



8100 ECO-CLEAN 5W-30



Gasoline & diésel engine lubricant
100% Synthetic

TYPE OF USE

High performance 100% Synthetic **Fuel Economy Engine Oil** specially designed for OEMs requiring a low friction, low HTHS (≥ 2.9 mPa.s) viscosity and "Mid SAPS" oil with reduced content of Sulfated Ash ($\leq 0.8\%$), Phosphorus ($\leq 0.09\%$) and Sulfur ($\leq 0.3\%$). Suitable for the latest generation of Gasoline and diésel engines, Euro 4, 5 and 6 emission regulation compliant, requiring a "Fuel Economy" lubricant: ACEA C2 standard.

Compatible with catalytic converters and diésel Particulate Filters (DPF).

May be unsuitable for use in some engines. Always refer to the owner manual or handbook if in doubt.

PERFORMANCES

STANDARDS
ACEA C2
API SERVICE SN

PERFORMANCES
FIAT 9.55535-S1

RECOMMENDATIONS
HONDA, SUBARU, TOYOTA

Engines compliant with Euro 4, 5 and 6 emission regulation are fitted with sensitive exhaust gas after treatment systems. Indeed, Sulfur and Phosphorus inhibit catalytic converters operation leading to inefficient exhaust gas treatment; and Sulfated Ashes clog DPFs leading to shorten regenerating cycle, quick oil aging, higher fuel consumption and engine power loss.

The ACEA C2 standard requires lubricants with fuel economy and low emissions performance.

MOTUL 8100 Eco-clean 5W-30 with its 100% Synthetic and reduced SAPS (Sulfated Ash, Phosphorus and Sulfur) levels formulation, makes it possible to obtain a very resistant oil film, to reduce friction in the engine and to be compatible for modern after treatment systems at the same time.

The FIAT 9.55535-S1 performance level imposes the engine oil to combine both ACEA C2 and 5W-30 in order to perfectly lubricate the diésel 1.3L, 1.6L and 2.0L Multijet engines of FIAT, ALFA-ROMEO, and LANCIA produced from 2007, as well as some Chrysler and Jeep models.

Some Asian OEMs require for their most recent diésel engines (since 2006) an ACEA C2 lubricant to guarantee the maximum performance and durability. Examples of MOTUL 8100 Eco-clean 5W-30 possible use for these OEMs: TOYOTA 2.0L and 2.2L D4D ; HONDA 2.2L CDTI and DTEC ; and SUBARU 2.0L D.

PSA for its B71 2290 norm requires oil to be able to endure the most severe thermal constraints along with PSA modern after

We retain the right to modify the general characteristics of our products in order to offer to our customers the latest technical development. br>

Product specifications are definitive from the order which is subject to our general conditions of sale and warranty. Made in FRANCE

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treatment systems compatibility. PSA B71 2290 standard is suitable for most PSA Gasoline engines and most diésel (including DPF versions) engines, except for "BlueHdi" diésel.

MOTUL 8100 Eco-clean 5W-30 meets the requirements of PSA B71 2290 standard from PEUGEOT CITROËN & DS AUTOMOBILE for PSA vehicles until MY2017. For vehicles from MY2018, MOTUL SPECIFIC 2290 5W-30 lubricant must be used.

RECOMMENDATIONS

Drain interval: according to manufacturers' recommendations and tune to your own use.

Do not mix with lubricants not ACEA C2 compliant.

Before use always refer to the owner manual or handbook of the vehicle.

PROPERTIES

Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)	ASTM D1298	0.847
Viscosity at 40°C (104°F)	ASTM D445	61.1 mm²/s
Viscosity at 100°C (212°F)	ASTM D445	10.5 mm²/s
HTHS viscosity at 150°C (302°F)	ASTM D4741	3.1 mPa.s
Viscosity Index	ASTM D2270	164.0
Pour point	ASTM D97	-36.0 °C / -33.0 °F
Sulfated Ash	ASTM D874	0.80 % weight
TBN	ASTM D2896	7.9 mg KOH/g
Flash point	ASTM D92	240.0 °C / 464.0 °F

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