

# Product information

## Super Leichtlauf 10W-40

PI 16/09/06/2016



### Description

High-tech synthetic all-season, low-friction motor oil. Super Low-Friction was developed for the toughest requirements of modern, high-performance gasoline and diesel engines without extended maintenance intervals. Tested for use with catalytic converters and turbochargers. Saves fuel and provides optimal wear protection. The formulation has a beneficial effect on sealing materials and thus on the leaktightness of engines. That makes Super Low-Friction Motor Oil especially suitable for vehicles with mileages over 60,000.

### Properties

- rapid oil delivery at low temperatures
- outstanding engine cleanliness
- mixable with all commercially available motor oils
- regenerates seals
- high shear stability
- especially suitable for vehicles with mileages over 100,000 km
- high lubrication reliability
- saves fuel and reduces pollutant emissions
- maintains seals
- smooth engine running
- excellent wear protection
- optimum stability to aging
- tested for turbochargers and catalytic converters

### Specifications and approvals:

ACEA A3 • ACEA B4 • API CF • API SL • MB-Approval 229.1 • VW 501 01 • VW 505 00

**LIQUI MOLY also recommends this product for vehicles or assemblies for which the following specifications or original part numbers are required:**

Peugeot Citroen (PSA) B71 2294 • VW 500 00

### Technical data

|                          |   |
|--------------------------|---|
| SAE class (engine oils)  | 10W-40<br>SAE J300                        |
| Density at 15 °C         | 0,870 g/cm <sup>3</sup><br>DIN 51757      |
| Viscosity at 40 °C       | 88,2 mm <sup>2</sup> /s<br>ASTM D 7042-04 |
| Viscosity at 100 °C      | 14,0 mm <sup>2</sup> /s<br>ASTM D 7042-04 |
| Viscosity at -30°C (MRV) | < 60000 mPas<br>ASTM D4684                |
| Viscosity at -25°C (CCS) | <= 7000 mPas<br>ASTM D5293                |

### Technical data

|                          |                               |
|--------------------------|-------------------------------|
| Viscosity index          | 163<br>DIN ISO 2909           |
| HTHS at 150°C            | >= 3,5 mPas<br>ASTM D5481     |
| Pour point               | -39 °C<br>DIN ISO 3016        |
| Evaporation loss (Noack) | 12,6 %<br>CEC-L-40-A-93       |
| Flash point              | 228 °C<br>DIN ISO 2592        |
| Total base number        | 9,0 mg KOH/g<br>DIN ISO 3771  |
| Sulfate ash              | 1,0 - 1,6 g/100g<br>DIN 51575 |
| Color number (ASTM)      | 2,5<br>DIN ISO 2049           |

### Areas of application

Especially suitable for vehicles with mileages of over 60,000 as well as for use in modern gasoline, passenger vehicle diesel and turbocharged engines.

### Application

The operating instructions of the vehicle and engine manufacturers must be followed.

### Available pack sizes

|                      |                           |
|----------------------|---------------------------|
| 1 l Canister plastic | 1300<br>D-F-I             |
| 1 l Canister plastic | 9503<br>BOOKLET           |
| 1 l Canister plastic | 1928<br>D-RUS-UA          |
| 4 l Canister plastic | 1916<br>D-RUS-UA          |
| 4 l Canister plastic | 9504<br>BOOKLET           |
| 4 l Canister plastic | 20670<br>ALGERIEN-BOOKLET |

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### Available pack sizes

|                         |                           |
|-------------------------|---------------------------|
| 5 l Canister plastic    | 1301<br>D-GB-I-E-P        |
| 5 l Canister plastic    | 9505<br>BOOKLET           |
| 5 l Canister plastic    | 20671<br>ALGERIEN-BOOKLET |
| 5 l Canister plastic    | 1929<br>D-RUS-UA          |
| 20 l Canister plastic   | 1304<br>D-GB-I-E-P        |
| 60 l Drum sheet metal   | 1302<br>D-GB              |
| 60 l Deposit container  | 1325<br>D-GB              |
| 120 l Deposit container | 1326<br>D-GB              |
| 205 l Drum sheet metal  | 1303<br>D-GB              |
| 1 l Bulk goods          | 1330<br>D-GB              |
| 1 l Tank truck          | 3067<br>D-GB              |

**Our information is based on thorough research and may be considered reliable, although not legally binding.**