



## MOTUL 8100 ECO-CLEAN 5W-30



**Gasoline & Diesel engine lubricant  
Synthetic Technology**

### TYPE OF USE

Synthetic technology lubricant (Mid-SAPS). «Fuel Economy» engine lubricant specially designed for cars, powered by Gasoline or Diesel engines, indirect or direct injection, EURO 4, EURO 5 and EURO 6 emission regulation compliant, requiring an ACEA C2 engine lubricant, designed to use low friction and low HTHS viscosity oil and «Mid SAPS». Compatible with Diesel Particulate Filters (DPF). Recommendations: Peugeot and Citroën, most Gasoline and HDi engines with or without Diesel Particulate Filter (DPF).

### PERFORMANCES

STANDARDS	ACEA C2 Meets ACEA C2 API SERVICE SN
PERFORMANCES	FIAT 9.55535-S1, PSA Groupe PSA B71 2290 (For model year up to End of 2017 only)
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 Diesel 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.

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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Some Asian OEMs require for their most recent Diesel 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 able to endure the most severe thermal constrains along with PSA modern after treatment systems compatibility. PSA B71 2290 standard is suitable for most PSA Gasoline engines and most Diesel (including DPF versions) engines, except for "BlueHDi" Diesel. 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
	ASTM D445	61.1 mm <sup>2</sup> /s
Viscosity at 40°C (104°F)	ASTM D445	10.5 mm <sup>2</sup> /s
	ASTM D445	10.5 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D4741	3.1 mPa.s
HTHS viscosity at 150°C (302°F)	ASTM D2270	164.0
	ASTM D97	-36.0 °C / -33.0 °F
Viscosity Index		
Pour point		

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Sulfated Ash	ASTM D874	% weight
		0.80
TBN	ASTM D2896	7.9 mg KOH/g
Flash point	ASTM D92	240.0 °C / 464.0 °F

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