8 to 26 carbon atoms, and mixtures thereof.

3. The method of claims 1 and 2 wherein the metal is selected from the group consisting of nickel (Ni), palladium (Pd), platinum (Pt), copper (Cu), silver (Ag), gold (Au), zinc (Zn), and mixtures thereof; and wherein the carboxylic acid is selected from the group consisting of caprylic acid (C8), pelargonic acid (C9), capric acid (C10), undecylic acid (C11), lauric acid (C12), tridecylic acid (C13), myristic acid (C14), pentadecylic acid (C15), palmitic acid (C16), margaric acid (C17), isostearic acid (C18), stearic acid (C18),

nonadecylic acid (C19), arachidic acid (C20), heneicosylic acid (C21), behenic acid (C22), tricosylic acid (C23), lignoceric acid (C24), pentacosylic acid (C25), cerotic acid (C26), and mixtures thereof.

4. A method for improving wear control, while maintaining or improving fuel efficiency, in an engine or other mechanical component lubricated with a lubricating oil by using as the lubricating oil a formulated oil, said formulated oil having a composition comprising a lubricating oil base stock as a major component; and a mixture of (i) at least one metal salt of a carboxylic acid, and (ii) at least one metal salt of an organic acid, or at least one metal salt of an inorganic acid, or at least one metal salt of a phenol, or mixtures thereof, as minor components; wherein, for the at least one metal salt of a carboxylic acid, the metal comprises a transition metal or mixtures thereof, and the carboxylic acid is selected from the group consisting of an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof; wherein, for the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, the at least one metal salt of a phenol, or mixtures thereof, the metal comprises an alkali metal, an alkaline earth metal, or mixtures thereof, and the organic or inorganic acid is selected from the group consisting of an aliphatic organic or inorganic acid, a cycloaliphatic organic or inorganic acid, an aromatic organic or inorganic acid, and mixtures thereof; and wherein wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

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5. The method of claim 4 wherein, for the at least one metal salt of a carboxylic acid, the metal is selected from the group consisting of a Group 10, 11 and 12 metal, and mixtures thereof; and wherein the carboxylic acid is an aliphatic, saturated, unbranched carboxylic acid having from 8 to 26 carbon atoms, and mixtures thereof.

6. The method of claims 4 and 5 wherein, for the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, and the at least one metal salt of a phenol, the metal comprises an alkali metal, an alkaline earth metal, or mixtures thereof; and wherein the organic acid or inorganic acid is selected from the group consisting of a sulfur-containing acid, a carboxylic acid, a phosphorus-containing acid, and mixtures thereof.

7. A lubricating oil having a composition comprising a lubricating oil base stock as a major component; and at least one metal salt of a carboxylic acid, as a minor component; wherein the minor component contains no sulfur or phosphorus; wherein the metal comprises a transition metal or mixtures thereof; wherein the carboxylic acid is selected from the group consisting of an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof; and wherein wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing a minor component other than the at least one metal salt of a carboxylic acid.

8. The lubricating engine oil of claim 7 wherein the metal is selected from the group consisting of a Group 10, 11 and 12 metal, and mixtures thereof; and wherein the carboxylic acid is an aliphatic, saturated, unbranched carboxylic acid having from 8 to 26 carbon atoms, and mixtures thereof.

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9. The lubricating engine oil of claims 7 and 8 wherein the metal is selected from the group consisting of nickel (Ni), palladium (Pd), platinum (Pt), copper (Cu), silver (Ag), gold (Au), zinc (Zn), and mixtures thereof; and wherein the carboxylic acid is selected from the group consisting of caprylic acid (C8), pelargonic acid (C9), capric acid (C10), undecylic acid (C11), lauric acid (C12), tridecylic acid (C13), myristic acid (C14), pentadecylic acid (C15), palmitic acid (C16), margaric acid (C17), isostearic acid (C18), stearic acid (C18), nonadecylic acid (C19), arachidic acid (C20), heneicosylic acid (C21), behenic acid (C22), tricosylic acid (C23), lignoceric acid (C24), pentacosylic acid (C25), cerotic acid (C26), and mixtures thereof.

10. A lubricating oil having a composition comprising a lubricating oil base stock as a major component; and a mixture of (i) at least one metal salt of a carboxylic acid, and (ii) at least one metal salt of an organic acid, or at least one metal salt of an inorganic acid, or at least one metal salt of a phenol, or mixtures thereof, as minor components; wherein, for the at least one metal salt of a carboxylic acid, the metal comprises a transition metal or mixtures thereof, and the carboxylic acid is selected from the group consisting of an aliphatic carboxylic acid, a cycloaliphatic carboxylic acid, an aromatic carboxylic acid, and mixtures thereof; wherein, for the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, the at least one metal salt of a phenol, or mixtures thereof, the metal comprises an alkali metal, an alkaline earth metal, or mixtures thereof, and the organic acid or inorganic acid is selected from the group consisting of a sulfur-containing acid, a carboxylic acid, a phosphorus-containing acid, and mixtures thereof; and wherein wear control is improved and fuel efficiency is maintained or improved as compared to wear control and fuel efficiency achieved using a lubricating oil containing minor components other than the mixture of (i) the at least one metal salt of a carboxylic acid, and (ii) the at least one metal salt of an organic acid, or the at

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least one metal salt of an inorganic acid, or the at least one metal salt of a phenol, or mixtures thereof.

11. The lubricating engine oil of claim 10 wherein, for the at least one metal salt of a carboxylic acid, the metal is selected from the group consisting of a Group 10, 11 and 12 metal, and mixtures thereof; and wherein the carboxylic acid is an aliphatic, saturated, unbranched carboxylic acid having from 8 to 26 carbon atoms, and mixtures thereof.

12. The lubricating engine oil of claims 10 and 11 wherein, for the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, and the at least one metal salt of a phenol, the metal comprises an alkali metal, an alkaline earth metal, or mixtures thereof; and wherein the organic acid or inorganic acid is selected from the group consisting of a sulfur-containing acid, a carboxylic acid, a phosphorus-containing acid, and mixtures thereof.

13. The lubricating engine oil of claims 10-12 wherein the at least one metal salt of a carboxylic acid comprises zinc stearate, silver stearate, palladium stearate, zinc palmitate, silver palmitate, palladium palmitate, or mixtures thereof; and wherein the at least one metal salt of an organic acid, the at least one metal salt of an inorganic acid, or the at least one metal salt of a phenol comprises calcium sulfonate, magnesium sulfonate, calcium salicylate, magnesium salicylate, calcium phenate, magnesium phenate, or mixtures thereof.

14. A method for reducing sulfur and phosphorus and their harmful side effects of exhaust catalyst poisoning and increased corrosivity in an engine or other mechanical component lubricated with a lubricating oil by including (i) at least one transition metal salt of a carboxylic acid or (ii) a mixture of at least one

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transition metal salt of a carboxylic acid and at least one detergent selected from an alkali metal or alkaline earth metal salt of an organic acid, or an alkali metal or alkaline earth metal salt of an inorganic acid, or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, in the lubricating oil.

15. A low sulfur, low phosphorus lubricating oil having a composition comprising a lubricating oil base stock as a major component, and (i) at least one transition metal salt of a carboxylic acid or (ii) a mixture of at least one transition metal salt of a carboxylic acid and at least one detergent selected from an alkali metal or alkaline earth metal salt of an organic acid, or an alkali metal or alkaline earth metal salt of an inorganic acid, or an alkali metal or alkaline earth metal salt of a phenol, or mixtures thereof, as a minor component.