

**Advanced Fuel Economy & Protection lubricant for Petrol & Diesel engines
Technosynthese®**

TYPE OF USE

Synthetic Technosynthese® lubricant that provides at the same time Advanced Fuel Economy and Protection. Specially designed for modern cars, powered by petrol and Diesel engines, naturally aspirated or turbocharged, direct or indirect injection compliant with Euro 4, 5 or 6 emission regulation and requiring an ACEA C3 engine oil i.e. high HTHS (> 3.5 mPa.s) viscosity and "Mid SAPS" with reduced content of Sulfated Ash ($\leq 0.8\%$), Phosphorus ($0.07\% \leq x \leq 0.09\%$) and Sulfur ($\leq 0.3\%$), or an ACEA C2 engine oil i.e. 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 when a "Fuel Economy" lubricant is required: ACEA C2 standard.

Compatible with catalytic converters (CAT) and Diesel Particulate Filters (DPF).

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

PERFORMANCES

The ACEA C3 standard requires from the lubricant significant oil film resistance and low emission performance during use in powerful engines. The ACEA C2 standard requires significant reduction of friction to ensure gains in energy savings, and therefore fuel economy benefits.

The API SP standard is fully backward compatible over API SN standard and all former API standards.

API SP lubricants provide outstanding oxidation resistance, better anti-deposits protection, better engine cleanliness, anti-wear protection and enhanced performance at cold temperature for Fuel Economy savings during the whole oil life span.

Turbocharged petrol engines with direct injection have a certain risk of sporadic pre-ignition phenomena in the combustion chambers. This type of sporadic abnormal combustion called LSPI for Low Speed Pre-Ignition generates very high pressure peaks in the combustion chamber that can lead to piston damages and ultimately to engine destruction. The API SP standard now fully covers this LSPI requirement in order to perfectly protect direct injection turbocharged petrol engines.

MOTUL 6100 SYN-clean FE 5W-30 meets requirements for performance and durability set by OEMs, including in particular the full compatibility to bio-fuels use like E85 (petrol with 85% Ethanol) as required by API SP standard.

MOTUL 6100 SYN-clean FE 5W-30 has synthetic Technosynthese® base stocks coupled with specific friction modifier molecules and dedicated SAPS levels that generate outstanding oil film resistance, reduce friction in the engine and provide after treatment devices compatibility. MOTUL 6100 SYN-clean FE 5W-30 brings high lubricating properties such as wear protection and high temperature resistance for better controlled oil consumption. ACEA C2 and C3 lubricants achieve

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

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

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extended drain intervals as managed by the vehicle on-board computer.

Numerous Asian OEMs such as HONDA, KIA / HYUNDAI, MITSUBISHI, NISSAN, SUBARU, SUZUKI, SSANGYONG, TOYOTA,... recommend an ACEA C2 or C3 lubricant to guarantee the maximum performance and durability for most of their recent vehicles (since 2006), especially Diesels with DPF.

MOTUL 6100 SYN-clean FE 5W-30 requires improved cold flow properties to reduce hydrodynamic friction of the oil, in order to obtain advanced fuel economy especially when the oil is cold. This extra requirement for cold flow properties allows excellent oil flow at start up, faster oil pressure build up, faster revs raisings and faster operating temperature reach. This type of lubricant allows fuel consumption reduction and therefore reduces greenhouse gases (CO₂) emissions.

RECOMMENDATIONS

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

Do not mix with lubricants not ACEA C3 or ACEA C2 compliant.

Before using, always refer to the owner's manual or handbook of the vehicle.

PROPERTIES

Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)	ASTM D1298	0.851
Viscosity at 40°C (104°F)	ASTM D445	72.1 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	12.1 mm ² /s
HTHS viscosity at 150°C (302°F)	ASTM D4741	3.5 mPa.s
Viscosity Index	ASTM D2270	163.0
Pour point	ASTM D97	-36.0 °C / -33.0 °F
Sulfated Ash	ASTM D874	% weight 0.74
TBN	ASTM D2896	8.2 mg KOH/g
Flash point	ASTM D92	222.0 °C / 432.0 °F

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STANDARDS	
ACEA	C2, C3
API	PERFORMANCE SP

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