CLAIMS

1. A natural gas engine lubricating oil composition comprising:

(a) a first base oil component selected from a Group I base stock, a Group II base stock, a Group III base stock, or a combination thereof, each having a kinematic viscosity at 100°C of from 8.5 to 15 mm^2/s;

(b) a second base oil component selected from a Group I base stock, a Group II base stock, a Group III base stock, or a combination thereof, each having a kinematic viscosity at 100°C of from 4.0 to less than 8.5 mm^2/s;

wherein the weight ratio of the first base oil component to the second base oil component is in a range of from 1:10 to 1:1.15; and

wherein the lubricating oil composition is a SAE 40, SAE 50 or SAE 60 viscosity grade engine oil.

2. A low-speed or medium-speed diesel engine lubricating oil composition comprising:

(a) a first base oil component selected from a Group I base stock, a Group II base stock, a Group III base stock, or a combination thereof, each having a kinematic viscosity at 100°C of from 8.5 to 15 mm^2/s;

(b) a second base oil component selected from a Group I base stock, a Group II base stock, a Group III base stock, or a combination thereof, each having a kinematic viscosity at 100°C of from 4.0 to less than 8.5 mm^2/s;

wherein the weight ratio of the first base oil component to the second base oil component is in a range of from 1:10 to 1:1.15; and

wherein the lubricating oil composition is a SAE 40, SAE 50 or SAE 60 viscosity grade engine oil.

3. The lubricating oil composition of any one of claims 1 or 2, wherein the weight ratio of the first base oil component to the second base oil component is in a range of from 1:5 to 1:1.15.

4. The lubricating oil composition of any one of claims 1 or 2, which is a 15W-*x,* 20W-*x* or 25W-*x* SAE viscosity grade engine oil, wherein *x* is 40, 50 or 60.

5. The lubricating oil composition of claim 2, wherein the medium-speed diesel engine lubricating oil composition is zinc-free.

6. Use of the lubricating oil composition of claim 1 to lubricate a natural gas engine selected from a stationary natural gas engine, a stationary biogas engine, a stationary landfill gas engine, a stationary unconventional natural gas engine, or a dual-fuel engine.

7. Use of the lubricating oil composition of claim 2 to lubricate a low-speed diesel engine and the low-speed diesel engine is a marine crosshead diesel engine.

8. Use of the lubricating oil composition of claim 2 to lubricate a medium-speed diesel engine selected from a locomotive diesel engine, a marine trunk piston diesel engine or a land-based stationary power diesel engine.

9. The lubricating oil composition of any one of claims 1 or 2, further comprising 1 to 20 wt. %, based on the total weight of the composition, of a polyisobutylene having a kinematic viscosity at 100°C of from 200 to 5000 mm^{2}/s.

10. The lubricating oil composition of any one of claims 1 or 2, further comprising at least one additive selected from an antioxidant, anti-wear agent, metal detergent, dispersant, friction modifier, corrosion inhibitor, demulsifier, viscosity modifier, pour point depressant, foam inhibitor, and mixtures thereof.

11. A method of controlling deposit formation in a mechanical component of an internal combustion engine selected from a natural gas engine, a low-speed diesel engine or a medium-speed diesel engine, the method comprising operating the internal combustion engine with a lubricating oil composition according to any one of claims 1-10.

12. The method of claim 11, wherein the mechanical component is a piston, a piston ring, a cylinder liner, a cylinder, a cam, a tappet, a lifter, a gear, a valve, a valve guide, or a bearing including a journal, a roller, a tapered, a needle, or a ball bearing.

13. The method of claim 11, wherein the mechanical component comprises steel.

14. The method of claim 11, wherein the internal combustion engine is operated under a load with a Brake Mean Effective Pressure of greater than 20 bar (2.0 MPa).