



**...that Ford does not recommend all API CK-4 heavy duty engine oils for their diesel engines?**

Yep, that’s right; Ford engineers have seen accelerated overhead valve-train wear especially in 6.7L engines with some CK-4 engine oils formulated with less than 1,000ppm phosphorus. As such, Ford’s new **WSS-M2C171-F1** oil specification requires minimum 1,000ppm phosphorus and specific performance criteria outlined by Ford.

Ford now recommends engine oils that meet its own OEM oil specification. This high performing oil should be used in all Power Stroke Diesels, especially the 6.7L engines that power the F-250, F-350, and F-450 models because it provides greater engine protection against wear.

**We are pleased to report that the following Gulf lubricants meet the latest M2C171-F1 oil specification and are approved by Ford:**

	<u>Approval Status</u>
➤ Gulf Super Duty Plus 10W-30 (CK-4)	<b>Yes</b>
➤ Gulf Super Duty Select SB 10W-30 (CK-4)	<b>Yes</b>
➤ Gulf Super Duty Plus 15W-40 (CK-4)	<b>Yes</b>
➤ Gulf Super Duty Select SB 15W-40 (CK-4)	<b>Yes</b>
➤ Gulf Super Duty Select XSD 15W-40 (CK-4)	SFU
➤ Gulf Synthetic Super Duty Plus 5W-40 (CK-4)	SFU



**Note: Gulf Super Duty Plus 10W-30 and 15W-40** are also OEM approved and meet stringent performance requirements of Cummins CES20086, Detroit Diesel 93K222, Volvo VDS-4.5 and Mack EOS-4.5.

**SIDE NOTES: FA-4 Oils**

Ford has not approved the use of API FA-4 oils in its vehicles due to the low viscosity nature of these fluids. Ford will only recommend traditional viscosity (high HTHS) 0W-40, 5W-40, 15W-40, 5W-30, 10W-30 and 10W-40 oils in their engines for now.

Caterpillar says the new **API FA-4** heavy duty engine oils are not allowed in Cat engines. Only Cat-branded lubricants and commercially available lubricants such as **Gulf Super Duty Plus** that meet API CK-4 with high phosphorous levels are allowed.