# Technical information



### LIQUI MOLY special products for pure electric vehicles



### Our product range in changing times

The mobility change we are currently facing is not only resulting in a wide variety of types of hybrid vehicles (full hybrid, plug-in hybrid, mild hybrid), but also in an increase within the range of pure electric vehicles. Because special drives also need special solutions, we have now expanded our range to include two special products for pure electric vehicles that meet their particular requirements and guarantee greater operating reliability. It thus remains true that everything that drives moves better with LIQUI MOLY. Even electric vehicles!



# Electric vehicles need our products too

**No question:** A purely electric vehicle doesn't need motor oil.

**But:** The requirements for other lubricants, such as gear oil or greases for wheel suspensions, remain unchanged. In addition to this, powerful batteries and fuel cells need particularly high-performance coolants.

Scan the QR code and learn more about our products in the area of e-mobility



# **Technical information**

### Our gear oil for electric vehicles



### Top Tec Gear EV 510

Synthetic gear oil with powerful additive components. Offers outstanding aging and oxidation stability and has an excellent pressure-absorption capability. For electric vehicle transmissions that require a lubricant with this performance level. This type of lubricant is used in various Tesla models, for example. The specifications and instructions from the assembly or vehicle manufacturer must be followed.Optimum effect only when the product is used unmixed.

#### **Properties**

- high pressure-absorption capability
- high resistance to aging
- excellent low temperature behavior
- excellent corrosion protection
- high wear resistance
- outstanding resistance to oxidation

Part no.	Product	Content	Type of container	Language	PU
21702	Top Tec Gear EV 510	1 l	Can plastic	DE-EN-IT-ES-PT	6

### Top Tec Gear EV 510 can be used in the following vehicles. Categorized according to model and engine code/type:

Brand name	Model	Туре
Tesla (EU)	Model X	Model X 60D (2016-2017)
Tesla (EU)	Model X	Model X 75D (2016-2019)
Tesla (EU)	Model X	Model X Standard Range (2019-2020)
Tesla (EU)	Model X	Model X 90D (2016-2017)
Tesla (EU)	Model X	Model X P90D (2016-2017)
Tesla (EU)	Model X	Model X P90D Signature Performance (2016-2017)
Tesla (EU)	Model X	Model X 100D Long Range (2017-2019)
Tesla (EU)	Model X	Model X 100D Performance (2019-2020)
Tesla (EU)	Model X	Model X Performance (2019-2020)
Tesla (EU)	Model X	Model X Long Range (2019-2020)
Tesla (EU)	Model X	Model X Performance Ludricrous (2019-2020)
Tesla (EU)	Model X	Model X 100D Performance Ludricrous (2016-2019)
Tesla (EU)	Model S	Model S 85D (310 kW) (2016-2017)
Tesla (EU)	Model S	Model S P85D (2014-2015)
Tesla (EU)	Model S	Model S 85D (310 kW) (2015-2016)
Tesla (EU)	Model S	Model S P85D (2015-2016)
Tesla (EU)	Model S	Model S 90D (2015-2016)
Tesla (EU)	Model S	Model S 90D (2016-2017)
Tesla (EU)	Model S	Model S P90D (515 kW) (2015-2016)
Tesla (EU)	Model S	Model S P90D (345 kW) (2016-2017)
Tesla (EU)	Model S	Model S 100D (310 kW) (2017-2019)
Tesla (EU)	Model S	Model S Long Range (2019-2020)
Tesla (EU)	Model S	Model S 100D Performance Ludricrous (450 kW) (2016-2017)
Tesla (EU)	Model S	Model S 100D Performance Ludricrous (450 kW) (2017-2019)
Tesla (EU)	Model S	Model S Performance Ludricrous (2019-2020)
Tesla (EU)	Model S	Model S Performance (2019-2020)
Tesla (EU)	Model S	Model S 70D (2015-2016)
Tesla (EU)	Model S	Model S 70D (2016-2017)

Brand name	Model	Туре
Tesla (USA)	Model X	Model X 60D (2015-2017)
Tesla (USA)	Model X	Model X 60D (2017-2018)
Tesla (USA)	Model X	Model X 60D (2018-2020)
Tesla (USA)	Model X	Model X 75D (2015-2017)
Tesla (USA)	Model X	Model X 75D (2017-2018)
Tesla (USA)	Model X	Model X 75D (2018-2020)
Tesla (USA)	Model X	Model X 90D (2015-2017)
Tesla (USA)	Model X	Model X 90D (2017-2018)
Tesla (USA)	Model X	Model X 90D (2018-2020)
Tesla (USA)	Model X	Model X 100D AWD (2015-2017)
Tesla (USA)	Model X	Model X 100D AWD (2017-2018)
Tesla (USA)	Model X	Model X 100D AWD (2018-2020)
Tesla (USA)	Model S	Model S 70D (245 kW) (2015-2016)
Tesla (USA)	Model S	Model S 70D (245 kW) (2016-2017)
Tesla (USA)	Model S	Model S 70D (245 kW) (2017-2018)
Tesla (USA)	Model S	Model S 70D (245 kW) (2018-2020)
Tesla (USA)	Model S	Model S 85 D (270 kW) (2013-2015)
Tesla (USA)	Model S	Model S P85 (311 kW) (2015-2016)
Tesla (USA)	Model S	Model S P85 (311 kW) (2016-2017)
Tesla (USA)	Model S	Model S P85 D (345 kW) (2015-2016)
Tesla (USA)	Model S	Model S P85 D (515 kW) (2016-2017)
Tesla (USA)	Model S	Model S P85 D (515 kW) (2017-2018)
Tesla (USA)	Model S	Model S P85 D (515 kW) (2018-2020)
Tesla (USA)	Model S	Model S P90 D (397 kW) (2015-2016)
Tesla (USA)	Model S	Model S P100 D (567 kW) (2016-2017)
Tesla (USA)	Model S	Model S P100 D (567 kW) (2017-2018)
Tesla (USA)	Model S	Model S P100 D (567 kW) (2018-2020)

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Note: This table is only intended to provide a quick overview. Please use our oil guide at www.liqui-moly.com to select the right lubricant. Vehicle manufacturers may frequently make changes to specifications and approvals.





### Top Tec Gear EV 520

The latest generation of low-viscosity high-performance transmission fluid based on synthetic technology. With modern, powerful additive components. Ensures outstanding aging and oxidation stability under all operating conditions. Has a very high viscosity index and enables long oil-change intervals.

#### **Properties**

- excellent viscosity/temperature properties
- prevents foam formationg
- high resistance to aging
- very good low-temperature properties
- excellent corrosion protection
- high wear resistance
- outstanding resistance to oxidation

Part no.	Product	Content	Type of container	Language	PU
21755	Top Tec Gear EV 520	1 L	Can plastic	DE-EN-IT-ES-PT	6
21756	Top Tec Gear EV 520	20 l	Canister plastic	DE-EN-IT-ES-PT	1

### Top Tec Gear EV 520 can be used in the following vehicles. Categorized according to model and engine code/type:

Model	Туре
E-Transit	E-Transit (198 kW) (2022-)
E-Transit	E-Transit (135 kW) (2022-)
Lyriq	Lyriq AWD (2023-)
Lyriq	Lyriq AWD (2023-)
Lyriq	Lyriq (2023-)
Mustang Mach-E	Mustang Mach-E (198 kW) Allradantrieb (2020-)
Mustang Mach-E	Mustang Mach-E (258 kW) Allradantrieb (2020-)
Mustang Mach-E	Mustang Mach-E (198 kW) Heckantrieb (2020-)
Mustang Mach-E	Mustang Mach-E (216 kW) Heckantrieb (2020-)
Mustang Mach-E	Mustang Mach-E (358 kW) GT AWD (2021-)
Mustang Mach-E	Mustang Mach-E (358 kW) GT AWD (2021-)
	Model E-Transit Lyriq Lyriq Lyriq Mustang Mach-E Mustang Mach-E Mustang Mach-E Mustang Mach-E

Brand name	Model	Туре
Ford (USA)	Mustang Mach-E	Mustang Mach-E (198 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E (216 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E AWD (198 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E AWD (216 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E (258 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E AWD (258 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E GT AWD (358 kW) (2020-)
Ford (USA)	Mustang Mach-E	Mustang Mach-E GT AWD (358 kW) (2020-)

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# **Technical information**

### **Brake fluids for electric vehicles**



### **Specifications**

FMVSS 116 DOT 3 FMVSS 116 DOT 4 FMVSS 116 DOT 4 LV FMVSS 116 DOT 5.1 FMVSS 116 DOT 5.1 LV ISO 4925 Class 3 ISO 4925 Class 4 ISO 4925 Class 5.1 ISO 4925 Class 6 ISO 4925 Class 7 SAE J 1703 SAE J 1704

### Brake Fluid DOT 5.1 EV

Synthetic brake fluid based on glycol ethers. It contains inhibitors to prevent the corrosion of metallic brake components and to reduce oxidation at increased temperatures. Specially developed to extend the operating life of components in the hydraulic brake and clutch systems of electric vehicles. The brake fluid with low electric conductivity has an excellent wet and dry boiling point, thus ensuring safe braking even after the absorption of some moisture over an extended period of use.

#### **Properties**

- excellent viscosity/temperature properties
- high thermal stability
- assures a high degree of lubricating action on all moving components in the hydraulic brake circuit
- outstanding protection against the formation of steam bubbles
- excellent elastomer compatibility
- excellent low temperature behavior
- extremely high wet and dry boiling points
- low electrical conductivity

Part no.	Product	Content	Type of container	Language	PU
21729	Brake Fluid DOT 5.1 EV	500 ml	Can plastic	DE-EN	6
21730	Brake Fluid DOT 5.1 EV	1 L	Can plastic	DE-EN	6

### Difference compared to conventional brake fluids

Just as with conventional drive types, the brake fluid must also be changed every two years on electric and hybrid vehicles. Depending on the manufacturer's instructions, special DOT 5.1 brake fluids with a higher dry and wet boiling point are often required. This property ensures that the operational reliability is guaranteed, even under extreme temperatures in the brake system that may occur due to the vehicle weights, among other things, as these are frequently very high. On electric and hybrid vehicles, the energy recovery from the braking process that is used to charge the battery also leads to the electric motor taking over a portion of the braking power, which means that the brake system is used less frequently. Water that enters the braking circuit can thus only be slowly absorbed by the brake fluid and renders the system more susceptible to corrosion. The new brake fluids have better corrosion protection and prevent corrosion within the system.

### Application

Can be used in all conventional brake fluid bleeding devices. The optimal period of use for this brake fluid is, however, only ensured when it is used alone. It is recommended that the brake fluid be changed in accordance with the specifications from the vehicle manufacturer.



### Radiator antifreeze for hybrid and electric vehicles



### Radiator Antifreeze KFS 12 Evo

Innovative combination of active agents with silicate and phosphate inhibitor package based on hybrid technology. Offers outstanding protection against frost, corrosion and overheating across the entire engine service life. Amine-, borate- and nitrite-free radiator antifreeze based on ethylene glycol.

#### **Properties**

- amine, borate and nitrite free
- outstanding corrosion protection
- provides outstanding protection against overheating

Part no.	Product	Content	Type of container	Language	PU
21740	Radiator Antifreeze KFS 12 Evo	1 L	Canister plastic	DE-EN	6
21741	Radiator Antifreeze KFS 12 Evo	5 l	Canister plastic	DE-EN-IT-ES-PT	4
21742	Radiator Antifreeze KFS 12 Evo	20 l	Canister plastic	DE-EN-IT-ES-PT	1
21743	Radiator Antifreeze KFS 12 Evo	60 l	Drum sheet metal	DE-EN	1
21744	Radiator Antifreeze KFS 12 Evo	200 l	Drum sheet metal	DE-EN	1

### Difference compared to conventional radiator antifreeze

Radiator Antifreeze KFS 12 Evo is an advancement in the field of radiator antifreeze that focuses on the specific characteristics of hybrid and electric vehicles. The formulation is adjusted to the materials and technologies that are used in modern vehicles from the VAG Group and is also backwards compatible.

Radiator Antifreeze KFS 12 Evo	
AFNOR 15-601	FVV R 530:2005
Alfa Romeo 9.55523	IVECO 18-1830
ASTM D3306	JI Case JIC-501
BMW LC 18	Lancia 9.55523
BMW LC 87	MAN 324 Typ NF
BMW LC 97	MAN 324 Typ Si-OAT
Caterpillar MWM 0199-99-2091/12	MB 325.5
Chrysler MS-7170	MTU MTL 5048
Cummins 85T8-2	Toyota 1WW/2WW Engines
Deutz DQC CA-14	Vauxhall GMEL1301
Fiat 9.55523	Volkswagen TL-774 L = G12 Evo
Ford ESD-M97 B49-A	Volvo Cars 128 6083 / 002

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### Mixing ratio:

The radiator antifreeze from LIQUI MOLY is a concentrate. The radiator antifreeze must therefore be diluted with water.

LIQUI MOLY generally recommends a **mixing ratio of 50:50** (radiator antifreeze/water). The product-specific and exact mixing ratio is indicated on the product label.





water

radiator antifreeze

# **Technical information**

### **Coolant for battery electric vehicles**



### Fuel Cell Coolant FCF20

Ready-to-use coolant for use in fuel cell systems such as PEMFC (Polymer Exchange Membrane Fuel Cell) systems. Developed on the basis of ethylene glycol, combined with nonionic additives. Combines very low electrical conductivity and optimum heat dissipation with outstanding material compatibility, excellent corrosion protection and excellent aging stability. Thanks to its special formulation, extends the service life of ion exchangers integrated in the cooling system. For cooling systems of fuel cells that require low conductivity cooling media.

### **Properties**

- low conductivity over the entire service life
- excellent long-term stability
- outstanding corrosion protection
- designed for the high amounts of heat generated in fuel cells
- for cooling systems with and without ion exchanger
- high heat dissipation

Part no.	Product	Content	Type of container	Language	PU
21684	Fuel Cell Coolant FCF20	20 l	Canister plastic	DE-EN	1



### Fuel Cell Coolant FCF20 can be used in the following vehicles. Categorized according to model and engine code/type:

Brand name	Model	Туре	2023
Toyota (EU)	Mirai	Mirai FCV (2014-2020)	: 02/
Toyota (EU)	Mirai	Mirai FCV (2020-)	sed
Toyota (USA / CAN)	Mirai	Mirai (2020-)	revi
Toyota (USA / CAN)	Mirai	Mirai (2016-2020)	Last

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### Difference compared to conventional radiator protectants

The first fuel cell vehicles currently being produced in mass production in the passenger car sector generate electrical energy from hydrogen, methanol, ethanol or ammonia through a chemical reaction in the fuel cell. The energy created is directly converted into movement via the electric drive or temporarily stored in an electric storage device. Commercially available radiator protectants are not suited for use in the cooling circuits of fuel cells because they have too great of an influence on the efficiency due to their high electrical conductivity. Coolants for fuel cells must also have higher heat dissipation and particularly good frost protection.

# **Technical information**

### **Battery Coolant for electric vehicles**



### **Properties**

- low conductivity over the entire service life
- excellent long-term stability
- outstanding corrosion protection

### Battery Coolant EV 200

Ready-to-use, specially developed coolant for indirect battery cooling. Based on OAT technology, with a low electrical conductance. Contains flux inhibitors to prevent damage caused by flux residues in the cooling system. Characterized by excellent corrosion protection for aluminum, ferrous and non-ferrous metals. Unlike water-based coolants, the formation of hydrogen in the cooling system through hydrolysis is reduced.

### Special features of the indirect cooling circuit

For indirect cooling of the battery segment, as required for certain models from Hyundai and Kia for example, a special battery coolant is required. It guarantees the optimum operating temperature of the battery both at high temperatures during the summer as well as with low outside temperatures in the winter. This ensures that the battery never heats up above 60 °C in the summer and the optimum temperature range between 15 °C and 40 °C is constantly maintained, even in the winter. This in turn reduces the formation of hydrogen in the cooling circuit.

Part no.	Product	Content	Type of container	Language	PU
21745	Battery Coolant EV 200	5 l	Canister plastic	DE-EN	4
21746	Battery Coolant EV 200	20 l	Canister plastic	DE-EN	1

### Battery Coolant EV 200 can be used in the following vehicles. Categorized according to model and engine code/type:

Brand name	Model	Туре		Brand name	Model	Туре
Hyundai (EU)	IONIQ	IONIQ Electric 38 kWh (2019-)		Kia (EU)	e-Niro	e-Niro 39 kWh (2019-2022)
Hyundai (EU)	IONIQ 5	IONIQ 5 58 kWh (125 kW) RWD (2021-)		Kia (EU)	e-Niro	e-Niro 64 kWh (2019-2022)
Hyundai (EU)	IONIQ 5	IONIQ 5 73 kWh (160 kW) RWD (2021-)		Kia (EU)	EV6	EV6 58 kWh RWD (125 kW) (2021-)
Hyundai (EU)	IONIQ 5	IONIQ 5 58 kWh (173 kW) AWD (2021-)		Kia (EU)	EV6	EV6 77 kWh RWD (168 kW) (2021-)
Hyundai (EU)	IONIQ 5	IONIQ 5 73 kWh (225 kW) AWD (2021-)		Kia (EU)	EV6	EV6 77 kWh AWD (239 kW) (2021-)
Hyundai (EU)	KONA	KONA EV 64 kWh (2019-)		Kia (EU)	EV6	EV6 77 kWh AWD Performance (430 kW)
Hyundai (EU)	Santa Fe	Santa Fe 1.6 T-GDI Hybrid (2020-)				(2021-)
Hyundai (EU)	Santa Fe	Santa Fe 1.6 T-GDI Hybrid AWD (2020-)	ĺ	Kia (EU)	Sorento	Sorento 1.6 T-GDI Hybrid (2020-)
Hyundai (EU)	Santa Fe	Santa Fe 1.6 T-GDI Plug-in Hybrid AWD (2020-)		Kia (EU)	Sorento	Sorento 1.6 T-GDI Hybrid AWD (2020-)
Hyundai (EU)	Tucson	Tucson 1.6 T-GDI HEV (169 kW) (2021-)	ĺ	Kia (EU)	Sorento	Sorento 1.6 T-GDI Plug-in Hybrid AWD (2021-)
Hyundai (EU)	Tucson	Tucson 1.6 T-GDI HEV 169 kW) AWD (2021-)		Kia (EU)	Soul	e-Soul 39 kWh (2019-)
Hyundai (EU)	Tucson	Tucson 1.6 T-GDI PHEV AWD (195 kW) (2021-)		Kia (EU)	Soul	e-Soul 64 kWh (2019-)
Hyundai (USA)	IONIQ 5	IONIQ 5 58 kWh (125 kW) RWD (2022-)		Kia (EU)	Sportage	Sportage 1.6 T-GDI Plug-in Hybrid AWD (2022-)
Hyundai (USA)	IONIQ 5	IONIQ 5 77 kWh (239 kW) AWD (2022-)		Kia (EU)	Sportage	Sportage 1.6 T-GDI Hybrid (2022-)
Hyundai (USA)	IONIQ 5	IONIQ 5 77 kWh (168 kW) RWD (2022-)		Kia (EU)	Sportage	Sportage 1.6 T-GDI Hybrid AWD (2022-)

### Application

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If there are manufacturer's instructions for changing, strictly adhere to these. The liquid heat transfer medium is designed for use in indirect battery cooling systems. It is not intended for use in assemblies that require conventional cooling media with high or undefined electrical conductivity. Completely drain used cooling medium. Then fill the cooling circuit with new cooling medium.

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### Method of battery cooling in electric vehicles

#### **Function**

To ensure that modern electric and hybrid vehicles can achieve a high performance level, it is necessary for the temperaturesensitive components – such as the electric motor and the power electronics – to always maintain an optimum operating temperature. The optimum temperature range of lithium-ion batteries is between 15 and 40 °C. The battery should therefore keep a constant temperature, where possible, meaning that it is cooled or heated depending on the outside temperature. Guaranteeing this requires a carefully thought out thermal management system.

A differentiation is made here between direct and indirect battery cooling.

#### Direct battery cooling: refrigerant-based system

With the aid of a compressor, the refrigerant circuit runs through the condenser, the evaporator and then through the battery unit, which has an evaporator plate or a cooling plate. As a result, heat is drawn out of the battery. If necessary, the battery cells can be heated with an electrical heating element. This system is mainly used on hybrid vehicles as they have moderate heat generation.

#### Indirect battery cooling: coolant and refrigerant-based system

The more complex indirect cooling system is necessary because batteries in vehicles are becoming increasingly more effective, which can result in the generation of considerably more heat. In order to achieve a greater cooling effect, the system includes two circuits that are connected to one another. The coolant circuit is kept below 60 °C by a cooler (low-temperature cooler) and runs through the battery unit, which contains a cooling plate. The coolant flows through this and draws heat out of the battery. If the low-temperature cooler is no longer sufficient, the refrigerant circuit is connected to the coolant circuit via a chiller (heat exchanger). The heat exchanger draws the heat out of the coolant so that this can maintain its cooling effect. The refrigerant from the air conditioner flows through the chiller, which allows it to cool the coolant.

Control units detect the need and intervene in the system using shut-off valves and pumps.

If the temperature falls too low in the winter, an electrical coolant heater in the system ensures sufficient temperature control of the battery at low outside temperatures.



# LIQUI MOLY is already offering solutions for fut







### Additives –

The symbiosis of electricity and fuel doesn't leave combustion engines unscathed. Our Hybrid Additive, for instance, therefore offers reliable protection at all engine speeds. It removes deposits on valves and injectors that are particularly caused by operating combustion engines in hybrid vehicles over short distances and at low temperatures.

### Motor oils -

Modern engines need specially formulated motor oils with precisely defined approvals and specifications. This is also true for range extenders and hybrid engines, in which the combustion engine has to be "fully awake" right away as soon as the electric motor runs out of steam – extreme stress for the engine and a welcome challenge for our top-class oils.

### **Brake fluid**

Electrically powered vehicles are usually heavier than those with combustion engines. This significantly increases the strain on the brakes and consequently on the brake fluid, too. We have developed our DOT 5.1 EV brake fluid specifically for this.



### Air-conditioning

All vehicles can be affected by the development of unpleasant odors in the interior. Our cleaners have proved adept at solving this problem in combination with our professional processing equipment.



### Gear oils \_\_\_\_

Electric vehicles are also fitted with a transmission, but its gears are not usually shifted. We have developed our Top Tec Gear EV 510 for Tesla vehicles, for instance. And we are continuously expanding this range.



### Coolant

Our coolants include products for all common combustion engine, hybrid, and battery electric vehicles. We also offer a coolant specifically for fuel cell vehicles. We are continuously extending our coolant range.

Regardless of whether vehi or electrically powered or hybr the right solutions

# ure mobility.

icles are conventionally ids, our full range provides s for all types.

### **Paintwork care**

All vehicle bodies need particular care to protect them as well as possible from harmful environmental influences and weather. This also applies to wheels and windows, of course. Our vehicle care range offers the right products to care for the entire exterior.

### Adhesives & sealants

Damaged windshields impair the stability of vehicles. LIQUI MOLY is also on hand here with appropriate products and practical tools for professional stone chip repair or window replacement.

Dashboards the same, seats

### **Corrosion protection**

Battery packs usually form the unprotected underbody. Their metal surface is particularly affected by stone ships and moisture, which can lead to costly damage. Our corrosion inhibitor offers optimum protection here.

### Service products

Regular service is important to maintain the value of all vehicles. As a full-range supplier, LIQUI MOLY again offers a comprehensive product portfolio that vastly simplifies and improves this work.

# **Interior care**

the same - almost everything the same. There are no major differences between vehicles in the interior either. Our care product range is suitable for virtually all surfaces and ensures a reliable gleam and cleanliness.





### Greases

All moving parts have to be lubricated regularly to ensure that they function as smoothly as possible. It

makes no difference whether a vehicle is powered conventionally or electrically. You can always rely on greases from LIQUI MOLY for this.

LIQUI LM 50 LITHO HT 



# **Everything works** better with ...

Change oil with Germany's No. 1 motor oil and benefit from more sales potential. With outstanding quality, a unique full range, tailor-made solutions, excellent equipment and a nationwide sales force, LIQUI MOLY offers you real added value for your customers and your business.

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