



TRIAX Euro LV 0W-20

Full-Synthetic Low-Viscosity, Low-SAPS Engine Oil — For European Diesel & Select Gasoline Engines Requiring SAE 0W-20

Rev: 2026-05-19

DESCRIPTION

TRIAX Euro LV 0W-20 is a full-synthetic, low-viscosity, low-friction engine oil engineered for the latest generation of BMW, Mercedes-Benz, VW/Audi, Volvo, and Jaguar/Land Rover gasoline and diesel engines specifying SAE 0W-20, as well as late-model US-built EcoDiesel engines requiring DPF-compatible chemistry. The high PAO/ester base oil platform combined with TRIAX's proprietary nano-boron and molybdenum (MoDTC) friction modifier package and low-SAPS detergent/dispersant system delivers exceptionally low NOACK volatility, superb cold-temperature pumpability, extreme shear stability, reduced engine wear, and complete compatibility with three-way catalysts, diesel particulate filters (DPF), and SCR (AdBlue) aftertreatment systems.

PERFORMANCE HIGHLIGHTS

- Extended drain interval: 15,000 miles or 2 years (whichever comes first)** under normal service in mechanically sound engines, supporting full OEM warranty compliance per the specifications listed
- **Dual nano-boron and MoDTC friction modifier system:** proprietary TRIAX friction-reduction chemistry significantly reduces wear on critical engine components, lowers friction coefficient, and improves fuel economy
- **High PAO/ester base oil platform** delivers exceptional shear stability, low NOACK volatility (low oil consumption), and high-temperature film integrity even under sustained high-load operation
- Outstanding turbocharger protection — prevents coking, varnish, and bearing failure on hot-soak shutdown in modern small-displacement turbocharged engines
- Low-SAPS (sulfated ash < 1.0%) chemistry protects three-way catalytic converters, diesel particulate filters (DPF), and SCR (AdBlue) systems from poisoning and premature blockage
- Exceptional cold-temperature pumpability down to -54 °C (-65 °F) pour point — instant cold-start oil delivery in extreme winter climates
- State-of-the-art detergent/dispersant system keeps engines clean for 250,000 miles and beyond — near-zero deposits on piston rings, valves, and oil galleries; quiet, efficient hydraulic tappet/lifter operation
- Suitable for full service of vehicles still in OEM warranty per the specifications listed below

**Drain interval represents the lubricant's capability under normal duty in a mechanically sound engine with regular oil analysis and no aftermarket additives. THIS PRODUCT IS NOT BACKWARDS COMPATIBLE with VW 504.00, 507.00, or any other VW specification not listed. Always consult the vehicle owner's manual.

SPECIFICATIONS & APPLICATIONS

TRIAX Euro LV 0W-20 is engineered for late-generation gasoline and diesel passenger vehicles from BMW, Mercedes-Benz, VW/Audi, Volvo, Porsche, and Jaguar/Land Rover specifying SAE 0W-20 with low-SAPS chemistry. Also suitable for select Ford applications and any gasoline vehicle requiring API SN or API SN Plus.

API SN/SN Plus licensed and meets or exceeds the following industry and OEM specifications:

- | | |
|---|--|
| ■ API SN, API SN Plus | ■ Mercedes-Benz MB 229.71 |
| ■ ACEA C5 | ■ Porsche C20 |
| ■ VW / Audi 508.00, 509.00 (Approval Pending) | ■ Volvo VCC RBS0-2AE |
| ■ VW TL 52577 | ■ Jaguar / Land Rover STJLR.03.5006, STJLR.51.5122 |
| ■ BMW Longlife-17 FE+, Longlife-14 FE | ■ Ford WSS-M2C947-B1, WSS-M2C962-A1 |

TYPICAL PROPERTIES

Parameter	TRIAX Euro LV 0W-20	Test Method
Viscosity, Kinematic @ 40 °C, cSt	41	ASTM D445
Viscosity, Kinematic @ 100 °C, cSt	8.1	ASTM D445
Viscosity Index	176	ASTM D2270
Flash Point, °C (°F)	234 (453)	ASTM D92
Pour Point, °C (°F)	-54 (-65)	ASTM D97
Specific Gravity @ 60 °F	0.849	ASTM D4052
HTHS Viscosity @ 150 °C, cP	> 2.60	ASTM D5481
Sulfated Ash, % wt	< 1.0	ASTM D874

Made in the USA by TRIAX LLC © Copyright © 2026, all rights reserved. Other trademarks shown are the property of their respective owners. They are used only for descriptive purposes and communicate specification compliance, per industry standards and normative fair use laws. No affiliation or endorsement claim is made by their use.