



ECOSE® Premium Motor Oil

SYNTHETIC BLEND FORMULATION, MEETS OEM DEMANDS, IMPROVED PERFORMANCE

Meets or exceeds the newest automotive manufacturers' requirements aimed at addressing the increasing impact of Low-Speed Pre-Ignition (LSPI)¹ in Turbocharged Gasoline Direct Injection (TGDI) engines. **ECOSE® Premium Motor Oil** is licensed and approved under **API Service SP** (Resource Conserving) as well as **ILSAC GF-6A**. This lubricant is an advanced synthetic blend automotive engine oil formulated with a modern robust additive system that meets stringent automotive specifications demanding improved wear control, improved gasoline mileage and longer intervals between oil changes. This oil delivers outstanding resistance to thermal breakdown and deposit formation even under the harshest operating conditions.

Features and Benefits

- Excellent anti-wear performance
- Improved fuel economy and durability
- Compatible with conventional motor oils
- Exceeds ILSAC GF-6A requirements for new cars under warranty

Approvals

API SP, SN Plus, SN / ILSAC GF-6A	5W-20	5W-30	10W-30
Ford WSS-M2C960-A1	X	-	-
Ford WSS-M2C961-A1	-	X	-
FCA US LLC - Chrysler MS-6395	X	X	X
GM 6094**	X	X	X
Toyota/Honda	X	X	-

** Obsolete

Applications

- Turbocharged gasoline direct-inject
- Light duty trucks and SUV's
- Conventional gasoline engines
- Converted propane and natural gas engines





Product Data Sheet

Typical Properties

SAE Grade	Test Method	5W-20	5W-30	10W-30
Product Code		530132	530133	530136
Gravity, API	ASTM D-4052	33.2	32.6	30.8
Density, lbs/gal	Calculated	7.15	7.18	7.26
Viscosity, cSt @ 40°C	ASTM D-445	46.0	60.5	75
Viscosity, cSt @ 100°C	ASTM D-445	8.3	10.5	11.5
Viscosity Index	ASTM D-2270	155	160	142
CCS @ -25°C, cP	ASTM D-5293	----	----	≤5200
CCS @ -30°C, cP	ASTM D-5293	≤5500	≤5800	----
Color	ASTM D-1500	3.0	3.0	4.0
Pour Point, °F	ASTM D-5949	≤-38	≤-38	≤-33
Flash Point, COC, °F/ (°C)	ASTM D-92	435 (223)	440 (226)	440 (226)
Sulfated Ash, wt %	ASTM D-874	0.9	0.9	0.9
Base Number	ASTM D-2896	8.0	8.0	8.0
Highest API/ILSAC Performance		SP/GF-6A	SP/GF-6A	SP/GF-6A

**Note: Values shown are typical only and do not constitute a specification. Minor variations in product are to be expected in normal manufacturing. Always confirm with the original manufacturer's recommendation for proper equipment operating requirements.*

¹ LSPI is a premature ignition of the air-fuel mixture in the combustion chamber. This low-speed pre-ignition is very violent and causes over pressurization of the combustion chamber that can lead to damage and failure of the piston, rings, valves, and other internal components.

Rev. 12/22



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