

## DID YOU KNOW?



# 0W-16 IS CHANGING THE MARKETPLACE

### **0W-16 is currently the lowest viscosity motor oil in the United States and Canada.**

Although it was launched in 2018 to the US market, it has been in use for years in Japan.

In the ongoing pursuit of better performing and more fuel efficient vehicles, there is a drive for innovations among lubricant manufacturers and their OE partners. This has resulted in a worldwide push for increased fuel efficiency, and oil plays a major role. Although the move from a 0W-20 to 0W-16 may seem to be a relatively small change, it can lead to an increase in fuel economy of up to 2%, which is a significant improvement to auto manufacturers.

### **ENGINE PROTECTION**

ENEOS has answered many inquiries regarding the ever increasing use of lighter oils and their ability to protect the internal engine components. The short answer is: yes these oils are sufficiently capable of protecting modern engines, which have evolved, as have some of their key components, to accommodate lighter oils. There are now variable displacement oil pumps that can deliver the required volume and pressure as needed and

create less drag on the engine. As mentioned, lower viscosity oils also can contribute to increases in fuel economy through decreased fluid friction.

On the other hand, some advancements in technology require lower viscosity oil. In the case of Variable Valve Timing (VVT), the use of improper viscosity can cause sluggish performance of the VVT actuator, which can cause engine malfunction codes and drivability issues.

### **CHECK OEM RECOMMENDATIONS**

If questions about viscosity arise, refer to your vehicle owner's manual. It should recommend 0W-16 API SN Resource Conserving oil. Some owner's manuals also state 0W-20 can be used if 0W-16 is not available, but should be changed back to 0W-16 at the next oil change. Owner's manuals also state that 0W-16 is the best choice for fuel economy and cold weather starting.



# DID YOU KNOW?

## UPDATES TO INDUSTRY STANDARDS

Finally, with this shift to lower viscosities is the introduction of a new ILSAC standard. Starting in 1990, ILSAC created the GF-1 standard indicating the minimum requirement for oil used in American and Japanese automobiles. The last upgrade, to GF-5, was introduced in October 2010 for 2011 and newer vehicles.

As of 2020, the current standard is GF-6, which is broken down into two categories: GF-6A for 0W-20, 5W-20, 5W-30, and GF-6B for 0W-16. GF-6A will be backwards compatible, but GF-6B will not as it was intended to address 0W-16, a new viscosity grade.

Overall, 0W-16 is a lower viscosity motor oil which provides higher performance and better fuel economy. It's been created and tested in partnership with Japanese automotive manufacturers, whose latest vehicles have been designed to use it.

Meanwhile, 0W-8 is already in use in Japan, and it is on the horizon for North America.

## ENEOS 0W-16

ENEOS 0W-16 [#3251-300] was one of the first to market in the US and Canada due to our relationship in testing and helping create new automotive standards for Asian OEMs. It is 100% fully synthetic Group III+ base oil, which provides the best Viscosity Index of all base oils, combined with carefully selected additives based on tests with many types of engines to help prevent deposits and sludge while enabling remarkably quick engine starts and response, even at cold temperatures.

**ENEOS 0W-16**  
3251-300

