

TITAN GT 1 SAE 5W-40

Premium Performance Synthetic Engine Oil with new XTL technology for optimum cold start ability and outstanding performance reserves. For modern passenger cars and light commercial vehicles with or without extended service intervals. Specially developed for vehicles with exhaust after treatment and turbocharger.

Description

TITAN GT1 5W-40 is Premium Synthetic Engine Oil for passenger cars and vans utilizing the new XTL-Technology. The innovative XTL-Technology offers highest performance over the full temperature range from very low up to very high temperatures. The unique lubrication properties of XTL-Technology offer significant benefits in highly stressed engines, especially also in latest downsized aggregates or engines with Stop-Start-Systems. Engines with a high power density enjoy reliable lubrication and start easier and quicker. The product also is advantageous for cars with exhaust gas after treatment systems such as catalysts or particulate filters, as it keeps their conversion rate high and provides better life time. XTL-Technology is proven to allow lower fuel consumption even compared to the same SAE-class.

Application

TITAN GT1 5W-40 was designed to meet the requirements of up to date gasoline and diesel engines of many different car manufacturers and especially of VW engines with pump unit injectors. TITAN GT1 5W-40 can be used for vehicles both with and without exhaust gas after treatment. Also the product can be applied in many vehicles of Asian manufacturers if the use of a C3 engine oil is specified. TITAN GT1 5W-40 may only be used in diesel engines when also low sulphur diesel fuel is being used. TITAN GT1 5W-40 is miscible and compatible with conventional branded engine oils. However, mixing with other engine oils should be avoided in order to fully utilize the product's benefits. A complete oil change is recommended when converting to TITAN GT1 5W-40. For information on product safety and proper disposal please refer to the latest Material Safety Data Sheet.

Advantages

- Oil circulation time at low temperatures in faster and engine start time is shorter.
- Due to XTL-Technology even further improved fuel economy at the same SAE-viscosity level
- Lower oil consumption offered by XTL-Technology
- Improved ageing stability due to XTL-Technology, proven is standardized engine test
- Approved for use in VW diesel engines with pump-injector system
- Excellent wear protection, i.e. Valve train (Cam shafts, tappets, etc.)
- Low evaporation loss

Specifications

- ACEA C3
- API SN/SM/CF
- FORD M2C917-A

Approvals

- BMW LONGLIFE-04
- MB-APPROVAL 229.31
- PORSCHE A40
- REANULT RN0700/RN0710
- VW 502 00 / 505 00/505 01

FUCHS Recommendations

- ACEA A3/B4
- FIAT 9.55535-S2

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CHARACTERISTICS

| | | |
|------------------------------|--------------|--------------------------|
| Density at 15 °C | DIN 51757 | 0.854 g/ml |
| Colour | DIN ISO 2049 | 2.0 ASTM |
| Flash Point, COC | DIN ISO 2592 | 230 °C |
| Dynamic Viscosity at – 30°C | DIN 51398 | 5700 mPas |
| Kinematic Viscosity at 40°C | DIN 51562-1 | 83, 9 mm ² /s |
| Kinematic Viscosity at 100°C | DIN 51562-1 | 14.2 mm ² /s |

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