



# 8100 X-clean FE 5W-30



**Gasoline & Diesel lubricant - EURO 4, 5 and 6**

**100% Synthetic**

## TYPE OF USE

Advanced 100% Synthetic lubricant that provides at the same time **High Protection** and **Fuel Economy**. Approved by Mercedes Benz.

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, Euro 5 or Euro 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 Sulphur ( $\leq 0.3\%$ ), or an ACEA C2 engine oil i.e. 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 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 SERVICES **SN / CF**

APPROVALS

MB-Approval **229.51**

PERFORMANCES

FIAT 9.55535-**S1 / S3**

RECOMMENDATIONS

HONDA, KIA / HYUNDAI, MITSUBISHI, NISSAN, SUBARU, SUZUKI, SSANGYONG, 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 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 8100 X-clean FE 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 8100 X-clean FE 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 OEMs such as HONDA, KIA / HYUNDAI, MITSUBISHI, NISSAN, SUBARU, SUZUKI, SSANGYONG, TOYOTA,... recommend an ACEA C3 lubricant for most of their vehicles, especially Diesels with DPF.

The MB 229.51 requires among many other severe constraints from the lubricant a reduced content of Sulfated Ash, Phosphorus and Sulphur in order to be compatible with MERCEDES exhaust gas after treatment systems. The specification MB 229.51 applies to some MERCEDES Gasoline engines, and to all MERCEDES Diesel engines, with or without DPF (except BlueTEC engines with SCR. In this case use a MB 229.52 lubricant such as MOTUL 8100 X-CLEAN EFE 5W-30 or SPECIFIC 229.52 5W-30).

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. Made in FRANCE.

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

Some Asian OEMs require for their most recent Diesel engines (since 2006) an ACEA C2 lubricant to guarantee the maximum performance and durability. Examples of OEMs uses for MOTUL 8100 X-clean FE 5W-30: TOYOTA 2.0L and 2.2L D4D ; HONDA 2.2L CDTI and DTEC ; and SUBARU 2.0L D.

MOTUL 8100 X-clean FE 5W-30 meets all these very demanding requirements for performance and durability set by OEMs.

## **RECOMENDATIONS**

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	<b>5W-30</b>
Density at 20°C (68°F)	ASTM D1298	0.853
Viscosity at 40°C (104°F)	ASTM D445	72.7 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D445	12.2 mm <sup>2</sup> /s
Viscosity HTHS at 150°C (302°F)	ASTM D4741	3.5 mPa.s
Viscosity index	ASTM D2270	165
Pour point	ASTM D97	-38°C / -36°F
Flash point	ASTM D92	228°C / 442°F
Sulfated ash	ASTM D874	0.77% weight
TBN	ASTM D2896	7.5 mg KOH/g