

# Kirjatietao viskositeetista ja polttoaineen kulutuksesta

HTHS-viskositeetti (High Temperature High Shear) mitaan rasiustesterilla +150°C:n lämpötilassa, erikoismittalaitteella "Ravenfield Viscometer"

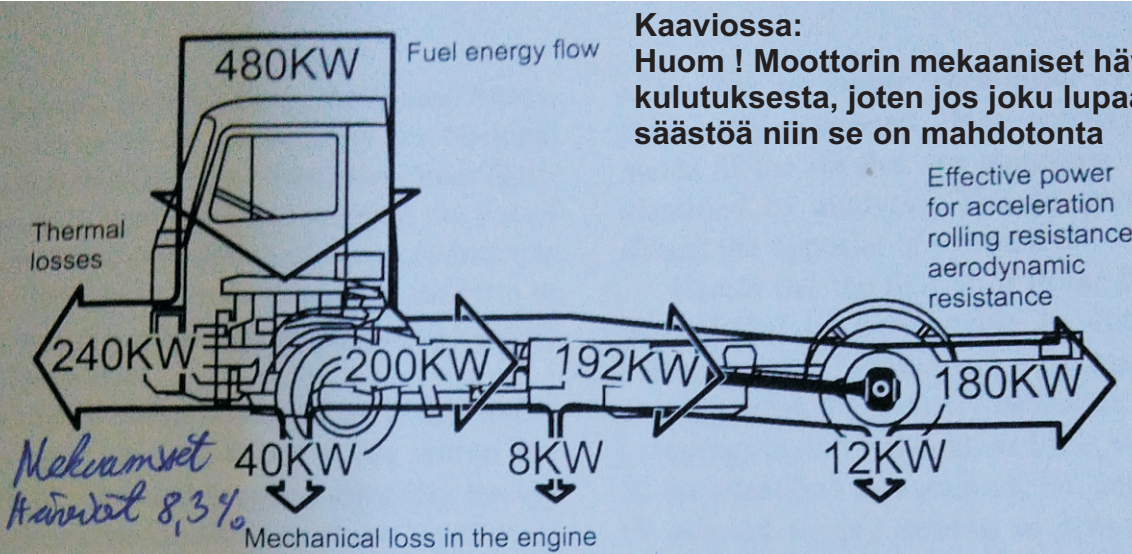
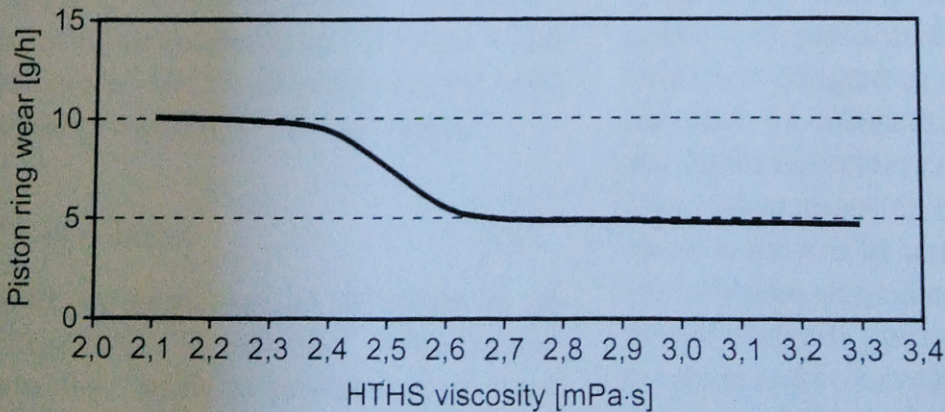


Fig. 9.5 Total losses in commercial vehicles.

the fuel savings in the M 111 FE test must be at least 2.5 % compared to the reference oil. It has to be remembered that absolute fuel savings figures depend largely on the test method and the reference oil used. Standardized dynamometer tests, which more accurately reflect driving conditions, provide more realistic values than the established bench tests which cannot reproduce all operating conditions.

According to OEMs, HTHS values must not be lower than minimum 2.6 mPa s in all manufacturer's approvals and new engine oil developments because of possible wear between critical material pairings.

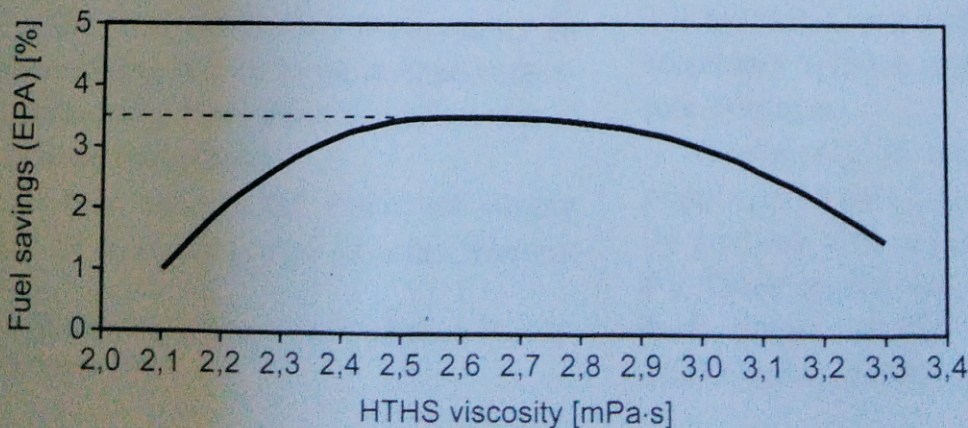
*Hämmäinrenkaiden kuluminen*



**Kaaviossa:**  
**Liian ohut viskositeetti tai polttoainelaimentuma kuluttaa männänrenkaita**

**Useiden öljyjen polttoaineensäästö perustuu alhaiseen viskositeettiin, ohut öljy**

*Polttoaineen säästö*



**Kaaviossa:**  
**Liian paksulla öljyllä taas menetetään polttoaineen säästö**

Fig. 9.6 Fuel efficiency and wear versus HTHS [9.24].