LUBRI NEWS

THE OFFICIAL MORRIS LUBRICANTS NEWSLETTER

MORRIS LUBRICANTS

SPRING 2026

Vast Product Storage At The New Worldwide Distribution Centre

Morris Lubricants' New Worldwide Distribution Centre 15 Months On...

In 2024, Morris Lubricants invested £1.5 million in a purpose-built distribution centre to help meet growing demand for its quality Original Equipment Manufacturer (OEM) specification oils and lubricants that are sold across the UK and exported to over 100 countries around the world.

The business, which has operated from its historic manufacturing plant in the heart of Shrewsbury for 99 years, has expanded significantly in recent years and needed a new facility to help fulfil customer deliveries and get product dispatched quicker.

Located just one mile from the factory, the new 9,000 square metre distribution centre, which opened in January 2025, has space for 5,000 pallets and houses over 1,000 different products.

Since opening this fantastic new facility just over 15 months ago, Owen Lloyd, Chief Operations Officer explains the benefits gained for the Morris Lubricants customer base.

"Engine technologies continue to evolve to deliver improved efficiency and environmental performance, meaning our customers are demanding an ever-increasing range of OEM-specification oils and lubricants.

We have continued to invest in our manufacturing plant to ensure production keeps pace with this demand, but to continue to fulfil our promise to customers and deliver products quickly, we needed to move our logistics operation to much larger premises".

"Over the last 36 months, the investment of over £5m in the production facilities has seen our output capabilities increase by 40%. So, as we can now manufacture more, we needed the ability to get the products to customers quicker. The added space also means we have more products ready on the shelf, meaning that customers will have access to these market-ready products".

Owen also describes how the new Worldwide Distribution Centre has aided Morris Lubricants' output capability regarding storing these large amounts of product safely and effectively, and he explained, "The new Worldwide


Owen Lloyd, Chief Operations Officer

Distribution Centre has allowed us to scale our output safely by giving us defined, structured space that matches the reality of our product mix. The improved racking layout and segregated product zones allow us to store more product lines while maintaining strict control over handling and batch rotation. This means we can manufacture more without creating congestion or compromising safety. Everything has a designated home, and that ensures operations remain controlled even at higher volumes".

With the growing demand for small pack oils and lubricants, the new Worldwide Distribution Centre has assisted with the need for additional storage space: "Small pack growth has been one of the biggest shifts in our product mix, and the Worldwide Distribution Centre has given us the space and layout needed to manage that. The centre includes dedicated small pack zones, optimised for high-density storage and fast picking. This prevents small packs from competing for space with other pack sizes and ensures that fast moving items can be replenished and dispatched efficiently. Without this facility, supporting the level of small pack demand we're now seeing simply wouldn't have been feasible".

There has also been a number of benefits to the team working at the Worldwide Distributon Centre. Owen emphasised these points in more detail:

"The biggest benefit has been the space, organisation, and flow the new facility provides. The improved racking design, structured picking layout, and dedicated weighbridge have reduced congestion across both the manufacturing and distribution sites, improved picking efficiency, and made daily operations more predictable. It has created a safer, more productive working environment and allowed the team to operate with less pressure and more confidence that stock is exactly where it should be. For a high mix product range like ours, that is vitally important".

Owen highlighted that considering the complexities of Morris Lubricants' export orders, the £1.5 million investment into the new purpose-built distribution centre has dramatically expanded the company's ability to meet international demand. Owen continues, "Since our export business has seen significant growth over the last few years, it was vital to have a logistics facility to match the growing demand seen overseas. The new Worldwide Distribution Centre has a dedicated export area, which allows us to consolidate and prepare mixed export loads far more efficiently, reducing the risk of delays that can occur when products are stored across multiple locations or in congested areas. The improved layout means we can pick export orders in clearly defined zones, ensuring each pallet is picked, checked, and loaded with full traceability. The onsite weighbridge & dual telescopic dock levellers have also been a major advantage. It enables us to validate container weights quickly and accurately, and load multiple containers at any given time. This reduces turnaround times and supports smoother handovers to freight forwarders. Overall, the investment has allowed us to build a more robust, compliant, and predictable export process. As demand continues to grow across more than 100 countries, the capability of this facility ensures that we can handle the complexity of export logistics confidently, efficiently, and at scale".

Improved Racking Layout Allows For More Product Storage

In line with Morris Lubricants' sustainability policy, the company has switched to to using Hydrotreated Vegetable Oil (HVO) as a fuel alternative for the company's delivery fleet.

HVO is synthesised from 100% renewable raw materials such as vegetable oils, animal oils and fats, which reduces net CO2 greenhouse gas emissions, nitrous oxide (NOx) emissions, and particulate matter.

Stacey Evans, Logistics Administrator

Owen continues, "Our aim is for faster, safer, and more predictable product delivery, regardless of how our product range continues to expand".

The investment in the new Worldwide Distribution Centre marks a major step forward for Morris Lubricants as the business continues to grow both in the UK and overseas. The Worldwide Distribution Centre has already transformed the company's ability to store, manage and dispatch an increasingly diverse product range, while supporting safer operations and more reliable delivery performance. Coupled with ongoing investment in manufacturing and a commitment to sustainable practices such as the move to HVO fuel, Morris Lubricants is now better equipped than ever to meet rising demand and maintain the high standards expected by its customers. The business is well positioned to build on these achievements and continue strengthening its supply chain for the future.

The Worldwide Distribution Centre has delivered exactly what we as a business set out to achieve:

- ✓ A 50% increase in stockholding capacity
- ✓ Improved lead time reliability
- ✓ Smoother internal logistics - reducing bottlenecks and increasing throughput
- ✓ Better inventory accuracy - through organised racking and improved scanning processes
- ✓ Safer operations - thanks to clearer layouts and reduced traffic across both manufacturing and distribution sites

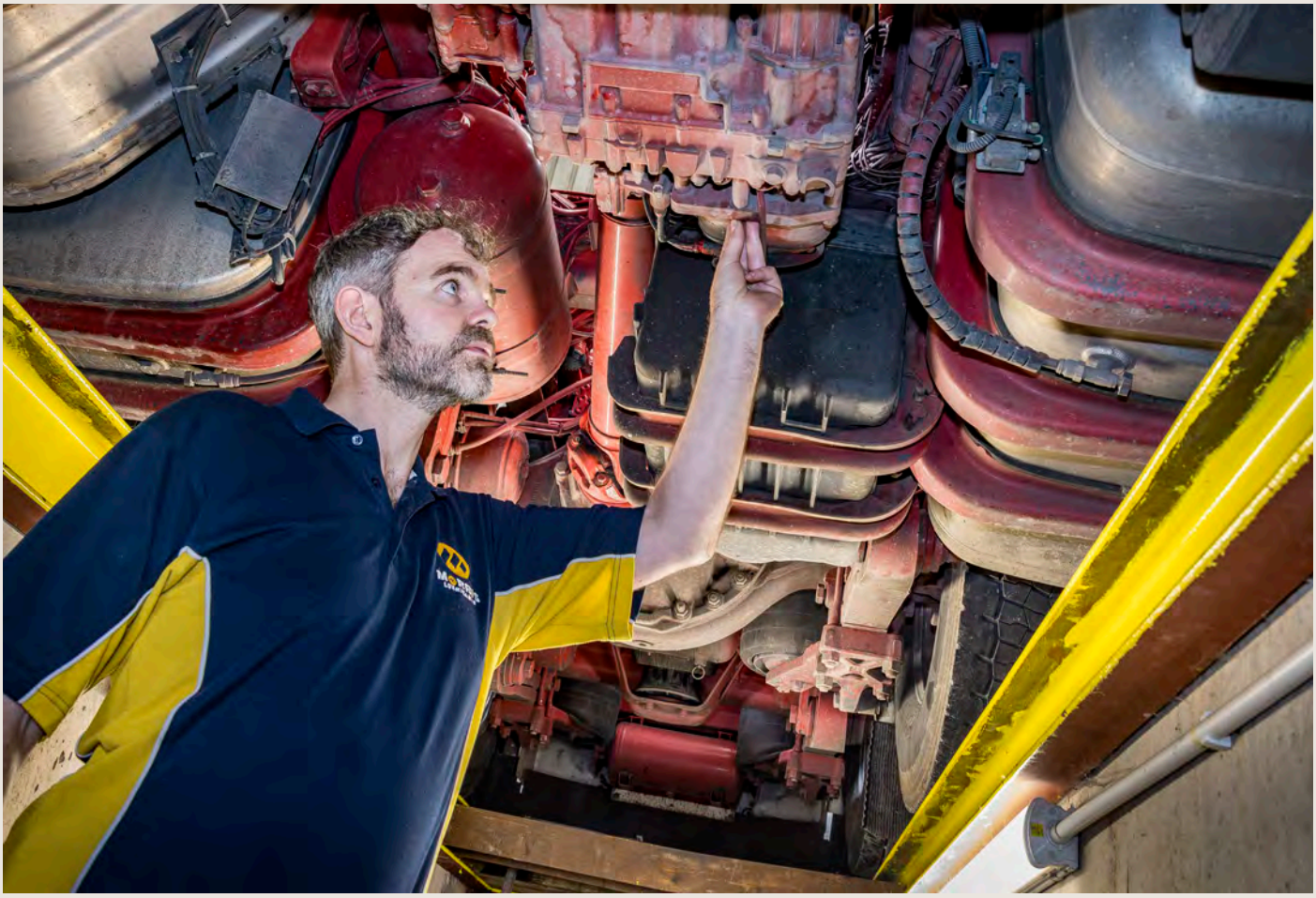
Some of Morris Lubricants' priorities for the next 12 months of the Worldwide Distribution Centre include:

- ✓ Further optimising pick routes and replenishment flows to support higher volumes
- ✓ Expanding capacity for high demand product lines
- ✓ Strengthening integration with production planning so that output and dispatch work even more seamlessly together
- ✓ Continuous improvements to safety aspects of the site

WATCH NOW!

Take a look at the exclusive behind-the-scenes videos of the recent operational developments at Morris Lubricants' factory and new Worldwide Distribution Centre by scanning here...

Aerial View Of The Worldwide Distribution Centre



WHAT DAMAGE CAN THE WRONG OIL CAUSE IN COMMERCIAL VEHICLES?

Should you concern yourself with choosing and then using the correct oil in a commercial vehicle? What will happen if you use the wrong oil? Can you skip an oil change? Does it really matter? Surely it will all be ok? What could possibly go wrong? As Morris Lubricants' Technical Director, Adrian Hill explains:
"In the commercial vehicle sector, you need to be aware of the potential damage that can be caused by using the wrong oil. There is no merit to cutting corners, so yes, you should take correct oil choice and use very seriously."

In this technical article, Adrian explains why you could end up needing deep pockets to cover repair bills, business downtime and even loss of income if the wrong oils are used in commercial vehicles like trucks, Heavy Goods Vehicles (HGVs), buses and coaches. Plus, there could be damage to your company's reputation if you start to let customers down.

The world of commercial vehicle oils is continually evolving and there are lots of different formulations available. Therefore, selecting then using the correct oil is critical to the operational efficiency and longevity of commercial vehicle engines and drivelines. One of the biggest challenges for commercial vehicle oils today is to provide maximum component protection. Sounds simple, but these oils need to function correctly to protect the commercial vehicle when it operates under a variety of loads and duty cycles, as well as maintaining the integrity of any aftertreatment devices fitted to the exhaust system.

One of the biggest challenges for commercial vehicle oils today is to provide maximum component protection.

So, let's focus on engine oil first. Not replacing the engine oil at the correct service interval, or even using the wrong engine oil, can have a big impact on fuel efficiency, cause poor oil circulation as well as give rise to a lack of sludge and deposit control. These factors can cause major issues leading to the possibility of the engine overheating and at worse severe engine component damage. The use of the wrong engine oil can cause poor soot control that can lead to accelerated wear, due to its abrasive nature, as well as oil thickening, that can inhibit oil flow resulting in oil starvation and engine failure. Ring soot compaction is another consequence of using the wrong engine oil, that can prematurely wear piston

rings and polish cylinder liners, leading to excessive blow-by and reduced power output. Throw into the equation that the wrong oil can lead to poor corrosion control, and you soon can have sticking valves that can also reduce engine efficiency. In a commercial vehicle, where high mileage can be achieved in a very short time, the wrong oil can cause engine components such as bearings, camshafts and pistons, for example, to break or wear out prematurely.

The potential worry does not stop with the engine and its internal components. The correct oil must work with aftertreatment devices that are required to control NOx emissions and particulate matter (PM). These aftertreatment devices are highly sensitive to engine lubricant chemistry. The wrong oil can contain too much sulphur and phosphorous (for anti-wear performance for example) that can poison catalysts used in AdBlue systems and if the lubricant creates too much ash, it can prematurely block Diesel Particulate Filters (DPFs). When the AdBlue systems and DPFs go wrong, they are expensive to replace.

The consequences of any of these engine problems means that the commercial vehicle will need to be fixed and taken off the road. When a commercial vehicle is being fixed, this downtime costs money and, as highlighted, this can affect a company's reputation.

As Adrian explains: "This may feel like a lot of information to take in, but the important take home is to use the correct engine oil as specified by the Original Equipment Manufacturer (OEM) or else risk the catastrophic effect on the engine's ability to function correctly".

Whilst on the topic of engines, it is always worth remembering that every commercial vehicle fitted with an internal combustion engine has an antifreeze coolant system which is designed to maintain the most efficient operational temperature. Antifreeze coolant choice is also very important, and selection should be based on its chemical make-up and antifreeze coolant specifications set by the OEM. Problems also arise if too much antifreeze coolant is used in the system as it can cause overheating. Likewise, if too much water is added to the mixture the antifreeze coolant mix will not prevent freezing and you risk damaging the engine due to the formation of ice crystals. The antifreeze coolant chemistry is important; The compounds used in the formulations are developed to cope with corrosion and rusting, maintaining pH, preventing cavitation erosion, controlling foam and oxidation. Poor antifreeze coolant choice could impair engine operation and may influence fuel efficiency. So to put it simply, use the correct antifreeze coolant at the correct water mix-ratio.

As Adrian explains:

"Using the correct antifreeze coolant is as important as engine oil use. The best advice is to use the correct antifreeze coolant specification as set by the OEM. A word of warning: do not choose an antifreeze coolant based on colour, the dye is just cosmetic, so choose and use the antifreeze coolant with the correct specification set by the OEM".

"Our attention now turns to the commercial vehicle's driveline. Transferring power from the engine to the wheels of a commercial vehicle without any energy losses is essential if we want to reduce fuel consumption and reduce harmful emissions. There are of course options when it comes to transmission types, but in the UK and Europe automatics, whether full Auto Transmissions (ATs) or Automated Manual Transmissions (AMTs) dominate. ATs rely on the positive engagement of brake bands and clutch packs. Slippage saps energy and creates faster rates of wear. It can also generate higher running temperatures that once again will have a

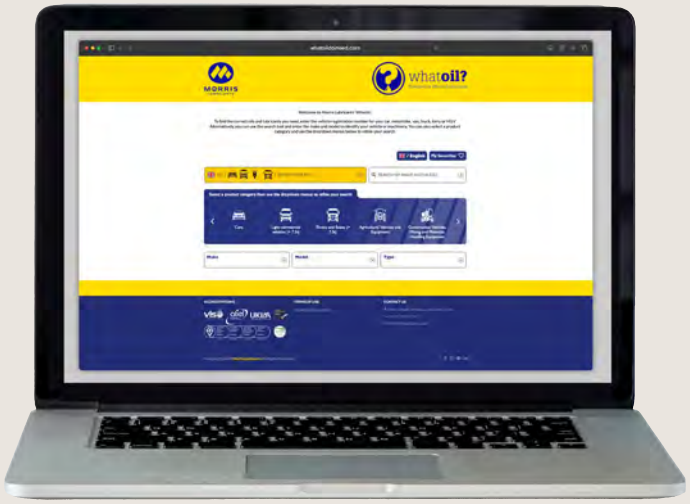
Dave Jenkins Topping Up A Truck's Antifreeze Coolant

negative impact on operational efficiency. The correct oil use helps to combat these issues. AMTs are more robust, but the oil needs to circulate rapidly from cold, an essential requirement to help ensure bearings are protected, especially if they are splash-fed by the oil. The necessary levels of Extreme Pressure (EP) performance in oil formulations are needed to protect the meshing gear sets and to reduce wear, particularly under high loads at slow speeds. If there isn't enough protection from correct oil use, then the transmission can be subjected to excessive wear and tear. This is of course not a desirable outcome. Under prolonged driving conditions we will see a heat soak that may cause the oil to thermally degrade and form deposits. Deposits will have an impact on the integrity of transmission components that can cause a fuel efficiency deficit. The oils used in transmissions must be stable at high temperatures. The same applies to differentials that have the final job of power transfer to the wheels. They also use meshing gear sets and will be subjected to heavily loaded, slow work or high road speeds with the associated heat soak. As Adrian again confirms, "All of these potential performance issues can be eliminated by using transmission and differential oils with the correct credentials and following the requirements set by the OEM".

What does this all mean? Adrian concludes:

"To confirm the answer to the earlier question: Yes you should concern yourself with choosing and then using the correct commercial vehicle oils. Also don't forget about the antifreeze coolants! Make sure you follow the recommended service intervals and make sure you are using the correct oils, lubricants and functional fluids as set out by the OEM".

Confused? Don't worry help is on hand. Morris Lubricants understands this level of choice can be a minefield and so provide quick advice via its online oil, lubricant and functional fluid look up tool, WhatOil. This is a fully interrogatable database that provides a full set of oil, lubricant, grease and antifreeze coolant requirements for a wide range of makes and models of commercial vehicles. Morris Lubricants' Whatoil can be found on the Morris Lubricants website.



WhatOil takes away the guess work. By entering the commercial vehicle's make and model details or a truck registration number, the exact oils, lubricants and functional fluids are displayed to avoid these pitfalls of using the wrong product. The data is quick to access and provides peace of mind.

The data contained in WhatOil has been painstakingly collated through liaison with the OEMs and has been vetted and verified to help ensure accuracy. Each of the oil, lubricant and functional fluid recommendations have been selected against OEM requirements by an experienced technical team, that has a thorough understanding of oil technology and vehicle manufacturer specifications.

This information involves real people with real world knowledge. You may be tempted to do a simple internet search or use Artificial Intelligence (AI) tools to find the correct oil to use. But be aware, as these may provide unverified and possibly inaccurate recommendations and may not be fully trusted.

A RANGE OF OILS FOR MANY DIFFERENT MAKES OF COMMERCIAL VEHICLES...

Morris Lubricants provides a wide range of high-quality heavy-duty diesel engine oils that are designed for the commercial vehicle sector and are suitable for use in a wide variety of manufacturers, including Volvo, MAN, Mack, Scania, Cummins, Caterpillar, Mercedes Benz, DAF, Renault and many more.

The Versimax engine oil range has been manufactured for use in previous and current generation diesel engines, including those that utilise aftertreatment devices. The range provides maximum rationalisation potential in mixed fleets where several manufacturers, models and engine technologies are being used.

The company also provides a range of antifreeze coolants as well as transmission and differential oils for a wide range of commercial vehicle brands. Ideal for operators of trucks, HGVs, buses and coaches.

Versimax Heavy-Duty Diesel Engine Oil Range

Further information about Morris Lubricants' range of commercial vehicle products can be found on morrislubricants.co.uk.
You can also speak to the Morris Lubricants' Sales Team on 01743 232200.

Morris Lubricants In Agriculture: Part Of The Solution, Not Part Of The Problem

The agricultural industry continues to make huge strides in the adoption of different sustainable farming practices. This includes the use of agricultural and farming vehicles that are becoming more sustainable and are therefore having a lesser effect on the environment.

In recent years, there has been a huge number of advances in engine designs and technologies to reduce vehicle emissions in tractors, combines, telehandlers, diggers, dumpers and trucks alike.

These engine designs promote better fuel economy by including the use of aftertreatment devices such as Diesel Particulate Filters (DPFs) to help eliminate emissions.

With its wide range of agricultural oils, designed for use in tractors, combines, bailers, telehandlers and other farming equipment, Morris Lubricants has been a key supplier to the agricultural sector for decades. As part of its corporate strategy, the company supports the need to review any environmental impact and establish ways to support the drive for improved sustainability in the agricultural industry. This is to be achieved by not only improving the daily operations, manufacturing processes and logistics to lessen the company's impact on the environment, but also by constantly improving Morris Lubricants' agricultural products to help meet the need for cleaner and more efficient oils and lubricants.

Andrew Goddard, Executive Chairman

In this article, Morris Lubricants' Executive Chairman, Andrew Goddard, highlights some of the company's approaches to sustainability.

Andrew states:

"I often get asked how a business that supplies petroleum-based oils and lubricants can be truly sustainable and my answer is always the same. The lubricants industry must be seen as part of the solution and not part of the problem".

In the agricultural and farming world, the path to reduced emissions in the vehicles used is a challenging one. There is a continual focus on ensuring agricultural and farming vehicles become more fuel efficient – and the natural solution tends to fall on engine technology.

Since the 1990s, continued legislation has driven vehicle emissions downwards, but to achieve this, engine and exhaust system modifications have been made. A variety of emission reduction technologies have been introduced to agricultural vehicle engines to control the levels of NOx gases and particulate matter (the harmful solid debris in the exhaust gas stream).

The use and continued effectiveness of these emission reduction systems have always depended on the quality and performance of the engine oils used. Another important way to reduce energy consumption, is to consider the reduction of friction. A huge amount of energy consumption can be attributed to friction, component wear and corrosion. Also engine and vehicle failures can be attributed to incorrect oil use, lack of regular oil changes, and lubrication breakdown.

Using lubricants correctly can help reduce friction, which in turn reduces energy use - so ensuring we manufacture quality oils that perform to the correct standards and Original Equipment Manufacturer's (OEM) specifications is key.

To put it simply – it is incumbent on us, as manufacturers of an essential component in the smooth functioning of agricultural engines and transmissions to do everything we can to make our oils and lubricants cleaner and more efficient. This means extracting the maximum benefit from every single molecule, while also exploring the economic feasibility of synthetic fuels and bio lubricants.

Guy Martin, Knows The Importance Of Using Quality Oil

The equation is simple. Using lubricants correctly can help reduce friction, which in turn reduces energy use - so ensuring we manufacture quality oils that perform to the correct standards and Original Equipment Manufacturer's (OEM) specifications is key.

The drive for improved sustainability cannot be delivered through advanced oil formulations and product innovations alone. As manufacturers we must also make and distribute our products with sustainability in mind and examine every part of our business' operations, throughout the whole of the value chain and production cycle.

AN ACTION PLAN FOR SUCCESS

Over several years, we have developed an action plan to improve our sustainable credentials and minimise our environmental impact, with a goal to reach net zero emissions by 2040.

We have aligned our sustainability strategy with the United Nation's Sustainable Development Goals, which includes supporting the fundamental principles of sustainable industrialisation, fostering innovation, supporting sustainable consumption, reducing energy use, reducing waste along with establishing partnerships to develop a more sustainable and carbon neutral lubricants industry.

This long-term approach means that we are looking for and implementing ongoing improvements in all that we do. Some of which will last for generations to come, and this is where I feel most proud.

To find out more about the Agrimax range of agricultural oils and lubricants, visit the Morris Lubricants website: morrislubricants.co.uk

Let me tell you about some of our sustainable approaches we have taken in the manufacturing and distribution of our quality oils and lubricants:

- We have switched to Hydrotreated Vegetable Oil (HVO) as a fuel alternative for our delivery fleet. HVO is synthesised from 100% renewable raw materials such as vegetable oils, animal oils and fats, which reduces net CO_2 greenhouse gas emissions.
- At our Shrewsbury manufacturing facility, we use electricity generated on site from our own solar panels, and we also purchase zero carbon energy from the electricity grid.
- Ultrasonic blending technology is used, which reduces the need for heat during manufacturing different oil formulations, which helps reduce energy consumption.
- The use of artificial dyes in our products is being reviewed and where possible, reduced in their use as dyes can be harmful to the environment.
- Our preference is to provide our products in metal packaging, which can be recycled over and over again.
- Where plastic is specified, we use containers made from 35% recycled plastic.
- We regularly conduct energy and production management analysis throughout our manufacturing process to help reduce waste and improve efficiencies.

We are also proud that our key suppliers abide by our code of conduct, improving supply chain transparency and ensuring that we use only raw materials that comply with all applicable environmental, health and safety standards.

HVO Fuel Used In Fleet | Solar Energy Generated | Ultrasonic Blending Technology | No Artificial Dyes Used Where Possible | Preference For Metallic Containers | 35% Recycled Plastic | Production Management Analysis | Waste Reduction

As well as focusing on the company's sustainable and environmental footprint, Morris Lubricants also runs several Corporate Social Responsibility (CSR) projects. The company has a commitment towards our employees as well as to the communities in which we operate in, to consider our broader economic and social responsibilities. The company believes in investing in its employees and provides education and training for our teams at all levels, covering all sorts of formal qualifications from apprentice schemes to senior management development.

In the local community, we support local charities where every pound raised has a real positive impact to their cause. The company also supports several local grassroots sports teams and grounds, that often provide a social space and positive mental wellbeing for those that take part, support the teams and use the facilities.

Being part of the solution is not without its challenges. It requires constant refinement of our processes – and hard work from all our colleagues – but we are well on course to achieve net zero emissions and can't wait to see where the journey takes us!

Over several years, Morris Lubricants has been developing an action plan in a continued effort to become more sustainable and cement the company's commitment to minimising its impact on the environment. By taking a group-wide approach and focusing on the various criteria set by EcoVadis, Paterson Enterprises, Morris Lubricants' parent company is proud to announce that it has achieved the prestigious Gold award rating for 2025 for operations around the Morris Lubricants' site in Shrewsbury.

The Gold EcoVadis puts the company in the top 5% of companies globally. Due to the nature of the company structure, the 2025 award is listed under Paterson Enterprises Ltd (Shrewsbury Site). The award is in recognition of activities and initiatives that have taken place throughout 2025. EcoVadis assesses over 130,000 companies globally on an annual basis and this award recognises companies for their sustainable practices and their relationships with trading partners. Assessment criteria covers four sustainability pillars: the environment, ethics, labour and human rights and sustainable procurement. The detailed sustainability action plan is a long-term commitment.

The EcoVadis journey started with the bronze award in 2022 and fast forward three years the company has now taken the huge leap to achieve the gold award. After achieving this high accolade, the company has already begun working hard to retain the gold award in 2026.

Andrew Goddard concluded:

"We work in an industry that does not stand still. It constantly faces new and significant challenges to its products, customers and markets, but we remain committed to improving our sustainability credentials in this changing marketplace".

Caroline Walton, Group Regulatory Affairs Manager

SPRING PROTECTION:

Why Ground Force 2HSS Is The Essential Choice For Horticultural Equipment

As Spring and Summer merge, horticultural professionals, landscape gardeners, and contractors are gearing up for the busiest season of the year. When revitalising gardens and making sure parks, sports pitches, green sites and public spaces are looking their best; reliable, high-performing equipment is essential. But even the best machinery depends on one crucial factor: the quality of its lubrication.

Ground Force 2HSS is a synthetic-boosted 2-stroke oil designed for modern horticultural engines, offering strong film protection, excellent anti-wear performance, and long engine life. It's also a low-smoke, clean-burning formula, which helps reduce carbon build-up and cuts back on maintenance time, ideal when outdoor schedules get busy. Compatible with a wide range of equipment, from chainsaws and strimmers to hedge cutters, mowers, chippers, and more, it's developed to cope with the tough conditions contractors often face.

Weather in the UK can be unpredictable, but Ground Force 2HSS offers all-season reliability. Its optimised viscosity and stable performance characteristics ensure smooth running across changing temperatures and working conditions.

By starting the season with a proven, high-quality oil, you'll minimise downtime, extend engine life, and keep your machinery performing at its best, exactly when you need it most.

Ground Force 2HSS is readily available in handy 100ml one-shot premix bottles, 1 litre bottles, 4 litre bottles, 25 litre drums, and 205 litre barrels.

To find out more about Ground Force 2HSS, visit the Morris Lubricants website: morrislubricants.co.uk

Speed Show Welcomes Show Partners: Morris Lubricants

Straight liners welcomed Morris Lubricants as show partners at the recent Speed Show event at Elvington Airfield, York, that took place from Saturday, February 28th to Sunday, 1st March 2026.

The Speed Show is just that – it's all about what's fast and quick in all forms of motorsport disciplines, with the emphasis on drag racing, sprinting and land speed record machines. Morris Lubricants have been associated with motorsports in the UK - with links to circuit racing and rallying to name just a few for many years.

Morris Lubricants were proudly represented at the 2026 Speed Show by their brand ambassador Alex Sharphouse, one of Britain's most respected and forward-thinking engineers. Renowned for his ability to blend traditional and modern engineering techniques, Alex has built a reputation for restoring and creating some of the UK's most remarkable machines, from iconic steam engines to high-performance automotive projects. Joining Alex, was truck racing driver Dave Jenkins who also proudly represented the Morris Lubricants brand at this year's Speed Show. Dave is a well-recognised figure in the British Truck Racing Championship. Visitors to the show were treated to an exciting spectacle as Dave took to the 100 metre drag strip in his race truck, showcasing the power and performance that have defined his racing career.

As well as being a company ambassador, Alex also fronts Morris Lubricants' YouTube channel, Power & Performance which occasionally features Dave Jenkins from time to time. This channel showcases the very best of British engineering through exclusive, behind-the-scenes access to Alex's workshop and current projects. The channel highlights his ambitious builds and real-world engineering challenges, offering an authentic look at how quality oils and lubricants support performance, reliability and longevity in everything from heritage machinery to extreme performance vehicle applications.

A major focus of Alex's current work, and a standout feature of the Power & Performance channel, is his commitment to delivering two of the most ambitious engineering projects currently underway in the UK. The first is a tool room copy of a famous Bentley Blower and the second is to build an aero-engine car (aerocar). The Bentley Blower project recreates the spirit of the legendary Birkin Bentley Blower, built from scratch using both modern and period-correct engineering methods and materials. This project is not going to be a static showpiece, but a race car intended to be driven and used as originally intended. Alongside this sits the remarkable aerocar build, powered by a rebuilt Rolls-Royce V12 Griffon

Dave Jenkins and Alex Sharphouse Inspecting The Engine Before Firing It Up

engine. This project really pushes the limits of mechanical ingenuity while staying true to traditional engineering principles. Both projects demand absolute reliability and performance.

Visitors to the Speed Show had the chance to meet Alex as he represented Morris Lubricants, sharing insight, experience and passion for engineering done right. They also got to experience the outstanding aerocar project as Alex fired up the spectacular Rolls-Royce V12 Griffon engine to show off its true power with an incredible roar, which seemed to go down marvellously with the crowds. His presence underlines Morris Lubricants' commitment to supporting genuine engineering excellence – on the track, in the workshop and everywhere performance truly matters.

Visitors Got The Chance To See The Rolls-Royce V12 Griffon Engine In Action

The speed show entered its 5th year, and the show was bigger and better than ever, and it certainly delivered, in the quality of fast fuelled exhibits on display and action in the live arena with the running of the world's smallest 100 metre drag strip dash competition during both days of the show. There were monster trucks, sidecar rides, sprint machines, motorbikes and drag racing cars as well as a jet car fire up to warm us all up with a 'flame and thunder' show. It was a fun family day out with plenty to look at, chat to the drivers and riders and have your photo taken in or with your favourite vehicle.

To find out more about Morris Lubricants' quality oils, lubricants and greases, visit morrislubricants.co.uk. You can also subscribe to the Power & Performance YouTube channel by going to youtube.com/@PowerPerformance-UK.

Dave Jenkins gears up for the 2026 Truck Racing Championship

Morris Lubricants is delighted to continue its renewal of its long-standing partnership with British Truck Racing driver and ambassador, Dave Jenkins.

Dave is a well-established name in the British Truck Racing Championship, having claimed the championship title in 2011. Morris Lubricants' relationship with Dave has spanned more than 14 years, both on and off the track, and the company is excited to continue supporting him for the season ahead.

One of Dave's highlights of 2025 was appearing with Morris Lubricants' other brand ambassador Alex Sharphouse on the Power & Performance YouTube channel. Alex and Dave have been working on his race truck to make changes to the axle to help win more races. With different rule changes, Alex was helping Dave make modifications to the race truck to offer better road handling to see if it can go faster around the racetrack whilst keeping within the official British Truck Racing Championship regulations. You can find out more about these modifications and see them put to the test on the Power & Performance YouTube channel.

Dave Jenkins Sporting His New Look For 2026

For the 2026 racing season, Dave and his team return to the circuit in his MAN TGX 12,000cc, powered by Morris Lubricants' high-quality oils and lubricants.

To follow Dave's progress throughout the year, here are the key dates for the 2026 British Truck Racing Championship:

2026 BRITISH TRUCK RACING CHAMPIONSHIP CALENDAR:

April 4 - 5: Brands Hatch. Rounds 1 - 5
May 16 - 17: Thruxton. Rounds 6 - 10
June 20 - 21: Pembrey. Rounds 11 - 15
July 11 - 12: Snetterton 300. Rounds 16 - 20
August 8 - 9: Donington Park. Rounds 21 - 25
September 26 - 27: Le Mans. Rounds 26 - 29
October 31 - November 1: Brands Hatch. Indy Rounds 30 - 34

MAINTENANCE COSTS CUT BY 30% AT RILEY & SON LTD

The Riley & Son Team Hard At Work

Rileys, based in Bury, is a long-established name in the heritage steam industry, offering a comprehensive range of historic locomotive and component overhaul, repair, and replacement services.

Now, thanks to the high-quality Mainline 1000 Steam Cylinder Oil and Bearing Oil 220 Classic Steam Oil from Morris Lubricants, Riley's has cut maintenance demands by over 30%. These high-quality products are not only saving the engineering team time and money – but they are helping to play their part in the ongoing preservation of historic steam locomotives.

The talented engineers at Rileys also maintain and operate a fleet of three Stanier Class steam engines, commonly known as the Black Fives. The three Black Fives that are maintained by Rileys are 45407, known as the Lancashire Fusilier, 44871, and 45212 and they run across a number of Network Rail tourist lines.

Maintaining these 1940s, mixed-traffic steam locomotives is not without its challenges; especially as the engineering team work hard to retain as many of the original components as possible to preserve the engines' unique history.

Over the years, Rileys had experienced significant wear and tear on various steam engines and locomotive components that were maintained in its extensive workshop, resulting in frequent, costly repairs. The oils and lubricants used previously from another manufacturer were insufficient in protecting the huge steam engines, leading to regular reboring of cylinders and valves, as well as the renewal of pistons. This not only increased the time spent in the workshop but also drove up maintenance costs.

That's where Morris Lubricants came in!

Since Rileys made the switch to Morris Lubricants' Mainline 1000 Steam Cylinder Oil and Bearing Oil 220 Classic Steam Oil, the expert steam engineers have recorded a significant reduction in maintenance hours and importantly, the need to replace expensive components.

"Over the past 18 months, the entire fleet has been running on Morris Lubricants' oils, and the results speak for themselves. By using Morris Lubricants' oils, we have achieved an incredible 30% reduction in maintenance time across the entire fleet".

Colin Green, Riley & Son Director

Simon Holroyd, Heritage Account Manager
Always On Hand Providing Expert Advice

As highlighted by Simon Holroyd, Heritage Account Manager at Morris Lubricants:

"At Morris Lubricants we design and manufacture custom-graded oils specifically for the demands of the heritage steam industry, meaning they are robust, reliable and can withstand high piston speeds as well as superheat temperatures. Morris Lubricants' oils are specifically designed to help protect steam engine components".

"Formulated with high-quality raw materials and minimal additives, every batch that leaves our factory in Shrewsbury follows a stringent process of formulation,manufacture, filling and thorough testing to ensure optimum performance".

Colin Green, Director at Riley's explained: "Over the past 18 months, the entire fleet has been running on Morris Lubricants' oils, and the results speak for themselves. By using Morris Lubricants' oils, we have achieved an incredible 30% reduction in maintenance time across the entire fleet.

Previously, we've had to replace the little end bushes and re-white metal the bearing annually. It's a labour-intensive and costly process, so we were delighted when no remedial work was needed at all.

We've also seen a significant decrease in the need for cylinder reboring and piston replacement, which means that the integrity of the cylinder liners remains intact for longer - delivering a substantial cost saving too.

The condition of the bearings has also improved significantly, showing much less wear compared to previous years where we have used oils from different manufacturers".

"If I was to sum up the difference that the Morris Lubricants' oils have made, I'd say that it's not just the quality of the oils that are superior, it's that they are purpose-made for the heritage steam industry. This means that we can continue our vital work to preserve these historic locomotives, and all the component parts that keep them running as intended, for generations to come".

To view the Morris Lubricants range of quality oils, lubricants and greases designed for steam engines, as well as a range of products ideal for engineering and maintenance workshops, please go to morrislubricants.co.uk

NEW VIDEO SERIES COMING SOON:

How Oil Is Used: Steam Locomotive Edition with Guy Martin!

This new video series will feature Brand Ambassador, Guy Martin, and Morris Lubricants' Technical Director, Adrian Hill, as they visit Riley & Son Ltd.

Guy & Adrian meet Riley's Director, Colin Green to discuss the correct oils and lubricants to use for these incredible locomotives and why it is so important for the heritage of British engineering to only maintain them with the best quality products. Keep an eye on Morris Lubricants' website and social media channels for the latest updates.

Adrian Hill, Technical Director, Guy Martin and Colin Green Filming At Riley & Son

The Great Morris Bake Off Is Back!

Morris Lubricants' team recently put their baking skills to the test, as the company hosted a charity bake sale in support of its chosen charity, Lingen Davies Cancer Support. Employees from across the business contributed homemade cakes, helping to raise funds for vital cancer services across Shropshire and Mid Wales.

Lingen Davies Cancer Support has been improving cancer treatment and providing essential wellbeing services for more than 40 years. As a long established Shropshire business, Morris Lubricants is committed to supporting the charity's work and helping to make a positive difference to local patients and their families.

The bake sale brought together colleagues from all departments, with a wide variety of bakes on offer throughout the day. Employees were invited to donate in exchange for a sweet treat, contributing to a strong fundraising total for the charity.

The winner of the competition was Regulatory Affairs Manager, Caroline Walton, for her beautiful Victoria sponge, which proved to be the most popular bake of the day.

Judges Sarah Goddard & Vicky Goddard, With Bake Off Winner Caroline Walton

The company praised the enthusiasm and generosity of everyone who took part. Events like the bake sale form part of Morris Lubricants' ongoing commitment to supporting local causes and strengthening community connections.

Thanks to the enthusiasm and generosity of everyone who took part, the event raised a fantastic amount for Lingen Davies Cancer Support. These funds will help the charity continue its mission to enhance cancer treatment and provide essential support services for people across the region.

Shrewsbury School Tour

Recently, Morris Lubricants' Technical Director, Adrian Hill, welcomed a group of secondary school students from Shrewsbury School for an in-depth tour of the Morris Lubricants factory.

The visit began with an introduction from Adrian, who shared the history of the company before leading a training seminar on the functions of oils and lubricants. He emphasised the importance of using high-quality oils, lubricants and greases that meet the correct manufacturer specifications, an insight that clearly interested the students. When Adrian opened the floor for questions, the group didn't hold back. The quality of the students' questions were impressive and showed a genuine enthusiasm to explore the chemistry behind oils and lubricants, how they are manufactured, and the industry.

The next stage of the visit was to take a tour around the manufacturing site. The students were able to see first-hand what Adrian had taught them and the results of recent major capital investments across the factory. They followed the full production journey: from the arrival and storage of raw materials such as base oils and additives, through to the state-of-the-art blending tanks, onto the Quality Control Laboratory, where the students saw how Morris Lubricants maintains its high product standards.

Students From Shrewsbury School

The visit concluded in the filling hall where a range of pack sizes are produced.

By the end of the tour, the students had gained a clear understanding of the many processes that underpin a leading oil and lubricants manufacturer.

Members Of Morris Lubricants' Charity Team Presenting A Cheque To The Midlands Air Ambulance

Air Ambulance Has Lift Off As Morris Lubricants Donates £20,000

Employees across Morris Lubricants have skydived, climbed mountains, ran an ultra-marathon, played sports matches and baked cakes to raise £20,000 for Midlands Air Ambulance Charity over the last 2 years.

All the money raised by the company will support the life-saving advanced pre-hospital care provided by the air ambulance service to those in critical need.

Morris Lubricants' Buyer, Hannah Stocking-Evans completed a 104-mile ultra marathon from Welshpool to Caernarfon, Group Purchasing Manager Elliot Hotchkiss and Senior Internal Sales Account Manager Clayton Matcham completed a Tandem Skydive and five employees conquered the Three Peaks Challenge.

Other fundraising efforts saw staff taking part in a 'Great Morris Bake Off', a charity cricket match against Knockin & Kinnerley Cricket Club and a charity football match against Greenhous.

Morris Lubricants' Executive Chairman, Andrew Goddard, said: "The courage and generosity of our employees never cease to amaze me. To raise £20,000 over the past two years for Midlands Air Ambulance Charity is a fantastic achievement by all who contributed to this amazing total.

"We selected Midlands Air Ambulance Charity as our chosen charity because they do such fantastic work and have the potential to be called upon by anyone at our business, our employees and our customers, too".

Teri Harding, Midlands Air Ambulance Charity's corporate partnership executive, said: "Over the past two years, the team at Morris Lubricants have shown incredible support for Midlands Air Ambulance Charity's lifesaving work.

From charity football matches to skydiving, their enthusiasm has helped raise an extraordinary £20,000 - enough to make six air ambulance missions and six critical care car missions possible. We are really grateful for their partnership and the impact they have made on the communities we serve".

See highlights of Morris Lubricants' fundraising efforts and future challenges on our social media channels.

Morris Lubricants Team Tackle Shrewsbury Mud Run In Aid Of Lingen Davies Cancer Support

The teamwork, grit and determination of employees was pushed to the limit when a team from Morris Lubricants tackled the Shrewsbury Mud Run for charity earlier this year.

Left to Right (Marcus Forrester, Hannah Stocking Evans, Guy Lloyd, Steph Smith & Clayton Matcham)

The team from across the company raised £510 at the Shrewsbury mud run on March 21st which will go to Lingen Davies Cancer Support, the company's adopted charity for the next two years. The team described the 10 kilometres as "ultimate muddy challenge" as there were river crossings, head dunks, climbs, crawls, water slides, tunnels and other extreme obstacles. The challenges were tackled by Clayton Matcham, Senior Internal Sales Account Manager; Kyle Gleeson, Commercial Manager; Owen Lloyd, Chief Operations Officer; Marcus Forrester, Graduate Buyer; Hannah Stocking-Evans, Buyer; and Guy Lloyd, International Business Manager. The mud run was a chance for competitors to push themselves, embrace new challenges and support a great cause! It was the latest challenge taken on by Morris Lubricants' team members, some of whom have climbed mountains, ran ultra marathons, cycled more than 100 miles and skydived to raise large sums of money for the company's adopted charities over the years.

Clayton, who heads up the company's charity committee, has planned a whole year of fundraising events, which saw the mud run as an exciting way to start the 2026 fundraising off. "We were looking for our first big challenge of the year, and the Shrewsbury Mud Run was perfect," he said. "We did it for fun rather than going for a time, and it put us all through our paces for this fantastic charity". The most eye catching of the other planned fundraising events is a wing walk at Sleap Airfield by Hannah Stocking-Evans and Elliot Lloyd in September. Other fundraising activities planned include two charity cricket matches, a charity football match against Salop Leisure, an 11 mile Lingen Davies Titty Trail, an in-house pub quiz and a Christmas jumper day and raffle to finish off the year. Andrew Goddard, Morris Lubricants' Executive Chairman, said: "It never ceases to amaze me the things that Morris Lubricants employees achieve when they set their mind on a goal.

What our team do, by putting their bodies on the line to support fantastic charities like this. My mud running days are in the past, so I've left it to them! All of the team are keen to support Lingen Davies Cancer Support, a local charity that has touched many of them and does fantastic work throughout Shropshire, Telford and Wrekin and Mid Wales". The charity is focused on the prevention, early detection and treatment of cancer and supporting people living with and beyond the disease. The charity has launched The Sunflower Appeal to raise £5 million to create a Lingen Davies Chemotherapy Centre with 30 bays in Telford's Princess Royal Hospital, which will be open by 2029. Combined with the existing chemotherapy services in the Royal Shrewsbury Hospital, this development will double capacity across Shropshire, Telford and Wrekin and Mid Wales, meaning patients can quickly access the treatment they need, where they need it. Steph Smith, Head of Philanthropy at Lingen Davies Cancer Support, said: "It's always wonderful when a local organisation like Morris Lubricants dedicates a year of fundraising to us, but it's even more inspirational when they commit two years to helping us make a difference for local people affected by cancer. The Morris Lubricants' team has an exciting schedule of fundraising events planned over the next 12 months, and we're so excited to support them with their efforts".

Anybody wishing to donate to the teams' efforts can do so on our JustGiving page by scanning here:

Who Should Be Using Morris Lubricants' New Fuel Additives Range?

Morris Lubricants has introduced a new high-performance range of fuel additives designed to address some of the most common engine and fuel-system challenges faced by today's drivers. The range includes a Diesel Particulate Filter (DPF) Cleaner, Petrol Fuel Treatment, and Diesel Fuel Treatment, each formulated to support cleaner combustion, improved efficiency and enhanced engine reliability.

But who exactly are these additives designed for?

Below is a clear look at the motorists, technicians and organisations that stand to benefit most from integrating Morris Lubricants' new fuel additives into their daily maintenance routines.

1. PROFESSIONAL MECHANICS & TECHNICIANS

Morris Lubricants specifically highlights that its new additive range is designed for professional mechanics, service engineers and maintenance technicians who maintain and service a broad range of cars, both modern and classic.

For workshops and independent garages, these additives offer:

- Reliable solutions for common fuel-system issues.
- Simple, quick application using a 250ml long-neck bottle designed for a standard fuel tank.
- Cross-selling opportunities and additional revenue, thanks to high customer demand for preventative maintenance products.

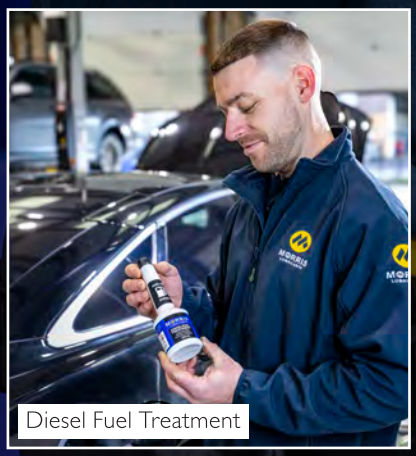
Because the products tackle performance loss, injector fouling, corrosion, poor cold starts and DPF inefficiency, they are an ideal addition to regular servicing schedules.

2. GARAGES, MOBILE MECHANICS & SERVICE CENTRES

Garages, mobile technicians and on-the-go servicing centres benefit from the fact that the additives are:

- Compact and easy to store.
- Clean and quick to apply.
- Suitable for a broad range of car brands and engine types.

This makes them ideal for technicians working in varied environments, from roadside assistance to fleet servicing.


Diesel Fuel Treatment

3. DIY ENTHUSIASTS, CAR OWNERS AND HOBBYISTS

The range has been created not only for professionals but also for DIYers and hobbyists who like to maintain their own vehicles.

These users will appreciate:

- User-friendly application.
- Improved vehicle responsiveness.
- Cleaner running engines.
- Preventive care that reduces the risk of costly repairs.

Drivers of classic cars in particular benefit from the Petrol Fuel Treatment's ability to reduce carburettor icing and inhibit ethanol-related corrosion - two common issues in older petrol engines.

DPF Cleaner

4. OWNERS OF MODERN DIESEL VEHICLES WITH DPFS

Drivers of modern diesel vehicles - especially those regularly driving short, urban, stop-start journeys, are prime users of the DPF Cleaner.

Short journeys often prevent DPFs from reaching the temperature needed for proper regeneration, leading to:

- Loss of performance.
- Increased emissions.
- Potential engine management warnings or limp-home mode.

The Morris Lubricants DPF Cleaner:

- Lowers the burn-off temperature of soot.
- Aids regeneration, and helps clear DPFs.
- Reduces ash and soot build-up.
- Helps clean valves and injectors.
- Contains a cetane booster for smoother combustion.
- Is suitable for all diesel fuels, including biodiesel.

Any diesel driver dealing with sluggish performance, repeated DPF warnings, or excessive smoke emissions will find this product particularly beneficial.

5. DRIVERS LOOKNG TO IMPROVE FUEL EFFICIENCY AND PERFORMANCE

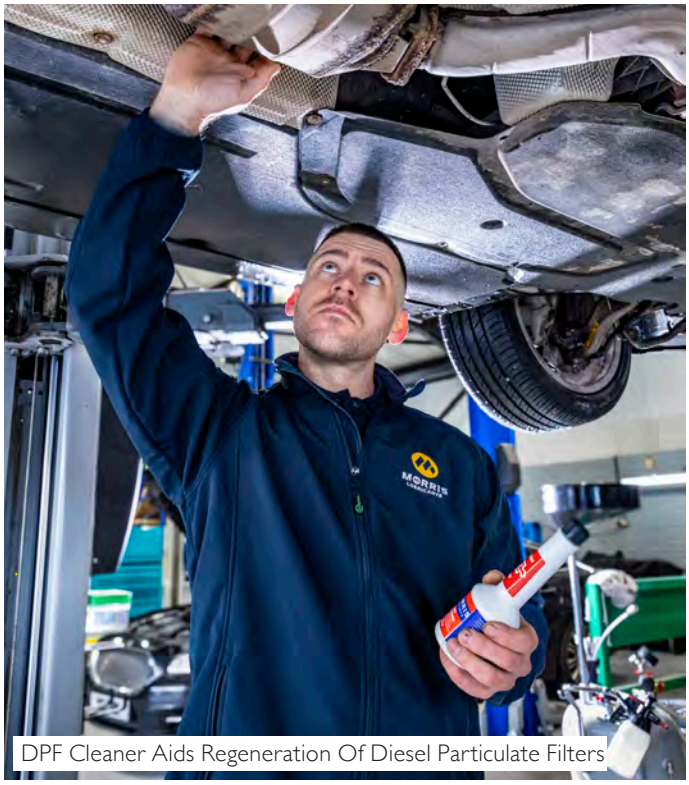
Both the Petrol and Diesel Fuel Treatments are aimed at motorists who want:

- Cleaner fuel systems.
- Improved cold starting.
- Cleaner combustion chambers.
- Reduced emissions.
- Smoother, more responsive performance.

These treatments help keep injectors, valve seats and combustion chambers clean while combating wear and corrosion. For petrol users, the additive also combats pinking and pre-ignition, while diesel users benefit from lower smoke output and reduced residual ash.

Petrol Fuel Treatment

Morris Lubricants' Fuel Additive Range


DPF Cleaner Aids Regeneration Of Diesel Particulate Filters

Further information about Morris Lubricants' range of fuel additive products can be found on morrislubricants.co.uk. You can also speak to the Morris Lubricants' Sales Team on 01743 232200.

Technical Backup Motor Factors Can Rely On

Navigating OEM approvals, low-SAPS formulations and ever-tightening viscosity requirements to avoid costly mis-supply are important when manufacturing engine oils. Adrian Hill, Technical Director at Morris Lubricants explains how the UK-based company solves these problems and consistently produces high-quality engine oils for the motor factor sector.

The world of engine oils continues to evolve as the Original Equipment Manufacturers (OEMs) innovate and bring to market new engine platforms to accommodate the need to reduce emissions. New engine oils are developed by the industry Technology Providers in conjunction with the OEMs through a lengthy programme of liaison and testing, to ensure compliance and that engine oils perform as they should. The outcome is a validated engine oil formulation, using high-quality tailored additive chemistry and approved base oils, that has passed the rigors of bench testing, rig testing and arduous field trials.

As an industry-leading oil blender and manufacturer, Morris Lubricants has the responsibility to commercialise these oil formulations. This is done by manufacturing the engine oils using the correct high-quality base oils and additives to the precise chemical blend as set in the formulations. The resultant high-quality engine oil is then supplied to the aftermarket via motor factors who in turn supply the end user. Continued communication with the leading Technology Providers keeps Morris Lubricants' engine oils relevant to the emerging OEM requirements. Essential documentation is available, if requested by the customer, supporting any industry claims or specifications made on the finished engine oil.

To keep up to date, Morris Lubricants are active members of industry bodies, committees and steering groups, enabling the company to stay informed when legislation changes or codes of conduct

Continued communication with the leading Technology Providers keeps Morris Lubricants' engine oils relevant to the emerging OEM requirements.

are updated. These factors can also result in different or additional engine oils being produced to meet these changing requirements. Involvement like this has increased in importance over recent years, as topics such as sustainability have become high up on the agenda and are becoming the driving force in modern businesses. At Morris Lubricants, the senior leadership members and cross-functional teams refine business practices and implement operational improvements across all areas of the company.

Continuing to produce high-quality engine oils is therefore paramount for all at Morris Lubricants.

The manufacturing process is strictly controlled to ensure the integrity of every litre of engine oil that leaves the company's production facility.

Continued investment in Morris Lubricants' infrastructure yields operational efficiencies, high-quality consistency and process accuracy. This is also backed by thorough product quality testing. Samples are taken and quality tested from the raw materials that arrive on site, through to engine oils blended in the factory and finally the filled products ready to be sent out to the motor factors across the UK.

This drive for accuracy and precision at Morris Lubricants means that the correct products are manufactured. The new generation of engine oil formulations entering the market are tailored to meet specific demands with tighter and tighter limits, whether that's innovative chemistry or more advanced physical properties. This is resulting in a new generation of OEM-specific engine oils that in many cases are not compatible with older engines. For example, the newer thinner oil grades with ultra-thin oil films, such as 0W-20s, 0W-16s and even 0W-8s are becoming commonplace, providing rapid circulation for hybrid engines and improved fuel economy (and therefore reduced emissions). A note of caution needs to be made here as these thinner oil grades with ultra-thin oil films will cause accelerated wear if used in older engine designs.

OEM and International specifications set limits that control the amount of sulphated ash formed (when oil is burned in the combustion chamber) and chemically restricts the levels of sulphur and phosphorous. This is generally referred to as low SAPS (Sulphated Ash, Phosphorous and Sulphur). This is important as it ensures, where fitted, particulate filters (diesel particulate filters and petrol particulate filters) don't become prematurely blocked with ash and catalysts (three-way catalysts and AdBlue catalysts) do not become poisoned by sulphur and phosphorous reducing their service life. The engine oil is precisely formulated to comply with these low SAPS limits.

On top of these performance requirements, it is also essential that the engine oil performs to keep engine components clean and deposit free, limit wear, control corrosion and stop the effects of soot. The service life and efficiency of an engine can be badly affected by poor oil choice, resulting in reduced reliability, increased workshop time and more expense.

This may sound confusing, but not to worry as Morris Lubricants' dedicated technical support team are on hand to help Motor Factors select the correct oils and lubricants.

Adrian Hill, Technical Director

Multivis: a range of engine oils for different makes of passenger cars

Multivis from Morris Lubricants provides a wide range of high-quality engine oils that are formulated for use in many different brands of diesel, petrol or hybrid engines. The chemical profiles and precise oil formulations in the Morris Lubricants' Multivis range of engine oils are tailored carefully to ensure maximum component protection and aftertreatment device compatibility.

The company also provides a range of antifreeze coolants as well as transmission and differential oils for a wide variety of brands of passenger cars.

It Is Always Important To Check An Oil's Specifications.

Further information about Morris Lubricants' range of passenger car oils and antifreeze coolants can be found on morrislubricants.co.uk. You can also speak to the Morris Lubricants' Sales Team on 01743 232200.

Technical Help For Motor Factors

Correct engine oil choice can be a minefield and so Morris Lubricants supports motor factors with technical advice, available in a variety of forms.

Morris Lubricants has a team of Technical Service Advisors that can be contacted by phone, e-mail or through social media. This team can also make site visits if appropriate, to provide technical advice. Whatoil, the company's online oil, lubricant and functional fluid lookup tool that shows the correct engine oil using a vehicle registration number, can be found on the company's website morrislubricants.co.uk and is available 24/7. Training seminars and training videos are also available that explain a wide variety of different features and benefits of oils and lubricants, to help to make informed decisions on oil and lubricant choice.

In the latest engine designs, engine oils are a critical component, and correct selection will keep a vehicle out of a workshop and on the road. Choosing and using the correct oil and lubricant is key, so follow the recommendations set by the OEM and check them against what is printed on the engine oil packaging. If you are unsure, seek advice from a quality oil and lubricant manufacturer such as Morris Lubricants.

WhatOil Is Available 24/7

More information can be found on the Morris Lubricants website, or by calling 01743 232200.

OFF-HIGHWAY ANTIFREEZE COOLANTS

For anyone running a vehicle with an internal combustion engine (ICE), an antifreeze coolant is essential, but its job goes deeper than the name would suggest.

Internal combustion engines (ICEs), whether petrol or diesel, generate heat and are designed to run at an optimum temperature. If this temperature is controlled effectively, the engine will perform at its most efficient. However, an engine that overheats risks catastrophic failure. Conversely, if the engine has been at rest and exposed to low temperatures (below 0°C), any water in the cooling system will freeze and cause internal damage. It's for these reasons we need an antifreeze coolant.

OFF-HIGHWAY EQUIPMENT

For vehicles used in the off-highway sector, engine temperature regulation presents a big challenge due to the type of duty cycle they engage in. Unlike road-going vehicles that move at speed and generate additional cooling air flow through the radiator system, off-highway vehicles mainly experience short stop/start cycles and a lot of stationary operation. It's under these conditions, particularly if ambient temperatures are high and especially during the summer months, where overheating presents a real risk with the potential for equipment failure. On the other end of the spectrum, and because of the type of workload this equipment is designed for, vehicles may be left overnight on construction sites, quarries, etc. and will experience a cold soak. This could be made worse in exposed environments when wind chill will drop temperatures even further. At extremely low temperatures, the likelihood of engine damage due to the formation of ice crystals in the coolant system is high. It's under these arduous conditions that a correctly formulated antifreeze coolant, meeting the appropriate Original Equipment Manufacturers (OEM) specification, is essential to ensure the efficient operation of the engine and ultimately the vehicle overall.

Unlike road-going vehicles that move at speed and generate additional cooling air flow through the radiator system, off-highway vehicles mainly experience short stop/start cycles and a lot of stationary operation.

LOW TEMPERATURE OPERATION

The best cooling medium is water, as it readily absorbs heat. However, at 0°C water freezes, turning from a liquid into solid. Ice is less dense than water and so as it freezes it expands. In the restricted spaces in the engine cooling system there is nowhere for the expansion to take place and so high internal pressures are generated with enough force to crack heads, cause splits in cylinder liners, burst hoses, etc. To combat this, monoethylene glycol (MEG) is used and added to the water. This reduces the temperature at which water freezes by disrupting the formation of ice crystals. Depending on the chosen mixture, for example 50% antifreeze coolant and 50% water, this freezing point can be driven down to -35°C. For most climates this will provide plenty of protection.

HIGH TEMPERATURE OPERATION

When the engine reaches running temperature, the area around the combustion chamber climbs rapidly and we start to exceed the boiling point of water, which is 100°C. If the water boils away, the engine will overheat and in some cases, catastrophic damage can occur. Likely issues may be head gasket failure, problems with piston and valve timing, warped or bent con-rods or even crankshaft irregularities. The coolant system is pressurised to help stop water boiling, but to give it an extra helping hand, MEG takes on a different role and elevates the boiling point to an acceptable working level. Using our 50:50 example, as above, this will give us a value of around 108°C (depending on the system).

THE BALANCING ACT

So, if MEG is effective at low temperatures and high temperatures, why don't we just use 100% MEG? Behind the scenes, there is a balancing act taking place. Water is the best coolant, but if you add too much MEG, its ability to carry heat away becomes impaired and the engine will overheat. However, if you don't use enough MEG, the water will freeze at low temperatures. It is therefore vitally important that we get the levels right to maximise cooling performance and freezing protection.

INHIBITORS

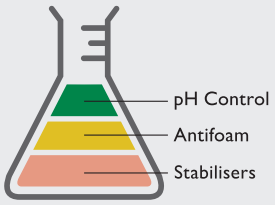
Another important function of an antifreeze coolant is to prevent any metallic components in the system from rusting or corroding. As we have already said, water excels at cooling, but it has a detrimental effect on metals, particularly at elevated temperatures. This is where essential chemistry is required, referred to as the inhibitor package.

The inhibitor package is a combination of different types of chemical compounds that are designed to give varying degrees of protection and may be even be used to target more sensitive metals such as aluminium in certain water pumps for example. You may see the type of chemistry used referred to as inorganic or organic depending on the family of compounds used and the type of protection the antifreeze coolant is designed to offer.

In general, inorganic chemistry is extremely active and will seek out all materials in the system, whether susceptible to rusting and corrosion or not. Because it is very active and doesn't discriminate, it becomes depleted after around 2 years and the antifreeze coolant solution should be changed.

Organic acid technology (OAT) only targets materials in the system that start to show signs of rusting and corrosion. This type of inhibitor system is selective and as such does not become depleted as quickly and can be left in the cooling system for up to 5 years. Some manufacturers may require a combination of these technologies and 'hybrid' antifreezes are available for specific engine designs.

OTHER ADDITIVES



In addition to the inhibitor package, other components may be added to improve the antifreeze coolant's performance. Stabilisers are used to stop the inhibitor additives from dropping out, as well as compounds to prevent hard water deposits, pH buffering agents to maintain an optimum pH level and antifoam additives.

COLOUR

The final characteristic is colour. The language of antifreeze coolants tends to be based on their colour. But be aware, colour is not an indication of quality or performance. MEG itself is virtually colourless, but can be dyed a variety of colours to suit, including: blue, green, red, orange, yellow and purple. There are many others. However, it is important to remember that this is purely cosmetic and has no impact on how the antifreeze coolant performs in terms of engine protection.

SUMMARY

Antifreeze coolants perform in the engine all year round and do not just cover the winter months when the weather gets cold. The correct antifreeze coolant mixture ensures maximum operational efficiency when the engine is running, preventing damage and ensuring the integrity of the system components. Off-highway equipment that may run for long hours in temperature extremes need this level of protection, and selection of an antifreeze coolant meeting the OEM's specification is critical.

If there is any doubt as to which antifreeze coolant is required, check with the manufacturer or seek independent technical advice.

The Morris Lubricants' range has you covered

Morris Lubricants has developed the Ultralife range of antifreeze coolants to cover a broad range of off-highway vehicle engines and across a number of different manufacturers.

The Ultralife range is ideal for fleet managers, off-highway mechanics and technicians who are responsible for a variety of different vehicle technologies, OEM brands and vehicle models. Not sure which antifreeze coolant to select for your vehicles? There is no need to worry, you can seek help from Morris Lubricants and use the company's WhatOil online oil, lubricant and functional fluid finder. Searches are easy, and by just entering a few details, you can see which antifreeze coolant is recommended for that vehicle.

If you want to find out more about the importance of selecting and using the correct antifreeze coolant, head over to the Morris Lubricants' YouTube channel now.

Here you will find a series of videos where Adrian dives deeper into the topic of antifreeze coolants and gives some valuable industry insights on how these products are formulated and why.

If you are still not sure or would like additional advice on what oils are needed, you can also contact Morris Lubricants' dedicated Technical Services Department on 01743 237541 or email them on technicalhelpdesk@morris-lubricants.co.uk, where a team of experts are on hand to answer your questions. Further information about Morris Lubricants' range of products can be found on morrislubricants.co.uk. You can also speak to our sales team on 01743 232200.

Morris Lubricants also provides a wide range of oils, lubricants and greases for the other tough demands of the off-highway sector. Machinery, equipment and vehicles used in off-highway environments operate in extreme conditions, so their components need to be well-maintained. The Morris Lubricants' off-highway range, including engine oils, gear and transmission oils, hydraulic fluids, greases, maintenance sprays and many more, is designed and manufactured to help ensure a vehicle's performance, efficiency and longevity. Further information about Morris Lubricants' off-highway range of products can be found on morrislubricants.co.uk.

KEEPING YOUR WORKSHOP CLEAN

A clean and organised workshop is essential for working safely, protecting equipment and preventing mistakes. Spills, grime, corrosion and everyday wear can all slow down productivity if they are not managed properly. Having the right workshop consumables on hand makes all the difference, helping teams stay efficient while protecting, workspaces, machinery and skin.

Morris Lubricants' Workshop Pro range and specialist maintenance products have been designed to meet these tough demands with easy to use high-performance products that support cleanliness from the ground up.

From tackling spillages on the floor to removing stubborn dirt and protecting metal surfaces, the right products help keep a workshop running smoothly.

Floor Dressing Granules provide a simple and effective way to deal with unexpected drips and spills, absorbing liquids quickly without producing dust. For long-term protection of metal components, Ankor Wax Preservative Fluid delivers reliable corrosion defence, even in damp and humid conditions.

Clean hands are just as important as clean equipment. Workshop Pro Citrus Hand Gel and Workshop Pro Premium Hand Cleanser

Workshop Pro Premium Hand Cleanser

offer powerful cleaning action without compromising skin health, using natural abrasives and advanced surfactant systems to lift away grease, oils, ink and stubborn grime. An easy way to help you get clean after those tough and messy jobs.

For maintenance tasks, MD4 Multipurpose Maintenance Spray and MD4 Multipurpose Maintenance Fluid bring dependable damp start performance and exceptional penetrating power, freeing seized parts and providing short term protection against rust.

Together, these products help create a safer, cleaner and more efficient working environment, giving workshops the confidence to tackle any job with the right support at every stage.

FLOOR DRESSING GRANULES

Helps to clean up spills on the floor

Morris Lubricants' floor dressing granules are an absorbent material that is used to soak and clean up spillages and drips from floors. These floor dressing granules are inorganic, inert and porous, and will quickly and cleanly soak up water, petrol, diesel, oils (including soluble oil emulsions), and other chemical solutions. Unlike many other products on the market, and alternative absorbents such as sawdust, they are almost entirely dust free and can be safely used where dust could be unpleasant or a problem.

ANKOR WAX PRESERVATIVE FLUID

Helps to stop corrosion and rusting

Ankor Wax from Morris Lubricants helps to stop rust and corrosion on metals. It has a low viscosity and surface tension making it easy to apply and spread rapidly during application meaning that it will penetrate all inaccessible areas and covering all surfaces however irregular. Once applied and dried, Morris Lubricants' Ankor Wax dries to leave a continuous firm wax protective coating that imparts excellent corrosion protection properties. Ankor Wax has de-watering properties as well and therefore can be used where the metal parts to be treated are wet. When Ankor Wax is applied, its chemical formulation means that all traces of water are displaced before the product creates its protective film. Ankor Wax is effective in damp and humid climates and gives excellent protection against salt spray.

WORKSHOP PRO CITRUS HAND GEL

Helps to get your hands clean

Morris Lubricants' Workshop Pro Citrus Hand Gel is a powerful heavy-duty hand cleanser containing micro-particles for the effective removal of ingrained dirt, grease and grime. Free from petroleum derived solvents it is also designed to outperform traditional solvent based hand cleansers.

Workshop Pro Citrus Hand Gel will remove all types of dirt and grime, including oil, grease, swarf, some paints, creosote, tar products, adhesives, chemicals, powders, printing inks, crayon and marker pens. The use of a beaded hand gel is particularly advantageous in the removal of dry solid grime such as coal dust, cement and plaster, without skin abrasion. The gel itself holds the dirt and grime in suspension enabling them to be washed off with water. After use the hands are left soft, hygienically clean and pleasant smelling.

WORKSHOP PRO PREMIUM HAND CLEANSER

A hand scrub for tough stains

Workshop Pro Premium Hand Cleanser is a professional hand scrub made from natural ingredients to help remove dirt, grease, oil, tar, bitumen and paint.

Workshop Pro Premium Hand Cleanser is pH neutral to the skin, is free from silicone, free from any solvents and free from plastic micro beads. To help scrub your hands, it contains a finely ground rounded off walnut shell, that is a waste product and will not clog any drains.

Workshop Pro Premium Hand Cleanser cleans deep into the pores, providing lasting skin protection. It also replaces the skin's natural oils as it contains high levels of natural emollients from plant extracts and maintains the skin moisture at optimum levels.

WORKSHOP PRO MD4 MULTIPURPOSE MAINTENANCE SPRAY & FLUID

What does Workshop Pro MD4 do?

Workshop Pro MD4 is a general maintenance fluid that comes in a 5L metal container or a 400ml spray can. But did you know that it has 4 properties that really make it a multipurpose fluid?

1 Water Displacement:
Workshop Pro MD4 is excellent at displacing water. Active chemistry draws Workshop Pro MD4 to the component surface and displaces any problematic water that may be present. This makes it ideal for assistance with internal combustion engine damp starts, as it can be used on distributor caps, plugs and leads.

2 Penetrating:
Workshop Pro MD4 is an effective penetrating fluid for freeing all seized and corroded metal parts. It has a very low surface tension that ensures excellent penetrating power. This makes it an ideal choice for loosening corroded nuts, bolts and other fixings. When these items are seized, reach for Workshop Pro MD4 to help you out.

3 Corrosion Protection:
Workshop Pro MD4 is a short-term corrosion preventative due to the robust oil component it contains, which is fortified with anti-rust and anti-corrosion chemistry. This makes it ideal to be used on components that are being stored between processes or awaiting assembly. It is also ideal for use on metal tools.

4 Lubricating:
Workshop Pro MD4 can be used as a light-duty lubricant, ideal for component assembly or for lubricating mechanisms and fittings. Applications are endless and Workshop Pro MD4 is ideal to be used on chains, hinges, pulleys, rollers, gears and cutting blades, whether industrial or horticultural.

Product Updates

Versimax HD11 5W-30
Colour and Specification Updates

Versimax HD11 5W-30 heavy-duty diesel engine oil has recently been revised in order to ensure ongoing specification compliance with the relevant industry and Original Equipment Manufacturer (OEM) requirements.

PRODUCT COLOUR UPDATE

Versimax HD11 5W-30 will now transition from a clear dark red-amber appearance to a clear amber. The product continues to meet the OEM specification and industry standards necessary to protect modern exhaust aftertreatment systems such as DPFs, SCR/AdBlue, EGR NOx reduction systems and diesel oxidation catalysts, as detailed in the technical data sheet.

The specification profile of Versimax HD11 5W-30 has been updated to include Voith Class B, enabling it to be used in Voith hydraulic retarder units which may be fitted to buses or heavy duty trucks where high thermal and mechanical loads may be experienced. Particularly relevant to long distance trucking, construction and timber trucks and where mountainous conditions may be experienced.

ENDURING PREMIUM PERFORMANCE

Versimax HD11 5W-30 continues to deliver exceptional performance and maintain its position as a top-tier solution for Euro IV, V and VI diesel engines. Versimax HD11 5W-30 provides the highest level of rationalisation potential in mixed fleets where a number of manufacturers, models and engine technologies are being used. The low/mid SAPS (Sulphated Ash, Phosphorus and Sulphur) additive profile, coupled with synthetic technology base fluids, also ensures a high level of component protection and cleanliness when operating in very severe conditions with extended drain intervals. Its capability is reinforced by a wide variety of major performance specification levels, and multiple OEM approvals such as Cummins, DTFR, Mack, MAN, Volvo and Renault.

VERSIMAX HD 11 5W-30 PERFORMANCE LEVELS:

- ACEA E7 / E8 / E11
- API CK-4
- Caterpillar ECF-3
- Detroit Diesel 93K222
- Deutz DQC IV-18 LA
- DTFR 15C100 / 15C120
- JASO DH-2
- MAN M3775 / M3677
- MB 228.31/228.51/228.52 (migrated to DTFR)
- MTU Type 3.1
- Voith Class B

APPROVALS:

- Cummins CES 20086
- DTFR-Approval 15C110
- Mack EO-S 4.5 Approval
- MAN M3775 Approval
- Renault VI RLD-3 Approval
- Meets Scania LDF-4 specification
- Volvo VDS-4.5 Approval

Versimax HD11 5W-30 is readily available in 5 litre bottles, 25 litre drums, 205 litre barrels and in bulk supply.

Versimax HD9 10W-40
Approval and Specification Updates

Versimax HD9 10W-40 heavy-duty diesel engine oil has been approved under the MAN M3775 specification. Versimax HD9 10W-40 has now also been qualified against the JASO performance level to JASO DH-2-24. The product is seen to be one of the top-performing heavy-duty engine oils.

WHAT ARE THESE SPECIFICATIONS?

MAN 3775 is the latest MAN specification for High Performance Euro VI emissions standard engines requiring an SAE 10W-40. This specification ensures long drain intervals, superior corrosion protection, and compatibility with all aftertreatment devices.

The JASO DH-2-24 specification is a Japanese quality standard for high-performance heavy-duty diesel engine oils. It is designed to meet the demands of Japanese-made diesel engines that comply with Euro IV, V, and VI emission regulations.

WHAT DOES THIS MEAN?

Using products with approved specifications provides peace of mind when servicing/maintaining vehicles under warranty.

VERSIMAX HD9 10W-40

A top tier heavy-duty diesel specific engine oil that has been designed to meet the necessary chemical limits required to maintain the efficiency of exhaust aftertreatment devices, including DPFs (Diesel Particulate Filters), SCR (Adblue)/ EGR NOx reduction systems and diesel oxidation catalysts (DOC).

The profile of Versimax HD9 10W-40 provides a high level of rationalisation potential in mixed fleets where a number of manufacturers, models and engine technologies are being used. The low SAPS (Sulphated Ash, Phosphorus and Sulphur) additive technology, coupled with synthetic base fluids, also ensures a high level of component protection and cleanliness when operating in very severe conditions with extended drain intervals.

Versimax HD9 10W-40 is available in 1 litre, 5 litres, 25 litres, 205 litres and all the way up to bulk, so we can meet your business needs.

VERSIMAX
SUPERIOR QUALITY DIESEL ENGINE OIL

"Our Versimax range of heavy-duty diesel engine oils are fantastic! They are suitable for previous and current generation diesel engines, including those that utilise aftertreatment devices. They help our customers to rationalise stock holding when operating different brands of truck". **Clayton Matcham.**

To find out more or explore the Morris Lubricants' Versimax range of heavy-duty diesel engine oils, please call our sales team on 01743 232200, or visit our website: morrislubricants.co.uk

For any technical queries either email info@morris-lubricants.co.uk or call our technical helpdesk on 01743 237541

Clayton Matcham, Senior Internal Sales Account Manager

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 Six Month Review	Date To Be Archived	Outcome
VLS 010245	**Company:** UK Lubricants Ltd **Brand:** Oscar **Product:** Diamond Pro FE 0W-30	02/12/2025	Product Compliant Following Investigation – Case Resolved	27/01/2026	27/07/2026		**Product** Diamond Pro FE 0W-30 **Case No** VLS010245 **02/12/2025** This case was accepted by VLS. **27/01/2026** The complaint concerned the product profile containing an extensive list of OEM specifications for which it was alleged that they were not possible in a single additive system. The Complainant asserted that the claims were misleading and could cause engine damage where tailored technology (VW 504/507 for example) is demanded by the manufacturer. The Complainant stated that the company needs to provide supporting documentation for this claim set. VLS accepted the case and contacted UK Lubricants Ltd to request a letter of support from the technology provider to the claim listed. In response, UK Lubricants Ltd advised that the product profile listed on their web page was a mock up, which was inadvertently published by a new agency that they are working with. They removed the webpage and stated that the page can no longer be accessed (which was confirmed by VLS) and they have advised of updating their process to prevent a recurrence of such an issue in future. Based on the evidence provided and the assurance given, VLS is content to close the investigation subject to the usual six-month review in line with its stated process.

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/. Date of data extraction: 28/04/2026. The table will be updated in the next issue of LubriNews.

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 Six Month Review	Date To Be Archived	Outcome
VLS 010244	**Company:** Smith & Allan **Brand:** Momentum **Product:** C3 SWTL 5W-30	01/10/2025	Product Compliant Following Investigation – Case Resolved	18/03/2026	18/09/2026		**Product** C3 STL 5w-30 **Case No** VLS010244 **24/11/2025** This case was accepted by VLS **18/03/2026** The case concerned the allegation that the Stellantis specification FPW9.55535/03 was being claimed for this product. The Complainant stated that it is understood that there is currently no proven market general additive technology available that supports this specification claim. The marketer should be approached to provide documented evidence that demonstrates that the chemical, physical, performance and engine test requirements of Stellantis FPW9.55535/03 have been met to support this demanding specification claim. VLS accepted the case and wrote to Smith & Allan asking for the technical evidence upon which the basis of the claim was made by way of a letter of support from their technology provider. In response Smith & Allan stated that the claim was made on the product on a 'suitable for use' basis and no formal approval was claimed, that as far as they were aware only a limited number of companies had obtained a formal approval against the specification and questioned whether this was anti-competitive. Smith & Allan agreed to pause sales of the product and withdraw it from their catalogue pending a formal approval of market general technology against the Stellantis specification. They also agreed to progress registration with SAIL in order to make compliant claims against the ACEA engine oil sequences which falls outside the scope of the original complaint. VLS is content to close the investigation subject to a six-month review in line with its stated process.
VLS 010241	**Company:** Ravenol **Brand:** Ravenol **Product:** SMP SAE 5W-30	04/11/2025	Product Compliant Following Investigation – Case Resolved	17/02/2026	17/08/2026		**Product** SMP SAE 5W-30 **Case No** VLS010241 **24/11/2025** VLS accepted the case concerning a performance claim against the Stellantis specification FPW9.55535/03. On the 24th November VLS wrote to the Lubricant Marketer outlining details of the complaint. On the 24th November the Lubricant Marketer acknowledged receipt of the letter and stated they had referred the matter back to their parent company. The case is currently in a 28 day consultation period. **17/02/2026** In response the UK distributor removed the claim from the website but still remains on the TDS but not the product label. https://www.ravenol-direct.uk/ravenol-smp-5w-30-engine-oil.html Based on the actions of the UK distributor of the product. VLS is content to close the investigation subject to a six-month review in line with its stated process. VLS has also written to Managing Director Paul Becher of Ravenol Germany to seek assurances about removal of the claim.

More Cases Overleaf...

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010240	**Company:** Aztec Oils **Brand:** Torotec **Product:** 5W-30 STL	04/11/2025	Product Compliant Following Investigation – Case Resolved	18/03/2026	18/09/2026		**Product** 5W-30 STL **Case No** VLS010240 **24/11/2025** VLS accepted the case. **18/03/2026** The Complainant alleged that the Stellantis specification FPW9.55535/03 was being claimed for this product where as far as it is understood there is currently no proven market general technology available that supports this specific claim. They said that the marketer should be approached to provide documented evidence that demonstrates that the chemical, physical performance and engine test requirements of Stellantis FPW9.55535/03 have been met to support this demanding specification claim. Aztec referred the matter to their supplier through whom VLS received a letter of support to the claim based on the Stellantis specification FPW 9.55535/03 version 1 issued in July 2023 which is valid until July 2026. Aztec amended the wording on the claim to clarify that it is being made against version 1 of the specification. Based on the claim being a recommendation made by Aztec with support from their supplier, VLS is content to close the investigation subject to a six month review in line with its stated process.
VLS 010236	**Company:** SCT-Vertriebs GmbH **Brand:** MANNOL Energy Formula PSA 5W-30 7703 **Product:** PCEO 5W-30	01/10/2025	Product Compliant Following Investigation – Case Resolved	22/12/2025	22/06/2026		**Product** PCEO 5W-30 **Case No** VLS010236 **02/10/2025** This case was accepted by VLS. **22/12/2025** The complaint alleged that the Stellantis specification FPW9.55535/03 is being claimed for this product, it is understood that there is currently no proven market general additive technology available that supports this specification claim. The marketer should be approached to provide documented evidence that demonstrates that the chemical, physical, performance and engine test requirements of Stellantis FPW9.55535/03 have been met to support this demanding specification claim. In response SCT Vertriebs GmbH advised that the Stellantis FPW9.55535/03 claim on the product has been removed. An updated Technical Data Sheet and updated product label has been provided. The website description for the product has also been updated. VLS is content to close the case subject to a six-month review in line with its stated process.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010212	**Company:** General Motors **Brand:** GM Genuine Oil **Product:** 5W30 dexos2 ACEA C3 VW 502 00/505 00/505 01	18/07/2024	Product Compliant Following Six Month Review – Case Concluded	12/03/2026	10/12/2025	12/05/2026	**Product** 5W30 dexos2 ACEA C3 VW 502 00/505 00/505 01 **Case No** VLS010212 **18/07/2024** This case was accepted by VLS. **10/06/2025** The complaint alleged that the Total Base Number (TBN) for the product when tested was 8.6 mg KOH/g and Sulphated Ash (SA) at 0.73% m/m which is not compliant against the stated performance claim for VW 502.00/505.00. However the High Temp/High Shear (HTHS) value observed of 3.45 mPa.s is within test reproducibility limits as is the Noack volatility of 10.3% for the MB specification claimed. VLS accepted the case, sourced and tested a sample of the product. The test results were as follows:- TBN 8.0mgKOH/g SA 0.65%m/m VLS found that the product was therefore compliant against the claim for dexos2 but not compliant against the claim against VW 502.00/505.00 specification requiring a TBN ≥10.0 mg KOH/g and SA >1%m/m<1.5%m/m. GM Europe were approached concerning this matter and they referred it to GM's legal counsel in America. GM's legal counsel in America initially claimed that the product was not genuine as it did not show a dexos2 licensing number on the pack. So VLS approached the marketer's toll blender in Europe to validate that the product was genuine and they confirmed that it was. The toll blender acknowledged the non-compliance and are investigating along with their contact at GM Europe. The non-compliance concerns the product's Sulphated Ash content at 0.65%m/m which is below the VW specification limit of 1.0%m/m, and Total Base Number which has been tested at 8.0mgKOH/g against a minimum specification requirement of 10mgKOH/g for the claim against VW 502 00/505 00/505 01. The toll blender told us that the product has not been commercialised or made available in the market for many years now, although we have found that residual stock is available for sale through distributors and other outlets. They advised that when the claim was initially made it was possible to make the combination claim VW 502 00/505 00/505 01 but VW has since changed the specification limits and it is no longer possible to make the claim. In response the toll blender has said they will remove the claim against VW 502 00 which will bring the product back into compliance. The toll blender also stressed that the main purpose of the product is to support applications requiring dexos2. VLS then informed GM legal counsel of the steps the toll blender was taking to bring the product back into compliance. VLS accepted this resolution and closed the investigation subject to a six month review in line with its stated process. **12/03/2026** VLS undertook a six month review of the above case. As part of the review, VLS found that the toll blender put all measures in place to overcome this issue. Revised label designs and orders of new labels were issued in May 2025. Incorrect labels were scrapped and all new fillings-labelling were carried out when new labels were available. VLS found a few incidence of stock showing the old label still available in the marketplace which was outside of the control of the toll blender. Consequently VLS is content to close the investigation and the case.

NEW

Fuel Additives Range

MORRIS
LUBRICANTS

- Diesel Fuel Treatment
- Petrol Fuel Treatment
- DPF Cleaner

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