MOTUL 8100 ECO-CLEAN 0W-20

Fuel Economy Gasoline & Diesel lubricant
100% Synthetic

TYPE OF USE

High Performance 100% Synthetic **"Fuel Economy"** lubricant specially formulated for OEMs requiring engine oil with very low HTHS viscosity (High Temperature High Shear) ≥ 2.6 mPa.s. and "Mid SAPS" with reduced content of Sulfated Ash (≤ 0.8%), Phosphorus (0.07% ≤ x ≤ 0.09%) and Sulfur (≤ 0.3%).
Suitable for latest generation Gasoline and Diesel engines meeting Euro 4, 5 and 6 emission standards, when a lubricant of both viscosity grade 20 and "Fuel Economy" is required: ACEA C5, ACEA C6, API SQ and/or ILSAC GF-7A standards.
Suitable for Catalytic Converters, Gasoline Particulate Filter (GPF) and Diesel Particulate Filter (DPF).
Some engines are not designed to use this type of lubricant, before use, consult the maintenance manual for your vehicle.

PERFORMANCES

The ACEA C5/C6 standard requires from the lubricant significant oil film resistance, LSPI protection and low emission performance during use in powerful engines. ACEA C5/C6 standard requires also friction reduction to ensure significant gains in energy savings, and therefore fuel economy benefits.
MOTUL 8100 ECO-CLEAN 0W-20, thanks to its 100% Synthetic base and reduced SAPS levels, makes it possible to obtain a very resistant oil film, to reduce the friction in the engine and to be compatible with modern after treatment systems.
The API SQ standard is fully backward compatible over API SP requirements and all former API standards. Besides being backward compatible, API SQ standard provides higher performance and protection against LSPI phenomenon for down-sized direct injection turbocharged gasoline engines.
Based on the API SQ specification, the ILSAC GF-7A standard for viscosity grade 20 lubricants is even more severe especially on the Fuel Economy benefits performance. The requirements on the low viscosity "Fuel Economy" side of the lubricant, but also extended drain intervals, pistons/rings cleanliness, seals compatibility and reduced content of Phosphorus for after treatment systems compatibility are enhanced. The ILSAC GF-7A specification also ensures perfect engine protection when gasoline containing up to 85% Ethanol is used (E85).
The BMW Longlife-17 FE+ standard covers and replaces BMW Longlife-14 FE+ required by BMW and MINI gasoline engines fitted with GPF. BMW Longlife-17 FE+ standard is especially suitable for BMW N20 and Bx8 Gasoline engines produced from 2014 and used in the European Union countries, Norway, Switzerland, Liechtenstein, United States of America and Canada.
Associated with ACEA C5 standard for lubricants, MOTUL 8100 ECO-CLEAN 0W-20 provides significant energy savings (up to 3% compare to the BMW LL-01 reference lubricant) while exceeding robustness requirements of BMW LL-04 specifi-

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cation. This improved fuel economy and low emissions performance meet these OEMs requirements for CO_2 emissions reductions.

This 100% Synthetic engine oil has been specially formulated to ensure optimum lubrication of MERCEDES latest generation Gasoline and Diesel engines requiring the MB 229.71 or MB 229.72 standards.
Some MERCEDES latest generation high power output Gasoline and Diesel engines from MY2016, require a very specific lubricant because they are extremely stressed, handle higher load, run at increased temperatures while delivering similar performance levels or even better than the former generations of engines they replace.
The MB 229.71 and MB 229.72 standards are particularly demanding on the Fuel Economy performance and associated with the ACEA C5 and C6 standards for lubricants, MOTUL 8100 ECO-CLEAN 0W-20 provides significant fuel economy performance (up to 1.5% compare to a 5W-30 MB 229.51 reference oil). This improved energy saving, and low pollutant emissions lubricant make it possible to meet manufacturers' commitments, such as MERCEDES, in terms of CO_2 reduction.
MB-Approval 229.71 and 229.72 are unique approvals and as such are not backward compatible and do not cover any other MB standards.
Volvo "DRIVE-E" engines type VEA (4 cylinders) - whether gasoline (VEP) or diesel (VED) - require a highly specific lubricant that meets the VCC RBS0-2AE standard. This standard places particularly strict demands on fuel economy, requiring significant energy-saving performance (up to 3.4% compared to a 15W-40 reference oil). The updated Volvo Car Corporation specification C6SP based on ACEA C6 and API SP now covers also RBS0-2AE.
The STJLR.03.5006 specification covers many latest generation JAGUAR LAND ROVER V6, V8 and L4 Gasoline engines, including 3.0L 6-cylinder and 5.0L 8-cylinder gasoline engines, as well as Ingenium 4 cylinders requiring increased protection against LSPI.
The FIAT 9.55535-GSX and DSX specifications require the lubricant to be both SAE 0W-20 and Mid-SAPS in order to perfectly lubricate some latest generation of Gasoline and Diesel engines from FIAT (Fiat, Alfa-Romeo, Lancia), including especially the ALFA ROMEO Giulia and Stelvio 2.2 JTD and 1.6 Multijet Adblue.
Within the FCA Group (Fiat Chrysler Automobiles), the CHRYSLER MS-12145 specification mirrors the FIAT 9.55535-GSX specification at CHRYSLER.
OPEL/VAUXHALL being now part of PSA Groupe, the new Opel Vauxhall specification OV 040 1547 - A20, for new generation engines requiring viscosity grade 20 lubricant, has been released to replace GM dexos2 gen2 which will continue only at GM and its related brands.
Some most recent Gasoline engines require an API SP-RC, API SP, API SN, SN-RC, SN Plus and ILSAC GF-6A or GF-5 lubricant to guarantee the maximum performance and durability. The specifications FORD WSS-M2C947-B1 (GF-5, SN-RC and SN Plus levels) and 962-A1 (GF-6) reflect these kinds of requirements. The FORD 954-A1 specification applies to some gasoline EcoBoost and Duratec engines from MY2019 and onward.

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FUEL ECO DPF

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MOTUL 8100 ECO-CLEAN 0W-20 perfectly meets all these very high performance and durability requirements of these different car manufacturers. MOTUL 8100 ECO-CLEAN 0W-20 is particularly resistant at high temperatures for better control of oil consumption and reduced wear thanks to its excellent lubricating properties.

Viscosity grade 0W-20 reduces the hydrodynamic friction of the lubricant, resulting in fuel savings especially when the oil is cold.

Provides excellent oil circulation, instant oil pressure setting, faster engine revs-up and faster engine warm-up.

Environment friendly, this type of oil allows fuel consumption reduction and therefore minimizes greenhouse gases (CO_2) emissions.

RECOMMENDATIONS

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

Do not mix with lubricants not ACEA C5 or C6 compliant.

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

PROPERTIES

Viscosity grade	SAE J 300	0W-20
Density at 20°C (68°F)	ASTM D1298	0.837
Viscosity at 40°C (104°F)	ASTM D445	41.4 mm²/s
Viscosity at 100°C (212°F)	ASTM D445	8.2 mm²/s
HTHS viscosity at 150°C (302°F)	ASTM D4741	2.7 mPa.s
Viscosity Index	ASTM D2270	177.0
Pour point	ASTM D97	-48.0 °C / -54.0 °F
Sulfated Ash	ASTM D874	% weight 0.77
TBN	ASTM D2896	8.0 mg KOH/g
Flash point	ASTM D92	220.0 °C / 428.0 °F

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STANDARDS	
ACEA	C5, C6
API	PERFORMANCE SQ
BMW	LL-17 FE+ (backward compatible with BMW LL-14 FE+)
ILSAC	GF-7A
JAGUAR LAND ROVER	STJLR.03.5006
MERCEDES-BENZ	MB-Approval 229.71, MB-Approval 229.72
VOLVO	VCC C6SP
OEM PERFORMANCES	
CHRYSLER	MS 12145
FIAT	9.55535-DSX, 9.55535-GSX
FORD	WSS-M2C947-B1, WSS-M2C954-A1, WSS-M2C962-A1
OPEL	OV 040 1547 - A20
VAUXHALL	OV 040 1547 - A20

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