

**MOTUL****SPECIFIC 2290 5W-30**

**Lubricante « Fuel Economy »  
 «Fuel Economy» lubricant PSA Groupe - Peugeot Citroën DS  
 Gasoline and Diesel engine oil  
 100% Synthetic**

**TYPE OF USE**

High performance 100% Synthetic **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

Los motores que cumplen con las regulaciones Euro 4, Euro 5 y Euro 6 suelen equipar sistemas de tratamiento de gases muy sensibles. El azufre y el fósforo inhiben el funcionamiento del catalizador reduciendo su capacidad para descontaminar. Las cenizas sulfatadas producen obstrucción en el filtro de partículas (FAP o DPF), provocando ciclos de regeneración continuados, envejecimiento prematuro del aceite y un consumo de aceite elevado, así como también pérdidas de rendimiento del motor.

PSA, a través de su especificación B71 2290, impone a los lubricantes de motor un poder de respuesta al elevado estrés térmico, a la vez que una elevada compatibilidad con los sistemas de descontaminación. La norma B71 2290 se aplica en todas las motorizaciones a Gasolina y Diesel (incluyendo aquellos con FAP) de PSA, excepto los "Blue HDi" (en cuyo caso debe ser usado Motul Specific 2312 0W30).

Los motores a Gasolina con inyección directa y sobrealimentados presentan el riesgo de favorecer el fenómeno de autoencendido, esporádico, en las cámaras de combustión. Este tipo de anomalía, conocida como "picado de bielas", produce una pérdida de rendimiento momentánea del motor. Esta anomalía tipificada como LSPI (Low Speed Pre-Ignition), genera picos de presión momentáneamente muy elevados, fuera de tiempo, y su persistencia podría llegar a la destrucción de los pistones y en definitiva, del motor. Para estos motores de gasolina de última generación, es decir de baja cilindrada y bajo régimen, con inyección directa y turbocompresores, PSA ha desarrollado la norma B71 2290 para construir lubricantes de motor que garanticen la integridad de estas mecánicas frente al riesgo de combustiones anormales.

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

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MOTUL SPECIFIC 2290 5W-30 responde perfectamente a las mas elevadas exigencias de duración , incluyendo el control de LSPI para proteger los motores de gasolina de inyección directa y sobrealimentados del grupo PSA a la vez que ofrece compatibilidad total con el uso de biocarburantes, como es el caso del Biodiesel, hasta una proporción del 10% (Biodiesel B-10).

### 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.

PSA for its B71 2290 norm requires oil to able to endure the most severe thermal constrains 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, 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).

### PROPERTIES

Viscosity grade	SAE J 300	5W-30
Density at 20°C (68°F)	ASTM D1298	0.846

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