



Esoteric Dissertations on Manure Shoveling by John Holmes.

THEME

The editor says we should express our philosophy on lube oil. Well, mine is to use the best oil available and change it on a regular basis. Our last two trucks were in the \$60K range so I'm not going to worry about the difference in price in regular oil and a full synthetic. I also don't subscribe to the extended service intervals. Holy Cow, why try to save a couple of bucks on a \$60K investment? Our diesels get a new filter and a top-of-the-line, full synthetic 5W-40 oil every 5000 miles. Time is a factor, too, as this provides the opportunity to check over the whole vehicle. For example, on one occasion when the vehicle went up on the lift, we found that when I hit a "road gator" it bent the muffler clamps back. We loosened them and set them right. I wouldn't have known about it if I hadn't serviced the rig. It also keeps the factory happy on your warranty.

NEW ENGINE OIL CATEGORY

Speaking of oil, I just read "New Diesel Emission Regs Mean New Engine Oil Category." Yep, the EPA is going to further tighten the greenhouse gas and fuel mileage regulations for trucks beginning in 2027. The new service category will be known as PC-12 and will lead to the release of two new specifications for the formulation of engine oil. This is similar to PC-11 that led to the 2016 API CK-4 and FA-4 categories. The benefits that are supposed to come from these new oil categories are:

- Increased oxidation performance
- New wear test capability
- Addition of lower viscosities
- Improved aftertreatment capability
- Expansion of elastomer compatibility

This new category of lube oils should provide the following benefits for diesel engines:

- Enable new engine technologies with higher brake mean effective pressure (read: horsepower from smaller displacement). The new oils should address regulations on extending useful life and warranty periods.
- Supporting requirements of better fuel economy
- Support new elastomers used in modern engines

This is all supposed to help engines satisfy tighter environmental regulations, lower emissions, and higher fuel economy standards. Did you follow all of that?

TRUCK ACCESSORIES

Robert also said to write about anything I had done to our trucks. Well, I ordered from Geno's catalog the "Tune Saver" for all three of our vehicles. I'm not so concerned about a tune change at the dealership as I am theft. The number one item stolen down here is the pickup truck, which suddenly is driven over the border that night. Thieves now have gadgets that read the signal from your FOB when you get out and click it to lock the doors to go into Walmart. After you go into the store, they then click open the door to your rig, get in, and plug in another gadget into the OBD II port where they can take over your ride and motor off to strip it down for parts at their shop. I want to block that possibility.

I have now installed the three covers on the OBD II ports, and it was really easy, except it's harder for me to turn myself upside down under the dash now. Be sure to keep the special key stored in a secret location in your rig so you can take it off if the tech at the dealership has to get access to the truck's brains. Add something else to installing this cover accessory: always push the manual door lock button on the inside as you get out when you park the Ram instead of using the FOB. At least the thief can't copy the code when you click the FOB button. One more thing, don't leave the registration/insurance papers in your glove box. When the thief breaks into your vehicle the first thing they do is open the glove box to get the address of your home and then they head for the house since they know you aren't there. They are hoping you have a big new flat screen TV that they can quickly get out of the house. Keep those papers in a place that only you know where they are...for the next time you have to show them to the policeman. Be safe.

