

## Molygen New Generation 10W-40

### Description

High performance low-friction motor oil for year-round use. The combination of unconventional base oils and advanced additive technology as well as the special Molygen additive ensures that the motor oil is of low viscosity with a high shear stability and reliably prevents the formation of deposits, significantly reducing frictional losses in the engine and providing the optimum protection from wear. This results in fuel savings and an extended service life for the engine.

### Properties

- optimum stability to aging
- outstanding engine cleanliness
- instant lubrication after cold start
- high shear stability
- friction and wear reducing
- excellent wear protection
- miscible with all commercially available motor oils
- excellent high and low temperature behavior
- tested for turbochargers and catalytic converters
- saves fuel and reduces pollutant emissions

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

ACEA A3 • ACEA B4 • API SL • Fiat 9.55535-G2 • MB 229.3 • Peugeot Citroen (PSA) B71 2300 • Renault RN 0700 • Renault RN 0710 • VW 501 01 • VW 502 00 • VW 505 00

### Technical data

|                           |   |
|---------------------------|---|
| SAE class (engine oils)   | 10W-40<br>SAE J 300                       |
| Density at 15 °C          | 0,865 g/cm <sup>3</sup><br>DIN 51757      |
| Viscosity at 40 °C        | 95,0 mm <sup>2</sup> /s<br>ASTM D 7042-04 |
| Viscosity at 100 °C       | 14,2 mm <sup>2</sup> /s<br>ASTM D 7042-04 |
| Viscosity at -30 °C (MRV) | < 60000 mPas<br>ASTM D 4684               |
| Viscosity at -25 °C (CCS) | <= 7000 mPas<br>ASTM D 5293               |
| Viscosity index           | 155<br>DIN ISO 2909                       |
| HTHS at 150°C             | >= 3,5 mPas<br>ASTM D 5481                |
| Pour point                | -39 °C<br>DIN ISO 3016                    |



### Technical data

|                          |                               |
|--------------------------|-------------------------------|
| Evaporation loss (Noack) | 9,5 Gew.-%<br>CEC-L-40-A-93   |
| Flash point              | 220 °C<br>DIN ISO 2592        |
| Total base number        | 11 mg KOH/g<br>DIN ISO 3771   |
| Sulfate ash              | 1,0 - 1,6 g/100g<br>DIN 51575 |
| Color / appearance       | green, fluorescent            |

### Areas of application

Best for modern gasoline and passenger vehicle diesel engines with and without exhaust-gas turbochargers. For the protection and value conservation of the engine during long intervals between oil changes and when there are extreme engine requirements.

### Application

The operating instructions of the vehicle and engine manufacturers must be followed. Can be mixed with all commercially-available motor oils. Optimum effect obtained only when used on its own (i.e. no mixing).

### Available pack sizes

|                        |                             |
|------------------------|-----------------------------|
| 1 l Canister plastic   | 9955<br>BOOKLET             |
| 4 l Canister plastic   | 8538<br>BOOKLET             |
| 5 l Canister plastic   | 9951<br>BOOKLET             |
| 5 l Canister plastic   | 21254<br>ALGERIEN-GB-ARAB-F |
| 5 l Canister plastic   | 21203<br>D-GB-ARAB-RUS-KZ   |
| 60 l Drum sheet metal  | 9063<br>D-GB                |
| 205 l Drum sheet metal | 9064<br>D-GB                |

## Product information

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