

LPG-CNG 5W-30

Engine oil for Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) or Dual fuel (Gasoline + Gas) engines Technosynthese®

TYPE OF USE

Synthetic lubricant specifically designed for engines using Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) or dual fuel (Gasoline + Gas) injection systems, Euro 4, 5 or 6 emission regulation compliant. Specially recommended for cars using LPG or CNG injection systems and requiring a high performance Mid-SAPS specification lubricant meeting ACEA C3 or API SN PLUS (or below), and fitted with catalytic converter or particulate filter.

PERFORMANCES

STANDARDS ACEA C3
API PERFORMANCE SN PLUS

Technosynthese® engine oil specially designed for LPG or CNG, monofuel or dual fuel (Gasoline-LPG) vehicles requiring API SN PLUS (or below) or ACEA C3 (Mid-SAPS) standard and equipped with catalytic converter and/or particulate filter.

Exclusively formulated to:

- Provide an excellent oxidation stability at high temperatures.
- Improve engine cold start and engine warm-up.
- Prevent deposit in combustion chambers, pistons and spark plugs.
- Offer high anti-wear/ anti-scutting performance.
- Bring adequate Ash content (Mid SAPS) to reduce carbon-deposit.
- Maintain engine performance and cleanliness.
- Prevent valve wear.

Compatible with LPG (Liquefied Petroleum Gas) equipment filled with vapor sequential injection in port fuel injection (PFI) or direct injection (DI), or with liquid direct injection system using propane and butane gas.

Also suitable for CNG (Compressed Natural Gas) equipment fitted with multipoint sequential injection in port fuel injection (PFI) or direct injection (DI) using Methane gas. Compatible with gas equipment of all generations (I, II, III, IV, V, VI generations).

The synthetic Technosynthese® base stock improves the level of lubrication and provides huge resistance to high

We retain the right to modify the general characteristics of our products in order to offer to our customers the latest technical development.

Product specifications are definitive from the order which is subject to our general conditions of sale and warranty.

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temperatures generated in the engine by LPG or CNG combustion.

Engines compliant with Euro 4, 5 and 6 emission regulation are fitted with sensitive systems for exhaust gas after treatment. Sulfur and Phosphorus inhibit catalytic converter operation and can damage catalytic converter components leading to inefficient exhaust gas treatment. "Mid-SAPS" lubricants (reduced Sulfated Ash, Phosphorus and Sulfur contents) are compatible with after treatment systems such as Three Way Catalytic converters (TWC) and Particulates Filters (PF). These oils allow reaching extended drain intervals managed by on board computer.

RECOMMENDATIONS

Drain interval: refer to manufacturers' recommendations and tune to your own use.

MOTUL LPG-CNG 5W-30 can be mixed with synthetic or mineral oils.

Before use always refer to the owner manual or handbook of the vehicle.

PROPERTIES

Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)	ASTM D1298	0.852
Viscosity at 40°C (104°F)	ASTM D445	73.9 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	12.1 mm ² /s
HTHS viscosity at 150°C (302°F)	ASTM D4741	3.5 mPa.s
Viscosity Index	ASTM D2270	161.0
Pour point	ASTM D97	-39.0 °C / -38.0 °F
Sulfated Ash	ASTM D874	0.70 % weight
TBN	ASTM D2896	7.6 mg KOH/g
Flash point	ASTM D92	228.0 °C / 442.0 °F

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