

Description

Designed based on the experience of Repsols racing teams, this fully synthetic oil can cope with the highest demands to which racing engines are subjected. That is why it is recommended as the best choice for the most advanced and demanding car engines on the market, such as Porsche, Mercedes Benz, Audi, BMW, etc., makes which include it among their most recommended products. A lubricant synonymous with Repsols success on the race track.

Properties

- The specific additives and synthetic nature of its base oils produce excellent results in high temperature sludge and waste formation tests, ensuring engine cleanliness.
- Recommended by most engine manufacturers for both diesel and petrol vehicles, and with extended oil change periods.
- Engine tests show remarkable resistance to wear, exceeding the minimum requirements, thus enabling longer engine life.
- Its components enable rapid deaeration, thereby minimising the formation of foams at high engine rotation speeds, maintaining lubrication and preventing wear.

Quality levels, approvals and recommendations

- API SN/CF*
- ACEA A3/B3, A3/B4
- VW 502.00/505.00*
- MB 229.3*
- BMW LL-01 (N52) <2019
- PORSCHE A40*
- RN0700, RN0710*
- GM LL- B-025
- PSA PEUGEOT CITROËN B71 2296-18

*Formal approval

Technical specifications

	UNIT	METHOD	VALUE
SAE Grade			5W-40
Density at 15 °C	g/mL	ASTM D 4052	0,850
Viscosity at 100 °C	cSt	ASTM D 445	14,1
Viscosity at 40 °C	cSt	ASTM D 445	87
Viscosity at -30 °C	cP	ASTM D 5293	6600 max.
Viscosity index	-	ASTM D 2270	170
Flash point, open cup	°C	ASTM D 92	215 min.
Pour point	°C	ASTM D 97	-36
T.B.N.	mg KOH/g	ASTM D 2896	10,5
Sulphated ashes	% weight	ASTM D 874	1,5 max.
Bosch Injector Shearing: Viscosity at 100 °C after shear	cSt	CEC L-14-93	12,5 min.
Noack volatility, 1 h at 250 °C	cSt	CEC L-40-93	11,5% max.

The above mentioned characteristics are typical values and should not be considered product specifications.