

Special Tec B FE 5W-30

Description

Low-friction motor oil with a high-performance additive package. Minimizes friction in the engine and ensures maximum performance.

Properties

- tested for turbochargers and catalytic converters
- outstanding engine cleanliness
- excellent resistance to aging
- minimizes friction
- ensures maximum engine performance

Specifications / Approvals

ACEA A5 • ACEA B5 • API SL

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

BMW Longlife-01 FE

Technical data

SAE class (engine oils)	5W-30 SAE J300
Density at 15 °C	0,855 g/cm ³ DIN 51757
Viscosity at 40 °C	60,0 mm ² /s ASTM D7042
Viscosity at 100 °C	10,4 mm ² /s ASTM D7042
Viscosity at -35 °C (MRV)	< 60000 mPas ASTM D4684
Viscosity at -30 °C (CCS)	<= 6600 mPas ASTM D5293
Viscosity index	165 DIN ISO 2909
HTHS at 150°C	>= 3,0 mPas ASTM D5481
Flash point	230 °C DIN ISO 2592
Pour point	-39 °C DIN ISO 3016
Evaporation loss (Noack)	10,0 % CEC-L-40-A-93
Total base number	11,0 mg KOH/g DIN ISO 3771
Sulfate ash	1,0 - 1,6 g/100g DIN 51575
Color number (ASTM)	L 3,5 DIN ISO 2049
Oil base	Advanced Full Synthetic



Areas of application

Primarily developed for the requirement of BMW gasoline engines without particulate filter from model year 2002 and selected BMW M models. Tested for use with turbochargers and catalytic converters.

Application

The specifications and instructions from the unit or vehicle manufacturer must be followed.

Available pack sizes

1 l Canister plastic	21380 AR-BG-CS-DA-EL-EN-ES-FI-FR-HR-HU-IT-KK-NL-NO-PL-PT-RO-RU-SK-SV-TR-ZH
4 l Canister plastic	21381 AR-BG-CS-DA-EL-EN-ES-FI-FR-HR-HU-IT-KK-NL-NO-PL-PT-RO-RU-SK-SV-TR-ZH
5 l Canister plastic	21382 AR-BG-CS-DA-EL-EN-ES-FI-FR-HR-HU-IT-KK-NL-NO-PL-PT-RO-RU-SK-SV-TR-ZH
20 l Canister plastic	21383 DA-DE-EN-ES-FI-FR-IT-NO-PT-SV
205 l Black plate barrel	21385 DE-EN-ES-FR-IT-PT

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