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**Lubricants for Two-
Stroke-Cycle
Gasoline Engines**

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FUELS AND LUBRICANTS REPORT

SAE J1510

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LUBRICANTS FOR TWO-STROKE-CYCLE GASOLINE ENGINES

1. INTRODUCTION:

The information in this report has been compiled by Technical Committee 6 (Small Engine Lubricants) of the SAE Fuels and Lubricants Division. The intent is to provide those concerned with the design and maintenance of two-stroke-cycle engines with a better understanding of the properties of two-stroke-cycle lubricants. Reference is also made to test procedures which may be used to measure the chemical and physical characteristics of these lubricants.

2. UNIVERSAL CLASSIFICATION:

At the present time, two-stroke-cycle engine and lubricant manufacturers use a variety of proprietary engine tests to define lubricant performance. For example, for several years the National Marine Manufacturers Association (NMMA), formerly the Boating Industry Association (BIA), has been approving oils for water-cooled, high performance outboard engines. Products with this approval bear a BIA TC-W and/or NMMA TC-W or TC-W II logo.

The value of a universal classification for all two-stroke-cycle lubricants is widely accepted. SAE, API, ASTM, and CEC are currently developing such a system, encompassing several categories. It will aid in the correct labeling and application of these oils and will classify them according to their ability to perform in different engine types.

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3. ENGINE APPLICATIONS:

Two-stroke-cycle engines are used in many applications where importance is attached to a high ratio of net power to engine weight. Water-cooled outboard engines with displacements to 4000 cc are not uncommon. At the other end of the scale are air-cooled engines for power tools, with displacements of 30 cc or less. In between are engines with various displacements and specific outputs. Typically, they are used to power mopeds, lawn mowers, motorcycles, small tractors, chainsaws, portable generators or pumps, snowmobiles, etc.

4. LUBRICATION SYSTEMS:

Three approaches to two-stroke-cycle engine lubrication are common:

- a) pre-mixing, in which the lubricant is added to the fuel either in the fuel tank or before it is put in the fuel tank;
- b) line-mixing, in which the lubricant is metered into the gasoline between the fuel tank and the engine;
- c) injection, in which the lubricant is metered directly into the intake manifold or other points using a pump that is controlled by engine speed and/or throttle setting.

Use of the last two systems is increasing. In addition to both being more convenient, the injection system optimizes lubricant delivery rates over varying power and speed ranges.

5. FUEL:OIL RATIOS:

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The ratio of fuel to oil depends on the engine, the application, and the lubricant. A fuel-to-oil ratio of 50:1 is often specified by both engine manufacturers and lubricant marketers for oils such as those used in large outboard engines. However, higher ratios, for example, 100:1, are sometimes recommended. Ratios as low as 16:1 are specified for use in air-cooled engines.

Variable ratios are characteristic of lube-injection systems. In one lube injected snowmobile, for example, the ratio varies from 100:1 at idle to 24:1 at wide-open throttle (WOT).

6. LUBRICANT ROLE:

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Two-stroke-cycle gasoline engines all utilize "once through" lubrication. In any application, the lubricant is expected to protect the engine from wear, scuffing, ring sticking, piston deposits, and rust. It must do so without causing excessive plug fouling, pre-ignition, detonation or exhaust system blockage. If the engine is lube-injected or line-mixed, the lubricant should continue to flow from the reservoir to the injection pump at the lowest ambient temperatures expected in the applications for which the lubricant is intended.

7. OIL COMPOSITION:

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With the wide variety of two-stroke-cycle engines and uses, one lubricant composition may not be optimum for all applications. However, two-stroke-cycle engine lubricants, like other lubricant classes, do have features in common. The base oils are most often petroleum derived but can be synthetic or part synthetic. Frequently, a portion of the base oil is a high viscosity component such as bright stock. Most oils contain an additive package to improve engine cleanliness. Many contain a hydrocarbon diluent to improve the rate of mixing with gasoline and the flow at low ambient temperatures. Some two-stroke-cycle engine lubricants also contain a pour depressant.

For some applications, for example, large outboard engines, where WOT operation for extended periods is common practice, the cleanliness additives must be essentially ashless to avoid pre-ignition and detonation. However, most lubricants, especially those designed for air-cooled engines, contain ash-forming components to control ring zone deposits at high operating temperatures. Many modern, high performance, air-cooled engines perform best with oils comprised of a mixture of ashless and ash-forming components.

8. PHYSICAL AND CHEMICAL PROPERTIES:

- 8.1 Miscibility and Fluidity: The rheological requirements for two-stroke-cycle engine lubricants do not include viscosity specifically. Instead, lubricants must have the ability to mix into gasoline and/or flow at the prevailing ambient temperature.

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SAE J1536, Two-Stroke-Cycle Engine Oil Miscibility/Fluidity Classification, and the supporting ASTM standard specification D 4682-87, describe four grades of two-stroke-cycle engine lubricants according to rheological properties.

- 8.2 Rust: The ability of the oil to prevent internal engine corrosion during shut-down is critical. The NMMA TC-W and TC-W II standards provide a laboratory test procedure (BIA 312-84) whereby the rust inhibiting properties of an oil in the presence of a brine solution can be established.

- 8.3 Stability and Compatibility: It is imperative that oils intended for use in lube-injected and line-mixed engines remain homogeneous over a broad range of ambient temperatures for extended periods of time. Otherwise, filter plugging and engine damage due to oil starvation may occur. Therefore, oils should be inspected to ensure that they are free of gel, sediment, particulates, immiscible liquids, etc.

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Lubricants must remain fluid when contaminated with water. Lubricants which are individually satisfactory may not be so when mixed with other oils.

- 8.4 Pour Point: Two-stroke-cycle engine lubricants are usually pour depressed to ensure adequate dispensability over extended periods of time at lower ambient temperatures. The degree of pour depression, which varies depending on the intended applications, can be established using method ASTM D 97, Standard Test Method for Pour Point of Petroleum Oils.

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- 8.5 Solvent Content: The solvent content of a two-stroke-cycle engine lubricant
Ø can be established by using the ASTM D 3607, Standard Test method for Removing Volatile Contaminants from Used Engine Oils by Stripping. However, because the solvent levels are considerably higher than the fuel contents of used oils, the stripping time should be extended to six hours.
- 8.6 Ash Content: The amount of ash formed from burning a two-stroke-cycle
Ø engine lubricant may be obtained by ASTM D 874, Sulphated Ash from Lubricating Oils and Additives. As noted in section 7, some engines do not perform satisfactorily with ash-forming lubricants, while others benefit from them.
- 8.7 Elemental Analysis: The elemental analysis of lubricants containing ash
forming additives can be established using such techniques as emission spectroscopy, X-ray fluorescence, etc. The level of metal detergents, usually calcium or barium salts, can be determined.
- The additive level of ashless two-stroke-cycle oils generally can be determined by an analysis for elemental nitrogen.
- 8.8 Flash Point: The flash point of solvent-diluted two-stroke-cycle engine
Ø lubricants can be quite low, for example, in the range of 40 - 65°C (104 - 149°F) by ASTM D 93, Standard Test Method for Flash Point by Pensky-Martens Closed Tester. Such lubricants may be classified as "combustible liquids." This has obvious safety implications in terms of lubricant manufacturing, storage, packaging, or shipment.
- 8.9 Color: Most two-stroke-cycle engine lubricants are dyed to help establish
Ø that the oil has been mixed with gasoline prior to use. The intensity of the color should, therefore, be high enough to ensure a light, but readily visible, color after mixing. Because of the possibility of confusion with transmission fluids, it is recommended that a dye color other than red be used. Blue and green are common.

The phi (Ø) symbol is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

RATIONALE:

Not applicable.

RELATIONSHIP OF SAE STANDARD TO ISO STANDARD:

Not applicable.

REFERENCE SECTION:

SAE J1536, Two-Stroke-Cycle Engine Oil Miscibility/Fluidity Classification

ASTM D 93

ASTM D 874

ASTM D 3607

ASTM D 4682-87

APPLICATION:

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