



TRIAX SYNERGY SRT

API-Licensed Full-Synthetic Engine Oils for Turbocharged & Supercharged Gasoline Engines

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DESCRIPTION

TRIAX Synergy SRT are API-licensed, state-of-the-art full-synthetic engine oils formulated for turbocharged and supercharged gasoline engines. Built on 100% synthetic base stocks including PAO, with high additive content, stabilizers, defoamers, and shear-stable VI improvers, they deliver outstanding performance and protection across all driving conditions — meeting the expectations of professional technicians and demanding owners alike. Synergy SRT oils feature TRIAX nano-boron and moly friction modifiers combined with high-phosphate-retention ZDDP for outstanding wear protection, lubricant durability, and oxidation stability, resulting in superb engine performance and longevity.

PERFORMANCE HIGHLIGHTS

- **Exceptional wear protection** — up to 84% less wear than the API requirement (Sequence IVA engine test)
- **Unmatched turbocharger protection** — high-temperature film integrity and deposit control safeguard turbochargers in severe service
- **Full LSPI protection** — every grade meets API SQ or SP requirements, which include the Sequence IX low-speed pre-ignition test — guarding turbocharged direct-injection engines against damaging pre-ignition events
- **Extreme durability & shear stability** — shear-stable VI improvers maintain viscosity and protection over the full drain interval
- **Advanced detergent system** — keeps engines clean for up to 250,000 miles
- **Extended drain capability** — up to 20,000 miles in 0W-20, 5W-20, and 5W-30 grades
- **Outstanding deposit control** — near-zero deposits on piston rings, turbochargers, and valves throughout the service life
- **High-temperature film integrity** — maintains a durable lubricating film at very high operating temperatures
- **Smoother, quieter operation** — improved power delivery and fuel efficiency

Drain interval represents the capability of the lubricant in a mechanically sound engine with regular oil analysis and without after-market additives. Always follow the vehicle manufacturer's recommendations.

TYPICAL PROPERTIES

Property	0W-16	0W-20	0W-30	5W-20	5W-30	10W-30	10W-40
Kinematic Viscosity @ 100 °C, cSt (ASTM D445)	7.7	8.32	10.5	8.30	10.71	10.2	13.6
Kinematic Viscosity @ 40 °C, cSt (ASTM D445)	39.6	44.33	56.8	47.75	63.35	62.91	87.23
Viscosity Index (ASTM D2270)	168	166	177	149	160	149	159
Flash Point, °C (ASTM D92)	222	225	210	225	225	225	241
Pour Point, °C (ASTM D97)	-56	-54	-50	-48	-45	-45	-36
NOACK Volatility (ASTM D5800)	9	8	10	8	7	10	7
HTHS Viscosity, cP (ASTM D5481)	2.48	2.70	3.10	2.70	3.15	3.10	3.9
Total Base Number (ASTM D2896)	9	9	9	9	9	9	9

Small deviations from these results are expected during the manufacturing process and do not affect product performance, and product formulations are subject to change without notice.

SPECIFICATIONS

Grade	Specifications
0W-16	API SN PLUS, SN; ILSAC GF-6B
0W-20	API SQ, ILSAC GF-7 (Resource Conserving), SN PLUS, SN; GM dexos1 Gen 3 (supersedes dexos1 Gen 2 and 6094M); ACEA A1/B1; Ford WSS-M2C947-B1, WSS-M2C947-A, WSS-M2C962-A1; Chrysler MS-6395; ILSAC GF-6A, GF-5
0W-30	API SQ, ILSAC GF-7 (Resource Conserving), SN PLUS, SN; GM dexos1 Gen 3 (supersedes dexos1 Gen 2, LL-A-025, 6094M and 4718M); ACEA A5/B5, A1/B1; Ford WSS-M2C963-A1; Chrysler MS-6395; ILSAC GF-6A, GF-5
5W-20	API SQ, ILSAC GF-7 (Resource Conserving), SN PLUS, SN; GM dexos1 Gen 3 (supersedes dexos1 Gen 2 and 6094M); ACEA A1/B1; Ford WSS-M2C945-B1, WSS-M2C945-A, WSS-M2C930-A, WSS-M2C960-A1; Chrysler MS-6395; ILSAC GF-6A, GF-5
5W-30	API SQ, ILSAC GF-7 (Resource Conserving), SN PLUS, SN; GM dexos1 Gen 3 (supersedes dexos1 Gen 2, LL-A-025, 6094M and 4718M); ACEA A5/B5, A1/B1; Honda HTO-06; Ford WSS-M2C946-B1, WSS-M2C946-A, WSS-M2C929-A, WSS-M2C961-A1; Chrysler MS-6395; ILSAC GF-6A, GF-5, GF-4
10W-30	API SP (Resource Conserving), SN PLUS, SN; ACEA A5/B5, A1/B1; Ford WSS-M2C205-A; Chrysler MS-6395; GM LL-A-025, 6094M, 4718M; ILSAC GF-6A, GF-5
10W-40	API SP, SN PLUS, SN; VW 502.00, 505.00

Proven Protection. Measured Against the Toughest Limits in the Industry.

TRIAX SRT engine oils were qualified against the industry's most demanding engine sequence tests. Each test imposes a maximum allowable limit for deposits, wear, viscosity increase, or bearing loss — and for every metric shown, lower is better. Across all seven sequences, TRIAX SRT results fall far below the spec ceiling, with margins ranging from 30% to 84% better than the maximum requirement.



Bars scaled to each test's spec limit · shorter crimson bar = better performance

TURBOCHARGER DEPOSIT PROTECTION

