

# Q8 Auto DCT

## Description

Synthetic Dual Clutch Transmission fluid

Developed for VW Borg Warner, ZF and Getrag Dual Clutch Transmissions

## Application

- Audi VW TL 052 182 / TL 052 529
- BMW 83 22 2 148 578 / 83 22 2 148 579
- BMW 83 22 0 440 214 / 83 22 2 147 477
- Citroën PSA 9734.S2
- Ford M2C 936A
- Mercedes-Benz MB 236.21
- Mitsubishi MZ 320065 Dia-Queen SSTF-I
- Nissan M2C 936A
- Peugeot PSA 9734.S2
- Porsche Oil No. 999.917.080.00
- Seat VW TL 052 182
- Skoda VW TL 052 182
- Volkswagen VW TL 052 182
- Volvo 1161838 1161839

## Benefits

- Synthetic Dual Clutch Transmission Fluid for Extended drain intervals
- Outstanding resistance against wear for extended transmission life
- Reduces sludge and varnish build-up
- Excellent oxidation and thermal stability
- Outstanding frictional performance
- Improved shear stability for a stable viscosity during use
- Provides immediate lubrication after cold start
- Excellent protection against rust and corrosion
- Outstanding elastomer compatibility

| Properties                   | Method | Unit               | Typical |
|------------------------------|--------|--------------------|---------|
| Absolute Density, 15 °C      | D 4052 | kg/m <sup>3</sup>  | 847     |
| Kinematic Viscosity, 40 °C   | D 445  | mm <sup>2</sup> /s | 29.5    |
| Kinematic Viscosity, 100 °C  | D 445  | mm <sup>2</sup> /s | 6.4     |
| Viscosity Index              | D 2270 | -                  | 185     |
| Brookfield Viscosity, -40 °C | D 2893 | Pa.s               | 8.5     |
| Pour Point                   | D 97   | °C                 | -51     |
| Flash Point                  | D 92   | °C                 | >200    |

*The figures above are not a specification. They are typical figures obtained within production tolerances.*

