



MOTUL SPECIFIC 2290 5W-30



“Fuel Economy” lubricant PSA Groupe - Peugeot Citroën DS Gasoline and Diesel engine oil Synthetic Technology

TYPE OF USE

High performance synthetic technology **Fuel Economy Engine Oil** specially designed for all PSA Groupe vehicles (Peugeot, Citroën and DS) fitted with latest generation of Gasoline and Diesel engines (HDI engines with or without DPF) requiring an approved PSA B71 2290 oil and meeting Euro 4, 5 or 6 emission levels.

Suitable also when a "Fuel Economy" lubricant is requested: Standard ACEA C2.

Engine lubricant meeting the specifications of the PSA B71 2290 standard from PEUGEOT CITROËN DS AUTOMOBILES for PSA Group vehicles.

Compatible for catalytic converters and Diesel Particulate Filters (DPF). Some engines can not use this type of oil, before use always refer to the vehicle owner's manual.

PERFORMANCES

STANDARDS ACEA C2

APPROVALS PSA Groupe PSA B71 2290

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.

PSA for its B71 2290 norm requires oil to be able to endure the most severe thermal constraints 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 fitted with SCR (in this case use MOTUL SPECIFIC 2312 0W-30).

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 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. For their latest-generation downsized gasoline engines, which are equipped with direct injection systems and turbochargers, PSA has developed the B71 2290 standard for engine lubricants in order to guarantee the perfect integrity of these gasoline engines facing the risk of these abnormal combustions.

MOTUL SPECIFIC 2290 5W-30 meets all these very demanding requirements of performance and durability set by PSA,

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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including in particular for the PSA B71 2290 norm for PSA vehicles, this LSPI requirement to perfectly protect all direct injection turbocharged gasoline engines, and the full compatibility to biofuels use such as biodiesel, when using biodiesel at a mix ratio of up to 10% (Biodiesel – B10).

RECOMMENDATIONS

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.

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PROPERTIES

Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)		0.846

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MOTUL Deutschland GmbH - Butzweilerhofallee 3 - 50829 - Köln - +49(0)221/67003-0 - +49(0)221/67003-199 - info@motul.de - http://www.motul.com

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Viscosity at 40°C (104°F)	ASTM D445	52.2 mm ² /s
Viscosity at 100°C (212°F)	ASTM D445	9.7 mm ² /s
HTHS viscosity at 150°C (302°F)	ASTM D4741	3.0 mPa.s
Viscosity Index	ASTM D2270	174.0
Pour point	ASTM D97	-42.0 °C / -44.0 °F
Sulfated Ash	ASTM D874	% weight 0.49
TBN	ASTM D2896	6.6 mg KOH/g
Flash point	ASTM D92	226.0 °C / 439.0 °F

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