LUBRI NEWS

THE OFFICIAL MORRIS LUBRICANTS NEWSLETTER

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MORRIS LUBRICANTS

Alex Sharphouse & Charlotte Vowden launch Power & Performance

New YouTube Channel Launched: POWER AND PERFORMANCE WITH ALEX SHARPHOUSE

Morris Lubricants is proud to announce the launch of Power and Performance, a new YouTube channel that showcases the very best of British engineering!

This new channel hosts exclusive content, including behind-the-scenes build videos with Morris Lubricants' brand ambassador and expert engineer Alex Sharphouse as he tackles his ambitious and innovative engineering projects. And Alex has plenty of projects on the go at once! Throughout the series, special guests will make appearances, including Morris Lubricants' brand ambassadors Guy Martin and Dave Jenkins, as well as automotive journalist Charlotte Vowden and various other specialists.

All will be on hand to ask Alex some difficult questions, but importantly, to give some expert advice.

Famed for the construction of Talisman, a Fowler B6 Big Lion Road Locomotive, Alex sat down with Charlotte Vowden, who helps present the series, to tell us more…

WHAT'S YOUR SPECIALISATION?

I'm an engineer whose lifelong passion became a profession. I specialise in steam engines – from road to rail – but I also restore vintage vehicles of any shape and size as well as modern race vehicles. Working on someone's pride and joy is a privilege as well as a massive responsibility. To maintain a machine's integrity, you must get the job done right. No shortcuts, no excuses.

CAN YOU REMEMBER THE FIRST TIME YOU WERE SPANNERS ON?

I was about five or six years old, and I took a lawnmower to bits. I wasn't supposed to, but I did put it back together again – and it did work! My first major rebuild was a Lister D stationary engine that I bought as a bucket of rusty parts. I was a teenager then, and I've still got it.


The Rolls-Royce V12 Mk58 Griffon engine

WHAT BUILD ARE YOU MOST PROUD OF?

It has to be building Talisman. I built it from scratch, using the original blueprints and a mixture of traditional and contemporary engineering techniques and skills. When I started the project I genuinely didn't think I could do it. Looking back, it was a momentous undertaking, and there were so many things I didn't know how to do. But as time went on with the build, things got easier and to be able to overcome each hurdle involved was amazing. The absolute proudest moment was when I took it to the Shrewsbury Steam Rally. I nearly cried watching Morris Lubricants' Executive Chairman, Andrew Goddard, and his son drive it round the arena. I thought wow, I built that machine, it's great.

WHAT CAN WE EXPECT FROM POWER AND PERFORMANCE?

The unexpected. There are many different projects I'll be working on at my workshop in the Lake District, and some involve a lot of unknown territory for me. I'm going to learn a lot. When I was a kid, there was no YouTube, so I had to pester the grown-ups around me to find out how to do things. I hope the Power and Performance YouTube channel becomes a place where people can see what I do and pick up their own new skills and also learn about the Morris Lubricants' product range. They do so much more than engine oils. From maintaining my tools and equipment to running and protecting the machines I build, I use Morris Lubricants' products across the board.

CAN YOU TELL US ANY MORE ABOUT THE PROJECTS?

As I say, there are many different projects planned and the two I have started are epic and really exciting!

As a boy, I fell in love with a toy Bentley Blower. As an adult, I still love Bentley Blowers, but I can't afford to buy one, so I'm going to build one instead. It's going to be a tool room copy of the Bentley Blower Birkin 8, the most famous race car that never won a race. It's totally out of my comfort zone, I'm used to building big heavy steam engines and using a 100-tonne press to make bits fit; I've never done anything so intricate. It is a mixture of emotions, excitement and also intrigue.

Alex & Charlotte with the carcass of the Bentley Blower

The second project is mega; I am going to build a car powered by an aero engine. It will be built using a Rolls-Royce V12 Mk58 Griffon engine, which I managed to obtain. When I got the Griffon engine it was as a seized-up block of rust. It was a right mess! The Griffon engine was, and still is, an absolutely incredible British engineering feat. The aero engine powered car, as I envisage it, is as I say mega, it is going to be wild.

The plan is to put the Griffon aero engine into a 1930s Rolls-Royce car chassis and build a race car that is built for speed.

The challenge does not stop there as I want to try and build it and keep it in period as much as I can. So there will be no fancy upgrades such as air conditioning, heated seats, electronic engine management systems or anti-lock braking systems. In fact, I'm actually not worried about stopping, it's all about getting it going and going fast – that is the big challenge!

HOW DO YOU TACKLE BUILDS AS AMBITIOUS AS THESE?

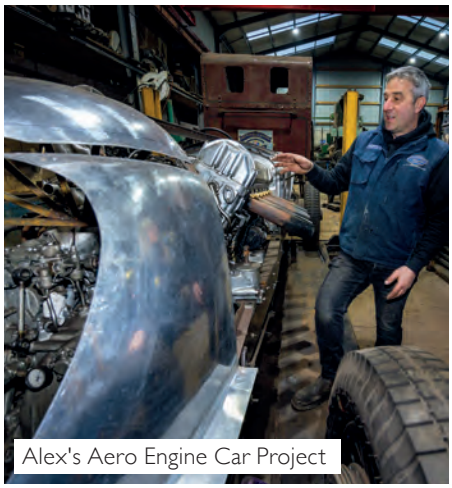
I break them down into chunks to make them more manageable. I'll use a mixture of modern and old techniques, tools and skills, such as 3D printing, CNC laser cutting – a computer-controlled fabrication process that uses high-density light beams to cut parts out of sheet metal – and hammers and saws that I inherited from my grandfather and father. Purists and traditionalists don't seem to mind this combination of new and old technology. Generally, I think people are just in awe that these old machines can live on, whatever the method employed to allow them to do so. Back in the day, a whole team of people would concentrate on one aspect of a build, but in a way, I'm a jack of all trades, I have to master everything to achieve the end goal.

HOW WILL MORRIS LUBRICANTS HELP WITH THESE PROJECTS?

I feel very fortunate to have Morris Lubricants on board. Interesting engineering projects like the ones I'm working on provide a great opportunity to showcase their range of products and their different applications. In terms of lubrication and coolants, there's going to be an awful lot of things to talk about. I'm going to need technical advice and we might even need to manufacture new oils and lubricants to meet the specific requirements of these ambitious builds. It's already become apparent that the dry sump Griffon engine is going to be a challenge. As you can imagine, you could not have a big sump of oil in a fighter plane as it flies up around and upside down in a dog fight. So how we feed and cool the oil in the Griffon engine powered race car, that is on the ground and at a lower atmospheric pressure than in the sky, is going to take some working out!

WHAT WILL THAT INVOLVE?

Stay tuned to find out!


Alex's Aero Engine Car Project

Subscribe to Power and Performance at youtube.com/@PowerPerformance-UK

QUALITY BY CHOICE... NOT BY CHANCE

Owen Lloyd, Chief Operations Officer

Gone are the days when automotive workshops had a big tank of engine oil that was used for pretty much any vehicle that made it onto a service ramp. Today's Original Equipment Manufacturers (OEMs) are demanding ever more stringent engine oil and lubricant formulations to meet the Euro Standards for emissions.

Modern engine oils must work alongside aftertreatment devices such as Diesel Particulate Filters (DPFs), Gasoline Particulate Filters (GPFs) and Selective Catalytic Reduction (SCR – AdBlue®) NOx reduction systems to name just a few, as well as having to achieve higher performance goals, with thinner engine oils promoting improved fuel efficiency - all helping to reduce emissions.

This means that engine oils and other lubricants are now considered as critical components for the efficient and long-term performance of passenger cars. The quality of the product selected and used cannot be underestimated.

Owen Lloyd, Chief Operations Officer from Morris Lubricants, talks through how quality engine oils and other lubricants are dependent on using quality raw materials and precise manufacturing processes.

He also explains that at Morris Lubricants, the company insists on "quality by choice... not by chance".

QUALITY STARTS WITH QUALITY RAW MATERIALS

The finished quality and performance of engine oils and other lubricants can only ever be as good as the raw materials that make up the precise formulation.

As Owen states, "At Morris Lubricants, we only work with carefully selected and trusted partners with whom we can collaborate with on a long-term basis. This helps us to ensure we can source the exact base oils and additive chemistry needed for the specific product formulations for the automotive industry. These top tier suppliers, with their own precise quality systems, provide us with the assurances that the quality of the incoming raw materials meet our own strict quality control standards and ultimately the OEM specifications that need to be satisfied. This insistence on high quality extends through the supply chain and includes product packaging and other materials used throughout the manufacturing process. In today's world, it is also important to partner with suppliers that provide raw materials that have been sourced responsibly and ethically".

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FORMULAS AND OEM SPECIFICATIONS

Owen continues, "The quality journey does not stop at just selecting quality raw materials. How these are used and which validated formulations are followed also form part of the quality manufacturing process. Validated formulations are composed of base oils and tailored additive chemistry. Depending on the performance level to be achieved, a variety of base oils can be employed and can be derived from mineral sources (crude oil), or synthetic sources (chemical synthesis). Base oil choice depends on the attributes demanded by the OEM. These base oils are enhanced with additive chemistry that provides active functionality to the finished lubricant. Once again this is fine tuned to meet the demands of the OEM. Common additive chemistry includes anti-wear agents, friction modifiers, antioxidants, corrosion inhibitors, detergents and dispersants, plus many more".

BEWARE OF LOW PRICES

In a competitive market, there can be a race to achieve lowest price. Some lubricant suppliers may take the choice to select cheaper raw materials to help lower the retail price of their finished goods. Beware, this could lead to lubricant quality becoming compromised. If cheaper additive chemistry is used, it is difficult to ensure that the extensive bench testing, rig testing and field trials have been conducted. These processes are essential for balancing base oil and additive chemistry. There are no shortcuts! Owen warns that, "Missing out these steps could result in inferior quality lubricants making their way into vehicles with the potential to cause a reduction in performance or worse, severe damage to the vehicle".

QUALITY MANUFACTURING

As Owen highlights, "At Morris Lubricants we recently invested over £5 million into our manufacturing facility. This included the installation of a stainless-steel tank farm, a network of stainless-steel pipework, a pigging system as well as an additional 37,000 litre bulk production tank with ultrasonic blending capabilities. This investment has helped to increase the production capacity, improve the levels of flexibility in the production processes, reduce waste and maintain a high-quality finished lubricant".

Morris Lubricants' filling hall

TESTING, TESTING, TESTING

As highlighted, testing is an important stage in the research and development process of engine oil and other lubricant formulations, but it is also vital in the manufacturing of the finished product. Customers should check their lubricant suppliers' credentials carefully. Owen advises that "A reputable provider will be glad to talk you through their quality control process".

Owen expands on this further and explains, "At Morris Lubricants, quality samples are systematically taken and tested in our onsite Quality Control Laboratory that is equipped with the latest and arguably some of the best testing equipment available. Samples are taken throughout the manufacturing process, from receipt of raw materials, through to manufacturing and final product filling. This is supported by full batch traceability, providing assurances that the finished lubricant complies with the OEM specifications claimed and it is fit for purpose. Physical samples of finished product are kept for two years, and computerised quality control records are kept indefinitely to provide full traceability".

Documentation called a Candidate Data Package (CDP) should also be available upon request from a lubricants manufacturer. This details all the development work carried out and validates the performance claims made on the lubricant. This documentation is important and as Owen explains, "If a CDP is required for a Morris Lubricants' product, this information along with support and guidance can be provided by our dedicated Technical Services Department".

HERE FOR TODAY AND THE FUTURE

In a market driven by changing automotive standards and environmental considerations, the importance of selecting high-quality lubricants cannot be overstated. Owen concludes,

"Morris Lubricants prioritises quality at every stage, from sourcing raw materials to precise manufacturing and rigorous testing. This ethos, 'quality by choice, not by chance' reaffirms the critical role of premium lubrication in ensuring the efficiency, reliability, and longevity of modern vehicles".

The Morris Lubricants' range of quality automotive engine oils are suitable for a wide variety of petrol, diesel and hybrid automotive engines. If you are unsure what oil is needed, call the Morris Lubricants' Technical Helpline on 01743 237541, or use the company's WhatOil online lubricant lookup. Simply enter a car registration number and the recommended engine oil is shown.

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.

Why Lubricants Are Part Of The Solution To Reducing Global Emissions

With over 40 years of experience in the lubricants industry, Adrian Hill, Technology Manager at Morris Lubricants, gives his insights on how the industry and its products support the reduction of vehicle emissions.

I grew up in the days when diesel cars rattled like a bag of spanners and black smoke billowed out of their exhausts. Petrol cars used carburettors, a choke was needed to start them and exhaust pipes had nothing but a silencer. Choice of transmissions was limited; Manual Transmission (MT) gearboxes or Automatic Transmission (AT) gearboxes with a small number of gear ratios being the limited choice. These were for sure, less complicated days. The engineering was solid and robust, but refinement was going to be needed if future legislation on emissions was to be met and complied with.

Fast forward to today. The only time I see exhaust fumes coming from a car is usually when something bad is happening inside the engine and the end is nigh! Cleaner burning, efficient and quiet Internal Combustion Engines (ICEs) are now part of our everyday lives and in many ways are taken for granted. But getting to this position has been a long tough road, and the role of today's lubricant manufacturers and the raw materials used has been silent but critical.

The hybrid car solution is still gaining momentum and they are primarily based on petrol engines. These smaller capacity petrol engines continue to be refined to make them as fuel efficient as possible. After all, the whole point of a hybrid is to maintain practicality but also reduce the vehicle's carbon footprint.

Bigger is no longer seen to be the best, as roaring V8s and V12s are not commonplace on today's roads. Petrol and diesel engines have reduced in size and although significantly cleaner burning than their early counterparts, diesels are in decline.

There are also fully Electric Vehicles (EVs) as another alternative for drivers and they pose a different solution to help reduce emissions.

In the full electric vehicle market, we have seen the adaption of transmission systems from their ICE counterparts, such as Dual Clutch Transmissions (DCTs) and Continuously Variable Transmissions (CVTs). Early models had the transmission as a separate compartment to the electric motor, but in newer designs they are now becoming integrated. The electric motor and transmission are one complete unit.

Why the preamble? Well, all these innovations and step changes to reduce emissions and make the world a cleaner place have relied upon the advancement in oil technology. It is a silent partner to the engineering advancements that grace us today and as we move forward.

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Technology Manager, Adrian Hill

Lubricant formulations are a balance of raw materials comprising of base oils and additive chemistry. Both have been on their own journeys through the years and refinement has been key to helping solve the issue of emissions.

Mineral oils were once the mainstay of engine and transmission oil formulations. The build tolerances of engines and transmission were nowhere near as precise as they are now, and the thicker oil films provided by mineral oil helped to seal, cushion and carry the load. But change was on its way and lubricants had to keep pace.

Modern engines and transmissions are built to a high level of precision thanks to new methods of manufacturing and the materials used. Fuel delivery has evolved to high pressure direct fuel injection systems that atomises the fuel more effectively, giving a more efficient burn. Ring packs have moved closer to the piston crown improving combustion further. Power output has been improved with supercharging and turbocharging. Newer, lighter build materials (such as aluminium alloys) have been adopted to reduce weight. Engine capacities have trended to smaller displacement. Tailpipe emissions are controlled with aftertreatment devices, such as Diesel Particulate Filters (DPFs), Gasoline Particulate Filters (GPFs), Selective Catalytic Reduction (SCR – AdBlue®) NOx reduction systems, Three-Way Catalysts (TWCs), Exhaust Gas Recirculation (EGR) and Diesel Oxidation Catalysts (DOCs). A huge list, and all these strategies add up to reduced emissions as well as making the engines more efficient.

Transmissions have also evolved to a high state of complexity and choice. Putting manual gearboxes to one side, as they require the driver's judgement when it comes to gear changes, we have seen advanced designs that use computer control to maximise efficiency. Automatics can now have up to 10 ratios, a strategy that reduces the amount the engine revs drop between gears, resulting in better fuel efficiency. Dual Clutch Transmissions (DCTs) moved the lowly manual transmission into a whole new world, providing rapid gear changes and improvements in fuel efficiency. We have also seen Continuously Variable Transmissions (CVT) join the line up, using belts and cones to provide seamless and infinite gear ratios, again providing improved fuel efficiency. Of course, fuel efficiency equals reduced emissions, which is the ultimate end goal.

These new highly efficient ICEs and transmissions also need highly efficient and effective lubricants for them to work correctly. Base oil technology, the foundation for any lubricant, used to be a simple affair, but is now divided into five family groups (Group I, II, III, IV, V) as categorised by the American Petroleum Institute (API), each providing an increased level of performance. As demands on the lubricants have increased, more robust and tailored base oil technology has had to be developed to underpin these critical formulations. As we progress from Group I through to Group V, increased levels of molecular processing are introduced to refine their physical and chemical characteristics, resulting in highly sophisticated fluids. Oil formulations have moved to become more complicated chemical and manufacturing processes.

To make an engine more fuel efficient, lubricants that produce an ultra-low oil film now form part of the solution. Energy is expended whilst trying to move the lubricant around the engine, so if we can reduce 'viscous drag' we improve fuel efficiency. It is easier to move a thin oil around the engine than a thick oil.

Improved fuel efficiency translates into lower emissions, the desired end goal for these newer designs. The targeted areas are between the journal and bearings and piston and liner. But this requires advanced base oils that can cope with higher temperatures due to the ring packs being higher, without severe decomposition and evaporation loss. The same base oils have got to circulate at very low temperatures, down at -35°C, in the new raft of 0W grades (0W-20, 0W-16, 0W-8). This is because fuel economy benefits need to start straight away on start-up. The oil film generated between journal and bearing is strong, but under high load may need reinforcing. This is achieved using polymers that are present in the oil formulation.

Rapid start circulation is another required feature of stop/start operation, to reduce fuel usage. This is also highly critical in the world of hybrids.

Depending on the type of hybrid configuration, the internal combustion engine may have to start from cold and immediately find itself doing 70 mph.

The lubricant must be capable of being pumped from the sump to the critical valve gear and bearings in a blink, otherwise catastrophic wear will take place! Only the latest base oil technology and chemical additives makes this possible.

While all of these refinements in base oil technology have been taking place, the active additive chemistry has also been subjected to innovation. As highlighted earlier, the incorporation of aftertreatment devices (remember the long list) has helped control emissions, but they are sensitive to lubricant chemistry. The 'wrong' chemistry will block filters (such as DPF and GPF) as well as poisoning catalysts (such as SCR – AdBlue®). Here we have a difficult balancing act. The active chemistry must protect the engine components. It must control wear, corrosion, disperse soot, neutralise harmful acids, etc. But at the same time ensure aftertreatment devices enjoy maximum service life. It's not an easy task!

Morris Lubricants has a wide selection of products for hybrid cars

The Original Equipment Manufacturers (OEMs) design the engines and transmissions and issue oil specifications or performance levels that are fine tuned to maximise component and service life. It's these guidelines that are getting tougher to meet as OEMs continue to develop engines and transmissions that have the ultimate goal of maximum emissions reduction. The hardware will only achieve this if the correct advanced lubricant is used. Without the lubricant formulators playing their part, we would not be heading in the right direction in terms of reducing atmospheric pollution. Advanced lubricants are part of this solution.

It's important to mention EVs and the role of lubricants. E-transmissions, whether DCT, CVT or AT, require lubrication. In early versions these systems operated as per their ICE counterparts, i.e. driven by a motor or battery in their own separate compartment. This made lubrication very straightforward. However, the new generation of e-transmissions have a requirement for the electric motor to be cooled. This is done by combining the e-transmission and the motor in one compartment, filled with the same fluid. This has required a step change in lubrication and industry tests have had to be developed to ensure any lubricant technology used is fully compatible with the electric motor components, particularly the copper windings. Only advanced lubrication chemistry and precise oil formulations can make this happen and keep the EV on the road.

It is imperative, that no matter how old the vehicle is, in warranty, out of warranty, low or high mileage, use of the correct lubricant meeting the OEM's requirements is a must - it is essential. The OEM performance level stated for that vehicle will provide the highest level of protection and efficiency, keeping it out of the workshop and on the road, maximising its life.

In summary, modern lubricants have evolved beyond the 'dark gloop' that they may have been perceived as once upon a time. Sophisticated refining practices, chemical processing and tailored additive chemistry has given rise to a whole new generation of lubricants. This new generation are critical components in the latest engine and transmission designs, ensuring that today's vehicles live up to the clean credentials they are claiming to deliver.

If you are unsure which oil will suit your needs, call the Morris Lubricants' Technical Helpline on 01743 237541, or use the company's WhatOil online lookup tool on the website at morrislubricants.co.uk, or speak to a member of our sales team on 01743 232200.

Cereals
THE ARABLE EVENT

Morris Lubricants Attends Cereals 2025

Morris Lubricants has a long history in being a key supplier to the agricultural sector. Recently the company exhibited at one of the country's ultimate arable events, Cereals 2025! The exhibition was held at Heath Farm, in Leadenham, Lincolnshire.

A team of Morris Lubricants' experts were on hand to answer any queries visitors had about agricultural oils and lubricants, as well as the latest industry updates, Original Equipment Manufacturer (OEM) approvals, agricultural vehicle specification changes and emerging lubricant technologies. Morris Lubricants was among the 420 leading suppliers showcasing their products and innovations designed for the agricultural industry.

The Morris Lubricants' team were showcasing Agrimax, its advanced multifunctional range of agricultural oils and lubricants. The Agrimax range is specifically developed for the tough requirements of modern farming and other challenges in the agricultural sector.

There are many benefits to using the Morris Lubricants' Agrimax range of agricultural oils and lubricants. Using Morris Lubricants products in tractors, combine harvesters, balers, mini diggers, All Terrain Vehicles (ATV), and a wide variety of other agricultural vehicles and equipment can help:

- ✓ Minimise Down Time
- ✓ Improve Fuel Efficiency
- ✓ Reduce Emissions
- ✓ Maximise Performance
- ✓ Maintain Reliability

BUT THAT ISN'T ALL...

Morris Lubricants supplies a lot more than just engine oil. The company provides a whole range of agricultural products, from gear and transmission oils, hydraulic fluids, maintenance sprays, antifreeze coolants and traffic film remover, to ensure vehicles are squeaky clean after a hard session in the field. To see the full range of agricultural oils and lubricants just visit the Morris Lubricants' website.

MORRIS LUBRICANTS URGES FARMERS TO PRIORITISE ENGINE OIL PERFORMANCE

Morris Lubricants' Technology Manager, Adrian Hill, wrote an article in the Spring 2025 edition of Lubrinews, detailing the importance of putting performance ahead of price when selecting oils, lubricants and greases for agricultural machinery. He outlines the company's top 10 tips farmers should consider when preparing their vehicles. The article can be found by heading to the 'Latest News' section on the Morris Lubricants' website.

Adrian added: "The agricultural sector is one in which Morris Lubricants are very strong in, and have been servicing for many years. The company know the huge problems users have with so many different grades of oil for a mixed fleet of vehicles and equipment.

With technical intervention, we can identify incorrect lubricants, advise corrective action and help consolidate users' inventory so they are using fewer products. Not only will the equipment be getting optimised levels of protection, but reduced stocking can provide cost savings".

AGRIMAX
SUPERIOR QUALITY AGRICULTURAL OILS

Morris Lubricants All Stars Triumph at Annual Cricket Match

Recently, Morris Lubricants invited Multisol to play in the annual cricket match as part of the company's partnership with Knockin & Kinnerley Cricket Club. Morris Lubricants All Stars enjoyed a great evening of social cricket against the Multisol Eleven. The match was played in great spirit, with much laughter on both sides, although a real competitive streak was also evident.

Morris Lubricants opened the batting with Owen Lloyd, Chief Operations Officer, and Ian Douglas, Business Development Director, who both retired after hitting 30 runs. Morris Lubricants All Stars posted a great score of 178 runs, three wickets lost after 20 overs, and it was time for the Multisol eleven to take to the crease.

With some great batting from their opener, Multisol steadily built a solid total over the innings. Unfortunately for them, Morris Lubricants' bowling attack, noticeably from Executive Chairman, Andrew Goddard, who took three wickets with extremely accurate bowling, was too strong. Multisol started to see their wickets fall, resulting in a resounding victory for Morris Lubricants.

Morris Lubricants All Stars celebrate their victory

The match was played in support of the Midlands & Wales Air Ambulance Services, Morris Lubricants' chosen charities. It was a fantastic game enjoyed by all, and the two teams look forward to testing their batting skills against each other in the future.

The Big Match: Morris Lubricants v Greenhous

As another football season begins, Morris Lubricants and Greenhous continued their friendly sporting rivalry by going head-to-head in a football match all in aid of the Midlands Air Ambulance Charity.

The two companies have held an annual football match in the summer over the years to raise funds for an array of incredible charities.

Hat-trick Hero - George Minshall

The game and family fun day were held at the Salop Unison Club, where employees, family and friends enjoyed a bouncy castle, a BBQ and a bar. The Midlands Air Ambulance Charity also provided a first-response car for people to look at and have a sit in.

Kick-off was eagerly anticipated and a group of familiar faces headed out onto the pitch. Amongst the regulars, Greenhous also had a secret weapon up their sleeve when they brought out none other than former Premier League & Wales International football player Dave Edwards! Morris Lubricants FC didn't let this scare them off, though.

It was a tight game to start, with Dan Juckes, Production Operative, and Owen Lloyd, Chief Operations Officer, scoring in the first half for Morris Lubricants FC to keep the game at 2-2 going into halftime. The team defended well as Greenhous started to create more chances in the second half, before a superb hat-trick from George Minshall, Customer Service Advisor, secured a fantastic win for the Morris Lubricants' team.

Morris Lubricants FC take to the field

Morris Lubricants FC won 5-2 after an end-to-end game played in good spirits by both teams. As always, a tightly fought game for an incredible charity.

Both Greenhous and Morris Lubricants have donated £350, £50 for every goal scored, totalling £700 to the Midlands Air Ambulance Charity.

DECADES OF DEDICATION: Chris Shifts Gears after 46 Years at Morris Lubricants

A man who has kept machinery running smoothly at Morris Lubricants for 46 years is preparing for semi-retirement.

Chris Williams, who joined the company as a 16-year-old trainee, will stand down from his key role as Engineering Manager after decades of dedicated service to the oil and lubricants manufacturer.

Chris knows the oil works, with its miles of pipework, like the back of his hand and the company can still count on this experience for at least another year, as he offers support to the next generation of engineers.

He was recruited as a trainee maintenance engineer by Morris Lubricants on August 21, 1978, after attending two interviews with David Goddard, father of current Executive Chairman, Andrew Goddard. Andrew is a fifth-generation descendant of company founder, James Kent Morris.

Throughout his time with the company, Chris has continued working with the maintenance team, ensuring that all the machinery that manufactures Morris Lubricants' quality products runs smoothly. As he gained more experience of the factory and its operations, he was promoted to Supervisor and then, more recently, to become Engineering Manager three years ago.

Today, Morris Lubricants is a much larger and computerised company than the one he joined as a 16-year-old. "For a start, the company is three times the size and today everything is automated", explained Chris. "When I started, it was hand valves and pumps, whereas now it's sophisticated computerised electronic, pneumatic and hydraulic systems.

A lot of things have changed, so it's just a matter of evolving with the job. In the last five years, the company has installed a new bulk blending tank, a stainless-steel tank farm and a more efficient product filling facility. The company has also dramatically expanded its storage and logistics capability with the addition of the Worldwide Distribution Centre, which involved a lot of teamwork.

The company plans to continue to grow and expand in the next couple of years. There are more exciting projects and developments to come for Morris Lubricants, and I've agreed to come back for a couple of days a week for 12 to 18 months to share my knowledge and experience".

Reflecting on his time at Castle Foregate, he said:

"I have spent 46 really happy years with the company, and I have never wanted to go anywhere else. The company values my work and has been good to me, and I value the company".

Chris has particularly enjoyed the teamwork involved in developing the major capital investments at the oil and lubricant manufacturing site over his many years. He has also appreciated the social side of the business, which has seen him get involved in many fun activities, including building rafts and carnival floats to compete in local events.

In his spare time, he enjoys a game a golf – the company has bought him a set of golf clubs as a semi-retirement gift – and he likes watching rugby.

His son, Joe, is now following in his dad's footsteps at Morris Lubricants, having joined the production team, and continuing the development of the business from generation to generation.

Morris Lubricants' Executive Chairman, Andrew Goddard commented, "Chris has been a fantastic representative of the company for many years. He truly embodies the spirit and values of our expanding business. He has been instrumental in the major developments at the factory over recent years, that will help Morris Lubricants continue long into the future. We are truly grateful for his hard work and dedication, and he can now take a well-earned rest".

Investment in training and development is key to Morris Lubricants' success

Andrew Goddard, Morris Lubricants' Executive Chairman, has emphasised the importance of employee training and development to the enduring success of the business.

Morris Lubricants has been established for 156 years and manufactures quality oil and lubricants, which it exports to more than 100 countries worldwide.

In the past three years, Morris Lubricants has invested over £5 million in the company's manufacturing, production, and storage facilities.

Executive Chairman, Andrew Goddard, believes that, as well as investing in the company's manufacturing facilities, the training and development of talented employees are crucial to the future of the business.

"Training and educating our employees in the way we wish them to develop around the business is the key to our future success", explained Andrew. "We have several senior managers who joined the company on our graduate scheme and have been trained and educated to fill strategic roles within the business".

The company's talent pipeline has included ex-graduates Owen Lloyd, who is now Chief Operations Officer and Kyle Gleeson, Commercial Manager, who are both part of the Morris Lubricants' Leadership Team.

As part of the current graduate development program, Vasil Valkanov and Marcus Forrester are based in the company's operations team and they are exploring how the various products are made and dispatched to customers around the world. Also featuring in a graduate role is Hannah Stocking, Morris Lubricants' Graduate Buyer, who has been heralded for her charity work over recent years, including a 100-mile run and being part of the team that completed the epic Three-Peaks Challenge.

As well as the graduate scheme, the company also offers apprenticeships, in-house and external training with organisations like the Shropshire Chamber of Commerce and the United Kingdom Lubricants Association (UKLA), external education and a rising stars programme for succession planning.

"The rising stars programme is designed for young employees, whether apprentices or graduates", explained Andrew. "We create and deliver a career pathway for them to develop and fulfil their potential whilst also future-proofing the business".

"We focus on succession planning, constantly developing employees in areas of the business where we could be vulnerable due to retirements".

Andrew Goddard, Executive Chairman

Kyle Gleeson, Commercial Manager

Owen Lloyd, Chief Operations Officer

Operations Graduates, Vasil Valkanov and Marcus Forrester

Hannah Stocking, Graduate Buyer

Amelia Sayce, Marketing Assistant

Morris Lubricants has a number of employees who are currently on, or have completed the company's apprenticeship scheme, using hands-on, paid, on-the-job training to develop their skills and knowledge to help find their career path. Two employees to recently complete their apprenticeship are Maintenance Engineer, Luke Hibbert, and Marketing Assistant, Amelia Sayce.

Luke Hibbert, Maintenance Engineer

Having joined the company in March 2024, Amelia completed a Digital Marketing Apprenticeship and was promoted to her current role of Marketing Assistant. She wants to carry on learning and is keen to progress with the various Chartered Institute of Marketing qualifications.

Amelia completed A levels and a graphic design qualification at Ludlow College, whilst working part-time as an optical assistant, which convinced her that an apprenticeship was a better option for her than going to university.

She recently returned to Ludlow College to share her learning journey with students who are interested in apprenticeships.

Amelia's wide-ranging marketing role includes website design, writing blogs and press releases, producing social media content, video editing and organising shows and events.

She particularly enjoys video editing and filming behind-the-scenes videos for the Morris Lubricants' media channels, which include the new Power and Performance YouTube channel with Alex Sharphouse and Charlotte Vowden.

"Morris Lubricants is a really nice, welcoming company to work for", said Amelia.

"It's like one big family, and the company's amazing reputation is fantastic. I have met dedicated, long-established Morris Lubricants' customers at shows and events who have said that they and their customers have been using our products for a long time, one had even been using the company's products for more than 70 years!"

"It's great to work for a company that has made major investments to modernise the business, and it's always open to new marketing ideas - it demonstrates their commitment and desire for progress for the future".

Andrew Goddard concluded,

"It is a great privilege to be involved in the development of the next generation of Morris Lubricants' employees. The business has been operating for over 150 years, and with this continued investment, we can go for many more".

Workshop Pro Aerosol Range

Meeting the tough demands of the maintenance professional... Workshop Pro is a range of superior performance maintenance aerosol products suitable for a multitude of demanding applications.

MD4 MULTIPURPOSE MAINTENANCE SPRAY

Workshop Pro MD4 is an effective, damp start and penetrating fluid with outstanding corrosion protection properties. When applied to wet parts the chemistry of MD4 has a powerful attraction to the underlying surfaces and this completely displaces traces of water. Therefore this product is particularly useful as an engine damp start.
A short spray on to the affected parts will displace any wetness and prevent voltage breakdown, allowing the engine to be started again normally. MD4 is also an effective penetrating fluid for freeing all seized and corroded metal parts. It has been designed with a very low surface tension, which gives it excellent penetrating power, and this, coupled with superior solvent and lubricating properties enables the most inaccessible corroded parts to be speedily dismantled. The residual oil film acts as a rust and corrosion preventative on the disassembled parts and helps reassembly.

CARB CLEANER

Workshop Pro Carb Cleaner has a precise formulation, designed to remove dirt, grime and accumulated oily deposits from carburettors and fuel injection systems. It can also be used with great effect to restore carburettors in situ, or with ones partially dismantled, if these have become blocked, stuck or dirty. This makes Workshop Pro Carb Cleaner aerosol a vital part of any workshop.

WHITE GREASE WITH PTFE

Workshop Pro White Grease with PTFE is a scientifically prepared combination of calcium and zinc based grease with PTFE in an aerosol. Offering excellent resistance to water and heat and also long lasting protection against corrosion, and for use with bearings, hinges, gears, springs and O-rings. Note: Industrial use only, not for use in contact with food.

ANTI-SEIZE COMPOUND

Workshop Pro Anti-Seize is a lead and CFC free compound, made from solvent refined oil, bentonite thickener and fine copper powder. The product is highly recommended as a thread lubricant on the external parts of all racing motorcycles, where rapid and trouble free disassembly is essential.

CHAIN LUBRICANT FULLY SYNTHETIC

Workshop Pro Chain Lubricant Fully Synthetic is specially formulated for ultimate protection of chains and sprockets in a variety of demanding applications. These include motorcycle chains, lift and drive chains, leaf and roller chains and conveyor system chains. This product is initially a thin flowing lubricant which when sprayed, searches and penetrates into the chain links and rollers. Within a few minutes the solvent carrier 'flashes off' and the product thickens and provides a strong, cushioning and lubricating, grease like coating on all parts. This coating has powerful anti-fling properties and is not displaced by the fast movement of the chain. Chain and sprocket wear is reduced to a minimum by the lubricant coating.

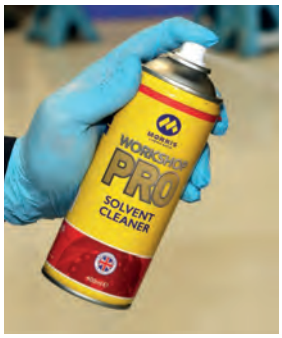
CHAIN LUBRICANT SEMI-SYNTHETIC

Workshop Pro Chain Lubricant Semi-Synthetic is specially formulated for the protection of chains used in a variety of applications. This product is initially a thin flowing lubricant which when sprayed, searches and penetrates into the chain links and rollers. Within a few minutes the solvent carrier 'flashes off' and the product thickens and provides a strong, cushioning and lubricating, grease like coating on all parts. This coating has powerful anti-fling properties and is not displaced by the fast movement of the chain. Chain and sprocket wear is reduced to a minimum by the lubricant coating.

SOLVENT DEGREASER

Workshop Pro Solvent Degreaser is a ready for use, pink coloured emulsifiable fluid, manufactured from a highly refined hydrocarbon solvent and a non-ionic surfactant. It was originally developed for rapid de-waxing of car bodies. The formulation acts by dissolving the wax or oil content and allowing them to be emulsified so that surfaces can then be washed clean with water. It has an extremely effective cleaning action on all surfaces even at low ambient temperatures. Workshop Pro Solvent Degreaser is also non-caustic and can be safely used on aluminium and magnesium alloys without fears of corrosion or corrosive residues on the surfaces. Workshop Pro Solvent Degreaser has an added advantage over other products of this type in that the oil content in the water washings produced will quickly separate in an interceptor system allowing clean water to be discharged to the sewer.

SOLVENT CLEANER



Workshop Pro Solvent Cleaner contains a complex mixture of hydrocarbon and oxygenated solvents designed to clean and degrease all flat and irregular surfaces. This product is free from chlorinated and other ozone depleting solvents. It is provided in aerosol form to provide an easy means of applying to surfaces, with the powerful jet allowing easy purging of blind holes and crevices. After degreasing, the solvent evaporates rapidly leaving components chemically clean and free from oily and corrosive residues. The low temperature resulting from rapid evaporation may, in some instances, be used for shrink-fitting of small mechanical parts. Note: Due to the flammability of the product Workshop Pro Solvent Cleaner is not recommended for use on electrical equipment, particularly where 'sparking' may occur.

SURFACE CONDITIONER

Workshop Pro Surface Conditioner is a special blend of silicone, solvents and cleaners. It has been designed as a multipurpose product that cleans, restores and protects surfaces at the same time. When sprayed onto wet parts the chemistry of Workshop Pro Surface Conditioner has a powerful attraction to the underlying surfaces and this completely displaces all traces of water. This product is particularly useful as an engine damp start, a short spray onto the affected parts will displace any wetness and prevent voltage breakdown, allowing the engine to be started again normally.

Find out more about the Workshop Pro range by visiting morrislubricants.co.uk or speak to our sales team on 01743 232200.

Ground Force: The perfect solution for sports turf, landscaping, and grounds management

Did you know that Morris Lubricants has a specific range of products designed for those who maintain these open spaces? Yes, that's right, Morris Lubricants' horticultural range of oils and lubricants provides everything from 2 stroke and 4 stroke engine oils, gear and transmission oils, greases, hydraulic oils, chainsaw oils, cutter bar oils, maintenance sprays and much, much more.

The Ground Force range from Morris Lubricants, helps to ensure horticultural equipment including All-Terrain Vehicles (ATVs), strimmers, lawnmowers, chainsaws and many more stay well maintained and don't breakdown when you need them most.

This year Morris Lubricants is excited to be attending the Saltex exhibition at the NEC, Birmingham, 12th – 13th November. This great event, arranged by the Grounds Management Association (GMA) brings together everyone who plays a part in managing and maintaining outdoor spaces. From Premier League football clubs to national parks, SALTEX is the place to connect, learn, and power up.

Truck Registration Lubricant Lookup - WhatOil

You can use our WhatOil tool to find out what oil you need for your truck!

Yes, that's correct, you can search by using your truck's registration to find the recommended oils, lubricants and greases.

To find out what oils and lubricants your truck or other vehicles need, just go to whatoildoineed.com and enter your Vehicle Registration Number (VRN), or alternatively, you can search by make and model.

whatoil?

Ambassadors Guy Martin & Dave Jenkins testing out WhatOil

Guy Martin enjoying the 25 litre filling line while filming the new series

HOW OIL IS MADE VIDEOS

Guy Martin is back for a brand new video series of 'How Oil Is Made' with Morris Lubricants!

This new series takes a look at all the operational updates that have happened at Morris Lubricants' manufacturing, production, storage and logistics facilities since the last series in 2022.

Technology Manager, Adrian Hill, shows Guy Martin the major capital investments that Morris Lubricants has put in place to strengthen the business for years to come.

Starting with the new stainless-steel tank farm, the updated pigging system and the new bulk blending tank that has ultrasonic blending capabilities. Adrian then takes Guy to Morris Lubricants' Worldwide Distribution Centre, where they look at how Morris Lubricants distributes its quality oils, lubricants and greases throughout the UK and to over 100 countries around the globe.

To watch this new video series, featuring brand ambassador Guy Martin, simply visit the Morris Lubricants' website - morrislubricants.co.uk, or follow us on Facebook, Instagram, LinkedIn, X or our YouTube channel.

Product Updates

Versimax Range Updates

There have been some exciting and important updates as well as ACEA specification changes to the Morris Lubricants' Versimax range of heavy-duty diesel engine oils.

ACEA stands for the European Automobile Manufacturers' Association (Association des Constructeurs Européens d'Automobiles). Founded in 1991, it is a key industry body that represents the interests of major car, truck, van, and bus manufacturers operating in Europe. ACEA sets technical standards, including the ACEA oil sequences, which define minimum performance requirements for engine oils used in European-built vehicles.

The very popular Versimax grades HD8 10W-40, HD9 10W-40, HD11 5W-30 and HD15 5W-30 heavy-duty diesel engine oils have recently been updated to comply with new industry and Original Equipment Manufacturers (OEMs) specifications.

ACEA

The heavy-duty diesel engine oil categories ACEA E6 and ACEA E9 have been made obsolete and replaced with ACEA E8 and E11, respectively. These new categories offer performance advantages that help engine efficiency and reduce emissions.

ACEA E8 and ACEA E11 provide improved oxidation stability, enhancing high temperature performance, particularly under extended oil drain conditions. Aeration resistance is now included that ensures oil film strength under high-speed operation and aligns the specification with API CK-4 (American Petroleum Institute). Piston cleanliness has been improved alongside biofuel compatibility.

ORIGINAL EQUIPMENT MANUFACTURERS (OEMS)

In February 2023, Daimler separated Mercedes Benz Truck specifications from passenger car, with the release of DTFR categories (Daimler Truck Fluid Release). Existing Mercedes Benz specifications have now been migrated over to this new system. As such, any Versimax grade quoting MB specifications will now show the DTFR update in their profiles.

Some other older obsolete specifications, such as MAN M3477 have been removed and where DAF used to primarily ask for ACEA E6 performance, DAF requirements now depend on the type of engine fitted. Scania LA (Low Ash) has also been removed. In the service fill market, Scania LDF-3, LDF-4 or LDF-5 fulfil all requirements depending on engine type and duty cycle.

These changes can be summarised as follows:

Versimax HD8 10W-40:
Added: ACEA E8, DTFR 15C110.

Versimax HD9 10W-40:
Added: ACEA E8, ACEA E11, DTFR 15C100 / 15C110 Approved / 15C120.
Removed: Scania LA, MAN M3477, DAF.

Versimax HD11 5W-30:
Added: ACEA E8, ACEA E11, DTFR 15C110 / 15C120 Approved.
Removed: MAN M3477.

Versimax HD15 5W-30:
Now formerly approved to DTFR 15C130.

Morris Lubricants' Versimax range of superior quality heavy-duty diesel engine oils, features a wide number of OEM approvals. Suitable for previous and current generation diesel engines, including those that utilise aftertreatment devices.

The range provides maximum rationalisation potential in mixed fleets where a number of manufacturers, models and engine technologies are being used. Ideal for those responsible for operating, maintaining, or repairing trucks, buses, coaches as well as off-highway vehicles.

So whether you need oils, greases or any other lubrication for a MAN, MACK, IVECO, Scania, Volvo, DAF, Mercedes, Cummins, Caterpillar, Renault or another brand of commercial vehicle, you can rely on products from Morris Lubricants.

WHAT DOES THIS MEAN?

It means that the Morris Lubricants' range of heavy-duty diesel engine oils are up to date, and you can feel confident when using them.

To find out more about the Versimax range, visit morrislubricants.co.uk

Terrain LS 80W-90 Update

Sarah Whitehouse, Logistics Operative

Terrain LS 80W-90 is a high performance gear oil that has been formulated to satisfy the demands of limited slip differentials and wet brake systems present in heavy-duty off-highway equipment. This product offers optimised friction performance, ensuring efficient and safe operation, even under the most demanding of workloads and operating conditions.

Additionally, Terrain LS 80W-90 will protect heavily loaded gear sets, as it exceeds API GL-5, offering a high level of Extreme Pressure (EP) protection, even when severe shock load forces are encountered. Shock loading occurs when one of the driven wheels loses traction and the differential locks, redistributing the drive equally. Standard API GL-5 gear oils are unable to cope with this extreme condition, and therefore, it is necessary to use the correct limited slip differential oil to promote long component life.

Limited slip differentials and wet brake systems contain yellow metal (copper) components that need to be protected from corrosion. Terrain LS 80W-90 guards against this problem, ensuring these systems perform correctly without the need for repair or replacement.

Terrain LS 80W-90 high performance off-highway gear oil has been updated and has now been formally approved to the following specification: ZF TE-ML 05N and 21N for limited slip differentials.

Morris Lubricants provides a wide range of oils, coolants, lubricants and greases for the tough demands of the off-highway sector. 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 is designed and manufactured to help ensure a vehicle's performance, efficiency and longevity.

To find out more about the off-highway products, visit morrislubricants.co.uk

Product Updates

Multivis ADT RN 5W-30 Update

Multivis ADT RN 5W-30 has been specifically formulated to cope with the demands of Renault vehicles produced after 2018 and fitted with their latest gasoline and diesel engines.

This product also covers the requirements of older engines where RN0700 and RN0710 engine oil specifications are required. Multivis ADT RN 5W-30 can be used in engines fitted with GPFs (Gasoline Particulate Filters), DPFs (Diesel Particulate Filters), SCR systems (AdBlue®) and catalytic converters.

Multivis ADT RN 5W-30 automotive engine oil has recently added the following specification to its profile: MB 226.52. MB 226.52 denotes the use of a Renault engine in a Mercedes model.

This product is part of the Multivis range, a selection of superior quality automotive engine oils that are suitable for a wide variety of petrol, diesel and hybrid engines. Using the latest synthetic technology materials and oil formulations required by low-emission engine designs and meets the performance specifications of a wide variety of Original Equipment Manufacturers (OEMs). The chemical profiles and formulations in the Multivis range of engine oils are tailored carefully to ensure maximum aftertreatment device compatibility.

To find out more about the Multivis range, visit morrislubricants.co.uk

Stacey Evans, Logistics Administrator

New 50kg Grease Packaging!

Area Sales Manager, James Dawe, with the new blue 50kg kegs

Have you seen the colour change?

Morris Lubricants' new 50kg grease keg packaging has changed colour from yellow to blue.

This striking new blue metal packaging has been introduced across the company's 50kg grease kegs, for the following products:

Product Code:	Product Name:
KLG050	K2EP Longlife Grease
GCG050	K25 Graphited Calcium Grease
PBG050	K323 Premium Blue Grease
SFG050	K40 EP Semi-Fluid Grease
KSF050	K400 EP Semi-Fluid Grease
KFG050	K4000 EP Semi-Fluid Grease
KFO050	K41 EP Grease
KFT050	K42 EP Grease
KEP050	K43 EP Grease
KMO050	K48 Moly Grease

The Morris Lubricants' range of high performance greases have properties and benefits specially designed for:

- ✓ **Adverse conditions**
- ✓ **Extreme operating temperatures**
- ✓ **Anti-friction**
- ✓ **High shock loading**
- ✓ **Water resistance**

This range of greases can be used in many different industries, including automotive, commercial vehicle, agriculture, off-highway, industrial, power generation, heritage, steam, rail, marine, motorcycle, motorsport and horticulture.

Morris Lubricants' grease products are also available in a variety of other sizes ranging from easy-to-apply aerosol sprays to 400g & 500g cartridges, 500g tubs, 3kg tins, 12.5kg kegs, the new blue 50kg kegs and 180kg barrels. There is a Morris Lubricants pack size of grease to meet the need.

For more information on Morris Lubricants' extensive range of greases, head to morrislubricants.co.uk

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 010221	**Company:** Granville Oil & Chemical Ltd **Brand:** Hypalube **Product:** C3 FS 5W-30	11/09/2024	Product Not Compliant Following Investigation – Case Not Resolved	13/05/2025	13/11/2025		**Product C3 FS 5W-30.** Case No VLS010221 11/09/2024 This case was accepted by VLS 13/05/2025 The complaint concerned compliance against the stated performance claims ACEA C3, API SN/CF, MB 229.31, 229.51 & 229.52, BMW LL-04, GM DEXOS 2, VW 502.00, 505.00 & 505.01. It was alleged that when tested the product was non-compliant against the specification VW 502.00/505.00 requiring TBN ≥10.0, and SA >1<1.5%. VLS procured and tested a sample of the product. The test results were as follows:- Test Results / SGS Result / Reproducibility / VW 502 00/505 00 requirements HTHS mPa.s / 3.26 / 0.151 / Min 3.5 TBN mg KOH/g / 8.9 / 0.7 / >10.0 Sulphated Ash % / 0.9 / 0.142 / <1>1.5 VLS therefore found that the product was not compliant against the claim VW 502 00/505 00 for HTHS requiring >3.5mPa.s and TBN requiring equal to or greater than 10mgKOH/g, but it is compliant for Sulphated Ash requiring >1%m/m<1.5%m/m. In response Granville Oil & Chemical stated that they had already removed the claim against VW 502 00 on current stock, and the sample tested was in excess of two years old. They also stated that they check for consistency in HTHS properties by testing the development blend pre-production and also checking every 3 to 4 blends post production. In line with VLS's process, the investigation is closed and the case will be subject to the usual six-month review.
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 Not Compliant Following Investigation – Case Not Resolved	10/06/2025	10/12/2025		**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.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010203	**Company** Lubriage Ltd T/A Mannol UK & Ireland **Brand:** Mannol **Product:** PCEO 5W-30 Longlife 504/507	13/03/2024	Product not proven to be compliant following Investigation – Escalated to Trading Standards	06/05/2025	06/05/2025		**Product 5W-30 Longlife 504/507.** Case No VLS010203 13/03/2024 This case was accepted by VLS 28/05/2024 VLS received a complaint about the above product. The Complainant alleged that the product claims VW 504 00/507 00 approval, ACEA C3, BMW LL-04, MB 229.51 and all of these specifications have an HTHS 3.5 mPa.s minimum. They tested the product as per HTHS viscosity (CEC-L-36-A-90) and returned a result of 2.9 mPa.s. On this basis the engine oil they stated was not compliant with the specifications listed. VLS procured a sample of the product and tested it for High temp/High Shear properties. The test results of 3.13 mPa.s is below the minimum for the OEM specifications and ACEA performance claims made, and consequently VLS has upheld the claim. VLS wrote to the UK distributor Lubriage Ltd trading as Mannol UK & Ireland, on the 22nd April setting out details of the case and complaint. Lubriage ltd referred the matter back to the manufacturer SCT Vertriebs who reviewed the manufacturing regulations for the product - MANNOL 7715 Longlife 504/507 5W-30, Batch no., Y- 5998. They checked whether the raw materials used in the production of this product were dosed in the right ratio - base oils, additive, etc., - and no errors were found. The analysed parameter HTHS of the product MANNOL Longlife 504/507 5W-30 that VLS indicated they claim met the standard of this product in their laboratory. Consequently SCT Vertriebs stated that they didn't find any changes or errors at that time. Therefore, they said that it is very difficult to say what could be wrong in this place and influence such different results. On 28th May wrote to the Lubriage Ltd and SCT Vertriebs asking that they tested the retained sample they had as the batch number that was tested by both the Complainant and VLS was in excess of a year old and samples in excess of one year are not retained by SCT Vertriebs. VLS followed up the request with a reminder on the 10th June but did not receive a reply. VLS consequently finds that the product is non-compliant and will review the case at the six month stage in line with its stated process. 06/05/2025 VLS undertook a six month review of the above case in line with its stated process. As part of our investigation into the above product and following our earlier correspondence, we procured and tested a new sample of the product (dated May 2024). The sample was tested at a laboratory which has full ISO 17025 accreditation and also is accredited for the test method. The tested sample gave a reading of 3.18mPa.s which is consistent with our earlier test result of 3.13mPa.s, and the complainant's sample test result of 2.9mPa.s. In response Lubriage Ltd trading as Mannol UK & Ireland arranged testing of their own samples in Europe with SGS and committed to sending the results of the testing to VLS. The results were not received prior to publication and therefore the product is non- compliant and will be reported to Bucks & Surrey Trading Standards as part of VLS's Primary Authority relationship.

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/.
Date of data extraction: 29/08/2025.
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.

Have You Tried The Truck Registration Lookup?

WANT TO KNOW WHAT OIL TO USE?

To find what oil you need, scan the QR code for the recommended oils, greases & lubricants for your vehicle.

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