



# **PRO PERFORMANCE**

## **Pro Performance Syn-Blend Motor Oil**

Pro Performance Synthetic Blend Motor Oil provides the ultimate protection and peak performance required by modern engines. They meet the latest fuel economy requirements while exceeding car manufacturers' standards for wear control, piston deposits, oxidation protection, cleanliness, and emission system and seal compatibility. Uniquely formulated to help combat low speed pre-ignition (LSPI) in turbocharged gasoline direct injection engines.

Pro Performance Syn-Blend Motor Oil is formulated with state-of-the-art additive technology and high quality synthetic and conventional base oils to provide outstanding engine protection under all types of driving conditions and temperature extremes. Available in SAE grades 10W-30, 5W-30 and 5W-20. Meets and exceeds new car warranty requirements as defined by ILSAC GF-6A standard and API Resource Conserving SP classification.

**APPLICATIONS:** Pro Performance Syn-Blend Motor Oils are recommended for turbocharged gasoline direct injection, gasoline fueled and flexfuel engines found in passenger cars, light trucks, and sport utility vehicles.

### **FEATURES AND BENEFITS:**

- Helps protect against low speed pre-ignition (LSPI) in turbocharged gasoline direct injection engines (TGDI)
- Low volatility for reduced oil consumption
- Improved fuel economy performance and retention
- Advanced protection against thermal breakdown
- Highest level of high temperature deposit control
- Excellent for high-revving and turbocharged engines
- Exceeds GF-6A and SP specifications for oxidation control, wear control, cleanliness, sludge protection, and emission system and seal compatibility

### **RECOMMENDED PERFORMANCE SPECIFICATIONS:**

- ILSAC GF-6A / API Resource Conserving SP and all previous "S" categories
- FCA Chrysler MS 6395
- Ford WSS-M2C960-A1 (SAE 5W-20), WSS-M2C961-A1 (SAE 5W-30)
- General Motors GM 6094M (obsolete)
- Service fill specifications; Toyota, Honda/Acura and Mazda



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<b>Typical Characteristics</b>				
	<i>Test Method</i>	<i>SAE Viscosity Grade</i>		
		<i>5W-20</i>	<i>5W-30</i>	<i>10W-30</i>
<i>Gravity, °API</i>	<i>1298</i>	<i>32.5</i>	<i>32.5</i>	<i>31.8</i>
<i>Flash Point, COC °C/°F</i>	<i>92</i>	<i>207/405</i>	<i>215/420</i>	<i>220/430</i>
<i>Pour Point, °C/°F</i>	<i>97</i>	<i>-39/-38</i>	<i>-36/-33</i>	<i>-28/-18</i>
<i>Viscosity</i>				
<i>cSt @ 40°C</i>	<i>445</i>	<i>47.4</i>	<i>62.7</i>	<i>67.7</i>
<i>cSt @ 100°C</i>	<i>445</i>	<i>8.5</i>	<i>10.8</i>	<i>10.6</i>
<i>Viscosity Index</i>	<i>2270</i>	<i>154</i>	<i>160</i>	<i>145</i>
<i>CCS Viscosity (mPa.s)</i>	<i>5298</i>	<i>&lt;6600@-30</i>	<i>&lt;6600@-30</i>	<i>&lt;7000@-25</i>
<i>Noack Volatility (%wt)</i>	<i>5800</i>	<i>&lt;15</i>	<i>&lt;15</i>	<i>&lt;15</i>

*Minor variations in test data are to be expected in normal manufacturing*



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