



# 8100 Eco-clean 0W-30



**Fuel Economy Gasoline & Diesel lubricant**

**100% Synthetic**

## TYPE OF USE

**High performance 100% Synthetic Fuel Economy Engine Oil** specially designed for OEMs requiring a low friction, low HTHS ( $\geq 2.9$  mPa.s) viscosity and "Mid SAPS" oil with reduced content of sulfated ash ( $\leq 0.8\%$ ), Phosphorus ( $\leq 0.09\%$ ) and Sulfur ( $\leq 0.3\%$ ). Suitable for the latest generation of Gasoline and Diesel engines, EURO 4, EURO 5 and EURO 6 emission regulation compliant, requiring a "Fuel Economy" lubricant: ACEA C2 standard. Compatible with catalytic converters and Diesel Particulate Filters (DPF).

## PERFORMANCES

STANDARDS	ACEA C2 API PERFORMANCES SN
SPECIFICATIONS	FORD WSS M2C 950A JAGUAR LAND ROVER STJLR.03.5007 FIAT 9.55535-GS1 / DS1
RECOMMENDATIONS	HONDA - TOYOTA – SUBARU - SUZUKI

100% Synthetic Fuel Economy engine lubricant specially formulated to ensure optimal lubrication of FORD latest generation Duratorq 1.5L, 1.6L and 2.0L Diesel engines requiring the specification FORD 950 A.

Some modern Diesel engines from JAGUAR and LAND ROVER require engine oil with STJLR.03.5007 specification based on ACEA C2 and 0W-30 profile, in order to protect their after treatment systems while bringing Fuel Economy benefits at the same time.

The FIAT 9.55535-GS1 and FIAT 9.55535-DS1 specifications impose the engine oil to combine both ACEA C2 and SAE 0W-30 performance in order to perfectly lubricate the latest generation of Gasoline (FIAT 9.55535-GS-1) and Diesel (FIAT 9.55535-DS-1) engines from Fiat Group (Fiat, Alfa-Romeo, Lancia).

The HONDA, TOYOTA, SUBARU and SUZUKI recommendations impose the engine oil to combine both ACEA C2 and 0W-30 qualities in order to guarantee the maximum Fuel Economy and durability performance for most of their Gasoline and Diesel engines of latest generation produced since 2006. Examples of MOTUL 8100 Eco-clean 0W-30 possible use for these OEMs: HONDA 2.2L CDTI and i-DTEC ; TOYOTA 2.0L and 2.2L D4D ; SUBARU 2.0L D ; and SUZUKI SX-4 S-Cross 1.6L DDIS. Engines compliant with EURO 4, EURO 5 and EURO 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 requests from the lubricant significant Fuel Economy and Low Emission performance for powerful engines: MOTUL 8100 Eco-clean 0W-30 has synthetic base stocks and dedicated SAPS levels that generates outstanding oil film resistance, reduces friction in the engine and provides after treatment devices compatibility. MOTUL 8100 Eco-clean 0W-30 brings 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 (CO2) emissions.**

### **RECOMENDATIONS**

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	<b>0W-30</b>
Density at 20°C (68°F)	ASTM D1298	0.845
Viscosity at 40°C (104°F)	ASTM D445	51.2 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D445	9.8 mm <sup>2</sup> /s
HTHS viscosity at 150°C (302°F)	ASTM D4741	2.9 mPa.s
Viscosity index	ASTM D2270	181
Pour point	ASTM D97	-45°C / -49°F
Flash point	ASTM D92	222°C / 432°F
Sulfated ash	ASTM D874	0.79% weight
TBN	ASTM D2896	8.0 mg KOH/g