

**Gasoline & Diesel lubricant
Synthese-Technologie****TYPE OF USE**

Advanced Synthese-Technologie lubricant that provides at the same time High Protection and Fuel Economy. Approved by OEMs such as BMW Group, MERCEDES and OPEL for its EFE - Extra Fuel Economy - property. Specially designed for the latest generation cars, powered by Gasoline and Diesel engines, naturally aspirated or turbocharged, direct or indirect injection.

For vehicles that are Euro 4, 5 or 6 emission regulation compliant and require 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 Sulphur ($\leq 0.3\%$).

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

STANDARDS	ACEA C2, C3 API SERVICE SP
APPROVALS	BMW LL-04 MERCEDES-BENZ MB-Approval 229.52 OPEL OV 040 1547 - A30 OPEL OV 040 1547 - D30 VAUXHALL OV 040 1547 - A30 VAUXHALL OV 040 1547 - D30
PERFORMANCES	FIAT 9.55535-S1, FIAT 9.55535-S3, VW 505 00 505 01
RECOMMENDATIONS	HONDA, HYUNDAI, KIA, MITSUBISHI, NISSAN, SSANGYONG, SUBARU, SUZUKI, TOYOTA

Engines compliant with Euro 4, 5 and 6 emission regulations are fitted with sensitive exhaust gas after treatment systems. Indeed, Sulfur and Phosphorus inhibit catalytic converter operation leading to inefficient exhaust gas treatment. Also, Sulfated Ashes clog DPFs leading to shorten regenerating cycles, quick oil aging, higher fuel consumption and engine

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

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

MOTUL - 119 Bd Félix Faure - 93303 - Aubervilliers Cedex - BP 94 - FRANCE - Tel: 33 1 48 11 70 00 - Fax: 33 1 48 33 28 79 - www.motul.com

power loss.

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.

MOTUL EXPERT EFE 5W-30 has synthetic 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 device compatibility. MOTUL EXPERT EFE 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 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.

The BMW Long Life-04 specification imposes severe constraints to the lubricant particularly due to Valvetronic and after treatment systems compatibility. It covers all BMW engines from 2004 and also all BMW engines before 2004. BMW LL-04 covers all the previous BMW specifications like BMW LL-98 and BMW LL-01.

ATTENTION: BMW LL-04 product can be used for gasoline engines only in European Union countries, Switzerland, Norway and Liechtenstein. Outside those countries, a BMW LL-01 lubricant such as MOTUL 8100 X-cess gen2 5W-40 is required. Refer to BMW

recommendations when in doubt.

MOTUL EXPERT EFE 5W-30 fulfils all the specifications of BMW Long Life-04 standard of the BMW Group for BMW, MINI and ROLLS-ROYCE vehicles with no exceptions i.e. for models before 2019 and after 2019. For models up to 2019, i.e. until end of 2018 only, MOTUL 8100 X-clean 5W-40 can also be used.

MERCEDES has developed MB 229.52 standard for all "BlueTEC" Diesel engines fitted with SCR (Selective Catalyst Reduction) allowing NOx treatment through the use of AdBlue® additive or so-called "diesel exhaust fluid". MB 229.52 specification is fully backward compatible with MB 229.51 and MB 229.31 specifications for all Mercedes Diesel engines with or without DPF and some Gasoline engines. MB 229.52 standard also requires improved cold flow properties to reduce hydrodynamic friction of the oil, in order to obtain 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.

OPEL/VAUXHALL being now part of PSA Groupe, the new Opel Vauxhall specifications OV 040 1547 – A30 (gasoline) and

D30 (Diesel), for new generation engines requiring viscosity grade 30 lubricant, have been released to replace GM dexos1 gen2 and GM dexos2 gen2 which will continue only at GM and its related brands.

The FIAT 9.55535-S1 performance level requires the engine oil to combine both ACEA C2 and 5W-30 in order to lubricate the Diesel 1.3L, 1.6L and 2.0L Multijet engines of FIAT, ALFA-ROMEO, LANCIA and CHRYSLER produced from 2007.

The FIAT 9.55535-S3 performance level requires the engine oil to combine both ACEA C3 and 5W-30 in order to lubricate the Diesel 2.2L, 2.8L and 3.0L Multijet and CRD engines of FIAT, ALFA-ROMEO, LANCIA and JEEP produced from 2011.

VW 505 01 specification requires outstanding detergent/dispersant power, high oil film resistance and better viscosity increase resistance (due to soot) in order to cover most Direct Injection Diesel engines (unit injector system, fixed oil drain interval, check owner's manual). Attention, do not use MOTUL 8100 EXPERT EFE 5W-30 when a VW 504 00 or VW 507 00 lubricant is required, in that case use MOTUL SPECIFIC 504 00 507 00 5W-30 or 0W-30, or MOTUL 8100 X-CLEAN + 5W-30.

MOTUL EXPERT EFE 5W-30 meets all these very demanding requirements for performance and durability set by OEMs, including in particular the full compatibility to use bio fuels (when using biodiesel at a mix ratio of up to 10% (Biodiesel – B10), or when using E85 (unleaded Gasoline containing 85% Ethanol).

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)		0.851
Viscosity at 40°C (104°F)	ASTM D445	70.1 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

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

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

MOTUL - 119 Bd Félix Faure - 93303 - Aubervilliers Cedex - BP 94 - FRANCE - Tel: 33 1 48 11 70 00 - Fax: 33 1 48 33 28 79 - www.motul.com

09/23



EXPERT EFE 5W30 DE

**Gasoline & Diesel lubricant
Synthese-Technologie**

Viscosity Index	ASTM D2270	169.0
Pour point	ASTM D97	-42.0 °C / -44.0 °F
Sulfated Ash	ASTM D874	% weight 0.78
TBN	ASTM D2896	7.8 mg KOH/g
Flash point	ASTM D92	232.0 °C / 450.0 °F