

LUBRI NEWS

THE OFFICIAL
MORRIS LUBRICANTS
NEWSLETTER



MORRIS
LUBRICANTS

SUMMER &
AUTUMN 2024



MGA to the Arctic

Charlotte Vowden and Father, Steve Vowden

Charlotte Vowden, writer, presenter, automotive adventurer, and award-winning journalist is setting off on one of her biggest challenges yet! And helping her to succeed in this incredible challenge is Morris Lubricants.

Morris Lubricants' quality oils, greases and lubricants will be running through Charlotte's 1960s MGA Roadster and these products will be pushed to their limits as she and her father, Steve, journey to the Arctic Circle. The journey will take Charlotte and Steve through seven countries where they will encounter a wide variety of terrain to traverse and weather conditions to endure, until they get to the northernmost point in Europe.

In the buildup to their departure Morris Lubricants' Technology Manager, Adrian Hill, has been advising Charlotte and Steve on the best oils, greases and lubricants for the MGA Roadster. Adrian has come up with an inventory of

Morris Lubricants' products that will be perfect for the preparation and maintenance of the vehicle during the adventure including Golden Film SAE 20W-50, Dot 4 Brake Fluid, Workshop Pro Quality Screen Wash, MEG Antifreeze Coolant, Workshop Pro MD4 Multipurpose Spray and K323 Premium Blue Grease.

Adrian stresses

"It is so important to use the correct oils, greases and lubricants when maintaining any vehicle, but when endeavouring on an endurance challenge like this it is even more crucial due to the variety of extreme conditions the vehicle will be going through. At Morris Lubricants we manufacture a wide range of quality oils that are rigorously tested to make sure they can withstand conditions such as this."

PREPPING FOR THE JOURNEY:

As Charlotte proudly states, “My family have always relied on Morris Lubricants. From farming to fixing cars and going on adventures in vintage automobiles, our professional endeavours have evolved through the generations and our faith in the company’s portfolio of products has endured.”

“We’ve worked hard in our respective industries to build our reputations as competent and dependable people,” says Steve, a mechanic by trade.

“Morris Lubricants understands how valuable that is because as a business that carries the family name, they’ve had to do the same, which is why we can trust the quality of what they produce will always be consistent.” There’s “never a good batch or a bad batch,” says Adrian,

“It’s always the right batch, and people who have used our products for a long time know that. Whatever the market they’re in, it’s one less thing for them to worry about. We have a moral obligation to people like Charlotte and Steve who rely on our products.”

Charlotte continues, “Clearly, our relationship with Morris Lubricants has its foundations in both heart and head, our values and our standards align, but that doesn’t mean we’re not afraid to put the company, and their products, to the test. This summer, in an endurance drive that will require oils and lubricants from the company’s wide range of products to prove their effectiveness in extreme, limit-pushing conditions, my father and I are driving my late grandfather’s MGA Roadster to the Arctic. A classic car that came off the production line in 1960, FSK 302 has been a member of my family for the last 33 years. You too can call her Frisky, if you like”.

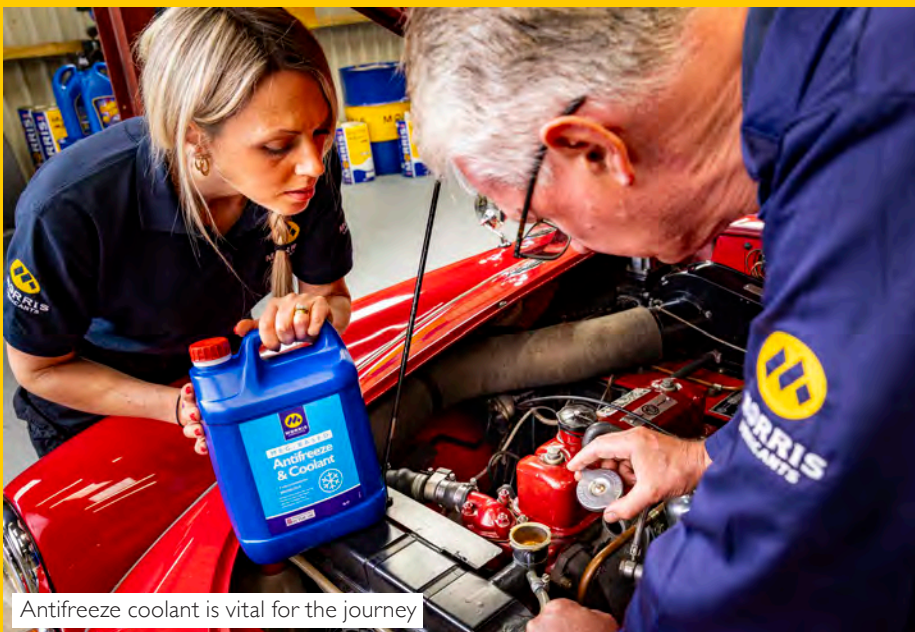
With Golden Film SAE 20W-50 motor oil pumping through the 79bhp 1600cc four-stroke engine, Charlotte and Steve will be travelling up to 500 miles per day. The journey to North Cape in the Arctic Circle will be an approximate 6,000 mile round-trip from the UK. “In the classic and vintage world, vehicles tend to be used infrequently but Frisky will be under constant load so it’s a proper test,” confirms Adrian. “This is a serious journey that will prove how well you can push a lubricant that’s formulated well.”



Helping to ensure smooth running with quality engine oil

Overlanding through seven countries to reach the northernmost point in Europe, Charlotte anticipates the climatic and driving conditions to be varied, and at times, intense. Long distances, arduous weather and challenging topography, it’s destined to be a difficult feat, but in a car that’s been prepared meticulously and with the correct oils and lubricants, Charlotte is confident in Frisky the MGA’s ability to take it on. “There’s nothing more we can do now other than to hope for the best,” says Steve, who became Frisky’s caretaker and chief mechanic when Charlotte became her custodian following her grandfather’s death in 2017.

As an award-winning journalist and presenter, Steve’s garage had never been a place that Charlotte would frequent, but inquisitive by nature, and respectful of the responsibility that she had been bestowed, Charlotte embraced the opportunity to begin learning the tricks of her father’s trade. “The boundless abilities of a spritz of Morris Lubricants’ Workshop Pro MD4 Multipurpose Maintenance Spray never ceases to amaze me” said Charlotte. “MD4 is a good all rounder,” agrees Adrian, who has tutored Charlotte about the importance of using products that are specifically tailored for FSK 302. “Morris has a range of products for all ages of vehicle from vintage cars like this to the latest hybrids. Morris Lubricants’ products use the best quality raw materials and proven oil formulations, to help ensure vehicles are kept on the road and out of the workshop”.



Antifreeze coolant is vital for the journey



Topping up screen wash



Checking brake fluid levels

To ready the MGA for the expedition, an extensive health check had to be carried out. "Any issues I detected, however minor, were dealt with," says Steve, "setting off on a trip like this with the knowledge that there's a chink in the car's armour is asking for trouble on the road ahead. To improve the visibility of the low-slung MkI Roadster in case of breakdown or emergency, FSK 302 has been equipped with a set of hazard lights, but we're keen to keep her as faithful to original as is safe and sensible to do so on modern roads. After all, interfering with the purity of the driving experience would spoil the fun. A few subtle tweaks to the carburettors though, to ensure smooth running and peak performance, are an acceptable and sensible refinement."

It was during an inspection of the rear driver-side drum brake, that Steve discovered a cause for concern as he stated, "I stripped it down to find one cylinder had water ingress between the handbrake lever and cylinder piston so I changed it out for a new one." Crisis averted, the front disc brakes were also removed, examined and spruced. Workshop Pro Solvent Cleaner was most adept at getting rid of all the dirt and debris.

One of the fiddlier jobs involved replacing worn bushes on the front anti-roll bar, "I had to make a tool to remove the old and fit the new," laments Steve. Replacing a rumbling front wheel bearing, also involved a fair amount of fuff. As he explains, "It may well have lasted another two years doing local journeys, but not wanting to take that chance I felt it wise to replace it here rather than on the side of the road somewhere that would likely be in the middle of nowhere and probably in the pouring rain!" To reduce friction and wear going forward, Steve applied Morris Lubricants' K323 Premium Blue Grease.

The pre-departure to-do list included extensive inspections of the MGA's vital systems. From the electrics to the suspension and steering, to make sure everything is in tip-top condition. Functional liquids from the Morris Lubricants' range, such as brake fluid, antifreeze coolant and screen wash were topped up, and a full change of engine and gearbox oils carried out. The on the road car first aid kit included Morris Lubricants' Golden Film SAE 20W-50 Motor Oil, Dot 4 Brake Fluid, Workshop Pro MD4 Multipurpose Maintenance Spray and MEG Antifreeze Coolant that provides protection at temperatures as low as -40°C. The duo will also have some Morris Lubricants' Workshop Pro Hand Cleanser on board too! "It's not hours, it's days and weeks that have been dedicated to getting ready to go," says Steve.

Together, Charlotte and her father have tackled some of the UK's toughest roads in FSK 302, including the infamous Hardknott Pass. Their expeditions are always self-organised and genuine in the efforts that are required to pull them off. In 2022, they piloted Frisky to the four furthest points of mainland UK in under 48 hours – a total distance of more than 2,000 miles – to raise money for charity, but this endeavour will see Charlotte travel the furthest from home the MGA has ever been. Charlotte concludes, "The further north we travel, the more remote our route will become and at this time of year, in Arctic regions, the star at the heart of our solar system never sets: we will be chasing the midnight sun".

In the next issue of LubriNews it will highlight how Charlotte and Steve survived this extreme challenge.



Products included in the first aid kit

VITAL STATS:

Model:	1960 MGA MK I Roadster
Engine:	1600cc / four-cylinder / OHV
Power:	79.5bhp @5600 rpm
Torque:	87lb ft @3800rpm
Gearbox:	4-speed manual
0-60 mph:	13.3 seconds (not tested)
Top speed:	105mph (not tested)
Fuel economy:	30m/gal
Weight:	2029lb (920kg)

You can follow the epic journey on the Morris Lubricants website, YouTube and social media channels.

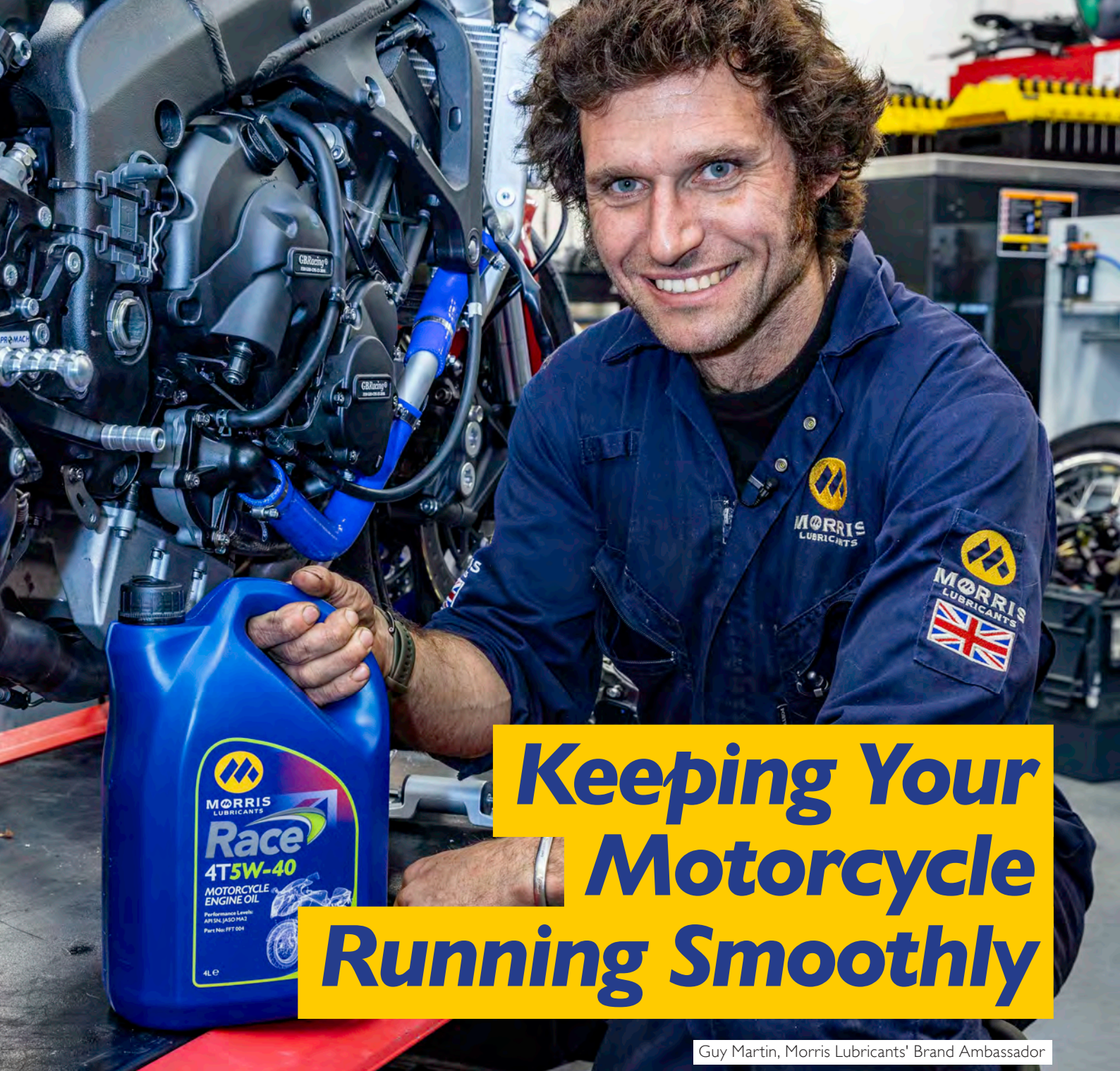
AUTOMOTIVE VIDEOS!

Have you watched the latest How Oil Is Used (Automotive Edition) video series featuring Guy Martin?

In this series, Morris Lubricants' Technology Manager Adrian Hill visits Guy's workshop to discuss the latest developments in the automotive industry, the advancements in engine technology and why it is so important to maintain cars with the correct quality oils and lubricants specified by the OEM (Original Equipment Manufacturer).

You can see these videos on the Morris Lubricants website, YouTube and social media channels. Morris Lubricants provides a wide range of automotive oils, greases, antifreeze coolants and other ancillary items for the automotive sector. These videos explain why it is important to select the correct product that follows the OEM specifications.

WATCH NOW!



Keeping Your Motorcycle Running Smoothly

Guy Martin, Morris Lubricants' Brand Ambassador

At Morris Lubricants we provide a range of motorcycle products that have been specifically formulated for the high demands expected when riding motorbikes, motor tricycles, all-terrain vehicles (ATVs), mopeds and scooters, as well as those motorcycles that are using wet clutches.

Morris Lubricants offers a range of motorcycle oils, greases and lubricants, including:

- Engine Oils
- Gear & Transmission Oils
- Antifreeze Coolants
- Brake Fluids
- Chain Lubricants
- Maintenance Sprays
- Greases
- Filter Cleaners
- Cleaning Products
- Suspension Fluids

The motorcycle range of products from Morris Lubricants are formulated and manufactured using the highest quality raw materials and then tested to the highest industry standards and specifications including API and JASO. All to help ensure optimum engine performance, reliability and competent protection.

Guy Martin, Morris Lubricants' Brand Ambassador, said **“Engine oil technology is very important when it comes to performance and I am honoured to trust Morris lubricants products with my motorbikes.”**

If you would like to see Guy servicing one of his racing bikes with Morris Lubricants' quality oils, visit the Morris Lubricants YouTube channel

ROWING FOR A CAUSE: MORRIS LUBRICANTS TAKES ON DRAGON BOAT CHALLENGE

Ship ahoy! Twelve brave employees from across the company battled it out against other local businesses in the annual Dragon Boat Race to raise funds to support the Severn Hospice charity.

Clayton Matcham, Area Sales Account Manager (the boat's captain), wanted to support the event and won the backing of his colleagues. He said:

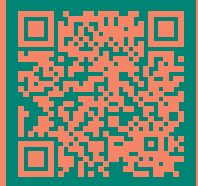
“Severn Hospice is a great charity to be raising money for, they do such amazing work for the community. The team here at Morris Lubricants were so excited to take part in the race and we also took part in the fancy dress competition. Organising the event and the fancy dress created a real buzz of excitement around the company in anticipation of racing on the River Severn.”



The 'Morris Minions' take to the water!

The team won 2 of their heats but fell away on the 3rd and final race and ended up finishing above the dreaded last spot!

To donate to Severn Hospice, go to justgiving.com/page/morris-lubricants-uk-1716558986499 or scan the QR code



Charity Football Match Scores Big

A hot sunny day in June saw the return of the popular Charity football match between Morris Lubricants and local opponents, Greenhous.

A team of Morris Lubricants employees took on the Greenhous team, in the annual Charity Football Match, this year to raise money for the company's chosen charity, Midlands Air Ambulance.

Greenhous who supplies new and used cars, vans and trucks, as well as providing MOTs and servicing, have been using Morris Lubricants' oils, greases and lubricants for many years when preparing their vehicles for sale as well as in their servicing centres.

All allegiances were put to one side as they took to the pitch for a competitive game of football. Over the years they have played out many tight fought games and this was going to be no different.

It turned out to be a glorious day for a football match being 20°C and sunny and an impressive turnout of around 200 people watched the game. Greenhous won the match 5-3, but the Morris Lubricants team played well, including a spectacular goal from the halfway line scored by Morris Lubricants' star player, Production Operative, Dan Jukes.



Pictured (L - R): Dan Jukes, Ashley Passant (Greenhous), Owen Lloyd and Emmanuel Egbo.

The Midlands Air Ambulance Charity is vitally important. Morris Lubricants Executive Chairman, Andrew Goddard said: ***“We chose the Midlands Air Ambulance as our charity for 2024 because they do such fantastic work and have the potential to be called upon by any of our employees as well as our customers, although we hope they don't have to.”***

HANNAH TAKES ON 104-MILE RUNNING CHALLENGE

Morris Lubricants' Graduate Buyer, Hannah Stocking only took up running towards the end of last year, but she set herself a massive running challenge. Hannah completed 104 miles in 33 hours, all in aid of raising funds for the Midlands Air Ambulance.

She set off from Welshpool with the aim of arriving at Caernarfon 38 hours later. If her run was not challenging enough, she also included the summit of Eryri (Snowdon) on her route, a mountain she has walked up several times already.

"By running this distance between Welshpool and Caernarfon, I want to raise awareness of the distance that air ambulances cover in emergencies. I looked forward to the challenge, but I did have moments when I thought what have I agreed to do? My friends and work colleagues all think I'm mad, but a few joined me along the way which was nice." Says Hannah.



Hannah embarks on a mammoth challenge

Morris Lubricants' Executive Chairman, Andrew Goddard applauded Hannah for taking on this immense challenge.

"Hannah is showing what you can achieve when you put your mind to it. Everybody at Morris Lubricants is extremely proud of her efforts."

To make a donation to this fantastic cause head to Morris Lubricants' JustGiving page:

justgiving.com/page/morris-lubricants-uk-1723128669363
or scan the QR code



Morris Lubricants goes into bat

Recently Morris Lubricants played in a charity cricket match against the Knockin & Kinnerley Cricket Club (KKCC).

The Cricket Club is in a 5-year partnership with the oil and lubricants manufacturer, with the Morris Lubricants logo featuring front and centre on the clubs' shirts.

The match was played in support of the Midlands Air Ambulance and featured employees from across the company.

It was a great game with some fine batting performances from Ian Douglas, Morris Lubricants' Business Development Director, who was the top scorer with 44 runs and Chris Sharpe, Internal Sales Account Manager, on 31 not out, which led to a total of 139 runs after 20 overs.

In reply, KKCC reached 128 runs for 20 overs with the highlight coming from Scott Lane, Production Operative taking 3 of the 8 wickets in 3 overs.



The Morris Lubricants Cricket Team

It was a fantastic day enjoyed by all and the two teams look forward to playing each other again next year.



**Midlands Air
Ambulance Charity®**

ULTRALIFE from Morris Lubricants: a bigger range of Antifreeze Coolants

Ultralife is a new range of antifreeze coolants that protects engines in a wide variety of vehicles. These new antifreeze coolants have been designed for automotive, commercial vehicle, agricultural and off-highway sectors.

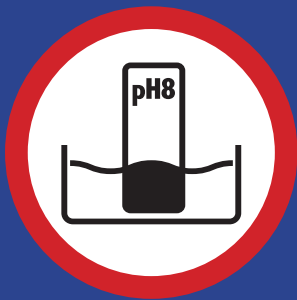
Utilising the latest product formulations, Ultralife antifreeze coolants cover 169 different engine specifications providing all year round protection, including outstanding defence against rust and corrosion, as well as optimum temperature control.



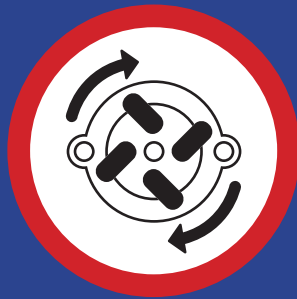
Prevents
Foaming



Prevents System
Overheating



pH Stabilisation



Protects Water Pump &
Other Components

ULTRA

Antifreeze & Coolants CONCEPT

This new range of antifreeze coolants from Morris Lubricants has been formulated to offer maximum levels of protection to engines across a range of market sectors:

- ✓ Cars
- ✓ Vans
- ✓ Commercial Vehicles
- ✓ Trucks & HGVs
- ✓ Buses & Coaches
- ✓ Agricultural Vehicles
- ✓ Tractors & Farming Equipment
- ✓ Excavators & Diggers
- ✓ Dumper Trucks
- ✓ Off-Highway Equipment
- ✓ Motorcycles & ATVs
- ✓ Stationary Engines
- ✓ Generator Sets
- ✓ Gas Engines



ALIFE reeze olant NTRATE



Stops System
Corrosion & Rusting



Stops System
Blockages



Prevents System
Freezing



Protects
Hoses

Are you sure you are using the correct product?

Antifreeze coolant choice should not be based on colour alone. You need to make sure you follow the engine manufacturer's precise requirements.

To find out more, please refer to your Original Equipment Manufacturer (OEM) service schedule, try Morris Lubricants' online search tool whatoildoneed.com or call the Morris Lubricants Technical Team on 01743 237 541.



Engine oil for Hybrid cars



This is the story behind the development of engine oils designed for hybrid cars. The increasing pressure put on Original Equipment Manufacturers (OEMs) by legislation has yielded a variety of power options in the passenger car market.

The biggest step change in the move towards reducing exhaust pipe emissions, particularly CO₂, has been in the proliferation of hybrid vehicle technologies. There are many variations in hybrid configuration, but in all instances, it is the intermittent use of the engine, usually a small petrol engine, that brings with it challenges.

When a car engine runs under normal circumstances (unless stop/start mode is active) it starts only once during a trip and gets turned off when the journey is complete. This gets a useful heat soak on the engine, which has the benefit of driving off any unburnt fuel or accumulated water and maximising fuel efficiency.

However, engines used in hybrid vehicles don't have this luxury. Firstly, the engine may 'kick in' when the vehicle has reached high road speeds and it is required to either begin charging the battery or worse takeover altogether to drive the wheels. The engine oil must circulate rapidly to stop any wear occurring under potentially full load.

Condensation that has built up in the airspaces in the crankcase may not get driven off if the engine then shuts down again before reaching its optimum operating temperature. The water will persist and may cause bearing and oil pump wear, as water does not make a good lubricant. Hybrid compatible engine oils must provide robust bearing performance and advanced dispersants to stop the formation of free water.

Unburnt fuel can also be problematic. Engines are at their most efficient at optimum running temperature, but colder running under a variety of loads may result in excess fuel finding its way into the sump. This can dilute the oil, effecting the integrity of the protective oil film generated, which again can cause bearing and oil pump wear. Again, as with free water, the formulation of the engine oil used must compensate for this happening.

The engine oil used in hybrid engines has a tough life and the oil's physical and chemical properties are continually being refined to reduce the side effects of this challenging work cycle.

Engine oils have evolved in line with these increased operational stresses. 0W-20s and 0W-16s have been widely used, but certain Japanese manufacturers have been factory filling 0W-8 for a while.

Morris Lubricants has a range of oils suitable for hybrid engines. Visit morrislubricants.co.uk to find out more



Adrian Hill, Technology Manager

ESTABLISHED MULTIVIS GRADES GET API SP UPDATE

An important part of any product development is feedback from customers and following a recent request we have reformulated two engine lubricants originally designed for engines without aftertreatment devices.

Multivis CST SS 10W-40 and Multivis CST HP 5W-40 have both been upgraded to API SP. This is a gasoline American Petroleum Institute specification that was released in May 2020. API SP was an important development of passenger car petrol engines as it addressed the phenomenon of Low Speed Pre-Ignition or LSPI.

LSPI is caused when fuel washes away the oil from the combustion chamber wall and the oil pools on the piston crown. This happens during the 'induction' stroke. As the piston moves back up the bore, and before it reaches the point where the spark plug ignites the mixture, the heat and increasing compression, catalysed by this oil/fuel combination, leads to pre-ignition of the fuel/air mixture. Fractions of a

second later the spark plug ignites the rest of the mixture and then you have two energy fronts moving towards each other. As they collide, the shock wave can cause catastrophic damage to the engine.

LSPI is an issue for small high output engines, which may be turbocharged or supercharged, particularly under hard acceleration.

Multivis CST SS 10W-40 and Multivis CST HP 5W-40 may be designed for older engines, but certain manufacturers, including Vauxhall, experienced LSPI in early high power output models such as the 1.4 Turbo.



BIG MOVES IN THE OFF-HIGHWAY SECTOR

Recently Morris Lubricants attended the Hillhead 2024 exhibition, held at the Hillhead Quarry, Buxton.

At the event the company showcased its range of off-highway oils, greases and lubricants. These products are specifically developed for the tough working environments and extreme requirements that off-highway vehicles operate under.

The Morris Lubricants' off-highway oils, lubricants and greases have been formulated specifically to meet the varied needs of today's mixed technology plant and equipment. The range is used in

excavators, dumpers, ride on rollers and cranes and a multitude of ancillary equipment such as diesel generators, pumps and compressors that are pivotal to keeping a site operational.

Following strict industry standards and Original Equipment Manufacturer (OEM) specifications, the range of off-highway products can be used in a wide variety of brands and models of vehicles including Caterpillar (CAT), JCB, Komatsu and many more. Each of the products in the range is formulated to ensure off-highway equipment and vehicles can endure long duty hours and remain operational even in the harshest of environments.



Area Sales Manager James Dawe at the Hillhead exhibition

Want to find out more?

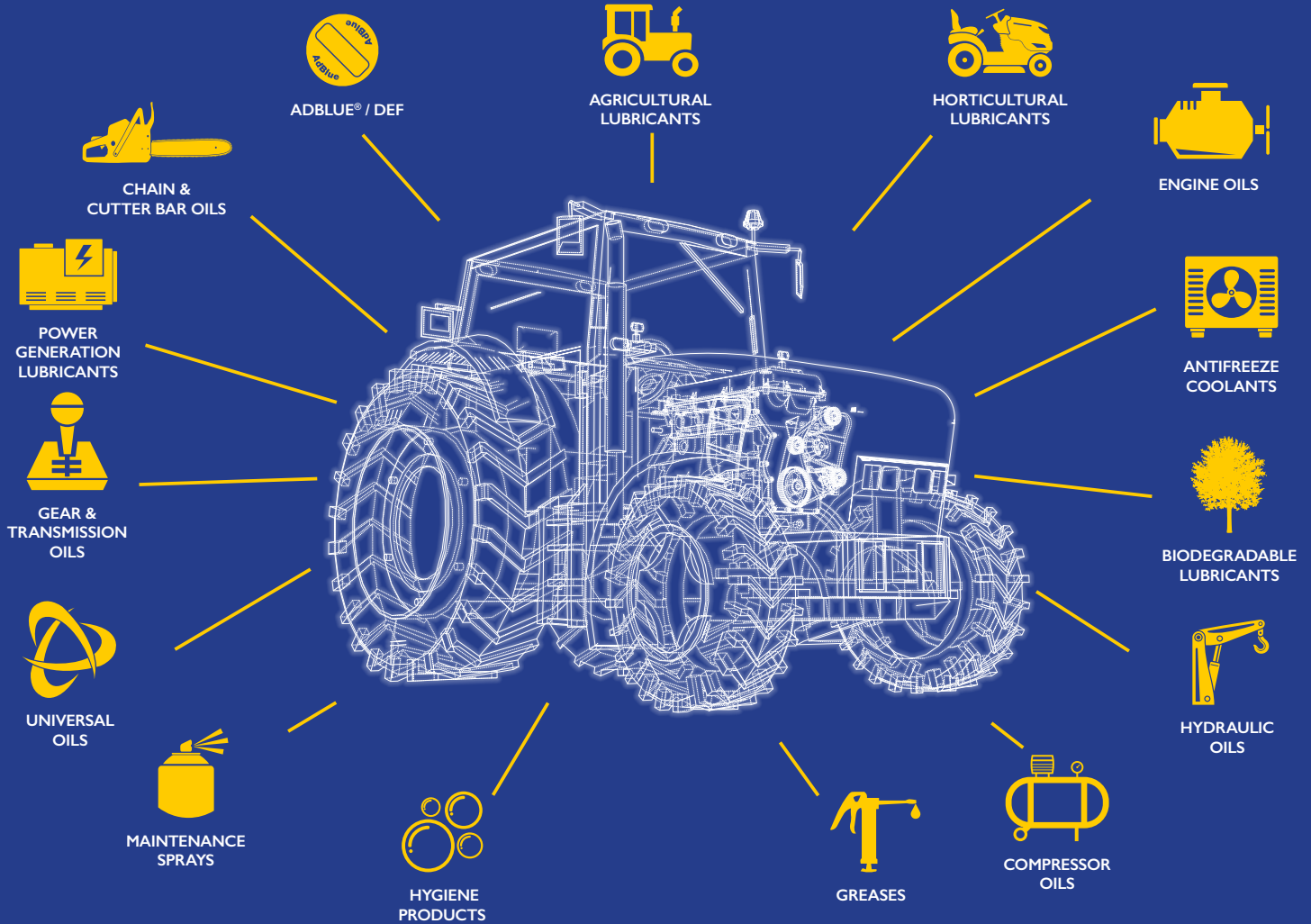
If you are interested in exploring more, then you can watch the "How Oil Is Used" with Guy Martin (Off-Highway Edition) video series. You can see Morris Lubricants' Technology Manager, Adrian Hill and Guy delve into the depths of a working quarry and explore some of the largest vehicles in the Off-Highway industry.

As these vehicles work in such extreme environments, Adrian and Guy discuss why it is so important to select the correct quality oils, lubricants, fluids and greases for off-highway vehicles & plant equipment to make sure they stay working in the quarry and not stuck in the workshop.

You can find these videos on the Morris Lubricants website, social media and YouTube channel.



Did you know?



Morris Lubricants supply a wide range of Agricultural Products

That is correct we supply a lot of products for farmers! The Morris Lubricants' range of high quality agricultural oils, greases and lubricants have been specifically designed and manufactured to meet the tough demands of modern farming.

These products cover a wide range of applications including engines, gearboxes, hydraulics, brakes, cooling systems and general maintenance for a wide range of agricultural equipment including tractors, harvest machinery, diesel generators, gas engines, all-terrain vehicles, air compressors, power saws, chainsaws and other agricultural machines.

Using Morris Lubricants' products can help maximise the efficiency of agricultural and farming equipment.

These products are suitable for different makes and model of agricultural and farming vehicles, machines and equipment.

Working closely in collaboration with the world's major agricultural Original Equipment Manufacturers (OEMs) helps to ensure that Morris Lubricants' products are designed to maximise performance, enhance service life and maintain reliability. These products also help to minimise downtime, improve fuel efficiency, reduce running costs and protect your investment even when working long hours and in extreme weather conditions.

UNIVERSAL TRACTOR OILS

These advanced multifunctional lubricants are designed to cover many uses. Applications include engines, gearboxes, hydraulics and oil immersed brake systems. Developed with the latest additive technology and high-quality base oils, the range offers superior operational and protective performance even in the harshest of operating conditions.



GAS ENGINE OILS

Designed for natural gas, biogas, syngas and landfill gas. These oils help to improve the efficiency of the engine, as well as enhanced corrosion protection, oxidative and nitration stability, wide operating temperature ranges, low deposit forming, robust acid neutralisation and protracted field proven drain times.



HEAVY DUTY DIESEL ENGINE OILS

A comprehensive range of Original Equipment Manufacturer (OEM) approved heavy duty diesel engine oils to help meet emission requirements. These heavy duty diesel engine oils provide maximum rationalisation potential where a mix of tractors and combine harvesters are used from different manufacturers, models and engine technologies.



HORTICULTURAL OILS

A specially formulated range of quality oils designed to keep both petrol and diesel horticultural equipment working under severe operating conditions. The range also includes oils for use in all-terrain vehicles (ATV), strimmers, lawnmowers, chainsaws and power saws as well as both 4 stroke and 2 stroke equipment.



HYDRAULIC OILS

Hydraulic oils for a range of agricultural hydraulic system applications. Designed to be subjected to extreme operating conditions and temperatures, and are available in a variety of viscosity grades. These products contain effective anti-foam additives to facilitate the rapid release of air and reduce sponginess in system operation and during duty use.



MAINTENANCE PRODUCTS

The maintenance and workshop products are designed to meet the heavy demands of scheduled maintenance and emergency repairs on agricultural equipment, farming machines and air compressors. This high-quality product range also includes workshop consumables and hand care products suitable for a multitude of demanding applications.



GEAR & TRANSMISSION OILS

These oils are designed for reduced friction wear, high load carrying ability, as well as rust and corrosion protection for transmission components. These gear and transmission oils can work at both low and high temperature eliminating cold start gear selection problems and issues with highly stressed gearboxes running at high temperatures.



WORKSHOP AEROSOL SPRAYS

The Workshop Pro range of performance maintenance aerosol sprays are suitable for a multitude of demanding applications when running, maintaining and repairing agricultural equipment. Products include maintenance spray, chain lubricant, solvent cleaner, anti-seize compound, solvent degreaser, white spray grease and carb cleaner.



ANTIFREEZE COOLANTS

Antifreeze coolants protect engines from frost damage in extreme low temperatures and yield excellent heat transfer properties. They also provide outstanding protection against rust and corrosion for all parts of the cooling system such as thermostats, radiators and water pumps. Certain products in the range have long life properties to help reduce service intervals.



HIGH-QUALITY GREASES

A range of high-quality greases for a variety of applications in agricultural equipment and farm machinery. These greases have many different features and benefits including anti-friction and a high-level of water tolerance, mechanical stability and adherence. Suitable for use in anti-friction and plain bearings subjected to high-load conditions.



INDUSTRIAL GEAR OILS

This comprehensive range of high quality industrial gear oils are designed to meet the tough demands of continued use and regular maintenance on various farming items such as agricultural equipment. This product range helps to reduce wear, extend use, help to increase operating efficiency as well as to minimise breakdowns.



Technical Manager Adrian Hill and Brand Ambassador Guy Martin



**PROUDLY SUPPORTING
BRITISH FARMING**

Keep on trucking with the correct lubricant specification

Over the years there has been significant change in the requirements, specifications and formulations of heavy-duty diesel engine oils used in commercial vehicles. Adrian Hill, Morris Lubricants' Technology Manager answers questions on the latest considerations as the market continues to reduce emissions and meet new regulations.

What have been some of the biggest changes you have seen recently?

ADRIAN: There is a continual focus on ensuring commercial vehicles continue to become more fuel efficient in a move towards reducing emissions – and the natural solution tends to fall on engine technology. However, correct heavy-duty engine oil use can also make a significant contribution to reducing emissions.

Going back just 15 years, operators were likely working with just one or two main engine oils, but today, there are numerous different oil specifications on the market, meaning that operators need to be fully abreast of the formulations available. It is vitally important that the correct heavy-duty engine oil is used.

Oil film thickness is an area where we have seen major upgrades. Can you put these changes into context?

ADRIAN: To keep pace with changes to engine designs, engine oil formulations have also needed to evolve. Improvements in fuel efficiency can be made by using engine oils that produce thinner oil films in the bearings and the ring/liner area. Thinner oil films result in less drag and therefore more useable energy goes to the wheels.

To ensure that component integrity is not compromised, these thinner oil films are fortified with polymer chemistry to ensure there is no metal-to-metal contact. Polymers are essential when formulating 5W-30 and 0W-20 engine oils for the commercial vehicle market, with the environmental benefit of fuel efficiency resulting in reduced CO₂, which is one of the targets of Euro VII.

For operators tasked with servicing trucks and keeping fleets running efficiently, how do these changes have an impact?

ADRIAN: With the increasing complexity of engine designs and the wide variety of aftertreatment devices that are now added to trucks to help reduce emissions, maintaining commercial vehicle fleets has certainly changed in recent times. But what has remained consistent, regardless of company size is that vehicles must be kept on the road to protect profits.

Trucks will be on the road for long periods of time which puts a huge demand on the engine. A truck that is always in a workshop does not earn any money and can lead to increased costs and of course, lost business.

As highlighted earlier, oil formulations in newer engine designs are becoming thinner. In particular, the oil film thickness for certain commercial vehicle engines is similar to passenger car levels. Heavy-duty diesel engines must be capable of using these oils without accelerated wear and related issues taking place.

Heavy-duty engine oil choice is becoming more complex. Operators must therefore make sure they follow the manufacturer's guidelines and use parts and consumables that cover Original Equipment Manufacturer



(OEM) specifications. Meeting servicing intervals is essential and to skip a service will be costly in the long run. Using old or the wrong oil will cause the engine to run poorly, with a lack of power and there will be unseen damage being caused. If not cared for correctly, the engine may end up needing a timely and costly overhaul.

How are OEMs adapting to these new demands?

ADRIAN: Global lubricant specifications from ACEA and API have been developed for lubricants to suit new engines and their emissions demands, but the OEMs are taking it further by tailoring these standard specifications and adding their own testing sequences.

Most of the oil manufacturers are already factory-filling new vehicles with 5W-30s and then requiring this grade of oil during service fill. In the meantime, the oil technology providers are



Morris Lubricants' Brand Ambassador Dave Jenkins and Technology Manager Adrian Hill using What Oil to identify the correct oil to use

developing 0W-20 and 5W-20 engine oils that will enter the market over the next couple of years to drive down CO₂ output even further.

Scania, MAN and Iveco are already specifying these low-viscosity lubricants, with the other main commercial vehicle manufacturers having specifications in draft form that will become factory fill to start with, before entering the service fill market.

What is the Versimax range of heavy-duty engine oils?

ADRIAN: The Versimax range of heavy-duty diesel engine oils from Morris Lubricants, have been formulated for previous and current generations of engines. These engine oils work with the various aftertreatment devices found on commercial vehicles, as well as to help to reduce downtime, assist in the improvement in fuel efficiency and, of course, contribute to the reduction in engine emissions.

The Versimax range of engine oils is used by fleet operators, maintenance technicians, mechanics and drivers to rationalise usage where mixed fleets of vehicles and engine technologies are in operation.

As highlighted earlier engine oil choice should not be taken lightly, and the OEMs guide should always be followed. The mixing of different types of oil must always be approached with caution, as using an inferior oil could cause damage or premature failure. As always, seek professional advice if there is any doubt.

By selecting the correct oils and lubricants, operators have the best opportunity to keep commercial vehicles out of the workshop and earning their keep on the road.

Further information can be found on the commercial vehicle section of the Morris Lubricants' website or on the company's social media channels.

If you are unsure which oil you need, call the Morris Lubricants Technical helpdesk on 01743 237541 or use the company's whatoil online oil finder on the website morrislubricants.co.uk

You can now use a truck registration number. Simply enter a registration number for a truck and the ideal oil is shown for the vehicle.

 **whatoil?**
whatoilneed.com

The Removal Of Dye From Our Products

Morris Lubricants is committed to supplying high quality oils, greases and lubricants to the market using sustainable methods. For many years the company has been developing and implementing an action plan to become more sustainable and to minimise its impact on the environment.

One of the actions of this plan is to review the use of dyes in its products. Some of these dyes can be harmful to the environment, so the company has decided to, where possible, start to restrict the use of artificial dye in its product formulations. In some applications, the addition of dye has no physical or chemical advantages, and its use is purely cosmetic.



The Company is now in the process of reviewing all products that contain a dye and will remove its use, providing it does not alter the physical, chemical and ease of use of the product. Where dyes are necessary for the identification of correct product type, such as automatic transmission fluids, power steering fluids, or where colour constitutes part of a relevant specification, then such products will remain dyed as per the existing formulations.

Morris Lubricants' long-term vision is to reduce its carbon footprint and make continuous improvements to the sustainability of all its operations and across its supply chain.

As highlighted by Andrew Goddard, Morris Lubricants' Executive Chairman

“Businesses face increasing pressure to lower their environmental impact. We all need to be flexible and forward-thinking when discussing aspects of sustainability and our future business strategy. Often small improvements can have huge benefits in protecting the environment. This project to reduce the use of dyes in our product formulations builds upon our existing sustainable initiatives, which includes the utilisation of low energy LED lighting throughout our sites, use of recycled packaging and packaging that can be recycled, the use of our own solar power generated electricity and the deployment of ultrasonic blending that reduces manufacturing times and also reduces energy use.”

MORE DETAILS COMING SOON!

WHY QUALITY COUNTS

A product's quality should be seen to be more important than price when maintaining vehicles and equipment. There is a need to think beyond fancy packaging and discounts. Does a cheaper product perform as it is promoted?

When referring to product quality you need to be considering the product's performance, reliability, consistency and its ability to fulfil the specific applications it was intended for.

Did you know that inclusive of field trials, it can take 5-7 years to bring some lubricants to market? It's a process that can cost millions of pounds, but one that ensures the fluid produced gives maximum protection to the equipment from the first to the final hour of its service interval.

If you want the best lubricant to look after an engine, transmission, hydraulic system etc, then price should not be the compromise.

Obviously, business owners and users of lubricants need to control costs, overheads and spending. However, if a lubricant needs to protect the asset, then you need to make sure you are using the correct one, you need to be sure that it functions correctly and the oil, grease or lubricant is doing its job.



Inside Morris Lubricants' Quality Testing Laboratory

Morris Lubricants works with trusted and globally recognised base oil and raw material providers to develop the correct formulation of products.

When manufacturing products onsite, a stringent quality control system is followed, where various samples are taken throughout the manufacturing process to help ensure finished products are made to the correct formulations and specifications.

As a reputable manufacturer, we must be able to support any claim that we make about our products by being able to provide documentation, including technical data sheets, letters from suppliers, and if needed, formal approval documentation from the Original Equipment Manufacturers (OEMs).

It's important that we can provide our customers with all the background information that supports our claims on the products that we sell – proving that they are fit for purpose.

Correct lubricant choice can be a minefield. Our Technical Department is on hand to provide expert insight, answer questions and carry out sample analysis if an issue arises. A wealth of online resource is also available from us, including technical articles, product updates and the latest videos to use as training for end users that want to learn more.

Call the Technical Department on 01743 237 541 or email technicalhelpdesk@morris-lubricants.co.uk or watch the videos on YouTube, social media or morrislubricants.co.uk

Need Advice?

If you are unsure which oil suits your needs, call the Morris Lubricants Technical Helpline on 01743 237 541, or use the company's WhatOil lubricant lookup feature on morrislubricants.co.uk.

Simply enter a registration number or search a wide variety of vehicles by entering the age, make and model and the recommended oil is shown.

T: 01743 237 541

**E: technicalhelpdesk@morris-lubricants.co.uk
whatoildoineed.com morrislubricants.co.uk**



I am here to help

Ian Haslum, Technical Advisor



VLS: Product compliance for your peace of mind

Do you know what the Verification of Lubrication Specifications (VLS) does?

It is an independent organisation set up to investigate false or misleading claims made on the various lubricant products sold.

The VLS helps to assure buyers that the oils sold on the market are compliant and perform to the standards that are claimed.

The table shows the status of the failed and closed cases as well as the outcomes.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010202	Company: Exol Lubricants Brand: Exol Product: Ultramax 32 Hydraulic Oil ISO 32	04/03/24	Product Not Compliant Following Investigation – Case Not Resolved	20/05/24	20/11/24		Product: Ultramax 32 Hydraulic Oil ISO 32. 05/03/2024 This case was accepted by VLS 20/05/2024 VLS received a complaint about the above product. The Complainant alleged that the product fails to meet the demulsification requirements of industry tests quoted on the labelling and Technical Data Sheet. VLS procured a sample of the product and tested it for demulsification properties. The test results obtained supported the Complainant's findings, in that the demulsification characteristics do not meet the requirements of the specifications claimed. In response the Lubricant Marketer said they had tested a retained sample from the same batch and identified that it was due to a batch-specific contamination issue. They had also tested laboratory made samples subsequently and found these to be compliant. They have undertaken to amend their flushing procedures, tighten quality control limits, and look to recall the affected batch from customers. A six month review will be undertaken to ensure continued compliance.
VLS 010201	Company: Aztec Oils Brand: Emprotec UHPD Product: 10W-40 HDDO	20/12/23	Product Compliant Following Investigation – Case Resolved	09/02/24	09/08/24		Product: 10W-40 HDDO. 20/12/2023 This case was accepted by VLS 09/02/2024 VLS received a complaint about the above product. The Complainant alleged that Renault do not support the RLD-4 as a specification and as such the product cannot meet it. The performance claim is indicated in a list of recommendations on the website and in the Technical Data Sheet relating to the product. Consequently, VLS upheld the complaint as Renault did not issue the RLD-4 specification for service fill, and it is not mandated for use in any of their current vehicles (see below link). https://www.renault-trucks.co.uk/sites/default/files/2021-05/UK%20TLS%2059483-C%20Poster%20TSP%20Affectation%20EURO%206%20v4.pdf . The Named Party moved quickly to withdraw the claim against RLD-4, retaining the claim against RLD-3 and amended the product's description and Technical Data Sheet accordingly. VLS are content that the product has been brought back into compliance and have closed the investigation subject to the usual six-month review.
VLS 010200	Company SCT-Vertriebs GmbH Brand: Mannol Product: Brake Fluid DOT 4 3002	11/12/23	Product not proven to be compliant following Investigation – Escalated to Trading Standards	26/03/24	26/09/24		Product: Brake Fluid DOT 4 3002. 18/12/2023 This case was accepted by VLS 26/03/2024 The Complainant alleged that the batches of material they procured, sampled and tested failed in critical areas of performance required for safe brake operation. The results, they claimed, fall short of the specification limits stated in US FMVSS 116 DOT 4. The Complainant claimed they purchased two samples of product and conducted a Kinematic Viscosity test at -40 degrees centigrade, a SBR Elastomer test at 120 degrees centigrade and a water tolerance/bubble travel time test. The stated that values obtained for both samples were extremely high and at low operating temperatures would result in reduced brake system response time when the brakes are applied. This is a severe safety issue which may result in a vehicle accident and possible injury to any persons involved or worse. The Swell test results they claimed were in excess of the DOT 4 limits. They alleged that this could lead to brake system failure due to the ineffective performance of any elastomers used in its construction. Ineffective braking operation could lead to accident and personal injury. Batch MD46_PEA-230526 they claimed failed the water tolerance test. The Complainant stated that failing this test will lead to the impairment of the fluid's ability to exert an effective hydraulic pressure on the braking components. They alleged that this is a severe safety issue which may result in a vehicle accident and possible injury to any persons involved or worse. The Complainant stated that the fluids do not comply with the declared specification of US FMVSS 116 DOT 4 and their inability to do so presents a grave risk to end users. This complaint should be investigated as a matter of urgency due to its critical nature. VLS independently procured a sample of the product within the UK and tested it for Kinematic Viscosity @ -40 degrees centigrade, SBR Elastomer Swell Test @ 120 degrees centigrade, and Water Tolerance / Bubble travel time – seconds. The test results show that the product failed to meet the specification limits across all three tests. The test results were shared with Lubriage Ltd, trading as Mannol UK and we invited them to comment on these along with steps they will take to bring the product into compliance. As the distributor of the product in the UK, Lubriage Ltd, trading as Mannol UK is liable for the claims made on the product and the product's compliance with market standards such as DOT 4. In response Lubriage Ltd trading as Mannol UK verbally assured VLS that they had immediately stopped selling the product on the UK marketplace although they have not formally responded in writing and VLS has not seen any evidence of the product being quarantined or withdrawn from their distributors or any attempt to contact the end users who might have purchased the product through their distributors to recall the product. VLS has also escalated the issue as a consumer product safety issue to its Primary Authority partner Bucks & Surrey Trading Standards and will conduct a formal six month review of the case in line with its stated process.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010198	Company: Westway Lubricants Brand: Westway Product: PCEO 5W-30 VW Audi LL3	17/10/23	Product Compliant Following Investigation – Case Resolved	24/11/23	24/05/24		Product: PCEO 5W-30 VW Audi LL3. 20/10/2023 This case was accepted by VLS 24/11/2023 VLS received a complaint about the above product concerning the technical data and product labelling claims ACEA A3, B4, C3. The Complainant alleged that ACEA A and B categories and the ACEA C category are mutually exclusive as distinguished by their TBN limits: ACEA A/B greater than 10 mg/KOH/g, ACEA C less than 10 mg/KOH/g. TBN on the website states 6.00 mg/KOH/g. This combination of ACEA specifications is not possible. VLS upheld the claim on the basis of the incompatible ACEA claims, A3/B4 and C3, however this is on the basis of Sulphated Ash content and not TBN. The TBN of ACEA C3 ≥ 6.0 and A3/B4's limit is ≥ 10.0 (i.e., theoretically the TBN requirements are compatible). However, A3/B4's sulphated ash limit is 1.0-1.6 % m/m compared to C3's limit of <0.8% m/m. In response the Named Party revised the claims made to the product 5w30 VW LL3, by deleting any reference to ACEA A3/B4 claims. With a commitment to amend the product labelling and website description. VLS considers that the Named Party has met the complaint in full and the product is compliant. It will undertake a six-month review of the case in line with its stated process.
VLS 010196	Company: Rock Oil Brand: Truckguard Product: Truck Guard Elite 5W-30 LS-FE	29/09/23	Product Compliant Following Six Month Review – Case Concluded	08/12/23	11/06/24	10/09/24	Product: Truck Guard Elite 5W-30 LS-FE. 29/09/2023 This case was accepted by VLS 08/12/2023 VLS has received a complaint concerning the above product which alleges that the profile of this product, as it appears on the website, technical datasheet, brochure and product labelling, clearly shows under 'Performance Specifications, Approvals & Recommendations' a reference to: Volvo VDS-5 / Renault RLD-5, Mack EOS-5'. The Complainant alleges that the inference is that this product can be used in these applications. The reality, the Complainant alleges, is that additive technology complying with these specifications has not been released into the aftermarket and therefore they should be removed as they are misleading and not supported. VLS upheld the case complaint on the 20th October 2023 on the basis that VLS believes there is no widely available market general additive technology that has been released to the automotive aftermarket to be able to meet these performance claims. At the close of the investigation, Rock Oil have not provided any technical evidence in support of the performance claims made on the product within the timeframe set out within the letter sent from VLS to the company on the 20th October, and consequently the claims are unable to be verified to the satisfaction of VLS. End users therefore need to assure themselves to their full satisfaction that the product is capable of performing in line with the claims made on the product by Rock Oil. 10/07/2024 VLS undertook a six-month review of the case in line with its' stated process. The product was found to be not available on open sale in the UK market at the time of the review and hence the investigation is concluded and the case is closed.
VLS 010195	Company: Silverhook Brand: Supreme Fully Synthetic Plus Product: PCEO 5W-30 C2 C3	03/08/23	Product not proven to be compliant following Investigation – Escalated to Trading Standards	13/10/23	13/04/24		Product: 5W-30 C2 C3. 03/08/2023 This case was accepted by VLS 13/10/2023 VLS received a complaint concerning the above product for which it was alleged that the product was making erroneous claims: Ford, BMW, Dexos, etc. with no supporting manufacturers specifications or numbers. The Complainant also alleged that it unlikely that all the bespoke additive packs for each of these specifications could be included in one oil. VLS reviewed and upheld the complaint for the following reasons: 'GM Dexos' is not a specification. There are four dexos specifications and within these different generations exist. This claim therefore needs clarification. The exact requirements vary by model for some of the OEM brands listed (BMW, Ford, Nissan, KIA, Toyota), these should be clarified. All the listed VW specifications cannot be met by the same oil, in addition the sulphated ash requirements of ACEA C2/C3 are not compatible with the VW 502.00/505.00 claim. API SP is an incompatible claim with VW 502.00/505.00, due to the mutually exclusive phosphorus limits. VLS is not aware of a proven technology that can support PSA B71 2290 and API SP with the claim against VW 504.00/507.00, can this be evidenced through the Candidate Data Package? A claim is made for Honda HTO_06, this is a test not a specification and therefore not appropriate as a claim. In response to the complaint the Lubricant Marketer asked for some information that VLS was working to for the VW 504.00/507.00 requirements. VLS referred the Lubricant Marketer to their technology provider for the information they requested. In response to the complaint the Lubricant Marketer stated that the specification for VW 504.00/507.00 has changed in 2020 due to issues with low spark pre-ignition, VAG engines - FSI, TSI and GDI . Latest VW 504.00/507.00 can be API SP. VLS considers that the complaint has not been fully resolved by the Lubricant Marketer and has concluded its investigation. VLS will conduct a six month review in line with its stated process and if the product is found to be non-compliant at this stage, it will be reported as such to Trading Standards. 03/05/2024 VLS undertook a six-month review of the case in line with its stated process. Our findings at the six-month review are as follows:- The Technical Review Panel had concerns about the product meeting the fuel economy requirements of ACEA C2 and ILSAC GF-6 whilst meeting the tough durability requirements of VW 504.00/507.00, earlier communications requested support for PSA B71 2290 (ACEA C2/C3 based), none has been forthcoming. Other inconsistencies are detailed in the website publication as above. The TDS lists several inaccurate performance claims, detailed under the heading 'Recommended by Silverhook for applications requiring', which is ambiguous at best. Consequently, VLS believes that the product is still non-compliant and so we will report it as such to our Primary Authority partner Buckinghamshire & Surrey Trading Standards and also to SALLEurope under the EELQMS Lubricant Marketer Letter of Conformance for claims made against the ACEA engine oil sequences.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010193	Company: Exopro Brand: Exopro Product: C3 5W-30 LS-PRO	20/07/23	Product Compliant Following Six Month Review – Case Concluded	16/10/23	16/04/24	02/09/24	Product: C3 5W-30 LS-PRO. 24/07/2023 This case was accepted by VLS 16/10/2023 VLS received a complaint alleging that the product claimed performance against VW 502.00/505.00 together with API SN and ACEA C2, C3. The Complainant said that the VW 502.00/505.00 specification is mutually exclusive with API SN on the 5W-30 viscosity grade due to the Phosphorus limits. The Sulphated Ash limit, the Complainant also claimed, for the VW 502.00/505.00 is not compatible with ACEA C2, C3 SA limits. That the TBN of the product according to the Technical Data Sheet (TDS) is 7.1 mgKOH/g which is below the VW 502.00/505.00 requirements of 10 mgKOH/g. On this basis, the Complainant said that the product is confirmed to claim conflicting specifications and not meeting key performance requirements and, therefore, is misleading to the end consumer. VLS reviewed and upheld the complaint for the reasons given above. The Named Party referred the matter to their blender who confirmed that while the Named Party maintained that the VW 502.00/505.00 reference is just a recommendation not a formal claim, however the marketer is happy to remove this from product labelling going forward so that there is no clash of mid SAPS and high SAPS references on one label. In addition, the ACEA C2 specification will be removed in response to a VLS advisory concerning a possible conflict between ACEA C2 and VW 504 00/507 00. Consequently VLS is satisfied that the product is brought back into compliance and the investigation can be closed subject to the six months' review. 02/07/2024 VLS undertook a six-month review in line with its' stated process. VLS found that the case complaint had been met subject to an advisory concerning the claim against dexos2 which did not form part of the original complaint, and the case can be closed.
VLS 010192	Company: Motor Parts Direct Brand: Maxiflo Product: PCEO 5W-30 Fully Synthetic	20/07/23	Product not proven to be compliant following Investigation – Escalated to Trading Standards	03/10/23	03/04/24		Product: PCEO 5W-30 Fully Synthetic. 24/07/2023 This case was accepted by VLS 03/10/2023 The complaint concerned the product claims against VW 502.00/505.00 together with API SN and ACEA C2, C3. - The complainant alleged that the VW 502.00/505.00 specification is mutually exclusive with API SN on the 5W-30 viscosity grade due to the Phosphorus limits. - The complainant alleged that the Sulphated Ash (SA) limit for the VW 502.00/505.00 is not compatible with ACEA C2, C3 SA limits. On this basis, the complainant stated that the product is confirmed to claim conflicting specifications and not meeting key performance requirements and, therefore, is misleading to the end consumer. The Technical Review Panel reviewed the case and upheld the complaint. In response the Named Party confirmed that the claims had been amended to remove reference to the claim against VW 502 00/505 00 and also VW 504 00/507 00. As evidence they provided revised copies of their Technical Data Sheet and product label. They said that they would "re-label" all existing products and resubmit the specification sheet to all their customer base, including customers that have purchased the product. 03/06/2024 VLS undertook a six-month review of the case in line with its stated process. VLS were earlier advised that the Lubricant Marketer was to remove the VW 502.00/505.00 claim as this is incompatible with the mid SAPS claims detailed on the Technical Data Sheet. The claim against VW 505.00 had been removed and a new claim against VW 505.01 is being made. The Lubricant Marketer was advised that the claim against VW 502.00 was to be removed and was still being made at the six-month review stage. Additionally the way ACEA was referenced in relation to claims made was technically incorrect and the Lubricant Marketer was advised to correct this and also to register with SAIL to make claims against the ACEA engine oil sequences. The details of the case would be escalated to VLS's Primary Authority partner Bucks & Surrey Trading Standards on a non-compliant basis.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome										
VLS 010190	<p>Company: Lubriage Ltd T/A Mannol UK & Ireland</p> <p>Brand: Mannol</p> <p>Product: Central Hydraulic Fluid 8990</p>	13/06/23	Product Not Compliant Following Investigation – Case Not Resolved	06/12/23	13/06/24		<p>Product: Central Hydraulic Fluid 8990. 14/06/2023 This case was accepted by VLS 13/12/2023 VLS received a complaint about the above product which is detailed below; To ensure safe operation of a brake systems at low temperatures, a kinematic viscosity value at -40°C (DIN 51562-1 method) is stated in the following specifications: VW TL 52 146 00: ≤1100 cSt. VW TL 52 146 01: ≤1400 cSt. Mannol Central Hydraulic Fluid (CHF) makes a claim against Volkswagen specification TL 52 146 on the container and supporting technical data sheet. The Complainant tested the product and achieved a value of 1738.8 cSt. This value is in excess of the specification requirements and therefore could impair the performance of the braking system at low temperatures, which could have safety implications. The packaging and TDS also suggests that the product can be used in place of Pentosin CHF-11S. Although this is a product and not a specification, there is a KV@-40°C figure of ≤1100 cSt shown on Pentosin technical data sheets. Therefore, if Mannol CHF was used in Pentosin CHF-11S applications where there is a critical low temperature requirement, the system would not function effectively, with the possibility of poor brake/suspension/power steering performance, resulting in safety issues. The following specifications / part numbers claim to be equivalent to Pentosin CHF11S and should therefore have the same low temperature performance characteristics and requirements: Volvo 1161529-1 Ford WSS-M2C204-A Fendt X 902.011.622 MB 345.0 VAG G 002 000 In summary, the Complainant alleged that Mannol CHF does not meet the Kinematic Viscosity (KV) -40°C limits stated in the quoted specifications referenced above. The failure to comply could compromise vehicle safety. VLS reviewed the complaint, procured a sample of the product and tested it for Kinematic Viscosity (KV) - 40°C. The findings are in line with that of the Complainant, that the product does not meet the VW specifications and is not compliant. The summary test results are as follows:-</p> <table border="1"> <thead> <tr> <th>Test Method Specification DIN 51562-1</th> <th>Test KV -40°C, cSt</th> </tr> </thead> <tbody> <tr> <td>VW TL 52 146 00 specification</td> <td>≤ 1100</td> </tr> <tr> <td>VW TL 52 146 01 specification</td> <td>≤ 1400</td> </tr> <tr> <td>VLS Sample procured and tested</td> <td>2610</td> </tr> <tr> <td>Complainant Sample Test Result Claimed</td> <td>1738.8</td> </tr> </tbody> </table> <p>VLS did not receive a response to the complaint from the Named Party and so VLS is reporting that the product is non-compliant and does not meet its stated performance claims in full. The case is subject to a six month review in line with VLS's stated processes and if found to be non-compliant at this stage, it will be reported to Trading Standards.</p>	Test Method Specification DIN 51562-1	Test KV -40°C, cSt	VW TL 52 146 00 specification	≤ 1100	VW TL 52 146 01 specification	≤ 1400	VLS Sample procured and tested	2610	Complainant Sample Test Result Claimed	1738.8
Test Method Specification DIN 51562-1	Test KV -40°C, cSt																
VW TL 52 146 00 specification	≤ 1100																
VW TL 52 146 01 specification	≤ 1400																
VLS Sample procured and tested	2610																
Complainant Sample Test Result Claimed	1738.8																
VLS 010184	<p>Company: Fanfaro GmbH a brand of SCT Lubricants</p> <p>Brand: Fanfaro</p> <p>Product: 75W-90 Max 6 GL-5 Gear Oil</p>	22/01/23	Product not proven to be compliant following Investigation – Escalated to Trading Standards	13/06/23	13/12/23		<p>Product: 75W-90 Max 6 GL-5. 22/01/2023 This case was accepted by VLS 13/06/2023 VLS have received a complaint about the above product concerning its compliance with SAE J306 regarding low temperature properties. The complaint alleged that the product was tested for 75W compliance at -40oC as per ASTM D2983 which is a Standard Test Method for Low Temperature Viscosity using a Rotational Viscometer (Brookfield). The Complainant stated that that it was not possible to obtain a result for the product as it set solid during the test. The Complainant claim that the results show the product is not 75W compliant and will therefore not provide adequate circulation in gear systems. This, they state, can lead to accelerated wear when the equipment is started from cold and the product will not support any fuel efficiency expectations. VLS independently procured a sample of the product within the UK, and tested it for low temperature properties against ASTM D2983. The test results indicated that the product was not compliant for low temperature properties against SAE J306 against test standard ASTM D2983. The Named Party immediately quarantined the product and arranged for the disposal of all stock in their warehouse. They contacted their supplier which arranged a reblend of the product and have committed to sending VLS the new batch test result as soon as it has been received. VLS believes the actions taken by the Named Party will bring the product into compliance and have closed the investigation subject to a six month review in line with its stated process. 08/03/2024 VLS undertook a six-month review if the case in line with its stated process. VLS sourced, sampled and tested the product and found it to be non-compliant however the date of the samples were 2018 which pre-dates the case. Consequently VLS does not believe the product is being made available in its current form any longer to the market. However samples are still available in the marketplace which are dated 2018, and we have asked the Named Party to write to their distributors who have taken receipt of the product and ask them to quarantine, withdraw stock and send it back to the Named Party for disposal due to its non-compliance and also the fact that the shelf life stated on the label is five years from 2018 which has now been superseded. VLS also asked for any communications with their distributors to be made available to VLS. The test report undertaken on the newly receipted samples dated 2018, still shows that the product turns solid at low temperatures. The product is still available on sale in the UK from one of their distributors. As there is non-compliant and expired stock still available in the UK marketplace, VLS has escalated the matter to its Primary Authority partner Bucks & Surrey Trading Standards as a consumer protection issue.</p>										

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010183	Company: Westway Lubricants Brand: Westway Product: 75W-90 Synthetic Gear Oil	16/01/23	Product not proven to be compliant following Investigation – Escalated to Trading Standards	30/05/23	30/11/23		Product: 75W-90 Synthetic Gear Oil. 08/02/2023 This case was accepted by VLS 30/05/2023 VLS received a complaint about the above product concerning its compliance with SAE J306. The complainant stated that they procured and tested the product for 75W compliance at -40oC as per ASTM D2983 – the Standard Test Method for Low Temperature Viscosity using a Rotational Viscometer (Brookfield). They claim it was not possible to obtain a result as the product set solid during the test. The complainant states that result shows the product is not 75W compliant and will therefore not provide adequate circulation in gear systems. Additionally the complainant stated that the product also claims MB 235.8 on the label. This performance level they say, can only be achieved using a specific additive chemistry from one additive company and is full polyalphaolefin (PAO) giving a pour point of circa -57oC. The product in question has a pour point of -30oC. This they believe, indicated incorrect base oil choice and non-compliance with the original validated formulation. VLS independently procured a sample of the product within the UK, and tested it for low temperature properties against ASTM D2983. The test results demonstrated that the product as not in compliance with SAE J306 against test standard ASTM D2983, and MB 235.8. In response to the complaint, the Named Party quarantined all stock and arranged an uplift of product from the warehouse with the supplier. They also changed supplier and removed reference to the MB 235.8 specification from the product label. VLS believes that the product is in compliance and the investigation can be closed, subject to a six month review in line with VLS's stated procedure. 05/01/2024 VLS undertook a six-month review in line with its stated process as part of which it procured and tested a new sample of the product. The new sample tested does not meet the low temperature requirements of SAE 75W. As the label has been updated to exclude MB 235.8, VLS has assumed that this is stock provided by the new supplier, which is not in compliance. Consequently the product's non-compliance will be notified to Trading Standards with whom VLS has a Primary Authority relationship.
VLS 010182	Company: Varol Brand: Varpress Product: Hydraulic Oil 46 AW 20L	24/10/23	Product Compliant Following Investigation – Case Resolved	20/10/23	20/04/24		Product: Hydraulic oil 46 AW 20L. 05/06/2023 This case was accepted by VLS 20/10/2023 VLS have received a complaint about Varol Varpress 46 AW. The complaint alleged that the product label claims DIN 51524 Part 2. The Complainant's test results for foam performance were outside the specification. VLS procured and tested a sample of the product and found that the results fall outside the limits as given in DIN 51524 Pt 2. The sample has been mixed prior to testing. The test results were shared with the Named Party in a letter setting out details of the complaint on Tuesday 17th August. In response the Named Party acknowledged receipt of the correspondence from VLS on 17th August which contained the test results in the main body of the letter, they stated that they would start their investigation and requested a copy the independent laboratory report from a UKAS approved laboratory. VLS provided a copy of the report from a UKAS accredited laboratory on Tuesday 26th September. Following their investigation the Named Party reviewed and amended the formulation. VLS is content to close the investigation and will arrange a six months' review of the case in line with its stated process.

Verification Of Specification Co

To find out more and see the outcomes of all cases being investigated by the VLS please visit ukla-vls.org.uk. If you have any concerns or questions, please contact a Morris Lubricants' Sales Manager on 01743 232 200.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010181	Company: Aztec Oils Brand: Torotec Product: 5W-30 TSL	08/09/22	Product Compliant Following Six Month Review – Case Concluded	06/10/23	06/04/24	21/10/24	Product: 5W-30 TSL. 09/01/2023 This case was accepted by VLS 06/10/2023 VLS received a complaint about 5W-30. The Complainant alleged that a sample of a 199L was taken from a motor factor for testing to assess performance against its marketed claims. The product, they claim, was found to fail the following testing: ACEA C2, C3: Elastomers (CEC L-112-16). ACEA C2, C3: Oxidation with biodiesel (CEC L-109-14). API SN: TEOST (ASTM D7079) MB 229.51, 52: HTCBT (Mod. ASTM D6594) On this basis the Complainant alleged that the product did not meet key performance requirements of ACEA C2, ACEA C3, API SN and MB 229.51, MB 229.52, and therefore was misleading to the end consumer. VLS accepted the case and arranged to procure and test a sample of the product. VLS found that the product passed the following tests: Oil -Elastomer Compatibility using test method CEC L-112-16 against the market standard ACEA C2, C3. HTCBT with B100 using test method modified ASTM D6594 against the OEM specification MB 229.51, 229.52. However, VLS also found that the product failed the following tests against the following market standards; Oxidation with Biodiesel for Engine Oils operating in the presence of Biodiesel Fuel using test method CEC L-109-14, against market standard ACEA C2, C3. TEOST MHT using test method ASTM D7079, against market standard API SN. Consequently, VLS upheld the complaint against the product for being non-compliant against Oxidation with Biodiesel for Engine Oils operating in the presence of Biodiesel Fuel using test method CEC L-109-14, against market standard ACEA C2, C3. TEOST MHT using test method ASTM D7079, against market standard API SN. In response the Named Party identified the batch, and conducted their own investigation into the product which they believed was a technology issue rather than a QC blend issue, and arranged to have the product tested for TEOST MHT using test method ASTM D7079 against the specification API SN along with a sample made with another additive package. The Named Party did not arrange to test the batch for Oxidation with Biodiesel for Engine Oils operating in the presence of Biodiesel Fuel using test method CEC L-109-14, against market standard ACEA C2, C3. VLS now consider the investigation into the matter to be closed and will take into account the Named Party's investigation and the product test results obtained to ASTM D7079 and CEC L-109-14 in the six month case review. 29/11/2023 After detailed consultation with the technology provider an interim formulation adjustment has been made by the Named Party concerning the level of antioxidant in the finished lubricant, so it is expected to meet or exceed the required specification. Confirmation through independent analysis will be shared when available. 21/08/2024 VLS undertook a six month review of the case in line with its stated process. As part of the review VLS sourced and tested a sample of the product. The test results showed that the product remained in compliance at the six month stage, and the Named Party confirmed that the formulation in use is supported by a Candidate Data Package. Consequently the case can be closed.

Lubricant Case Outcomes

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/.
 Date of data extraction: 02/09/2024.
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