PRINCE LUBRICANTS®

PRODUCT INFORMATION
& DATA SHEET

FSe SAE 0W-30 GF-6A

Low-HTHS (High-Temperature High-Shear) viscosity, fuel-economy “FE” fully synthetic motor oil formulated with the combination of state-of-the-art synthetic and additive technologies that meets or exceeds the rigid API SP-RC (Resource Conserving) and ILSAC GF-6 fuel-conserving standards. It is specifically engineered for the latest downsized gasoline engine technology, including those with hybrid-assisted systems (MHEV, PHEV), requiring “FE” oils with enhanced thermal resistance, cooling capacity, as well as cold-ambient fluidity performance.

It is fortified with shear-stable Anti-Wear Boosters to protect engines with stop-start functionality, shield against low-speed pre-ignition events (LSPI) in GDi and TGDi engines, and maximize protection for critical drivetrain components and engine parts, including the timing chains and bearings. The oxidation-stable additive technology delivers the highest levels of fuel efficiency, smooth operation, emission control, and engine cleanliness. They works hard in fighting-off power-robbing piston deposits, sludge, and corrosion, ensuring lasting engine durability and flawless operational efficiency. It surpassed all of the performance levels claimed by Japanese car makers, including Honda, Mitsubishi, Nissan, and Toyota in relation to fuel-conserving and environmental standards.

Performance Levels

API SP-RC, Ford WSS-M2C953-A, Ford WSS- M2C953-B1, Ford WSS-M2C963-A1, GM dexos™1 Gen3, ILSAC GF-6A

Key Benefits

- Ideally suitable for mild-hybrid, plug-in-hybrid, and non-hybrid gasoline engines.
- Advanced anti-wear technology protects vital engine parts ensuring their longevity.
- Consistent oil performance across all temperatures with a stable viscosity index.
- Excellent thermal stability and oxidation resistance extend both oil and engine life.
- Outstanding low-temperature fluidity for immediate protection at start-up especially in winter.
- Lower internal friction boosts fuel savings and promotes eco-friendly performance.
- Optimized ash levels improve catalyst functionality and three-way catalyst operation.
- Optimal engine cleanliness with our specialized detergent and dispersant formulation.
- Perfectly suited with downsized gasoline engines utilizing stop-start technology.

Areas of Application

Developed specially for the latest generation of hybrid and non-hybrid, energy-conserving gasoline engines with or without turbocharging, and with or without direct injection (GDi, TGDi) where the manufacturer recommends the current API SP and/or ILSAC GF-6A specified low-viscosity oil. The API SP-RC and ILSAC GF-6A are both backward compatible with earlier norms. However, this oil is not recommended for older and high-performance gasoline engines requiring high HTHS viscosity oil.

Service Recommendation

Follow the manufacturer's recommended oil drain interval and refer to the owner's manual. We recommend flushing the engine before adding new oil and replacing the oil filter during the oil change.

Commercially Available Product Compatibility

Our PCMO is fully compatible with any synthetic and conventional engine oil. Maximum performance is assured only when used on its own, without being mixed with other oils.

Typical properties

SAE Viscosity		**0W-30**
Viscosity Index (VI)	ASTM D2270	169
Viscosity at 100 °C; mm²/s	ASTM D445	9.8
Viscosity at 40 °C; mm²/s	ASTM D445	55.6
Density at 15 °C; kg/m³	ASTM D4052	848.0
HTHS Viscosity at 150 °C; mPa.s	ASTM D4683	< 3.5
CCS Viscosity at -35 °C	ASTM D5293	< 6200
Flash Point; °C	ASTM D92	226
Pour Point; °C	ASTM D97	-44
Sulfated Ash; mass%	ASTM D874	0.79

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