8100 ECO-LITE 0W-30

FUEL ECO

Fuel Economy Gasoline engine lubricant
Synthese-Technologie

ANWENDUNGSHINWEISE

Synthese-Technologie Leichtlauf-Motorenöl, das speziell für neuere Benzinmotoren mit Saug- oder Turbolader, indirekter oder direkter Einspritzung entwickelt wurde, um Motorenöl mit geringer Reibung und niedriger HTHS-Viskosität (≥ 2,9 mPa.s) zu verwenden.
Geeignet für moderne Benzinmotoren, die eine Viskositätsklasse 30 und einen kraftstoffsparenden Schmierstoff erfordern (API SP-RC, API SP und/oder ILSAC GF-6a Standards).
Kompatibel mit Katalysatoren.
Dieser Öltyp kann für die Verwendung in einigen Motoren ungeeignet sein. Im Zweifelsfall die Betriebsanleitung zu Rate ziehen.

PERFORMANCE

STANDARDS	API SERVICE SP-RC ILSAC GF-6A
PERFORMANCE	GENERAL MOTORS GM 4718 M, GENERAL MOTORS GM 6094 M, FORD WSS-M2C953-A1, FORD WSS-M2C953-B1, FORD WSS-M2C963-A1
EMPFEHLUNGEN	BUICK, CADILLAC, CHEVROLET, FORD, GENERAL MOTORS, GENESIS, GMC, HONDA, HYUNDAI, KIA, MAZDA, MITSUBISHI

The API SP standard is fully backward compatible over API SN standard and all former API standards. The API SP-RC "Resource Conserving" specification is even more demanding on the energy saving requirements.

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.

Besides being backward compatible, compare to API SN and API SN Plus, the API SP standard provides higher performance and especially adds protection against LSPI for downsized direct injection turbocharged gasoline engines.

Turbocharged gasoline engines with direct injection have a certain risk of sporadic pre-ignition phenomena in the combustion chambers. This type of sporadic abnormal combustion resembles metallic noise from combustion chambers and is

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sometimes associated with a short power loss. This phenomenon called LSPI for Low Speed Pre-Ignition, or also Rumble, generates very high pressure peaks in the combustion chamber that can lead to piston damages and ultimately to engine destruction. The API SP standard fully covers this LSPI requirement in order to perfectly protect direct injection turbo-charged gasoline engines facing the risk of these abnormal combustions

Based on the API SP specification, the ILSAC GF-6a standard for viscosity grade 30 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-6a specification ensures perfect engine protection when gasoline containing up to 85% Ethanol is used (E85).

Some OEMs require for their most recent Gasoline engines 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 CHRYSLER specification MS-6395 (GF-4 level), FORD WSS-M2C953-A1 and FORD WSS-M2C953-B1 (GF-5 levels) and FORD WSS-M2C963-A1 (GF-6 and SP-RC levels) reflect these kinds of requirements.

MOTUL 8100 Eco-lite 0W-30 provides high lubricating properties such as wear protection and high temperature resistance for better controlled oil consumption. The viscosity grade SAE 0W-30 minimizes oil hydrodynamic friction, allowing fuel economy especially when oil is cold. Improves oil flow at start up, faster oil pressure build up, faster rev raisings and faster operating temperature reach.

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

EMPFEHLUNGEN UND HINWEISE

Drain interval: according to manufacturers' recommendations and tune to your own use.
MOTUL 8100 Eco-lite 0W-30 can be mixed with synthetic or mineral oils.
Before use always refer to the owner manual or handbook of the vehicle.

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EIGENSCHAFTEN

Viskosität	SAE J 300	0W-30
Dichte bei 20°C		0.844
Viskosität bei 40°C	ASTM D445	60.5 mm²/s
Viskosität bei 100°C	ASTM D445	10.9 mm²/s
HTHS-Viskosität bei 150°C	ASTM D4741	3.1 mPa.s
Viskositätsindex	ASTM D2270	174.0
Pourpoint	ASTM D97	-45.0 °C / -49.0 °F
Sulfataschegehalt	ASTM D874	Gewichts% 0.72
TBN	ASTM D2896	7.2 mg KOH/g
Flammpunkt	ASTM D92	224.0 °C / 435.0 °F

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