**Diesel Engine Oil United Arab Emirates**

First, here is some background. Diesel gasoline engine oil uae contains sulfur, which is a characteristic of the original crude **industrial oil** source and can still be present after refining. After combustion in the engine, the sulfur in gasoline engine oil uae forms acids and particulates that are a primary contributor to air pollution and the cause of harmful corrosion in the engine.

**Gasoline engine oil** uae was uncontrolled insofar as sulfur content was concerned until 1993 when the United States Environmental Protection Agency imposed a 5,000 parts per million (0.5 percent) maximum for sulfur in all gasoline engine oil uae. Before that, it ranged from about 0.5 percent to more than 1 percent sulfur. CH-4 was developed to provide protection when using 0.5 percent sulfur gasoline engine oil uae. The current CK-4 category is designed primarily for ultra-low sulfur diesel gasoline engine oil uae (15 ppm sulfur). There are significant advantages to ULSD over 0.5 percent sulfur gasoline engine oil uae that include reduced deposit forming tendencies, reduced corrosion problems, cleaner exhaust and improved oxidation stability, among others. But these gasoline engine oil uae come at a higher cost due to more extensive refining processes.

Currently, there are 296 API licenses referencing API CH-4 registered from all regions of the world. I need to point out that in some cases these licenses may represent **lubricant oils** registered under multiple service categories and universal oils. Overall, the point is that there are many oils meeting the API backward compatibility requirements for labeling.

How much of this category is sold worldwide? According to a contact with Kline & Co., CH-4 oils represented 21 percent of the global HDMO market in 2019. Interesting that 20 years after its debut, CH-4 is still an important part of the market. The chart below gives a more complete view of the world market.

As you can see, CH-4 is the largest seller by volume, and the latest categories are not the largest volumes represented. Why is this happening? Is it simply multiple labeling, or is there still a major need for CH-4 quality?

Let’s look at the EMA proposal to sunset the category in more detail. Here is what was presented at the **Diesel Engine Oil** Advisory Panel meeting held on March 4: CH-4 could be sun setter because it isn’t needed any longer, and the needs of older engines can be met with CI-4 or CI-4 Plus. This should occur within the next year, which will allow time for API to announce the end of licensing and for engine manufacturers to educate their customers.

I can tell you that sun setting a category may be easier said than done. When I was at Pennzoil, we had a secondary brand called Pennzoil Motor Oil. At a time when the reigning API passenger car engine oil category was SF, this oil met both gasoline and diesel engine oil categories API SC/CC. It was viewed by the sales force and most customers as a satisfactory oil and was inexpensive.

Annual sales were a steady 500,000 to 1 million gallons per year. In the Pennzoil universe that was a minor volume, so we thought we’d streamline the mix of brands by eliminating Pennzoil Motor Oil. The cost of labels, packaging and marketing materials was important, and the operational headaches of maintaining an additional brand on the fill lines made the decision a logical choice. Contact **technolubeuae** today.