SAE Viscosity Grades For Engine Oils*(1) (2)

SAE Viscosity Grade	Low-Temperature (°C) Cranking Viscosity ⁽³⁾ , mPa-s Max	Low-Temperature (°C) Pumping Viscosity ⁽⁴⁾ , mPa-s Max with No Yield Stress ⁽⁴⁾	Low-Shear-Rate Kinematic Viscosity ⁽⁵⁾ (mm²/s) at 100°C Min	Low-Shear-Rate Kinematic Viscosity ⁽⁵⁾ (mm ² /s) at 100°C Max	High-Shear-Rate Viscosity [©]), mPa-s at 150°C Min
ow	6200 at -35	60000 at -40	3.8	-	-
5W	6600 at -30	60000 at -35	3.8	-	-
10W	7000 at -25	60000 at -30	4.1	-	-
15W	7000 at -20	60000 at -25	5.6	-	-
20W	9500 at -15	60000 at -20	5.6	-	-
25W	13000 at -10	60000 at -15	9.3	-	-
20	-	•	5.6	< 9.3	2.6
30	-	•	9.3	<12.5	2.9
40	-	-	12.5	<16.3	3.5 (0W-40, 5W-40, 10W-40 grades)
40	-	•	12.5	<16.3	3.7 (15W-40, 20W-40, 25W-40, 40 grades)
50	-	-	16.3	<21.9	3.7
60	-	-	21.9	<26.1	3.7

⁽¹⁾ Notes — 1 cP = 1 mPa-s; 1mm 2/s

API Base Oil Classification

Group	Vis. Index	Saturates		Sulfur	Other				
ı	80 - 120	<90%	and/or	≥0.03%					
II	80 - 120	≥90%	and	<0.03%	-				
III	>120	≥90%	and	<0.03%	-				
IV					PAO (Poly Alpha Olefin)				
V			GE	BVICE	Everything Else				
VI		Europe Only (ATIEL)			PIO (Poly Internal Olefins)				

[•] Companies also use their own marketing phrases: "Group 1-1/2" and "Group 2+"

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⁽²⁾ All values are critical specifications as defined by ASTM D3244 (see text, Section 3)

⁽³⁾ ASTM D5293

⁽⁴⁾ ASTM D4684; Note that the presence of any yield stress detectable by this method constitutes a failure regardless of viscosity.
(5) ASTM D445

⁽⁶⁾ ASTM D4683, CEC L-36-A-90 (ASTM D4741), or ASTM D5481

^{*}This document – SAE J300 revision of November 2007 – supersedes SAE J300 of May 2004. This revision becomes effective May 2009, 18 months after the revised Standard became available for voluntary compliance. Reprinted with permission from SAE J300.

 [&]quot;Group Ill" can be legally labeled "Synthetic"
 The word "Synthetic" is not part of the API Classification

 [&]quot;Synthetic" is a marketina term, not a technical term