



**...that General Motors has approved and recommends the use of dexos1™ 0W-20 viscosity engine oil for applications originally calling for SAE 5W-20?**

**Yep, that's right:** Although some engines when they were first introduced did require and clearly posted on the engine oil fill cap a SAE 5W-20 be used. However, current testing by GM Powertrain Engineering Department has validated and approved the use of 0W-20 dexos1™ as an acceptable substitute and optional top-off and service fill for these vehicles.

Source: GM Service Bulletin #13-00-90-002A

**Other things you might want to know about dexos1™ Gen 2 engine oil:**

- So far 254 SAE 5W-30 products are GM licensed, 186 SAE 0W-20 are licensed and only about 25 SAE 5W-20 oils have been licensed as dexos1™ Gen2.
- SAE 0W-20 viscosity is used to maximize its contribution to fuel economy improvement
- Formulated to provide added protection against low speed pre-ignition, \*LSPI, which is critical in GM's small displacement turbocharged engines
- New additive chemistry to protect turbocharger from harmful deposits
- Only oils displaying the dexos1™ trademark and a registered trademark logo on the front label meet GM stringent oil requirements
- Look for the 11 digit GM dexos® license number on the back label for an authorized/ approved GM lubricant



| Product Name                                | License & OEM Certified | Product ID# | API License |
|---|-------------------------|-------------|-------------|
| GulfTEC® Full Synthetic dexos1™ Gen 2 0W-20 | YES                     | 330226      | SN / GF-5   |
| GulfTEC® Full Synthetic dexos1™ Gen 2 5W-30 | YES                     | 330228      | SN / GF-5   |

**GulfTEC® Full Synthetic dexos1™ Gen 2 Motor Oil** exceeds API SN / ILSAC GF-5 requirements for new cars under warranty. Highly recommended for use in gasoline-fueled and flex-fuel passenger cars, light trucks and sport utility vehicles. Fully backward-compatible making it an excellent choice for previous model year GM vehicles.

\* **Low Speed Pre-Ignition (LSPI)** - most commonly occurs in smaller displacement engines developed to meet higher fuel economy standards. It is random *premature ignition* which often occurs under low-speed, high-torque conditions in turbocharged gasoline direct-injected (TGDI) engines and can be more destructive than typical engine knock.