



MOTUL 8100 ECO-ENERGY 5W-30



Fuel Economy petrol and Diesel lubricant
100% Synthetic

TYPE OF USE

Fuel Economy Engine Oil, 100% Synthetic, specially designed for recent engines, powered by petrol or Diesel engines, turbocharged or naturally aspirated, indirect or direct injection, requiring use of a "Fuel Economy" low friction and low HTHS (High Temperature High Shear) viscosity oil.

Suitable for new technology engines powered with turbo Diesel or petrol engines requiring fuel economy lubricants: ACEA A1/B1 or A5/B5 standards.

Compatible with catalytic converters.

Suitable for all types of fuels: leaded or unleaded petrol, Ethanol, LPG, Diesel and bio-fuels.

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

PERFORMANCES

STANDARDS	ACEA A5/B5
	API SERVICE SP
APPROVALS	FORD WSS-M2C913-D
	JAGUAR LAND ROVER STJLR.03.5003
	RENAULT RN0700 under n° RN700-20-29
	VW VWC 530 36
PERFORMANCES	CHRYSLER MS 50081
	FIAT 9.55535-G1

The ACEA A5/B5 performance requests from the lubricant a real fuel economy and low emission performance for powerful engines: MOTUL 8100 Eco-nergy 5W-30 has synthetic base stocks and specific friction modifier molecules that provide outstanding oil film resistance, reduce friction in the engine, maintain the oil pressure, and generally decrease operating temperatures. MOTUL 8100 Eco-nergy 5W-30 provides outstanding lubricating properties such as wear protection and high temperature resistance for better controlled oil consumption along with up to 10% fuel economy during start up and short journeys around town (compare to a 15W-40 reference oil).

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-

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

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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 petrol engines.

RENAULT has developed RN0700 standard for oils able to endure the most severe thermal constraints along with modern after treatment systems compatibility.

The Renault RN0700 standard applies to all Naturally Aspirated petrol engines (except Renault Sport) of RENAULT Group (Renault, Dacia, Samsung).

The RN0700 specification applies also to all RENAULT Diesel cars fitted with 1.5L dCi engines without DPF (Diesel Particulate Filter) having less than 100 hp output and 20 000 km or 1-year oil drain interval.

Specially developed in order to meet the most recent technical requirements for FORD petrol and Diesel engines when a lubricant satisfying FORD WSS-M2C913-D is required. The FORD WSS-M2C913-D standard allows fully backward compatibility over previous FORD WSS-M2C913-A, 913-B and 913-C specifications. The JLR « 03.5003 » standard mirrors FORD WSS-M2C913-C specification and covers some of petrol and Diesel engines from JAGUAR and LAND ROVER range.

Specification FORD WSS-M2C913-D also includes higher soot handling capacity compare to 913-C.

With its unique dispersant formulation MOTUL 8100 Eco-nergy 5W-30 avoids black sludge and viscosity increase that soot, coming from combustion residues, may create. Therefore, high temperature resistance and high oxidation resistance are ensured during the whole duration of the oil drain interval and your engine is fully protected.

In the context of engine and vehicle platform sharing, the Volkswagen specification VWC 530 36 mirrors this Ford specification WSS-M2C913-D for vehicles such as VW Amarok from 2022 based on the Ford T6 platform.

Combined to ACEA A5/B5 performance for lubricant, MOTUL 8100 Eco-nergy 5W-30 provides real energy conserving performance (up to 3% additional fuel economy) in order to meet FORD commitment for CO₂ reduction. The FORD 913-D specification requires also an extra high oil film resistance for the lubricant to guarantee the viscosity capability over the whole oil drain interval. This characteristic is even more important in the current sustainability context and use of bio fuels such as biodiesel. MOTUL 8100 Eco-nergy 5W-30 guarantees outstanding lubricating properties such as wear resistance when using biodiesel at a mix ratio of 7% (Biodiesel - B7).

The FIAT 9.55535-G1 performance level requires the lubricant to be both ACEA A5 / B5, API SL, synthetic and 5W-30 viscosity grade, in order to perfectly lubricate some FIAT and JEEP petrol engines. Within the FCA Group (Fiat Chrysler Automobiles), the CHRYSLER MS 50081 specification mirrors the FIAT 9.55535-G1 specification at CHRYSLER.

Environment friendly, this type of oil allows fuel consumption reduction and therefore minimizes greenhouse gases (CO₂) emissions.

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RECOMMENDATIONS

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

MOTUL 8100 Eco-nergy 5W-30 can be mixed with synthetic or mineral oils.

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	0.845
Viscosity at 40°C (104°F)	ASTM D445	55.5 mm²/s
Viscosity at 100°C (212°F)	ASTM D445	10.1 mm²/s
HTHS viscosity at 150°C (302°F)	ASTM D4741	3.0 mPa.s
Viscosity Index	ASTM D2270	171.0
Pour point	ASTM D97	-42.0 °C / -44.0 °F
Sulfated Ash	ASTM D874	% weight 1.04
TBN	ASTM D2896	12.5 mg KOH/g
Flash point	ASTM D92	224.0 °C / 435.0 °F

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