LUBRI NEWS

THE OFFICIAL MORRIS LUBRICANTS NEWSLETTER

SPRING 2025

MORRIS
LUBRICANTS

MORRIS LUBRICANTS INCREASES BLENDING CAPACITY BY 30 PER CENT

As part of its continued investment in its production capability, Morris Lubricants has commissioned a new, large bulk blending tank, which will increase capacity at its Shrewsbury manufacturing plant by 30 per cent.

The UK based company, which produces a broad range of Original Equipment Manufacturer (OEM) and industry specified oils and lubricants for the automotive, agricultural, commercial vehicle, off-highway and industrial sectors, has seen significant growth over the past year as customers continue to prioritise product quality from a reputable supplier. Demand is on the increase as the Morris Lubricants' product ranges are sold throughout the UK as well as around the world.

Over £2.5 million has been invested in developing, installing and commissioning the new stainless steel blending tank that can manufacture up to 37,000 litres of product at once. This capital investment will enable the business to meet this demand head on, as larger, single batches of product can now be produced in a shorter timeframe. Having the ability to manufacture in large bulk quantities removes the need to produce in multiple batches.

Owen Lloyd, Chief Operating Officer explained: "Morris Lubricants uses a fully automated manufacturing process. This helps to ensure that the precise quantity of each component is added to the product during the production process. By installing the new bulk blending tank into our manufacturing facility, we can match production output to our growing demand easier, meaning that we can fulfil customer orders quickly, whilst also ensuring our high quality standards are upheld."

"Customers can have confidence that the oils and lubricants leaving our factory meet our rigorous inspection standards, helping us to fulfil our 'right first time' promise."

Installing the new blending tank does not impact Morris Lubricants' ability to manufacture smaller, or bespoke oil and lubricant formulations. The new bulk production facility increases the company's flexibility, and customers can still rely on the manufacturer to supply products, in the volumes that they require for their application. Whether it's a one litre pack through to a 30,000 litre road tanker.

Andrew Goddard, Executive Chairman and Owen Lloyd, Chief Operations Officer, inspecting the new bulk blending tank

Over £2.5 million has been invested in developing, installing and commissioning the new stainless steel blending tank that can manufacture up to 37,000 litres of product at once.

The company also uses ultrasonic blending technology in its manufacturing process. Unlike using a traditional stirring method, ultrasonic waves provide superior blending performance. The use of ultrasonic blending helps limit the likelihood of product separation and reduces the need to heat product components, therefore reducing both the energy consumed during the process, and its duration – which overall is a more sustainable production process.

Andrew Goddard, Executive Chairman of Morris Lubricants concludes,
"The demands of the lubricants industry are constantly changing. OEM and industry specifications are becoming more complex, there is a need to become more sustainable and flexible in our manufacturing processes and our customers are expecting high quality in the services and products they use. Our investment in the new bulk blending facility is just one of the many ways in which Morris Lubricants is meeting these changing demands.

A series of stop motion videos of the installation of the new stainless steel bulk blending facility, will be coming soon to the Morris Lubricants' website. Further information about Morris Lubricants' range of products and services can be found at morrislubricants.co.uk

OIL & LUBRICANT DEVELOPMENT:
Qualifying Lubricant Specifications

There are many different documents needed when launching a new engine oil. Specifications, classifications, oil codes and Candidate Data Packages, they all sound interesting, in fact rather fascinating, but what do they mean?

Following on from his article looking behind the scenes of commercial vehicle oil and lubricant development, which you can read on the Morris Lubricants' website; Technology Manager, Adrian Hill, now takes a deeper dive into the documentation needed when making quality products for a wide range of vehicles. He also explains what buyers and end users should look out for to help ensure the correct oil is selected, purchased and used. Adrian also gives some tips on how to check that the product will perform as it should!

The development of oils and lubricants for all types of vehicles is a meticulous and multi-faceted process that requires a deep understanding of chemistry, engineering, and industry requirements.

From initial formulation to final production, each step is crucial in creating an oil or lubricant that delivers optimal performance and reliability. As technology advances and new challenges arise, the development of oil and lubricant formulations continues to evolve, driving innovation and efficiency in various industries.

Oils and lubricants need to be compliant. This is done by following the requirements set out in specifications tailored by Original Equipment Manufacturers (OEMs), globally recognised classification systems or industry standards. These specifications, classifications and standards detail how the oil is expected to perform in an engine.

For example, the oil used in a diesel versus a petrol engine can vary. Vehicles from different manufacturers can also have different engine oil requirements. You will also see vehicles from the same manufacturer that have contrasting engine oil requirements. This means that it is important to know what precise specifications a vehicle's engine requires to make sure the correct oil is selected.

The process of setting up these specifications, classifications and standards is not done haphazardly, and each step of the way generates a wealth of documentation that includes the results obtained from laboratory bench tests, engine test rigs and field trials. These test results form the basis of an approval and are validated by the OEM before an official sign off is issued. This approved and validated formulation carries its own unique oil code that can be recognised by the OEM in communications with the additive company, who developed the technology, and ultimately the oil blender. The unique oil code can be thought of as the recipe (formulation) required to make the correct oil or lubricant.

Adrian Hill, Technology Manager

Ryan Woolley, Technical Support Engineer

All of this data is compiled in a document referred to as a Candidate Data Package or CDP. It is the existence of the CDP that provides undeniable, bulletproof evidence that the finished lubricant is truly compliant and fully meets all the necessary criteria set out by the OEM or globally recognised organisations such as the European Automobile Manufacturers' Association (ACEA) and the American Petroleum Institute (API).

Reputable companies should have in their possession or have access to the CDP that supports the claims made on their oils and lubricants. An end user should be aware that this documentation exists and be able to request it should there be any concerns over any specifications shown. Furthermore, an application for formal approvals cannot be made without its existence.

If an oil or lubricant claims a formal approval, a CDP should be on file. This gives the buyer and the end user confidence that the product will perform as it should. Without this documentation, product performance cannot be relied upon.

Being able to prove an engine lubricant's credentials is only part of the process. Ensuring this formulation is scaled up accurately to commercial quantities, for use in the aftermarket, completes the picture. Lubricant blenders have an obligation to have in place strict production practices and a robust recognised Quality Management Control System (QMCS) to ensure compliance with the original oil code, together with its OEM and international specifications. This QMCS should be regularly externally audited and officially certified. Evidence of an independent audit should be available on request. This gives buyers and end users evidence that a quality product is being manufactured in the correct way.

In summary, the qualification process for engine lubricant specifications for various vehicles is exact and extensive. Declarations on a label should always be challenged should any doubt be present by the purchaser or end user. Engines are complex and lubricant selection should not be taken lightly. The buyer and end user should be encouraged to challenge their supplier, who should have no difficulty in supporting their claims and ensuring peace of mind.

Need Advice?

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

Simply enter a registration number or search a wide variety of vehicles by entering the age, make and model and the recommended oils, lubricants and greases will be shown.

01743 237 541 | technicalhelpdesk@morris-lubricants.co.uk | whatoildoineed.com | morrislubricants.co.uk

MGA TO THE ARCTIC:
POST-EXPEDITION REVIEW

Mission MGA to the Arctic is complete. Charlotte Vowden and her expert mechanic father, Steve, completed the epic journey of driving her 1960's MGA from the UK to the Arctic and back – all while using Morris Lubricants' products in the car.

Charlotte Vowden, putting Morris Lubricants' products to the test

It was, by design and circumstance, an against the odds feat. A 6,000-mile round-trip to the top of the world, that was accomplished in three weeks. This limit-pushing expedition proves that Morris Lubricants' products can be relied upon when a vehicle is put to such hard work. "This sort of distance may not have even been covered annually back in the day," says Morris Lubricants' Technology Manager, Adrian Hill, "so the workload and stresses experienced by the mechanical systems on the vehicle throughout this epic journey were extreme."

Manufactured in 1960, Charlotte's 64-year-old MGA performed heroically for up to 14 hours per day. Enduring a heatwave while travelling through traffic-congested parts of Central Europe that saw the MGA's cabin temperature soar to an unbearable 49°C, Morris Lubricants' MEG Antifreeze Coolant helped prevent the MGA's engine from overheating. The same can't be said for Charlotte and Steve, who definitely felt the heat.

As the team travelled further north, temperatures and gridlocks eased. From stop-start urban motoring that put extra stress on the four-speed gearbox and clutch, to prolonged inclines and subzero climes, the nature of the burdens put on the MGA continually transformed. Foggy subsea tunnels, including the four mile Nordkapptunnelen in Finnmark, Norway, that reaches a depth of 212 meters below sea level at a 10% gradient, presented challenging climatic and technical conditions. Herds of nonchalant reindeer frequently obstructed the road. Mountain passes, hairpin bends, flooding and crumbling forest tracks, the MGA valiantly conquered them all. The team reached Nordkapp, the northernmost point in Europe that can be accessed by car, within eight days.

"With a mixture of workloads that tested the mechanicals, the oils, lubricants and the drivers to new extremes, this trip represented the worst-case scenario for a classic vehicle"

"A strict maintenance regime before and during the expedition was essential," says Adrian. "Choosing to use robust oils and lubricants with balanced additive chemistry tailored to suit this type of vehicle contributed to a successful outcome."

As outlined in a pre-departure technical brief with Adrian, which you can read in full on the Morris Lubricants' website, the MGA's on the road first aid kit included Golden Film SAE 30 Oil, DOT 4 Brake Fluid and Workshop Pro MD4 Multipurpose Spray, but by the end of the first day, one product in particular was put to emergency use. "We lost half a litre of engine oil because of a leak from the rear main, a common issue on the MGA's 1.6 four cylinder B-Series engine" reveals Charlotte. "At that rate of loss, I was not sure if it would be safe to carry on," adds Steve.

With five litres of oil on board, which should have been sufficient for the journey, they'd run out before reaching the Arctic Circle. The oil leak also threatened to contaminate the clutch. "I found it hard to keep my emotions in check," confesses Charlotte, "after all the hard work and preparation that had been put in, it looked as though our challenge would be over before it had properly begun." That's when she put in an SOS call to Adrian and the Morris Lubricants' team.

Charlotte Vowden, Lars Amble and Steve Vowden meeting at PERMAKEM AS, Oslo, Norway

One of the longest-standing international distributors of Morris Lubricants, PERMAKEM AS, is located in Oslo, Norway's capital, which was on Charlotte and Steve's route. "If at any moment I thought it would have been detrimental to the car to carry on, I would have made the difficult but necessary decision for us to stop," says Steve. Their journey from Germany to Oslo was successful but fraught. "Progress was slow because we had to take breaks more frequently and for longer periods of time in order for the oil to cool so that we could obtain an accurate reading of its level," explains Charlotte. Mercifully, the rate of loss significantly reduced; the rear main, Steve suspects, did not function as it should do at higher revs.

Lars Amble, Sales and Category Manager at PERMAKEM AS, welcomed woman, man and machine into the capital city with coffee and 10 litres of Golden Film SAE 20W-50 that was shipped in one litre bottles for convenience owing to the MGA's limited amount of space. In total, four and a half litres were used on the 6,000-mile journey, but on an expedition such as this, everything must be done to minimise the risk. "Adrian was amazing, not only did he provide technical support, he provided emotional support too," says Charlotte.

"When we thought we were in trouble, knowing the troops at Morris Lubricants had rallied and were doing everything they could in order for us to keep going was the best morale boost. It really was above and beyond."

With the exception of the rear main leak, the MGA completed the mission without fault. "There can be no greater testament to the ability of the Morris Lubricants' products we used," says Steve. "Or dad's mechanical skill," adds Charlotte, "we were proud to fly the flag for Morris Lubricants at the top of the world."

Safely home, Charlotte and Steve are readying themselves for their next adventure, and although they will have to remove the MGA's engine block to fix the leak from the rear main first, more news and information about this is to come! Knowing how the products performed on this limit-pushing expedition to the Arctic will set the parameters for what could come next.

As part of the epic journey and to test the Morris Lubricants' products in a controlled way, oil samples were taken from the engine, gearbox and differential after the trip and compared to unused products. Each oil sample was analysed by an independent laboratory to test the physical and chemical properties of the oils.

Comparing unused samples of Golden Film SAE 20W-50, Golden Film SAE 30 and Lodexol 80W-90 gear oil with samples that were collected upon completion of the 6,000 miles, Adrian compiled a detailed lubricant performance report. This kind of technical support is available to Morris Lubricants' customers. "It offers peace of mind to people who manage fleets, as well as people like me who really care about their car," says Charlotte.

The analysis report for the engine oil indicated it had worked hard, but had coped throughout the journey. "Prolonged high-temperature operation subjected the lubricant to significant stress," says Adrian, "this type of motoring creates a heat soak that can oxidise the oil and when an oil becomes oxidised it thickens, which reduces its ability to flow and cool. Performance then begins to decline." The level of oxidation present did not raise cause for concern.

Topping the engine up with fresh oil would have further reduced the risk of adverse consequences owing to heat soak. "I'll consider that a silver lining to the drama caused by the rear main leak," says Charlotte. Adrian adds: "Being realistic, a regular top-up was quite normal for engines from this era due to the way the piston ring packs were designed, coupled with the build tolerances of the day." A negative result for glycol, a material that originates from the antifreeze coolant, indicated zero leakage from the coolant system. This is a great result.

"The real measure of performance was to see what level of wear elements, such as iron, copper, lead, and tin, were present in the used Golden Film SAE 20W-50,"

explains Adrian. Low levels of each metal were found. "This is evidence that the oil film stood up to the severity of differing workloads such as start-up and acceleration; the anti-wear chemistry successfully reinforced protection levels. In summary, the additive chemistry in Golden Film SAE 20W-50 kept oxidation and component wear to a minimum. Even when the oil level had dropped close to critically low levels, the engine oil did its job and protected the engine and the components." Again, this is another great result.

Next, the attention moved to the used gearbox oil, where the issues of heat soak could have also been detrimental to the operation of the gearbox, especially over 6,000 miles. "The analysis looked for levels of oxidation and any effect it may have had on viscosity," explains Adrian, "oxidative thickening can be a problem for oils held at high prolonged temperatures and certainly the duty cycle of the gearbox on this trip was pushing the limits." Adrian added "It was a relief to see the viscosity of the gearbox oil had only marginally increased. Signs of oxidation were present but very minimal. Well balanced oil formulations incorporate an oxidation inhibitor to control this process and ensure the lubricant is protected from the effects of heat between services. Golden Film SAE 30 did its job perfectly and protected the gearbox. This is excellent news."

Charlotte and Technology Manager, Adrian Hill, in Morris Lubricants' dedicated laboratory

Turning his attention to the used oil from the rear differential, Adrian found traces of iron that are indicative of low-level general wear. "The low level of iron was an indicator that the correct level of extreme pressure additive, based on sulphur, was present in the formulation of Lodexol 80W-90 gear oil that was used in the rear differential," Adrian explains. "Sulphur bonds with the gear tooth surface, under conditions of pressure and heat, providing a sacrificial chemical layer. This layer takes the brunt of the work protecting the integrity of the gear teeth. Overall, the oil provided a protective regime that maintained the components of the differential." Again, Lodexol 80W-90 gear oil did its job correctly and protected the rear differential for another set of excellent results.

"Getting the results back has been a nerve-wracking process," says Charlotte, "this is information that dad, a professional, accomplished mechanic, can use to give the MGA the best level of care and maintenance."

This project clearly shows that you need to use the correct oils, lubricants and greases to keep a car working as it should and avoid time spent in the workshop. Morris Lubricants' high-quality products did not let Charlotte and Steve down. These correctly formulated oils lubricants and greases meant that the car's engine, gearbox, rear differential and other components were protected against wear when this epic journey pushed the vehicle to the max.

To find out more about Morris Lubricants' Golden Film SAE 20W-50 Oil, Golden Film SAE 30 Oil and Lodexol 80W-90 Gear Oil, please visit Morris Lubricants' website. You can also contact the Morris Lubricants Technical Team or Sales Managers for more detailed information, by calling 01743 232200

Want to learn more?

Go to the Morris Lubricants' website, social media or YouTube channel to watch a series of videos as Charlotte and her father Steve prepared for this extreme challenge.

Executive Chairman, Andrew Goddard, holding the previous wooden clock hands

MORRIS LUBRICANTS' HISTORIC CLOCK TOWER TICKS AGAIN

A famous Shrewsbury landmark has recently had a well-deserved makeover!

One of the town's major landmarks, the Morris Lubricants' Clock Tower at the company's Castle Foregate headquarters and manufacturing facility, was not working and had been out of action for some time while specialists fitted a set of new hands and a refurbishment of the 79-year-old mechanism was performed.

Now fully working and in pristine condition following a fresh coat of paint, the refurbished clock looks great. The remedial works will ensure that the clock runs smoothly and accurately in the decades to come.

Paul Perry, Morris Lubricants' Facilities and Site Services Manager, explained that the clock stopped working because its hands, which were manufactured from wood, had expanded and contracted over the years due to the different temperatures and were catching on the south, west and east dials and needed replacing.

So, in order to repair and refurbish the clock, experts were called in. Cumbria Clock Company, who service over 1,400 clocks throughout the UK, including famous clocks such as Big Ben, Kensington Palace, and The Science Museum in London, were called in to help. The wooden hands have been replaced with identical, specially crafted stainless-steel hands, which have been painted black, and the clock mechanism has been refurbished.

The clock movement was previously manufactured by J.B. Joyce & Company of Whitchurch, Shropshire in 1946 and took the form of a timepiece movement, with gravity escapement and pendulum action driving the 4 dials.

Cumbria Clock Company Technical Sales Manager, Keith Cotton, [formerly of J.B. Joyce] provided more detail about the repair work "We've refitted the hands and dial motion works; the original hands have been left on site for historical reasons. The movement was dismantled and cleaned to remove the build-up of old oil and dirt, all the bearings were checked for wear and we polished all working surfaces, the weight cable was also replaced." He continued, "As I live locally in Shropshire and am passionate about the clock, this was a great privilege having worked on it when I was much younger."

"The clock and clock tower are an important part of the heritage of Shrewsbury and of Morris Lubricants"

said Morris Lubricants' Executive Chairman, Andrew Goddard, who was pleased to see the project completed.

Morris Lubricants purchased the former Corbett's Perseverance Iron Works for the princely sum of £6,500 in 1927 – around about the same cost as the current clock makeover.

The Iron Works were originally built by Thomas Corbett in 1871 and the Clock followed in 1876. One of Shropshire's oldest businesses, Morris Lubricants has been based in Shrewsbury since 1869. Executive Chairman Andrew Goddard is a fifth generation descendant of founder William Kent Morris.

Fuelling Progress: Celebrating Women in the World of Oil and Lubricants on International Women's Day

International Women's Day is a moment to recognise the incredible contributions of women across all industries, and the oil and lubricants sector is no exception. Traditionally viewed as a male-dominated field, we're witnessing a powerful shift as women break barriers, drive innovation, and redefine what's possible. At Morris Lubricants, we're proud to celebrate the women who are fuelling progress and shaping the future of our industry.

While progress has been made in recent years, we recognise that there's still work to be done. At Morris Lubricants, we are committed to:

- **Creating Inclusive Workplaces:** Fostering environments where women feel valued, respected, and empowered to succeed.
- **Providing Opportunities for Growth:** Supporting women's professional development through mentorship, training, and leadership programs.
- **Challenging Gender Bias:** Actively working to dismantle stereotypes and promote equality within our industry.

We interviewed a few women from across our business to celebrate their achievements and goals.

Name

Hannah Stocking

What is your role at Morris Lubricants?

Graduate Buyer in the Purchasing Department.

How long have you worked at the company?

Almost 2 years!

Have you got any achievements you are particularly proud of?

Being able to have a healthy work / life balance and my professional achievements, such as Chartered Institute of Procurement and Supply qualifications that I have attained while working for the company.

Hannah Stocking, Graduate Buyer

Name

Caroline Walton

What is your role at Morris Lubricants?

Group Regulatory Affairs Manager. Responsible for management systems, H&S, chemicals management and company development and reporting for sustainability.

How long have you worked at Morris Lubricants?

28 years

How do you think the oil and lubricants industry has changed over this time?

There have been many changes over the years, although it is still a male-dominated industry, we are seeing more and more women at senior level and on the shop floor. Economic and environmental factors have had a huge impact. The volatility of the oil market can lead to challenges. The company's focus is shifting towards more sustainable markets and implementing operational and technological improvements to reduce its carbon footprint.

Have you got any achievements you are particularly proud of?

It's got to be the EcoVadis Platinum award in 2024. This was a huge achievement for me personally and the company as a lot of work went into this. We are already making big progress for this year and eagerly await the developments in the future.

Caroline Walton, Group Regulatory Affairs Manager

Name

Liz Money

What is your role in the business?

Group HR Manager

How long have you worked at Morris Lubricants?

22 years

How do you think the company has changed during this time?

The core principles of the business remain, but the company has become more strategic in its processes and actions. The ongoing modernisation of the production site and worldwide logistics hub are two huge recent developments that demonstrate the company's ambitions for the future.

Have you got any personal achievements you are particularly proud of?

Achieving my Masters in Human Resource Management (HRM)!

What has Morris Lubricants done to help women become a bigger part of this predominantly male industry?

The business has championed women in senior positions and as part of the graduate scheme.

Name

Rebecca Coulter

What is your role in the company?

Health and Safety Advisor

How long have you worked at Morris Lubricants?

5 years

Have you got any achievements you are particularly proud of?

Developing the Health and Safety reporting processes which keep all employees secure at our continually expanding manufacturing and logistics sites.

What are you looking forward to in the future?

To continue working and communicating with employees to improve safe practices. The oil and lubricants industry is an ever-changing space, and Morris Lubricants has always been at the forefront in the industry in not only developing its quality oils and lubricants, but also its working practices and environment.

International Women's Day

Teaching The Importance Of Quality Oils And Lubricants


Automotive Learners from Wolverhampton College

In December 2024, Morris Lubricants' Technology Manager, Adrian Hill, hosted a training seminar for a group of Level 2 Automotive Learners from Wolverhampton College at the Morris Lubricants' factory in Shrewsbury. They started the day by learning about the history of Morris Lubricants, followed by a detailed training session discussing the different functions of oils and lubricants as well as explaining the importance of only using quality products that meet the correct manufacturer specifications, in a vehicle.

After lunch, the students took a tour around the manufacturing site in Shrewsbury, to see what they had just learned, put into practice. Having recently had a large level of capital investment within the Morris Lubricants' factory, students got to see the latest technology within the oil and lubricant industry at work. The tour started by seeing how raw materials, including base oils and additives arrive on site and are then stored in the production facility to understand how the blending tanks operate, through the filling lines, where the various pack sizes are manufactured, into the Quality Control Laboratory to see how the company maintains its high product standards, finally to product storage and logistics, where all Morris Lubricants' products get distributed to customers around the globe. This highlighted to the students the many important aspects involved in a leading oil and lubricants company.

When the tour was completed, Adrian opened the floor for the students to ask all of their burning questions about Morris Lubricants, the oils and lubricants industry, and any technical queries they may have had.

A week later, Adrian then went on to teach a group of Level 2 Motor Vehicle Students and Agricultural Engineers at Rodbaston College, which is part of South Staffordshire College, his 'Introduction to Lubricants' course. They looked at how oil is processed before being sold to the trade and public, the various types of oil available and how they are used in different vehicles. Finishing at the end of the seminar with an opportunity to call upon Adrian's 40+ years of knowledge and experience within the oil and lubricants industry, with a few final questions.

Morris Lubricants Celebrates National Apprenticeship Week

In February, Morris Lubricants celebrated National Apprenticeship Week. Morris Lubricants is proud to support the apprenticeship scheme. Having apprentices in multiple areas of the company, from Marketing, IT, Maintenance and Engineering helps the business nurture and develop employees into a group of talented individuals with a long future as members of the Morris Lubricants' workforce.

Apprenticeships offer a range of benefits to both individuals and businesses, the student gets real-life experience, to delve into the field they are studying and apply their learning to real-world scenarios. Apprentices can also bring a fresh pair of eyes into the workplace, which helps to contribute to innovation and productivity in the business. Nurturing employees from the beginning of their career can mean that the company has employed someone who now knows the Morris Lubricants brand inside out, and how the internal structure of the business works.

Andrew Goddard, Morris Lubricants' Executive Chairman states,

"We are entering a challenging and exciting time in the lubricants industry and success does rely on the commitment and skills of the many people we employ. The company is very progressive and there has been a large amount of capital investment to improve the company's manufacturing and logistic facilities, so it is also vitally important that we are training and developing our employees too. Our aim is to bring a new generation of talented individuals into the business whether that be graduates, apprentices, or part-time students."


Morris Lubricants' apprentices Harvey Townsend and Amelia Sayce

"As a Digital Marketing apprentice at Morris Lubricants, I have learned so much about marketing and the oil and lubricants industry. It is a real pleasure to be able to apply things I have learnt during my qualification into real scenarios at work, all while being mentored by a team of experienced marketers. The feedback and guidance I have received during my apprenticeship has been invaluable and has solidified my belief that I made the right choice taking the apprenticeship route." Said Amelia Sayce, Morris Lubricants Digital Marketing Apprentice.

From left to right: Ieuan Owen, Kyle Gleeson, Marcus Forrester, Owen Lloyd and Clayton Matcham

MORRIS LUBRICANTS' TEAM SET TO CONQUER THE THREE PEAKS

Seven colleagues from Morris Lubricants in Shrewsbury, are to take on the challenge of conquering the Three Peaks in 24 hours to raise money for the Midlands Air Ambulance Charity.

Morris Lubricants' 'magnificent seven' will climb Ben Nevis at noon on May 15th, before heading south to the Lake District to tackle Scafell Pike at midnight and then complete the challenge by heading up Snowdon (Yr Wyddfa) at 8am the next morning.

The challenge has been spearheaded by Morris Lubricants' Internal Account Manager, Clayton Matcham, who last year did a Charity Tandem Skydive at Tilstock Airfield with Purchasing Manager Elliot Hotchkiss for the same charity.

Joining the pair on the company's latest charity fundraising challenge will be Chief Operations Officer - Owen Lloyd, Commercial Manager - Kyle Gleeson, Graduate Buyer - Hannah Stocking, Operations Graduate - Marcus Forrester and Internal Account Manager - Ieuan Owen.

All the money raised for the Midlands Air Ambulance Charity, helps to support the incredible advanced pre-hospital care the air ambulance services bring to those in critical need. Anyone wishing to donate to the challenge can do so online at: justgiving.com/page/morris-lubricants-uk-9

The whole team are excited to be taking on this challenge and as Clayton explains, "The Three Peaks Challenge has been on my bucket list for a while, and to get it done in under 24 hours, only makes it more exciting. It will be a first for me because I have never climbed mountains as high as these before."

"The Three Peaks Challenge is one of the biggest challenges in the UK, and it will be a real achievement for us all if we manage to pull it off within 24 hours, especially as we are climbing the trickiest – Scafell Pike – in the dark!

"Because it's the company's second year of fundraising for the Midlands Air Ambulance Charity, we wanted to raise the bar and do something special. We have set ourselves a target of raising £2,000 with this challenge, but we would love to raise as much as possible."

Clayton has a special reason for wanting to support the Midlands Air Ambulance Charity, as his father, Neil, was airlifted to hospital after a motorcycle accident in Anglesey, more than 20 years ago. With no means of access for a regular ambulance service to get to him, the air ambulance played a crucial role in getting him the support he urgently needed.

A number of the Three Peaks Challenge team have already completed extreme fundraising challenges on behalf of Morris Lubricants over recent years. Most notably, Owen Lloyd, who was part of a team that completed a 100-mile charity cycle challenge in 2022 and then took on the 50-mile Longmynd Hike in 2023, while Hannah Stocking completed a 104-mile hike last year.

Morris Lubricants' Executive Chairman, Andrew Goddard, who climbed Snowdon blindfolded to raise money for Guide Dogs for the Blind in 2019, commended the team.

"The courage and generosity of our employees never cease to amaze me," he said. "It's a fantastic challenge for them to take on, and let's hope they raise a lot of money."

SCAN HERE TO DONATE!

The Impact of Oil & Lubricant Choice on Truck Performance & Longevity

Over recent years, there have been significant changes in the formulation of heavy-duty diesel engine oils designed to meet the requirements and manufacturer specifications of the latest commercial vehicles. Adrian Hill, Morris Lubricants' Technology Manager, outlines some of the important factors that need to be considered as the market continues to focus on reducing emissions and meeting new regulations.

What have been some of the biggest changes in the industry?

There is a continual focus on ensuring commercial vehicles are as fuel efficient as possible in a move towards reducing emissions – and the natural solution to support this focuses on engine technology. However, correct heavy-duty engine oil use can also make a significant contribution to reducing emissions.

Going back just 15 years, fleet managers and truck mechanics were likely to be working with just one or two main engine oils in their workshop, but today, there are numerous different oil specifications on the market, meaning that operators need to be fully abreast of the formulations available. It is vitally important that the correct heavy-duty engine oil is used in a truck, bus or HGV to make sure the vehicle is reaching its maximum performance levels.

Why has there been a move towards thinner engine oils in trucks?

To match the developments and requirements of the latest engine designs, engine oil formulations have also needed to evolve. Improvements in fuel efficiency can be made by using engine oils that produce thinner oil films in the bearings and the ring/liner area. Thinner oil films result in less drag and therefore more usable energy goes to the wheels.

To ensure that component integrity is not compromised, these thinner oil films are fortified with polymer chemistry to ensure there is no metal-to-metal contact. Polymers are essential when formulating 5W-30 and 0W-20 engine oils for the commercial vehicle market, with the environmental benefit of fuel efficiency resulting in reduced CO_2, which is one of the targets of Euro VII engine designs.

How do these changes make a fleet run more efficiently?

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

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

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

Heavy-duty engine oil choice is becoming more complex. Fleet managers and mechanics must therefore make sure they follow the manufacturer's guidelines and use oils and lubricants that cover Original Equipment Manufacturer (OEM) specifications. Meeting a vehicle's servicing intervals is essential, and to skip a service will be costly in the long run. Using the wrong oil that does not meet the vehicle's requirements, will cause the engine to run poorly and inefficiently, with a lack of power and the high risk that costly unseen damage is being caused. If not cared for correctly, the engine and aftertreatment devices may end up needing a timely and costly overhaul.

How are OEMs adapting to these new demands?

Global lubricant specifications from ACEA (European Automobile Manufacturers Association) and API (American Petroleum Institute) have been developed for oils and lubricants to suit new engines and their emissions demands, but the OEMs are taking it further by tailoring these standard specifications and adding their own testing sequences.

Most of the OEMs are already factory-filling new vehicles with 5W-20s and 5W-30s, and then go on to require this or a similar grade of oil that meets the correct specifications during service fill.

Scania, MAN and Volvo are already specifying these low viscosity lubricants for service fill, with the other main commercial vehicle manufacturers having specifications in draft form that will become factory fill to start with, before entering the service fill market. Morris Lubricants has recently introduced its new Versimax HD15 5W-30 heavy-duty diesel engine oil, which has the latest Volvo VDS-5 specification approval, along with other Original Equipment Manufacturer requirements.

Dave Jenkins receives advice from Technical Manager, Adrian Hill

The launch of Versimax HD15 5W-30 for Volvo VDS-5 applications, with full OEM approval means that Morris Lubricants' customers have access to the correct high-quality engine oils to keep their investment operating reliably. This official approval gives reassurance and complete peace of mind.

VERSIMAX HEAVY-DUTY ENGINE OILS

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

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

Engine oil choice should not be taken lightly, and the OEM specifications in a vehicle's guide should always be followed. The mixing of different types of oil must always be approached with caution, as using an inferior oil could cause damage or premature failure. As always, seek professional advice if there is any doubt.

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

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

If you are unsure what oil you need, call Morris Lubricants' technical services department on 01743 237541 or use the company's whatoil online oil finder, whatoildoineed.com. You can now use a truck vehicle registration number (VRN). Simply enter a VRN for a truck, and the recommended oil is shown for the vehicle.

Morris Lubricants Urges Farmers To Prioritise Engine Oil Performance With Its Top 10 Maintenance Tips

Morris Lubricants is advising farmers to put oil, lubricant and grease performance ahead of price when they prepare their vehicles and equipment for servicing and maintenance.

With rising prices and other costs hitting the agricultural community hard, it can be tempting to look for short-term savings elsewhere. Choosing a cheap, alternative oil to the manufacturer's specification, at a lower price, may seem like a sound investment.

However, Morris Lubricants' Technology Manager, Adrian Hill warns that selecting the wrong, and usually, an inferior quality oil may result in significant, long-term consequences to equipment performance and in the end, an overall increase in running cost.

Adrian outlines the company's top 10 tips farmers should consider when they prepare their vehicles:

QUALITY FIRST

Modern tractor engines are now designed to meet Stage V emissions compliance, to meet the latest emissions legislation. These modern engines will include aftertreatment devices, such as AdBlue systems, diesel oxidation catalysts and diesel particulate filters, to limit harmful particulate matter and NOx emissions.

Oil choice is important. Selecting the correct, high-quality oil will more than pay for the slightly higher purchase price in the long run.

For example, an incorrectly specified engine oil can block catalysts or filters, potentially leading to significant remedial costs in the region of £14,000 (for certain Diesel Particulate Filters) or more for the replacement part, plus the additional cost of the repair and downtime itself. It is therefore important to make sure the engine is topped up with the correct specification of oils.

SERVICE INTERVALS

Investing in a new or modern tractor is a significant capital expense, and farmers and farming contractors need the assurance that the investment will perform reliably over many years.

After the initial three-year manufacturer's service schedule, some owners may choose to delay future servicing, but this can prove false economy.

Engine oil, over time, may start to degrade, causing damage to vital engine components, so it is always advisable to meet the manufacturer's recommended service intervals. So, make sure your engine service is up to date.

RIGHT OIL FOR THE RIGHT JOB

Some older machinery may have always operated reliably using a universal tractor oil, but modern diesel particulate filters can be sensitive to these universal oils. Instead, farmers should ensure they are using the correct oils for both the engine and the transmission (back end) systems.

As well as engine oil performance it's important to ensure that all your agricultural vehicle's components stay well maintained all-year round, to make operation as smooth as possible.

Here are a few other products that Adrian recommends farmers keep topped up in their agricultural workshops

ANTIFREEZE COOLANTS

Keeping the engine at the optimum running temperature is the job of the antifreeze coolant. Antifreeze coolants should be chosen based on the vehicle specifications and not on colour. A correctly formulated product will protect agricultural vehicles during long operating periods at high ambient temperatures whilst ensuring frost protection when the weather conditions deteriorate. Products of different specifications should never be mixed and if there's any doubt, the system should be drained, flushed and re-filled.

HYDRAULIC OILS

Certain types of agricultural equipment, including material handlers, will require a dedicated hydraulic oil, as opposed to a universal fluid. Hydraulic oil choice is critical as operational efficiency and component protection could be compromised if an inferior oil is used. Hydraulic oils are often used in a wide range of temperatures, therefore, it is important to only use hydraulic oils specified by the Original Equipment Manufacturer (OEM) that meet the required quality and specifications. Keeping the reservoir topped up is essential to maximise performance and protection.

GREASES

Grease products provide the necessary lubrication where oils cannot be used, due to loss or certain load-bearing applications. Grease nipples will be present on critical parts of the equipment and grease should be applied as part of a regular maintenance regime following the manufacturer's guidelines.

WORKSHOP AEROSOL GRADES

Having a selection of maintenance sprays in the workshop can make life easier for the odd task or for regular upkeep during the year. Products such as Workshop Pro MD4 are good all-rounders and can be used for a variety of tasks, including water removal, easing corroded or rusted fittings, and providing a light lubricating oil film.

CORROSION PROTECTION

It is common for farm vehicles and equipment to be stored outdoors at different times of the year. Due to the ever-changing weather, they will benefit from the use of a film-forming corrosion preventative.

Ankor Wax leaves a film that will tolerate extreme weather. This product is self-healing and can be removed easily.

SCREENWASH

In amongst the maintenance and ancillary products used on a farm should be a container of a well formulated screenwash.

Keeping the wash bottle topped up with a 50:50 mixture of water and screenwash will keep the windscreen clear and smear-free all year round.

Choosing the right engine oil for the right tractor is a key part of equipment maintenance

SEEK TECHNICAL ADVICE

Machinery downtime is not only costly but can also damage reputation if stock or deliveries are affected. Seeking professional advice regarding the correct engine oil specification, or service intervals will always pay dividends.

Morris Lubricants has a dedicated team of technical experts to provide the latest oil, lubricant and grease recommendations for a wide variety of agricultural vehicles and equipment. Whether it's a tractor, combine harvester, mini digger, or All Terrain Vehicle (ATV), the Morris Lubricants' technical team has the appropriate solution to keep tractors and other equipment working in the field rather than stuck in the workshop.

Adrian concludes,

"Choosing the right engine oil for the right tractor is a key part of equipment maintenance. It should be seen as a cost-effective and proactive means of protecting engine performance and ensuring equipment longevity."

"Probably the most important tip is to be guided by performance and not purchase price. This will ensure that farmers do not need to spend additional budget, at a time when costs are already at a premium, on unnecessary repair work."

"This is one of the key areas we discussed with Guy Martin in our How Oil Is Used [Agricultural Edition] video series, which concludes with why engine oil quality matters."

This useful series of technical videos featuring Adrian and company ambassador, tractor enthusiast and mechanic Guy Martin, can be viewed on the Morris Lubricants' website. The short videos demonstrate that no matter the agricultural vehicle, equipment type, brand or model, choosing the correct oil, lubricant and grease can have a positive impact on uptime and profitability.

To view the videos, please visit morrislubricants.co.uk/garage/guy-martin/how-oil-used-guy-martin-agricultural-edition

ABOUT THE AGRIMAX RANGE

Morris Lubricants also manufactures Agrimax, which is an innovative range of advanced multifunctional lubricants for the agricultural industry, which are blended at the Morris Lubricants' facility.

Agrimax is designed to help reduce downtime, improve fuel efficiency and contribute to the reduction in engine emissions.

To find out more about this range, visit the Morris Lubricants' website morrislubricants.co.uk

New Truck For Morris Lubricants' Delivery Fleet

New Scania P280 truck

In February, Morris Lubricants received a brand-new Scania P280 truck to add to it's dedicated fleet. The truck is now fully operational and is delivering quality oils, lubricants and greases to customers all over the UK.

This comes after the company's major capital investment into its manufacturing, production, and logistics facilities, improving efficiency on all fronts of the business. Improving efficiency shouldn't come at a price to the environment, so Morris Lubricants has begun the transition from using Diesel to HVO (Hydrotreated Vegetable Oil) in its entire 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 by as much as 90%. There are cost implications as HVO is more expensive than diesel but, with the company's commitment to sustainability, the additional, ongoing expense is mitigated by the large saving of CO_2e that will occur annually.

With the aim to offset the remaining 10% of emissions during 2025, Morris Lubricants looks to offer customers a carbon neutral delivery service, thus helping them with their own sustainability journeys.

Driven by Quality: Morris Lubricants and Dave Jenkins Ready for 2025

With another great season of truck racing under his belt, Morris Lubricants' ambassador Dave Jenkins is looking ahead to this exciting new year with eager anticipation.

Finishing in 2nd place last year was an incredible achievement, but it's not quite enough for Dave. This year, he has his sights set on the top of the podium, and he's going to use Morris Lubricants' quality oils, lubricants and greases to help him get there.

Dave has been prepping his MAN TGX 12,000cc racing truck ahead of the new season, ensuring it will run as smoothly and efficiently as possible. He explained why he believes it is so important to make sure he is maintaining his truck with the best oils and lubricants. "By servicing the truck with Morris Lubricants' engine, gear and transmission oils, I know that I have the best products looking after the 'Man in Black' to keep it in peak condition."

He continues, "I also use a wide variety of Morris Lubricants' automotive and commercial vehicle products in my business. My customers require the best, and I can feel confident in the knowledge that by servicing their vehicles using Morris Lubricants' quality oils, lubricants and greases, they are in safe hands".

Dave's truck has had Morris Lubricants' quality products flowing through it for over 10 years and his performances show why using the correct oils and lubricants in his vehicle is essential.

2024 was a busy year for Dave on and off the track. During a jam-packed truck racing calendar and a busy vehicle servicing schedule for his business, Dave spent a day in the workshop with another brand ambassador, Guy Martin and Morris Lubricants' Technology Manager, Adrian Hill. They recorded a series of videos discussing the changes and developments they have seen over recent years for oils and lubricants in their garages at work, at the race track and at home.

Dave Jenkins

2025 is shaping up to be just as exciting, as Dave is also involved in a new and exciting project that is set to launch this year, so keep your eyes peeled on the Morris Lubricants' website and social media accounts for more updates!

Alex Sharphouse - Morris Lubricants' newest brand ambassador

WELCOME ALEX SHARPHOUSE MORRIS LUBRICANTS' NEWEST BRAND AMBASSADOR

Alex Sharphouse is one of Britain's emerging mechanical engineers. A steam engine specialist based in the Lake District, he is famed for his use of modern, traditional and innovative engineering skills in the building and restoration of vintage vehicles, both for road and railway. Whether it is a huge steam engine, a classic car, a motor racing vehicle or a vintage motorbike, Alex is on hand to repair, maintain and improve them.

Alex, therefore, uses a mixture of old and new engineering techniques. "If today's technology was available 100 years ago, they would have used it, so I embrace it," says Alex. "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."

His mantra? No shortcuts, no excuses, do it right, and it needs to be authentic. "To maintain a historic machine's integrity, you have to get the job done right," he says. "I work sympathetically to the original designs and specifications."

Talisman, Fowler B6 Big Lion Road Locomotive

Best known for the construction of Talisman, a Fowler B6 Big Lion Road Locomotive, Alex is responsible for taking care of some of the rarest heritage vehicles in the UK; a job he describes as a privilege.

"It's important to preserve the best of British engineering so that we can showcase what we've done, and can do, as a country," he says. "Hopefully, this will inspire the next generation to build an even better future."

From maintaining tools and equipment in his extensive, fully equipped workshop, to running and protecting the magnificent machines he works on, Alex uses Morris Lubricants' products in every aspect of what he does. This includes Morris Lubricants' engine oils, cutting fluids, maintenance sprays and much more. "Morris Lubricants understands what I do and provides the right quality oils and lubricants I need to get the job done," he says. "It's a fantastic partnership."

As the star of the new Morris Lubricants' YouTube channel, Power and Performance, Alex will give us exclusive access to his workshop, where he will undertake several ambitious projects. For Alex, engineering isn't a day job - it's a lifelong passion.

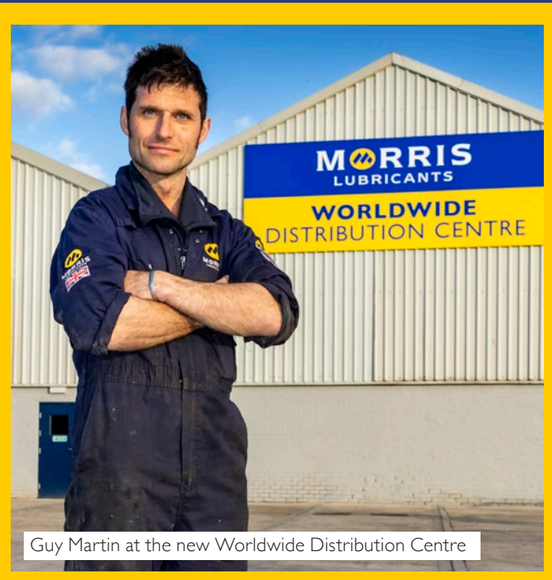
Morris Lubricants is proud to welcome Alex into the family as our newest brand ambassador.

Subscribe to the Power and Performance YouTube channel here: youtube.com /@PowerPerformance-UK

NEW VIDEO SERIES COMING SOON:

How Oil Is Made: Operational Updates with Guy Martin!

This new video series will feature Brand Ambassador, Guy Martin, as he is shown the latest updates to Morris Lubricants' production and logistics facilities. Including the new tank farm, bulk blending tank and worldwide distribution centre. Keep an eye on Morris Lubricants' website and social media channels for the latest updates.



Guy Martin at the new Worldwide Distribution Centre

Product Updates

Morris Lubricants has an action plan to be more sustainable in order to minimise the company's impact on the environment. As part of this action plan, the use of artificial dyes in its products is being reviewed and where possible, reduced in their use. Often the dye added to a product is purely cosmetic and has no practical benefit.

Dyes can be harmful to the environment and by eliminating them, this can help reduce their impact.

REMOVAL OF GREEN DYE IN WORKSHOP PRO MD4

Workshop Pro MD4 is a multipurpose maintenance fluid, and recently it's formulation has been updated to remove the unnecessary coloured dye. As a result, the appearance of Workshop Pro MD4 has changed from clear green to a straw-coloured liquid, due to the removal of the green dye from the formulation.

This is purely a cosmetic change and has no impact on the performance of the product.

Workshop Pro MD4 has changed from clear green to a straw-coloured liquid

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 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.

To find out more about this range, visit Morris Lubricants' website morrislubricants.co.uk

VERSIMAX

SUPERIOR QUALITY DIESEL ENGINE OIL

The very popular Versimax grades HD9 10W-40, HD11 5W-30 and HD15 5W-30 heavy duty diesel engine oils have recently been updated as follows:

HD9 & HD11:
ACEA E6 has been replaced with ACEA E8
ACEA E9 has been replaced with ACEA E11

HD15:
Now approved to DTFR 15C130 (formerly MB 228.61)

MULTIVIS

SUPERIOR QUALITY ENGINE OIL

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.

Terrain LS 80W-90

Terrain LS 80W-90 high performance off-highway gear oil has now been formally approved to the following specification:

ZF TE-ML 05N and 21N for limited slip differentials.

All Morris Lubricants' products are reflective of the latest specifications at the time of going to press and are part of a continuous development programme. The company reserves the right to change formulation and specification, without prior notice to meet the latest trends and developments in lubricant and grease technology. For more detailed information on any product and confirmation of the latest specifications, contact our Technical Services Department on 01743 237 541. Full product data sheets and health and safety information is available on request.

Off-Highway oils and lubricants, designed to operate in extreme conditions

Off-Highway Oils & Lubricants For The Toughest Working Conditions

Morris Lubricants provide 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.

ENGINE OILS

The engine oils have been precisely formulated and manufactured to combat the issues caused by soot ingress, even during long duty hours. They comply with the latest Original Equipment Manufacturer specifications and industry requirements.

ENGINE ANTIFREEZE COOLANTS

The antifreeze coolants are precisely formulated to help keep engines cool when it is hot and also prevent freezing when the temperatures fall, as well as protecting cooling system components from rust and corrosion.

TRANSMISSION OILS

Transmission oils help to ensure that off-highway equipment still performs in extreme temperatures, providing outstanding friction control as well as superb rust and corrosion protection for transmission components.

GEAR OILS

Morris Lubricants' range of high-performance gear oils have exceptional extreme pressure performance, outstanding temperature resistance, as well as superb rust and corrosion protection for gear sets.

OIL IMMERSED BRAKES

Formulated using the latest friction modifying technology, the oils for off-highway wet brake systems offer maximum performance whilst eliminating 'squawk and chatter' and prolonging component life.

HYDRAULIC OILS

Manufactured using the latest antiwear technology, these hydraulic oils perform over and over again whilst maintaining the integral parts of the hydraulic system, even in the toughest of environments.

GREASES

Morris Lubricants' range of greases have been manufactured for optimum performance when working in dusty, damp and dirty environments. These greases help to ensure moving parts operate smoothly and prevent premature wear.

To find out more about this range, visit the Morris Lubricants' website 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 6 Month Review	Date To Be Archived	Outcome
VLS 010223	**Company:** SCT-Vertriebs GmbH **Brand:** Lubriage Ltd t/a Mannol UK & Ireland **Product:** MN TS-23 UHPD 5W-30 & MN TS-24 UHPD 5W-20	23/10/2024	Product Compliant Following Investigation – Case Resolved	18/03/2025	18/09/2025		**Product: MN TS-23 UHPD 5W-30 MN TS-24 UHPD 5W-20.** Case No VLS010223 05/11/2024 This case was accepted by VLS 18/03/2025 The case concerned the claim for a formal Scania approval against the following products; Scania LDF-4 for Mannol TS-23 UHPD 5W-30, and Scania LDF-5 for Mannol TS-24 UHPD 5W-20 It is not possible to obtain a formal approval against a Scania specification as the manufacturer only provides letters of recognition and not letters of approval against which Lubricant Marketers can claim their product meets the requirements of, or is suitable for use. Following detailed dialogue with the Lubricant Marketer the claim for a formal approval against Scania LDF-4 for Mannol TS-23 UHPD 5W-30 was withdrawn. This product was therefore in compliance at the end of the investigation. The claim for a formal approval against Scania LDF-5 for Mannol TS-24 UHPD 5W20 was also withdrawn subsequently and therefore the product is in compliance at the end of the investigation. A six-month review of the case will be undertaken in line with VLS's stated process.
VLS 010222	**Company:** Ravenol **Brand:** Ravenol **Product:** HLS 5W-30	03/10/2024	Product Compliant Following Investigation – Case Resolved	10/12/2024	10/06/2025		**Product: HLS 5W-30.** Case No VLS010222 23/10/2024 This case was accepted by VLS 10/12/2024 The complaint concerned the product claim to exceed or meet Stellantis FPW9.55535/03 where there is currently no market general technology available against this claim. The Lubricant Marketer vigorously defended the claim and the matter was referred by the UK distributor to the European parent and their legal counsel. Until the matter could be finalised the UK Lubricant Marketer agreed to temporarily withdraw the claim from the product packaging and website description. VLS believes that the withdrawal of the claim brings the product into compliance and the case will be subject to a six month review in line with VLS's stated policy
VLS 010202	**Company** Exol Lubricants **Brand:** Exol **Product:** Ultramax 32 Hydraulic Oil ISO 32	04/03/2024	Product Compliant Following Six Month Review – Case Concluded	11/04/2025	20/11/2024	11/06/2025	**Product: Ultramax 32 Hydraulic Oil ISO 32.** Case No VLS010202 05/03/2024 This case was accepted by VLS 20/05/2024 VLS received a complaint about the above product. The Complainant alleged that the product fails to meet the demulsification requirements of industry tests quoted on the labelling and Technical Data Sheet. VLS procured a sample of the product and tested it for demulsification properties. The test results obtained supported the Complainant's findings, in that the demulsification characteristics do not meet the requirements of the specifications claimed. In response the Lubricant Marketer said they had tested a retained sample from the same batch and identified that it was due to a batch-specific contamination issue. They had also tested laboratory made samples subsequently and found these to be compliant. They have undertaken to amend their flushing procedures, tighten quality control limits, and look to recall the affected batch from customers. A six month review will be undertaken to ensure continued compliance. 11/04/2025 VLS undertook a six month review of the case. As part of this review it procured and tested a sample of the product which was found to be compliant for demulsification requirements of the industry standards quoted. Consequently the product is in compliance at the six month stage, the investigation is concluded and the case is closed.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010200	**Company:** SCT-Vertriebs GmbH **Brand:** Mannol **Product:** Brake Fluid DOT 4 3002	11/12/2023	Product not proven to be compliant following Investigation – Escalated to Trading Standards	09/04/2025	26/09/2024		**Product: Brake Fluid DOT 4 3002.** Case No VLS010200 18/12/2023 This case was accepted by VLS 26/03/2024 The Complainant alleged that the batches of material they procured, sampled and tested failed in critical areas of performance required for safe brake operation. The results, they claimed, fall short of the specification limits stated in US FMVSS 116 DOT 4. The Complainant claimed they purchased two samples of product and conducted a Kinematic Viscosity test at -40 degrees centigrade, a SBR Elastomer test at 120 degrees centigrade and a water tolerance/bubble travel time test. The stated that values obtained for both samples were extremely high and at low operating temperatures would result in reduced brake system response time when the brakes are applied. This is a severe safety issue which may result in a vehicle accident and possible injury to any persons involved or worse. The Swell test results they claimed were in excess of the DOT 4 limits. They alleged that this could lead to brake system failure due to the ineffective performance of any elastomers used in its construction. Ineffective braking operation could lead to accident and personal injury. Batch MD46_PEA-230526 they claimed failed the water tolerance test. The Complainant stated that failing this test will lead to the impairment of the fluid's ability to exert an effective hydraulic pressure on the braking components. They alleged that this is a severe safety issue which may result in a vehicle accident and possible injury to any persons involved or worse. The Complainant stated that the fluids do not comply with the declared specification of US FMVSS 116 DOT 4 and their inability to do so presents a grave risk to end users. This complaint should be investigated as a matter of urgency due to its critical nature. VLS independently procured a sample of the product within the UK and tested it for Kinematic Viscosity @ -40 degrees centigrade, SBR Elastomer Swell Test @ 120 degrees centigrade, and Water Tolerance / Bubble travel time – seconds. The test results show that the product failed to meet the specification limits across all three tests. The test results were shared with Lubriage Ltd, trading as Mannol UK and we invited them to comment on these along with steps they will take to bring the product into compliance. As the distributor of the product in the UK, Lubriage Ltd, trading as Mannol UK is liable for the claims made on the product and the product's compliance with market standards such as DOT 4. In response Lubriage Ltd trading as Mannol UK verbally assured VLS that they had immediately stopped selling the product on the UK marketplace although they have not formally responded in writing and VLS has not seen any evidence of the product being quarantined or withdrawn from their distributors or any attempt to contact the end users who might have purchased the product through their distributors to recall the product. VLS has also escalated the issue as a consumer product safety issue to its Primary Authority partner Bucks & Surrey Trading Standards and will conduct a formal six month review of the case in line with its stated process. 09/04/2025 VLS undertook a six-month review of the case and as part of this sourced and tested a new sample of the product which was found to be non-compliant against the Dot 4 specification performance claim which could cause risk to personal injury, accident or even risk loss of life. Consequently the case will be referred to Trading Standards and a press release issued in the interests of public safety.

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

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of 6 Month Review	Date To Be Archived	Outcome
VLS 010190	**Company:** Lubriage Ltd T/A Mannol UK & Ireland **Brand:** Mannol **Product:** Central Hydraulic Fluid 8990	13/06/2023	Product not proven to be compliant following Investigation – Escalated to Trading Standards	13/12/2023	13/06/2024		**Product: Central Hydraulic Fluid 8990.** Case No VLS010190 14/06/2023 This case was accepted by VLS 13/12/2023 VLS received a complaint about the above product which is detailed below; To ensure safe operation at low temperatures, a kinematic viscosity value at -40°C (DIN 51562-1 method) is stated in the following specifications: VW TL 52 146 00: ≤1100 cSt. VW TL 52 146 01: ≤1400 cSt. Mannol Central Hydraulic Fluid (CHF) makes a claim against Volkswagen specification TL 52 146 on the container and supporting technical data sheet. The Complainant tested the product and achieved a value of 1738.8 cSt. This value is in excess of the specification requirements and therefore could impair the performance of the vehicle at low temperatures, which could have safety implications. The packaging and TDS also suggests that the product can be used in place of Pentosin CHF-11S. Although this is a product and not a specification, there is a KV@-40°C figure of ≤1100 cSt shown on Pentosin technical data sheets. The product is a multifunctional one designed for use in selected power steering, transmission, suspension and other hydraulic systems. Failure to comply with these specifications could impair the performance at low temperatures and compromise vehicle safety. The following specifications / part numbers claim to be equivalent to Pentosin CHF11S and should therefore have the same low temperature performance characteristics and requirements: Volvo 1161529-1 Ford WSS-M2C204-A Fendt X 902.011.622 MB 345.0 VAG G 002 000 In summary, the Complainant alleged that Mannol CHF does not meet the Kinematic Viscosity (KV) -40°C limits stated in the quoted specifications referenced above. The failure to comply could compromise vehicle safety. VLS reviewed the complaint, procured a sample of the product and tested it for Kinematic Viscosity (KV) -40°C. The findings are in line with that of the Complainant, that the product does not meet the VW specifications and is not compliant. The summary test results are as follows:- **Test Method Specification DIN 51562-1** — **Test KV -40°C, cSt** VW TL 52 146 00 specification — ≤ 1100 VW TL 52 146 01specification — ≤ 1400 VLS Sample procured and tested — 2610 Complainant Sample Test Result Claimed — 1738.8 VLS did not receive a response to the complaint from the Named Party and so VLS is reporting that the product is non-compliant and does not meet its stated performance claims in full. The case is subject to a six month review in line with VLS's stated processes and if found to be non-compliant at this stage, it will be reported to Trading Standards. 28/03/2025 VLS undertook a six month review of the above product. As part of this review VLS sourced and tested a new sample of the product. The new sample which was a different batch to the original sample tested was still out of specification as follows;- **DIN 51562-1 KV -40°C, cSt** VW TL 52 146 00 — ≤ 1100 VW TL 52 146 01 — ≤ 1400 VLS Sample 1 — 2610 VLS 6-month review sample — 2576 Complainant Sample — 1738.8 Consequently VLS believes that the formulation has not been modified in the second sample. The claims against Pentosin CHF11S and the following claims have been removed from the technical specification:- Volvo 1161529-1 Ford WSS-M2C204-A Fendt X 902.011.622 MB 345.0 VAG G 002 000 However the claim against VW TL 52 146 has been retained which VLS believes is non-compliant and could pose a serious safety risk in use in applications requiring this specification. On this basis details of the case would be escalated to VLS's Primary Authority partner Bucks & Surrey Trading Standards on a non-compliant basis against VW TL 52 146. The case will thus be reported to Trading Standards in line with VLS's process as being non-compliant.

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/
Date of data extraction: 25/04/2025.
The table will be updated in the next issue of LubriNews.

NEW Registration Lookup for Trucks!

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.

Scan me...

whatoildoineed.com

OILS | GREASES | LUBRICANTS

MORRIS LUBRICANTS

whatoil? From Morris Lubricants