Introducing: New Common Oil

Don’t go away angry, boys. You’ve done a great job all these years. It’s just time for something better... me!

Talk about a ground-breaker!

A new heavy-duty engine oil/ transmission fluid is being introduced to the Army supply system.

The new oil is called single common powertrain lubricant...

Hi! You can call me SCPL!

SCPL is...

...a full synthetic, all-season (arctic-desert), multi-function heavy-duty engine and transmission oil that’s designed to reduce fuel consumption by two percent or more while doubling oil change intervals.

...designed to replace many of the oils currently used in Army vehicle engines, power-shift and automatic transmissions, and hydraulic systems where engine oils are already being used.

...formulated using state-of-the-art additives and synthetic-based oil to protect against wear and deposits while resisting breakdown even during extreme conditions!

It’s part of the newly revised MIL-PRF-2104K and will replace 10W, 30 and arctic engine oil (MIL-PRF-46167).

SCPL can also replace 15W40 multi-weight oil in many applications.

In a nutshell, here’s what is changing:

- 10W and 30 grade oils are being removed from MIL-PRF-2104K.
- Replacement of arctic engine oil, OEA-30 (MIL-PRF-46167).
- At least doubling the oil change interval for vehicles using SCPL.
Questions... ...and Answers

Now... while you're biting your fingernails in anticipation, here are a few Q&As to consider...

How will the new oil be incorporated into the TM6s?

TM6s will be updated as other, more comprehensive, changes are needed.

A maintenance information message (MIN) is in the works to explain the basics of SCPL and in what equipment it can be used.

Will SCPL have an effect on the Army Oil Analysis Program (AOAP)?

Most tactical vehicles are no longer under AOAP and will not be affected by the change to SCPL.

For combat vehicles in the AOAP program, oil analysis procedures will have to be updated to include the use of SCPL since it will be significantly different from other powertrain lubricants such as 10W, 15W-40, 30, 40 and OEA-30.

What are the NSNs for SCPL?

SCPL comes in the following sizes...

<table>
<thead>
<tr>
<th>Qty</th>
<th>NSN 9150-</th>
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<tbody>
<tr>
<td>1-qt</td>
<td>01-648-5541</td>
</tr>
<tr>
<td>5-gal</td>
<td>01-648-5549</td>
</tr>
<tr>
<td>55-gal drum</td>
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Most engines don't retain a large amount of leftover oil, meaning there's no special change intervals. However, vehicle transmissions often retain a large amount of oil after draining.

That means it's important to use a flushing procedure to make sure all of the old oil is out of the transmission before it's refilled with SCPL.

As an alternative, you can refill the vehicle's transmission with SCPL, but continue the standard oil change schedule for one interval.

For example, suppose you're switching from standard low oil to SCPL in the transmission of a HEMTT.

First, drain the old oil and replace it with SCPL. Then, after the HEMTT completes two years or 12,000 miles (the normal change interval), drain the oil and refill with SCPL. At that time, you would switch to a four year or 24,000 mile oil change interval.

When it's time to change the oil, just refill with SCPL and start using the SCPL oil change interval.

That's typically double the current change interval for standard oil.

Leftover oil will accelerate oil degradation when SCPL is added.

A lot depends on how much used oil is left in the vehicle after draining.

What is the process for replacing used oil?

Does a vehicle's system have to be flushed or just drained and replaced?

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Saluurep! Hey! This stuff is pretty good!

1-qt 5-gal 55-gal drum

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Important Reminders

- SCPL is not for use in M1-series tank engines. SCPL is only recommended for M1-series tank transmissions, and then only in arctic conditions. This recommendation is no different than the current use of OEA-30 (arctic) engine oil (MIL-PRF-46167).
- SCPL is not recommended for Detroit Diesel high output 2-cycle diesel engines when ambient temperatures exceed 90°F. That includes, for example, the M113-series FOV and M109A6 Paladin self-propelled howitzer.
- SCPL is not for applications that require fire resistant hydraulic fluid (FRH).
- SCPL is not a substitute for the CAT 10W grade oil required for the M88-series recovery vehicle transmissions.
- SCPL is not a substitute for the Dexron automatic transmission fluid required for the HMMWV except in arctic conditions. This is no different than current recommendations for OEA-30.

Dear Editor,

On Page 7 of PS 763 (Jun 16) there was an article about grounding problems causing dim headlights. While a grounding issue could certainly be the culprit, it’s also possible that 24V headlights were installed instead of the 12V versions.

If the headlights are incandescent and all of them are dim, I’d suggest checking that the correct 12V headlights were installed first. If they’re good, then you can get out the utility knife and scraper to work on the ground.

Paul Halasz
88th RSC

Editor’s note: Good point, Paul. This shouldn’t be a problem with the new LED headlights, NSN 6220-01-616-1079. They’re multi-voltage headlights.

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