
Rotella T

Posted by Babe Behrens - 2008/01/23 21:12

Is anyone in the club using Shell Rotella T in their R11XX? I'm not looking for controversy, just the users opinion.

There are some forums out directed to this oil but I'll be darned if I can find them, again.

Thanks

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Re:Rotella T

Posted by Bill Bassett - 2008/02/01 10:55

Babe

Try looking at the www.ADVRider.com board and do a search. Lots of info.

Bill

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Re:Rotella T

Posted by Babe Behrens - 2008/02/01 11:15

Bill,

Thanks for the info. I found that site the other day and it appears there are more opinions than "Carter has little liver pills". I was hoping someone local was using the oil and could offer their opinion.

Thanks,

Babe

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Re:Rotella T

Posted by Bob Zwahlen - 2008/04/07 20:59

I use Rotella during the winter months in my R100S. Starts easy, no problems. Of course I don't put a lot of miles it and change over to Castrol for hot weather.

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Re:Rotella T

Posted by Tom Brown - 2008/04/10 18:24

Babe:

The word I've heard is that it is great lubricant if you don't have a Catalytic Converter. Unfortunately, it's hell on them. I may put it in my '00 Aprilia, which has no CAT.

-TB

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Re:Rotella T

Posted by michael florian - 2008/04/13 19:32

Considered one of the better oils on the market. Lots of Zinc and phosphorus, which make for excellent lubrication. Most new oils don't have a lot of these 2, due to Emission regulation issues. Diesel trucks don't have these restrictions. A search on Google should give you some good info. Have a friend running it in all his bikes. Never heard or read of problems about a catalytic converter. If your bike is burning enough oil that it clogs the converter, I think your bike might have a more serious problem. I have read that the Rotella Synthetic is not a happy camper in wet clutch motors/trans. Consider this....most over the road trucks run this, and Mobil Delvac, and get over 500,000 before a rebuild. And it has been around for over 40 years, which should say something.

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Re:Rotella T

Posted by michael florian - 2008/04/13 21:28

Below is a letter from Shell Oil Co to one of the members over at Adventure Rider.com. It was posted on 4-6, so it is about as current as you are going to get. It was one of the sources for my post above. There are many more testimonials to Rotella out there, almost all positive. As for me, I've almost always used either Castrol Syntech Blend in my K bikes and Oilheads, and regular old Castrol GTX in my Airheads. In well over 100,000 miles now, I have never had a bearing or oil related failure. I'd probably switch over to Rotella, but the Castrol has always worked just fine, is readily available, moderately priced.....and there is always a few quarts around the garage, either in qt bottles or the 5 qt value pack.

#31
Cruzin Goose
/^\O^\

Joined: Jul 2006
Location: New Underwood, SD
Odometer: 59 Her's the poop direct from Shell.

Mr. Ascrizzi,

Thanks for the opportunity to respond to your inquiry, and thanks for using Shell products.

ROTELLA T SAE 15W-40 and ROTELLA T Synthetic SAE 5W-40 are universal oils, meeting needs of many 4-stroke gasoline as well as most diesel engines. They have performance credentials (API Service Categories SL and CI-4 & CI-4 PLUS) for lubricating both kinds of engines. Consequently, ROTELLA T can be a good choice for four-stroke motorcycle/ATV engines.

It's best to consult your owner's manual for recommended oil quality. If your engine manufacturer recommends oil meeting any of these API Service Categories; CF-4, CG-4, CH-4, CI-4 & CI-4 PLUS, and/or SH, SJ, and SL, or any earlier but obsolete category, then ROTELLA T may be a good choice.

ROTELLA T does not contain friction modifiers that are added to many passenger-car-only-oils, and it does not comply with all requirements of ILSAC GF-1, GF-2 and GF-3 (the ILSAC oil specifications are often recommended by many gasoline passenger car engine manufacturers). That can be good for motorcycle/ATV use. Friction modifiers can upset wet clutch operation. And the ILSAC requirements limit phosphorus content. Diesel engines and other engines with highly loaded valve trains, as well as transmissions, need extra (compared to passenger car engines) extreme pressure wear protection, which is provided by an additive that contains phosphorus.

One negative might be where the engine manufacturer recommends oil meeting JASO requirements. Part of the JASO requirement limits ash content to 1.2%. Ash content of ROTELLA T exceeds this limit. Oil ash contributes to combustion chamber and spark plug deposits.

Best Regards,

Greg Raley=20
Tel: +1 281 544 8621=20
Email: Gregory.Raley@shell.com=20

Internet: www.shell.com

If you have to work for a living, you're not living.

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Re:Rotella T

Posted by Babe Behrens - 2008/04/14 17:31

Thanks to everyone for their input, especially Mike.
This is the type of information I was looking for.

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Re:Rotella T

Posted by Tom Brown - 2009/03/23 20:01

Mike:

I totally agree that it's great oil from a bearing perspective, but, as you say, "Emission regulation" issues. That little emissions problem is that some of those yummy ingredients mess up the Cat. So, for airheads and other bikes with no CAT, I think it's wonderful stuff, but not for new bikes.

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