

PRODUCT NAME
PEAK 20W50 SM/CF

DESCRIPTION & APPLICATIONS
PEAK 20W50 SM/CF is a superior quality multi-grade engine lubricant that will provide protection under harsh traffic and driving conditions for late model vehicles. It is suitable for use in high performance, naturally aspirated or turbo charged engines in modern passenger cars and light commercial vehicles operating on unleaded, lead replacement, LPG and diesel fuels where a SAE 20W/50 oil is required.

FEATURES & BENEFITS
PEAK 20W50 SM/CF is formulated to provide complete protection against starting friction, heat stress and engine deposits. It will reduce engine wear at both cold start and high operating temperatures using advanced multi-grade technology. Maximum power and performance is achieved by controlling piston and ring deposits under all conditions, and highly shear stable viscosity index improvers ensure oil consumption is minimized. PEAK 20W50 SM/CF is suitable for vehicles up to current models where a SAE 20W/50 API SM/CF oil is required or higher km models with oil consumption issues.

SPEC'S & APPROVALS
Hitech Premium Engine Oil meets the following performance specifications:
SAE Viscosity: 20W/50
CCMC: G4, D4, PD-2
US MIL_L 46152E/21046
Daimler Benz MB 226.1
API:SM/SL/SJ/CF-4
Ford ESE-M2C153E
BMW Special Oil
VW 500/501/505

HEALTH / SAFETY & ENVIRONMENT
Health, safety and environmental information is provided on the Material Safety Data Sheet for this product. Users should consult the MSDS, follow the precautions outlined and comply with all laws and regulations concerning its use and disposal.

TYPICAL CHARACTERISTICS		
Density @ 15° C, kg/L	ASTM D1298	0.889
Viscosity cSt @ 40° C	ASTM D445	160
Viscosity cSt @ 100° C	ASTM D445	19.0
Viscosity Index	ASTM D2270	135
Pour Point °C	ASTM D97	-23° C
Flash Point °	ASTM D92	205° C
Phosphorous, %max	-	0.9
TBN, mg KOH/g	-	9.0

Typical characteristics are only a guide to industry and are not necessarily manufacturing or marketing specifications, and do not constitute any legal liability. Information is correct at time of printing