



Model	Model Code	Year Model
ACCORD 4D	CN1, CU3	All
ACCORD TOURER	CN2, CW3	All
CIVIC 3D	FN3	All
CIVIC 5D	FK3	All
CR-V I-CTDI	RD9	All
FR-V	BE5	All

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Originator
Dealer Technical Support
HUK (United Kingdom)

Recommended Lubricants For Honda 2.2 Diesel Models
This Bulletin Supersedes HUK000000001046 With New Information In Blue

Important Information for Service Departments

Honda(UK) would strongly recommend that whenever any 2.2 Diesel engined vehicle is driven either on roadtest, when collecting the vehicle from the customer for work back at the dealership, or before undertaking any servicing or repair work that the oil level is checked prior to the car being driven. Any corresponding failures of the engine, due to low oil level whilst the vehicle is being driven by your staff, may be incorrectly directed back to your Dealership as the customer may see it that the vehicle was in your care. This is especially true of earlier models that were not equipped with a low oil level sensor as the customer may not be aware that the oil level is low.

Please ensure that this information is passed to your Sales department so that your Sales staff can inform customers of the need to check their oil levels regularly and of the possible consequences if these checks are not carried out. Also, ensure that your Sales and Service teams refer the customer to the "Service Station Procedures" section of the owners manual and to the fact that the vehicle has 3 advisory stickers fitted to the engine bay, drivers door jam and windscreen to remind them to check their oil level regularly.

Oil Specification, including i-DTEC Engine

Please ensure that your workshop is using the correct specification of engine lubricant when servicing 2.2 i-CTDI or 2.2 i-DTEC engined vehicles. It is important to use the correct viscosity coupled with the preferred ACEA specification to maintain the level of engine performance, protection, and fuel efficiency achieved from the first factory fill.

Honda(UK) strongly recommends the use of 0W/30 fully synthetic lubricants that meet ACEA A5/B5 specification for i-CTDI engines and ACEA C2/C3 for i-DTEC engines as fitted to the 2009 Accord models.

The 2009 Accord Diesel i-DTEC engine is the first Honda model launched in the UK to be fitted with a Diesel Particulate Filter and to ensure long term reliability of the DPF a new specification of oil has to be used, C2/C3. Failure to use this new specification of oil in cars equipped with a DPF can result in premature failure of the filter due to it becoming clogged with an ash type residue that is generated when non C2/C3 specification oils are burnt as part of the normal combustion process. This type of failure would not be covered by the manufacturers warranty.

With the introduction of low oil level sensors, Diesel Particulate Filters and variable servicing intervals to new models, as they are launched, it is now more important than ever to ensure that the correct grade and specification of oil is used to avoid potential problems occurring.

Please refer to bulletin HUK000000001164 for more information regarding oil specifications for DPF equipped models.



Benefits of using the correct specification of oil

Using this specification of lubricant ensures that the customer can benefit from the following long term advantages:

1) Customer peace of mind

Matching the first fill lubricant specification ensures that the engine delivers its designed optimum performance, giving the customer the reassurance of using the right oil as shown in their handbook.

2) Improved fuel economy

A 0W-30 lubricant is formulated to improve fuel economy ensuring that the customer enjoys regular savings at the filling station. Testing has shown an average 2.5% improvement in economy by using this specification of oil.

3) Reduced environmental emissions

Using a 0W-30 lubricant lowers engine emissions and extends the longevity of the cars' catalytic convertor whilst helping to protect the environment from harmful emissions.

4) Increased engine protection

A 0W-30 lubricant reduces engine wear, improving engine protection by reaching and lubricating vital parts of the engine more quickly than other types of oils.

Oil Consumption

In response to demands for lower emissions and greater fuel economy, modern engines utilise new materials and surface finishes combined with lower viscosity oils. These items can mean that, under certain driving conditions, even new engines may consume more oil than expected. Many factors can influence oil consumption:

- 1) How many miles has the vehicle covered. A new engine will consume more oil as its pistons, piston rings and cylinder walls will not have been conditioned yet.
- 2) How the vehicle is driven. More oil will be consumed during prolonged high speed driving, using higher engine speeds and by frequent acceleration and deceleration.
- 3) Climatic and road conditions.
- 4) Viscosity/quality of the engine oil.

An acceptable level of consumption can be up to 1 litre per 625 miles/1000 km, however consumption levels may be higher when the engine is new. This information is also included in the filling station section of the owners manual.

Warranty

In the event of engine damage resulting from the use of incorrect lubricants, having insufficient lubricant, overfilling with lubricant or from a lack of adequate servicing then repairs to the engine will not be covered by the manufacturers warranty. **Note:** Although the use of fully synthetic oils offers increased engine protection they will not contribute to lower oil consumption.

Customer awareness communication

All 2.2 i-CTDI engined vehicles have had stickers fitted to their engine bay, drivers door jam and windscreen to advise customers to check their oil level regularly, ideally when filling the vehicle with fuel. To ensure that all 2.2 diesel engined vehicles are similarly protected a further supply of these stickers will be sent to each dealer and these should be fitted to any diesel engined vehicle that does not have these customer awareness stickers already fitted.